

The Brazilian Review

VOL. VII

RIO DE JANEIRO, TUESDAY, MARCH 22ND, 1904

No. 12

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 in the columns covered, as this space is taken up by yearly contract.

AGENTS FOR SALE OF THE "BRAZILIAN REVIEW"

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

New York, *The Tea and Coffee Trade Journal*, 75 & 77 Park Place.

Hamburg, J. Bredow, Rothenstrasse.

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 18.25.

MAIL FIXTURES

DATE	NAME	COMPANY	DESTINATION
1904			
		FOR EUROPE & THE STRAITS	
Mar. 23	<i>Orissa</i>	P. S. N. C.	Europe
25	<i>Albany</i>	Message Co. Mail Steamer	Europe
29	<i>Nile</i>	Royal Mail	South America
Apr. 2	<i>Byron</i>	Lampert & Hoff	New York
7	<i>Orissa</i>	P. S. N. C.	Europe
		FOR THE RIVER PLATE AND EASTERN	
Mar. 24	<i>Chili</i>	Message Co. Mail Steamer	Brazil, V. A.
25	<i>Thames</i>	Royal Mail	4

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, 5 minutes from Railway Station, situated in best neighbourhood. For further information apply to Messrs. CRASHLEY & Co., Rua do Ouvidor 36.

Notes

Consular Invoices. The English version of the regulations for use of Consular Invoices with the new nomenclatures organised in accordance with the customs tariff are now ready and can be ordered at the office of this journal, at Crashley's or at Laemmert's.

To avoid the constant worry and trouble that non-compliance with the regulations has caused, it would be well for merchants to forward copies to all their English-speaking correspondents, and to call their attention to the clauses that most concern them.

The Port Works. The day for inauguration is officially fixed for the 29th inst., but, however the *Obraes Publicas* may propose, it is the Treasury that disposes most things in this country, and unless they hurry up with their interminable reports and counter-reports, there seems a good chance of the materials not being got through the customs in time.

The hitch seems to be at present in a law that stipulates that no materials can be imported duty-free to which similar ones are produced in the country. The Treasury, we believe, in opposition to the department of Public Works pretends that this clause should be enforced and all the cement and such like materials pay duty or, we presume, can be purchased here, and thus ruin the port works. It is really wonderful the ingenuity with which officials discover means of impeding everything that represents progress in this country, though in this case we have no doubt the difficulty will be satisfactorily got over, as the contractors have the Board of Works this time on their side.

More moralizing of the Republic! The appointment of Elizeir Tavares to be *Juiz dos Filhos da Santa Publica*, which being interpreted means judge of the new court for settlement of questions arising in the application of the new sanitary regulations, has given even more dissatisfaction than

the recent appointment of *Juiz de Orphanos*. With so many irreproachable and able men to choose from, Government seems particularly unfortunate in its selections.

Recalled Notes. The date for exchange of the recalled issues expires on the 31st inst. Though no notice to that effect has as yet been issued, it is to be presumed that it will again be extended, as the delay has been caused entirely by failure of the Treasury to keep its agents properly supplied with new notes.

By the way, we notice from a contemporary that the Argentine Government has declined to exchange their *bonos* notes!

The Drought in the North. The *Gazeta de Noticias* states that the rains that promised so well in Pernambuco at the early part of the month, have stopped and the drought continues inexorable, as it also does at Rio Grande do Norte. At Ceara rain only commenced falling very late in February.

The new sanitary regulations just issued occupy 28 pages of the *Diario Official*, and want a day off to themselves, which we can't take. Life is not long enough to master the terms of regulations all wrong that are issued, almost daily and are correct and then issued all over again! If we had a large special staff, perhaps we might manage it, but as it is, the twenty-four hours are not long enough to wade through half these dreary documents. So we give it up, and try to form our opinion from what other people say in the daily papers. The sanitary regulations have nearly 100 articles and provide a different fine for almost every separate article. So we advise our readers, unless they want to be bankrupt, to buy a copy and get them up by heart. For our part we prefer fines or even bankruptcy itself! The principal articles of the regulations are of course those that determine the pay of the staff, which is fixed at the handsome figure of 2,200,000\$ about 410,000 per annum, exclusive of materials. That is not bad for a beginning but as the thing will probably pay for itself and leave something over, if only half the fines are collected, what does it really matter?

We are going to get someone to read the regulations and make a list of the fines later on, but for the present will just point out some of the most striking. For example: if your house is badly repaired and does not please the sickening doctor who will be sent to inspect it, the proprietor would naturally seem to be responsible. But it is not so; it is the lessee who will be fined, and if the inspectors make up their minds that your house is unsanitary and incapable of being repaired, down it must come and there is no help for it! If only this clause is faithfully carried out, there won't be any need for more avenues, as three-quarters of the town will be pulled down and probably stay down for want of money to rebuild them. There may be sanitary buildings in the commercial section of Rio, but they must be very few. It would, however, be interesting to know if government buildings are included in the *mathema*, if so, let the *medicos* begin with the barracks and gradually work up to the Treasury, they will find plenty to do for a year or so without troubling the public. No wooden partitions are to be permitted inside of tenements, whilst if *lavas* are found in the water tanks, the proprietor will be fined from 50 to 100\$! For our part, we never saw a *lavas*, don't want to, and shouldn't know one if we did. But with the prospect of fines such as these, that would reduce us to penury in a week, there seems to be no help for it but to go through a course of bacteriology and inspect our tanks every day!



The Republic of Conany seems to have found favour with financiers in Paris, where a filibustering expedition is being fitted out under the adventurous Bregat, in spite of the protests of the Brazilian Minister. The success of the Bolivian Syndicate who was bought up by Rio Branco for £150,000 could scarcely fail to find imitators, and as our fleet seems to be unable to move, or only goes backward when it does, perhaps it would be as well to avoid trouble by settling with Bregat at once.

French Trade in 1903. Imports from all countries showed an increase of 251,887,000rs. of which 10,000,000rs. is accounted for by Brazil. Exports, on the contrary, show a marked diminution, having fallen off 82,327,000rs. In the aggregate, though, to Brazil they show an increase of 2,913,000,000rs.

Bank Dividends in England. It is generally believed that banking in South America gives extraordinary profits, and that the 17% or 18% realised by some banks, like the River Plate, are something altogether out of the way. But, as the sub-joined table shows, even in London, where money is cheapest, out of fourteen Joint Stock Banks, only one has paid less than 10% during the last three years, and several have given 10% to 20%. The profits of a bank are not made, as is often imagined, by employment of its own capital so much as that of its customers; though there are, of course, other considerations. In fact, comparing the deposits with the capital of the eleven London banks, no regular relation will be found between deposits and dividends. Though, generally, those that, like the National Provincial, London & County, Lloyds, London City and Midland, show the largest deposits, likewise give the highest dividends.

From the Economist

TABLE SHOWING THE PROFITS OF THE LONDON BANKS IN 1901, 1902, AND 1903

Bank	1901	1902	1903
I. Bank of the Metropolitan	14	14	14
London and Westminster	11	11	11
London County	12	12	12
London and South-Western	10	10	10
Midland	10	10	10
II. Banks with Country Branches			
National Provincial	15	15	15
London and County	20	20	20
Lloyds	20	20	20
London City and Midland	18	18	18
Barings and Co. (London)	18	18	18
Foreign and Colonial	18	18	18
Private	18	18	18
Capital and Counties	18	18	18
Various	18	18	18
London and Provincial	18	18	18

Notes: 1. All figures are in per cent. 2. Based on deposits of 1902.

The grand total of deposits at all the eleven banks in 1903 was £48,632,000 as compared with £45,701,000 in 1902, against which on an average 47.8% were kept in cash and easily realisable securities, 16.9% being in cash, 19.8% in money at call and 20% in Consols or Indian stocks.

In Brazil, the percentage of cash is much higher, and even on 31st January last, when the cash in hand in the different branches of the four foreign banks sank particularly low, represented 59.5% of deposits, sight and fixed.

The Companhia Assucareira that has just made a new issue of debentures is a well-managed and most promising concern. Besides two excellent, well-equipped central sugar factories, one in Sergipe and the other in Paralyba do Norte, the company has mounted a large factory, the only one of its kind in the country for refining sugar, with the best and most modern machinery. Up to now, what passes here for refined has been done in kitchens and back shops; but properly refined sugar we have never known, whilst duties are too high to admit its being imported. There is, unquestionably, a wide field amongst a population of seventeen or eighteen millions for so decided an improvement. The *Companhia Assucareira* was founded in 1887 and is already well known in Holland, where its first series of debentures was issued in 1887, now entirely paid off. A second issue of 1,500,000rs. also made in Holland, is secured by a first mortgage on all the property of the Company, and the new issue of 1,500,000 rs will, therefore, enjoy a second mortgage.

The assets of the Company are valued at 1,701,9668 and its obligations at 2,229,3068. The net revenue, after payment of interest on the out-standing issue, is estimated at 1,000,000rs. inclusive of that of the new refinery. The two central factories gave an average profit of 150,000rs for the last twelve years.

THE ACRE

Besides Peru, Paraguay has now filed her protest against the treaty with Bolivia, alleging that territory claimed by Paraguay has thereby been ceded to Bolivia. The lands in question are on the frontier of Brazil and Bolivia, which was marked out in 1871, without any protest whatever from Paraguay.

So far nothing is settled about the administration of the Acre district, which promises to be a very costly affair and to eat up all the revenues derived from rubber, and probably more.

MUNICIPAL AFFAIRS

By the new arrangement come to with the Jardim Botânico tramway, this company will in future be allowed to use two trailers, one first and one second class on working days and three on Sundays and holidays, and to use ten bench cars instead of eight, increasing, of course, the length of the cars in proportion. In return, the company undertakes to replace the vignolle rails by channel rails wherever new pavement is laid; to desist from its action at law against the city; and pay 200,000rs into the Municipal Treasury.

In the present congested state of the only line of communication with the populous southern suburbs, it is impracticable to augment the number of separate cars without diminishing their speed, which is in all conscience slow enough already. A minimum distance must be maintained between one car and another, and that, we believe, has on holidays been already reached. Unless, therefore, trailers were allowed, it would be impossible to cope with the traffic, or the cars would have to run at a snail's pace, close together. The Prefect has designed and is already putting into execution a seaside avenue, that, when finished, will supply an alternate route and relieve the Cattede of its congestion.

It might perhaps have been as well to keep this in view in the contract and limit the Jardim Botânico's privilege as regards trailers to the date of opening the new street to traffic. In reality, it won't make much difference, because competition would soon put right any attempt to abuse.

"Superaris" Most everybody takes IT.

GRAND HOTEL WHITE

THE FORMER RESIDENCE OF COUNT ITAMARATY
ALTO DA TIJUCA RIODE JANEIRO



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.

Managed by the proprietor, -MARTIN-

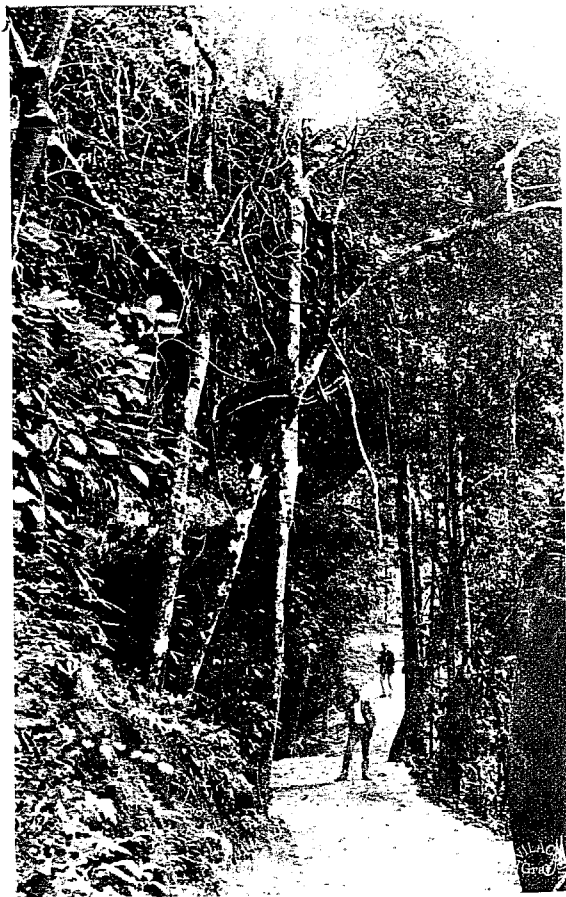
Companhia de S. Christovão

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 Grottoes 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 reis, 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 Margo street, before leaving the city, and if unable to speak either Portuguese, Spanish or French, had better engage an interpreter at Crashley's the English book-seller's, of 36 Rua do Ouvidor; for whom the charge is commonly Rs. 25000, for the day. Charges for breakfast at the Hotel White are at the rate of 15000 per head without wine. For carriages to visit the different points of interest charges are at the rate of 35000 per hour. Saddle horses cost 15000 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 11.01 car be missed it will be advisable to order a special by telephone, for which the charge is very moderate, only 25000 for 20 persons for the up journey.

Fares by mule tram to the junction with the electric railway are 200 reis each, and thence by the electric railway a return costs, 25000 or 2s. 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—6.23 (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—3.57—4.28—5.04—5.40—6.49 and 9.04.

FROM ALTO DA BOA VISTA

A. M. 6.40—8.01—8.30 (luggage and passengers cars)—9.10—10.00 and 11.10.

P. M. 12.48—4.01—5.04 (luggage and passengers cars)—6.00—6.30 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.....	200 réis
	{ Special cars ..	500 réis
.....	{ Ordinary cars.....	300 réis
.....	{ Special cars.....	600 réis
Electric cars from the Junction to the Usina.....		300 réis
..... Usina to the Reservoir.....		300 réis
..... Reservoir to the Alto da Boa Vista.....		500 réis
Return ticket from the Junction to the Alto da Boa Vista.....		22500
Book of 30 tickets available between the Junction and the Alto da Boa Vista.....		305000
..... Reservoir.....		150000
.....		x x x

The Brazilian Review

RIO DE JANEIRO, TUESDAY, MARCH 16th, 1904.

INTERNATIONAL CREDIT

It is often thought that because Consols have declined from their high-water mark of 113 before the war to 87, that British credit has fallen below that of some other countries. But that is a mistake, and even at these quotations, the lowest we believe, since the Occident crisis nearly 40 years ago, British securities are still worth more, proportionately, than those of any other country.

	Current price	1874	1886	1896
1. British Consols	87	87	102	113
2. Transvaal guaranteed	96	97	102	109
3. French <i>Rentes</i>	95	97	102	109
4. German Imperial	96	97	102	109
5. Prussian Consols	99	101	102	109
6. Austrian gold	101	102	102	109
7. United States	109	113	113	117

In fact, quotations are more a measure of the demand for investment than of the credit of a country, however sound. When money is abundant and investment active, quotations even of the most rotten stocks will be inclined to rise, whilst the really untraded ones will go to fancy prices. When, as during the War, not only is the supply of securities being largely added to, but the supply of money for investment is simultaneously shrinking, the equilibrium between demand and supply for securities is upset and their prices suffer, without, perhaps, anything at all having happened to affect the credit of the particular government, as was the case when Consols fell to 87 in 1896.

The reason Consols suffer, in proportion, more than many other British or foreign stocks, is that they are the most dealt in and being more easily realizable, constitute a very large proportion of the reserves of international bankers. When money is scarce, selling becomes active and prices fall without reference to the credit of the country or government at all. The fact that quotations of British stocks are higher, even at current rates, than those of any other is the effect of cheaper money, and this in turn, of course, largely of that greater security, which makes London the clearing place of the world, and creates an international demand for certain British stocks that can only exist elsewhere.

The war in the Transvaal not only absorbed a large part of the savings of the British Nation, but, intercepted profits, and curtailed incomes derived from working of the mines. Consequently, there was little to invest, demand for securities slackened, and quotations fell; nor do they seem likely to revive very much until in some way the waste of the war has been repaired and wealth is accumulated again on a great scale.

When the Transvaal mines get into full working, some millions and add their millions annually to the world's supply of money, no doubt there will be some revival, should it not be again counterbalanced by the waste of this new and costly war in the Far East.

Turning to South American matters stand as follows:

	Current price	1874	1886	1896
1. Brazilian Findings	102	102	102	109
2. do gold 1886	76	77	77	77
3. Argentine Findings	101	102	102	109
4. do gold 1886	99	100	100	100

1. Chilean 1886	90	92	102	109
2. do 1890	79	81	81	81
3. Uruguay	96	97	97	100
4. Mexican	100	101	101	101
5. Paraguyan	90	92	92	92

The best of all are, of course, Mexican 5% Chilean 4% per cents coming next. Brazilian findings it is true, give a fractionally lower yield than even Chileans but they are secured by special mortgage whilst the Chileans rest only on the general guarantee of the State. Argentine findings give a much higher yield than ours, but some other issues, like the 1886 per cents, give a good deal less than our 1886 per cents, so that on the whole our own and Argentine credit is about on a par. Uruguay, on the other hand, are looked on as very risky and give the highest yield of all money even than poor Paraguyan's which, with interest written down to 2%, are quoted at only 90 to 92.



Trade mark The GREEN Star

General News

Local Items. The returns of the Director General of Public Health for week ending 9th March are as follows: 1. Yellow fever, 1; typhoid plague, 1; small-pox, 39; diphtheria, 2; influenza, 8; typhoid fever, 1; beriberi, 2; leprosy, 1; erysipelas, 9; malarial fevers, 19; pulmonary diseases, 30; other contagious diseases, 6; Total 117. Violence, including suicides, 6. Non-contagious diseases, 186. Total deaths from all causes, 309; equal to an annual death rate of 16.00 per 1,000 inhabitants. Mortality of contagious diseases to total number of deaths 37.54%. Under treatment in hospitals: yellow fever, 9; small-pox, 72 and typhoid plague, 11.

The extension of the Pharoas quay to the old *Fluminense* station will be officially opened at the end of the month.

In answer to an enquiry from Rio Grande, the Treasury has decided that the valuation on which consumption duties must be based is the wholesale price current but does not include either packing or the duties themselves.

It is said that Government has decided to acquire from the Bank of the Republic, the island of Maracanaia to prevent it from falling into the hands of foreigners, who are said to be anxious to turn it into a cooling station.

The Lightening Company Limited, has been authorised to continue operations in this country.

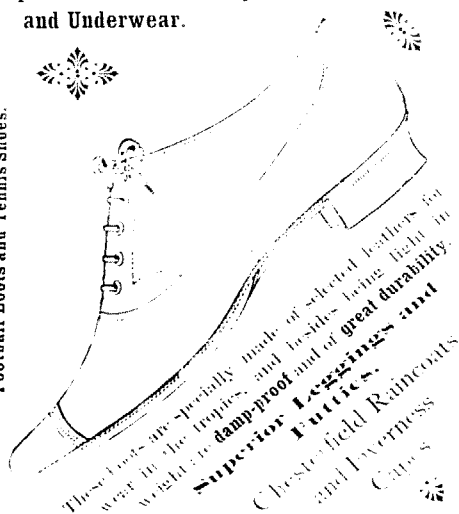
Payment of expropriations for the Avenue ought to have commenced on the 1st March, but, so far, the credit of 20,000,000 has not been registered by the Tribunal de Contas, and the Commission cannot get the money. What's the hitch?

A well-founded report is current that a company or syndicate has been incorporated at New Jersey with a capital of \$15,000,000, to lay up and the tramways of the city of Rio de Janeiro, electricity them and work them as a single system.

The Brasilianische Bank has paid 70,000\$ in to the Treasury as security for the execution of the contract for working the monazite deposits by Mauricio Israelson, the lessee.

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 Footwear
 Chestnut Raincoats
 and Liveries
 Caps

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. BENITO No. 8
 S. PAULO

Bahia and Pará



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

The well known boot-dealers, Clark & Co. of this city, advise us of the change of their business into a Limited Liability Company with registered office in Kilmarnock, N. B.

Messrs. Clark & Co. have had a long and creditable connection with this market where they have been established for over sixty years, having for over a generation held a leading place in their trade.

The conversion of the business has been made with a view to further developments and we understand important changes are soon to be made which no doubt will make the concern the largest of its kind in South America.

We wish every success to the new concern, being always glad to hear of foreign capitalists trying their luck in this country despite the many difficulties to be encountered.

The agent for bituminous paving the patent of the South American Asphalt Paving Co., is Mr. John B. Orr of 11 Rua do Hospício.

The Prefect is about to call for tenders for the construction of a municipal theatre in the Central Avenue and will offer prizes of eight, four and two *contos* for the three best designs.

A gigantic *gibbia* or bone-constrictor, caught at Cascadura, has been presented to the Zoological Gardens. It measures fifteen feet in length.

The new dredger *Rodrigues Alves* left the *Club* for Rio on the 23rd ult.

By the steamer that sailed on the 19th inst. £42,042 were remitted to the treasury agents in London.

One of the first and finest edifices erected in the new avenue will probably be that of Messrs. Guinle & Co., the well known electrical engineers and contractors.

Messrs. Guinle are the successors of Aschoff & Guinle and sole agents in this country for the General Electric Co. The firm has, besides the central house at Rio, well-equipped warehouses and workshops at S. Paulo and has started a similar establishment at Bello Horizonte.

Rio de Janeiro. Dr. Nilo Pezanher will pull the coach of state out of the mire of insolvency and make a big name for himself yet! For the first time for years in the history of the state of Rio de Janeiro, have accounts shown a cash balance, which on 11th January amounted to over one thousand *contos* of 1903!

Some people don't know, when they are well off and after courting fortune for years drive her away again by sheer stupidity! It was luck, pure luck, and not superior merit, that took the English to Icarahy and turned Jurujuba into a colony of Britishers, whom it would be well worth doing something to retain now that they are there. But apparently the Cantareira Company doesn't think so, but, on the contrary does all it can to drive them away by a tram service that would disgrace Timbuctoo!

At certain hours in the evening the number of passengers is always particularly heavy and it would be thought that the administration in their own interests would require no stimulating to put on extra cars to meet the traffic. But such is not the case and consequently there is a regular steeple-chase with water leaps and all from the ferry-boat *Jabara* to the car every evening in which, at risk to limbs, and even to life, men and even women and children take part and scramble to secure a seat in the car. The less agile, of course, are left and have to hang on to the sides of the cars, and quiet their consciences as best they can for over-loading them; whilst cruel drivers, with word and lash incessantly urge the mules to exertions beyond their strength! Someday they will kick the passengers, not the mules, who haven't one left in them and move away, crick-crack and all, to Tijuca or somewhere and the glory of those suburbs will be gone.

Minas. If the report of Dr. A. Lima, published in the *Jornal do Commercio* is to be trusted, the Rotulo gold mines must be the richest on earth, as they are sending specimens of their ores to the St. Louis Exhibition containing 300% or three times their own weight in gold! The other companies that exhibit are, of course, the St. John del Rey, who send plans

and models of these celebrated mines, the Passagem, Juca Vieira, Carrapato, Honório Bredlow, Bon Vista and Faria, names, all, or most, of which have been exhibiting for decades, and, except two or three, don't seem to get much further.

The State Government has remitted to its agents in Paris, 600,000 frs. to meet the July coupons.

São Paulo. Willie Klugebender, the clerk accused by Messrs. Zepner Bulow of embezzlement, has been acquitted by a unanimous vote of the jury.

The Centre Commercial of Santos are persevering and intend to send a third petition to the Minister of Finance, about the 2% surtax and other matters. There is luck in odd numbers, so perhaps this time they will get an answer.

The *Caaparahua Estadao de Fogo Araraquara* has issued its report for 1903. The capital is 2,000,000 paid up. Revenue in 1903 was 198,5688 and working expenses, apparently, 292,6118, the coefficient being 71.7%. No dividend was declared, but obligations were reduced by 83,0088, and 278,4118 were carried forward as against 268,9298 last year.

The report of the Banco do Commercio e Industria for 1903 shows net profits of 2,116,9858 exclusive of 319,377,8000 brought forward from 1902. After payment of 63,1828 as remuneration to the directors, and reserving 339,228 for doubtful debts, and putting 500,000 to the Reserve Fund, 1,606,9008 are distributed for payment of the 27th dividend at the rate of 16%, 10,0008 being consumed by the tax on same, and after payment of 50,000 in bounties to employees 1,337,9588 are carried forward to 1904.

Paraná. The head of the State is to be known as President and not Governor in future. What's in a name? Miss Governor would be more appropriate. Verb. Sap!

Construction on another section of sixty kilometres of the S. Paulo to Rio Grande line between Pirahy and Jaguarihyon, has been started and within a short time work will be commenced on the southern section including a bridge over the Iguaçu. On account of the first £139,611 has already been deposited at the Treasury agency in London.

Pernambuco. The Provincial Legislature has addressed a petition pointing out the importance of the port of Pernambuco and asking that the works for improvement of the harbour be at once undertaken. We hear that there are several proposals, the most advantageous and reliable being that of the Great Western Railway which already has so large a stake in that part of the country. There is, however, an inclination to do the work by administration, in which case it will probably undergo the fate of the Rio Grande harbour, which, in spite of thousands of *contos* having been spent on it, seems to get steadily worse. All the same, the government engineer sent down to examine reports everything satisfactory, and the engineers to be doing all that is possible. Some people are easily satisfied!

Pará. Money must be a good deal more plentiful at Pará than here, to judge by an announcement in Pará papers that the Banco do Pará intended to pay no interest on deposits after the 1st March.

In proof that the illegal taxation of imports from other states practised by the municipality of Belém is counteractive the *Palha do Norte* points out that whilst the steamers *Sybas* and *W. Stearnsland* came laden to the water line with *caju*, corn and other produce, four Lloyd steamers that arrived about the same time brought not a bale nor a bag! The result of such taxation is to favour foreign produce at the cost of our own.

Half the ports in the North seem to be quarantining one another. The Lloyd steamer *S. Salvador* on its last trip refused to take passengers for Pará at S. Louis do Maranhão, the captain excusing himself on the ground of orders from the Board, who, in their turn, appeal to a telegram from the Captain. Now that we have regulations forty-eight pages long, it is to be hoped that such eccentricities will cease.

Mr. H. Percy Caley, manager of the local branch of the London and Brazilian Bank, has left for England on a holiday, during which he will be replaced by Mr. L. W. Turner.

"Superaris" BE convinced — "Superaris" will convince you.

"Superaris" There ARE others, but not like "Superaris"

SECTION II

SANITARY REGULATIONS

Approved by Decree 5,156 of 8th March, 1904

Sanitary Service of Ports.

Art. 37. For the effective carrying out of the sanitary service of the ports, the coast of the Republic shall be divided into three Sanitary Districts, as follows:

1st. District, with headquarters at the Capital, under the management of the Director General.

This District shall embrace the Health Departments of the ports of Espírito Santo, Rio de Janeiro, São Paulo, Paraná, Santa Catarina, Rio Grande do Sul and Mato Grosso and have as common quarantine station at Ilha Grande.

2nd District, with headquarters at the port of Recife, Pernambuco, under the management of the health inspector of that port, with the title and functions of Director of the Second Sanitary District, shall comprise the Health Departments of Paraíba, Pernambuco, Sergipe, Alagoas and Bahia, and have Tamandaré for their common quarantine station.

3rd District, with headquarters at the port of Belém, Pará, under the management of the Health Inspector of that port, with the functions and title of Director of the 3rd Sanitary District, shall comprise the different Health Departments of the ports of Amazonas, Pará, Maranhão, Ceará, Piauí and Rio Grande do Norte, with a common quarantine station at Pará.

Paragraph. Although common to the different Health Departments, respectively, the lazarettos shall be subordinated to the jurisdiction and authority of the Director of the District. The Governor of any of the States comprised in a district, may, if he see fit, appoint on his own account a special delegate to accompany the service and furnish such information as may be required. Such delegate shall be under no obligation to serve but, when offered, his service may be accepted by the director.

Art. 38. At each of the principal maritime or fluvial ports in each State shall be established a pest house and a disinfecting station for the treatment of patients suffering from infectious diseases, and for the disinfection of vessels, passengers and materials arriving from infected or suspected localities, in accordance with the present regulations.

Art. 39. Quarantine and disinfecting stations shall work together. The Director General may, by mutual arrangement with navigation companies, alter the itinerary of vessels bound for national ports and establish provisional ports of entry.

- Art. 40. The sanitary service of the ports embraces:
- a. International Maritime Prophylaxy;
 - b. Sanitary policing of vessels and of cargoes;
 - c. Maritime medical assistance.

PART I.

National Maritime Prophylaxy.

Art. 41. The National Maritime Prophylaxy established in the present regulations aims at the employment of adequate means for preservation of the ports of the Republic from contamination by malarial germs carried by vessels arriving at such ports.

The means employed are:

1. Bills of Health;
2. Sanitary inspection;
3. Sanitary visits;
4. Isolation, disinfection and medical observation.

Art. 42. Cholera, typhoid fever and bacillary dysentery are the infectious diseases that demand the adoption of permanent sanitary methods. Other infectious diseases may, in exceptional cases, require the adoption of precautionary methods.

Any vessel whose hygienic condition is, in the opinion of the sanitary authorities, considered prejudicial to the public health shall be subject to such measures.

CHAPTER I.

OF THE BILL OF HEALTH.

Art. 43. The Bill of Health is a document compulsory for all vessels entering a national port; in it must be stated the name of its captain, the number of the crew and of the passengers; the nature of the cargo; the sanitary state of the port of clearance; the sanitary condition of the vessel at the time of sailing and all other details indicated in the attached form, No. 3.

Paragraph. Bills of Health are subject to the payment of the fines stated in schedule No. 2 accompanying these regulations, excepting such cases as are stated in Art. 44, Par. 8.

Art. 44. The following vessels must present Bills of Health upon entering Brazilian ports:

- 1st. Vessels proceeding from foreign ports;
- 2nd. Vessels arriving from a Brazilian port having a Health Department.

The following are not obliged to show Bills of Health:

- 1st. Vessels sailing regularly between ports of the same State;
- 2nd. Foreign war vessels, stationed in Brazilian waters, visiting other national ports;
- 3rd. Cruisers;
- 4th. Fishing smacks;
- 5th. Vessels arriving in distress.

Par. 1. All vessels arriving from foreign ports must show Bills of Health issued by the health authorities at the port of clearance, duly certified by the Brazilian consul at such and intermediate ports. Failing a Brazilian Consul at any such ports, the Bill of Health must be certified by the consul of some friendly nation.

The Bill of Health shall be single and be delivered to the health authorities at the port of destination. At all Brazilian ports the vessel may touch at, the Bill of Health shall be certified to by the inspector.

Par. 2. Should there be no sanitary authorities either at the foreign port of clearance or intermediary port, the Brazilian consul shall furnish on request a written declaration regarding the sanitary condition of such port or ports; which declaration shall have the same effect in the Brazilian ports as would a duly certified Bill of Health. Failing a Brazilian consul in such ports the written declaration of a foreign consul shall be valid in all the ports of this Republic, in accordance with Par. 1 of this Article. Furthermore, should there be no consular authority of any country at any such ports the captains must provide themselves with such documents as shall certify to the sanitary conditions of the port of clearance or intermediary ports, and submit same to examination by Brazilian or other consuls at the nearest port touched at, who shall furnish the captain with the written declaration stipulated in the first part of this paragraph.

Par. 3. Vessels sailing from the ports of one State to those of another shall demand a Bill of Health at the port of clearance which shall be certified by the health inspector at each of the intermediary ports.

Par. 4. Bills of Health issued by the authorities of the Republic, or received by them, shall be classed as clean or unclean; the first class shall embrace such as declare a complete absence at the port of clearance or intermediary ports of any of the infectious diseases referred in Art. 42; and the second or unclean, those that register cases of any of the above mentioned infectious diseases at the port of clearance or intermediary ports where the vessel may have touched.

The authorities at the port of clearance must declare in the Bill of Health whether any infectious disease that might affect the public health is epidemic in the locality.

Par. 5. A Bill of Health shall only be valid when issued within 24 hours of the sailing of the vessel.

Par. 6. The consular certificate, to which Par. 1 of this Article refers, shall be written on the back of the Bill of Health and be authenticated by the consular seal.

When, after due enquiries and acquaintance of the facts, the consul agrees to the wording of the Bill of Health a simple certificate shall be entered; on the contrary the consul must, in addition, add such information as he may deem necessary to rectify the wording of said Bill of Health.

Par. 7. When, owing to such correction of a Bill of Health, special sanitary measures should be applied to any vessel, the health authorities of the respective port shall deliver to the captain a new Bill of Health in which the measures applied and the reasons therefore shall be stated.

Par. 8. War vessels of foreign nations shall receive Bills of Health free of charge.

Par. 9. Forms Nos. 3, 4 and 5, annexed to these regulations, are hereby adopted for the Bills of Health, sanitary certificates and free *portique* to be issued by the Brazilian authorities, such forms to be the standard for all Brazil.

Art. 45. The commander of a vessel that upon arrival at any Brazilian port fails to show a Bill of Health, and has no reasonable excuse for so doing, or presents an irregular Bill of Health, shall be liable to the penalty stated in Art. 78, No. 7 besides any sanitary measures which may be imposed by the sanitary authorities.

CHAPTER II.

OF SANITARY INSPECTION.

Art. 46. Sanitary inspection of vessels under international prophylaxy papers, comprises the fiscalization of occurrences on board during the voyage. Such fiscalization shall be carried out by delegates specially appointed by the Director General of Public Health, to be known as "Sanitary Inspectors of Vessels" and shall be appointed directly by the Director General for the Embarkation Commissions, and by the ships' doctors.

Par. 1. Whenever the interest of the public health demands it, the General Director shall request the Government authorities to organize a corps of marine sanitary inspectors, whose duty it will be to proceed to ports where there may be an epidemic of any of the infectious diseases specified in Art. 42 of these Regulations and embark on any vessels proceeding to Brazilian ports.

Par. 2. The duties of maritime Sanitary Inspectors are as follow:

1st. To embark on any vessel that the Brazilian Minister or Consul at an infected port may designate, with the object of carrying out and providing that the instructions herein contained are carried out on board such vessels, as well as such other instructions as they may receive.

2nd. Three times daily to note down in a register or diary, stating the date and hour, all they may observe relating to the health of the passengers and crew, as well as anything, that in their opinion might alter sanitary conditions, whether arising from the vessel itself or of other origin; also noting in the same register or diary whatever measures they may have recommended in the exercise of their duties.

Par. 3. Upon the sailing of the vessel, from both the clearing and intermediary ports, to inspect the stock of disinfectants and the disinfecting apparatus, as well as the ship's pharmacy, comparing the stock with the list entered

in the bo

age to be

Par. 1

gers and

diseases

shown the

prior to d

Par. 2

source, as

notify the

Par. 3

in all its e

passenger

appear no

hygienic e

adopted a

noted in t

Par. 7

crew, wh

notification

board, no

carefully t

yourable o

lead to con

Par. 8

at interme

regarding

Par. 9

ascertain t

Par. 1

berths or h

class passe

stires neces

Par. 1

suspected

Art. 4

than 48 ho

In ad

with an ef

rector Gen

destruction

Vessel

provided v

design app

Parag

six month

ral of Pub

forth in t

1:0005 for

Art. 4

vessels sh

the three

ral of Pub

salaries of

vessels.

Art.

the means

nished by

passenger

their appe

the ship fr

to watch

shall be res

Art. 50

authorities

and signed

voyage; th

have occur

declaration

ment, oblig

1st. A

physician

slight, and

2nd.

3rd.

quantities

of sailing

Art. 51

referred to

initiated by

will belong

done by th

Art. 52

mation requ

sel may tou

Art. 53

necessary,

menace the

Art. 54

operation a

deemed ad

Art. 55

the Genera

sion of the

not absolv

curred.

Art. 56

the clauses

under Art.

is unable t

aboard.

in the books and to notify the commander in time, for any shortage to be corrected.

Par. 4. At the time of embarking to inspect all the passengers and reject any that appear to be affected by any infectious disease, as well as any convalescent from such diseases, unless it be shown that such convalescence dates more than twenty days prior to departure.

Par. 5. To refuse embarkation of soiled clothes from any source, as well as of objects in bad state of preservation and notify the commander to this effect.

Par. 6. To verify the degree of cleanliness of the vessel, in all its compartments prior to loading and to embarkation of passengers; making such suggestions to the captain as may appear necessary for putting the vessel in the best possible hygienic conditions. Such suggestions, as also the measures adopted and the assistance given by the commander shall be noted in the register or diary.

Par. 7. To render professional services to the passengers and crew, when so requested; to ascertain and exact immediate notification of any and all cases of sickness which may occur on board, no matter how slight, in order to watch same, note being carefully taken of the exact date of appearance and of favourable or fatal termination, as well as of all *data* that may lead to correct diagnosis of the case.

Par. 8. To take note of the exact date of arrival of the vessel at intermediate ports, as well as of all information obtainable regarding their sanitary conditions.

Par. 9. To visit the ship's hospital several times daily to ascertain the condition of the sick.

Par. 10. To visit the passengers who keep to their cabins, berths or hammocks, and to give special instructions to the third class passengers regarding personal cleanliness and other measures necessary for the maintenance of health aboard.

Par. 11. To suggest and carry out the isolation of any case suspected to be infectious and notify the captain to this effect.

Art. 47. All vessels carrying passengers employing more than 48 hours on a voyage must have a physician on board.

In addition, all vessels carrying passengers shall be provided with an efficient apparatus, of design approved of by the Director General of Public Health, for disinfection and for the destruction of rats, as also a stock of antiseptics.

Vessels intended exclusively for carrying cargo, shall be provided with an apparatus for the destruction of rats, of a design approved by the Director General of Public Health.

Paragraph. Owners of national vessels who, at the end of six months from the date of notification by the Director General of Public Health fail to comply with the dispositions set forth in the two last clauses of this Article, shall pay a fine of 1,000\$ for each voyage.

Art. 48. The physicians appointed for service on national vessels shall be selected from a list of successful candidates at the three-monthly examination to be held by the Director General of Public Health for this purpose. The appointment and salaries of such physicians shall be paid by the owners of the vessels.

Art. 49. It shall be the duty of ship's physicians to use all the means in their power, in accordance with instructions furnished by the Director General of Public Health, to preserve the passengers and crew from infectious diseases that may make their appearance on board and prevent such from spreading and the ship from being contaminated; it is, moreover, their duty to watch over the general health of the vessel for which they shall be responsible to the Central Board of Health.

Art. 50. The ship's physician shall present to the sanitary authorities at each port touched a written report duly dated and signed, wherein shall be mentioned all the incidents of the voyage; the cases of sickness, their treatment; deaths that may have occurred; disinfections practised, etc. In addition to these declarations, they must present the following books for endorsement, obligatory on all vessels carrying passengers:—

1st. A clinical register, wherein from day to day the ship's physician shall inscribe all cases of sickness, no matter how slight, and their respective treatment.

2nd. A register of prescriptions.

3rd. A pharmacy book, wherein must be declared the quantities and class of medicines in stock on board at the time of sailing and the antiseptics used during the voyage.

Art. 51. Each ship shall have a special set of the books referred to in the preceding article, which must be opened and initialed by the Secretary of the Central Board of Health and will belong the ship. As regards foreign vessels, this shall be done by the Brazilian consul at the port of departure.

Art. 52. The ship's physician shall give any and all information requested by the sanitary authorities at the ports the vessel may touch at in connection with the incidents of the voyage.

Art. 53. Ships' physicians can, whenever they deem it necessary, prohibit embarkation of persons or objects that may menace the health of the ship.

Art. 54. In combination with the captain, they shall put in operation all measures for disinfecting and purging the vessel deemed advisable to avoid contamination.

Art. 55. In case of grave infraction of these regulations, the General Director may demand the dismissal or suspension of the physician, such dismissal or suspension, however, not absolving him from any other penalty he may have incurred.

Art. 56. The captain of a vessel who coming under the clauses of Art. 47, shall be subject to the penalty imposed under Art. 78, No. 1, when upon arrival at a Brazilian port he is unable to satisfactorily justify the absence of a ship's physician aboard.

Art. 57. When public interest demands it, the General Director may order an assistant physician to embark on vessels proceeding to national ports, with the powers and functions of a maritime Sanitary Inspector.

CHAPTER III.

OF THE SANITARY VISIT—ISOLATION, DISINFECTION, AND MEDICAL OBSERVATION.

Art. 58. Sanitary visits to vessels arriving at Brazilian ports shall be denominated "outer" visits, and comprised:

a. An interrogatory;

b. An ordinary inspection.

Par. 1. The "outer" visit shall be made by the assistant inspectors at the port of Rio de Janeiro; and by the District Directors and Health Inspectors at other ports.

At such ports where there be no sanitary authorities, the "outer" visit shall be made by the police authorities, except in the case of vessels arriving from an infected or suspected port, when the police authorities shall order the vessel to proceed to the nearest port where sanitary authorities exist.

Par. 2. At quarantine ports, the "outer" visit shall be made by the quarantine physicians, whether the vessel come direct or has been ordered there by the authorities of head-quarters.

During epidemics, district physicians may assist in the service of the "outer" visit.

Par. 3. No customs or police authority can exercise jurisdiction over any vessel not previously visited by the sanitary authorities and when customs or police officials accompany the sanitary authorities to a vessel, the latter shall always have preference over the former who shall not be allowed to board any vessel without the permission of the sanitary authorities.

Par. 4. A yellow flag at the foremast truck of a vessel signifies that it has been quarantined by the health department by whom alone quarantine can be lifted.

Par. 5. Upon a vessel anchoring at the station, the sanitary authorities shall immediately approach it and after hailing make the usual interrogatory.

This shall be put to the sanitary inspector, captain, first officer or ship's physician, should there be one, in the following order:

I. The name of the vessel.

II. Where from and how long out.

III. The name and status of the person interrogated.

IV. The ports the vessel touched at.

V. What vessels were spoken on the voyage and from when bound; what was the sanitary condition of such vessel.

VI. Has the vessel a clean or unclean Bill of Health.

VII. Whether there are or have been any sickness aboard? If so, how many and what is the malady? How many recovered, how many died and how many are still under treatment?

VIII. Upon what date after sailing did the first case appear, and what was its nature?

IX. Was the vessel subjected to any sanitary treatment, at any port *en route*? At what port, and of what did the treatment consist?

X. By what document can the treatment be proved?

XI. On what date did the last death take place?

XII. Have any dead rats appeared on board?

XIII. Was anything done to destroy rats on board during the voyage?

XIV. Is the ship provided with the disinfecting apparatus as exacted by the sanitary regulations of this port?

XV. Is the ship provided with the books and papers indicated in the sanitary regulations of this port?

The replies given to the above questions shall be registered in the "book of visits" which must accompany the sanitary authority and if the answers are satisfactory and there should be no doubt as to their veracity the official shall immediately board the vessel and after reading the replies, shall sign same and obtain also the signature of the commander and the informant, to the respective page of the register and shall then proceed to the "ordinary inspection".

Par. 6. In making the "ordinary inspection" the official shall call for, in the first place, the Bill of Health, which he shall keep. He shall then examine the vessel's books, principally the hospital and the prescription books, and shall sign the page where the entries terminate.

He shall then inspect the various departments of the vessel, especially the hospital or infirmary and the crew's and passengers' quarters. If the answers be found to be correct and there is nothing to show that the vessel is contaminated, the official shall endorse the Bill of Health and return it to the captain and give the vessel free *patique* after furnishing the captain with a "certificate of visit", without which a Bill of Health for clearing shall be refused.

Par. 7. Should the sanitary condition of the vessel be good, but the state of cleanliness and hygiene, generally, be bad, the sanitary authorities shall order the necessary measures to be taken to rectify it, specifying a time for their execution. At the end of the time, if the vessel have complied with the order, it may proceed to its anchorage. If the vessel's delay in the harbour should be too short to allow of the instructions being executed, the sanitary authorities shall indicate the most urgent, and until they are complied with, no loading or unloading will be permitted.

Measures intended merely to insure cleanliness and hygiene will not prevent embarking or disembarking of passengers or communication of the crew with the shore.

The Custom House authorities shall be notified in writing of all orders given by the sanitary authorities.

Par. 8. When reports are unsatisfactory, or the vessel hail from an infected port, the sanitary authorities shall not go on board, but shall order it to proceed to the nearest disinfecting station.

Par. 9. Should the information seem satisfactory, but prove on examination to be inexact or false as regards the sanitary conditions of the ship, no inspection shall be made and the sanitary authorities shall withdraw and order the vessel to proceed to the nearest disinfecting station, to undergo a rigorous inspection.

In this case, the sanitary authorities that undertook the "ordinary inspection", as well as such other persons who may have communicated with the vessel, shall remain on board the vessel that conveyed them to the ship, or on some other selected for that purpose, until the course of treatment has been decided upon after the "rigorous examination" has been effected. The vessel conveying the sanitary authorities, upon its return from such ship, shall raise the yellow flag on the foremast and it shall be considered isolated for such time as the chief of the service determine.

Par. 10. If the information afforded prove to be inaccurate only in secondary matters, not referring to the state of the ship, the sanitary authority shall proceed to the "ordinary inspection", and shall endorse and return the Bill of Health to the captain, on whom the fine specified in these regulations shall be imposed.

Par. 11. In cases specified in Par. 9, the Bill of Health, confiscated by the sanitary authority, shall be handed to the physician of the disinfecting station who will return it to the captain upon the termination of the "rigorous inspection", or upon completion of any sanitary measures ordered. The physician shall endorse such Bill of Health, and shall inscribe in the certificate of free *pratique* a memorandum of the treatment the vessel may have undergone. This certificate shall then be delivered to the captain.

Par. 12. If the port at which such examination and operations take place should be the terminus of the voyage or home port, the Bill of Health shall remain in the possession of the sanitary department.

Art. 59. The sanitary operations to be employed at the quarantine and disinfecting stations comprise:

1st. The detention of the vessel during the time necessary for strict inspection.

2nd. The detention of the vessel during the time necessary for the disinfection of the passengers and their baggage and of the vessel and cargo.

Art. 60. For due execution of the sanitary measures specified in the present regulations, the following definitions and terms are hereby established:

"Infected port" is that in which there is an epidemic of any one of the infectious diseases as specified in Art. 12.

"Suspected port" 1st, those in which sporadic cases of one of the infectious diseases indicated in the Article above mentioned, have appeared. 2nd, those in which the precautions taken against infection from other infected ports are insufficient. 3rd, those which maintain frequent and easy communications with infected localities.

Art. 61. The qualification of any port as "infected" or "suspected" shall be applied by the Federal Government, upon the suggestion of the Director General of Public Health, and be officially published.

For the due execution of the sanitary measures, the declaration of "suspected" and "infected" for vessels sailing from the ports so qualified shall date:— in the cases of cholera, from 13 days prior to the date of the official publication, and 5 days prior to such date in the cases of yellow fever and bubonic plague.

Art. 62. Sanitary visits shall begin at sunrise and terminate at sunset; the hours may be extended on approval of the government whenever the public interest so demands.

In cases where companies or owners of vessels request that sanitary service be done at night, the Director General of Public Health may authorize it, all extra expenses being borne by them, in accordance with schedule No. 6.

Art. 63. All vessels entering national ports, shall be subject to sanitary visits, excepting cruisers, fishing smacks and those plying between ports of the same State.

Art. 64. Vessels arriving with an unclean Bill of Health shall be subjected to a sanitary treatment, varying according to vessel's classification as "immune", "suspect" or "infected".

Art. 65. A vessel is considered as "immune" even when clearing from an infected port, if there may have been no deaths aboard nor any case of the infectious diseases specified in Article 12 have made their appearance since clearing: as "suspect" when, while having one or more confirmed or suspected cases at the time of sailing or during transit, no new case is reported for more than seven days prior to arrival, or no death has occurred aboard from any other unspecified disease; as "infected" when one or more confirmed or suspected cases have occurred within seven days of the date of arrival.

Art. 66. A vessel declared to be "immune" shall be subject to the following sanitary measures:

a. Medical inspection of the passengers and crew;

b. Disinfection of wearing apparel and all objects of daily use, excepting in the case of yellow fever, when destruction of mosquitoes in the ship and among the baggage shall be the only measures adopted;

c. Destruction of rats with apparatus approved of by the sanitary authorities, should bubonic plague have been epidemic at the clearing or any intermediary ports;

d. If the time of the vessel in transit should be less than the maximum period of incubation of the respective disease, each

passenger shall receive a sanitary passport bearing his name, destination and the date on which the vessel left the port of clearance. The sanitary authorities shall immediately notify the chief of the Health Department in order that medical supervision may be exercised until the expiration of the maximum period of incubation, in accordance with instructions in Part III, Sub-heading II, Chapter IV, of these regulations.

Art. 67. The companies or owners of vessels must forward to the Health Department, through the sanitary authority of the port, a complete list of passengers, stating their port of embarkation and their destination.

Paragraph. Any passenger giving a false address or failing to report himself at the place indicated for medical supervision shall be subject to a fine of from 1000 to 5000 or imprisonment of fifteen days to a month, to enforce which the assistance of the police may be demanded.

Art. 68. A "suspected" vessel shall be subjected to the following measures:—

a. medical inspection of passengers and crew;

b. disinfection of soiled linen and wearing apparel, as well as all objects, baggage and cargo to be landed, excepting in cases of yellow fever;

c. except in case of yellow fever, passengers shall then be landed and disinfected, and each one shall receive a sanitary passport, giving date of the arrival of the vessel, name of the passenger and his destination, and the Board of Health be notified of the fact in order that the necessary steps may be taken to put medical supervision into effect from the date of arrival of the vessel;

d. the crew shall be subject to similar supervision;

e. in cases of cholera, the water tanks shall be refilled, or in other cases, as shall be judged advisable by the sanitary authorities;

f. all parts of vessels considered contaminated, shall be disinfected by the sanitary authorities;

Art. 69. The measures applied to an "infected" vessel shall vary according to the nature of the infectious disease.

Paragraph. I. In cases of yellow fever:—

A. For vessels touching at other Brazilian ports, the following proceedings shall be observed:

a. the sick shall be immediately landed and isolated by means of mosquito-netting;

b. systematic destruction of mosquitos in all parts of the vessel, as also of their breeding places;

c. passengers landed at a port from such vessels shall receive a sanitary passport and be subject to medical supervision for 13 days, the sanitary authorities notifying the Board of Health to that effect.

d. the vessel shall then have free *pratique*, a sanitary inspector remaining aboard during its stay in Brazilian waters, whose duty it shall be:—

1. To inspect the passengers and crew every day and to immediately isolate with netting any case showing symptoms of fever.

II. In case of the reappearance of mosquitoes, to proceed to their destruction.

B. Vessels not touching at other Brazilian ports shall observe the rules under letters a, b, and c of letter A, Par. I of this Article.

Par. II. In cases of cholera:—

A. For vessels touching at other Brazilian ports, the following measures to be taken:

a. the sick shall be immediately disembarked and isolated;

b. a strict disinfection shall be made of the vessel, all fecal matter being previously disinfected before emptied into the sea;

c. all water tanks and bilge water shall be emptied or discharged and the tanks and holds be disinfected;

d. passengers for the port where the ship is lying shall receive a sanitary passport and be subject to medical supervision for the space of five days, the sanitary authorities duly notifying the Board of Health.

e. the vessel shall then be granted free *pratique*, retaining, however, a sanitary inspector, who will accompany the vessel during its stay in Brazilian waters, and whose duties shall be as follows:

1. To inspect daily all the passengers and crew, immediately isolating any person showing the slightest symptoms of diarrhea and take all the prophylactic measures appropriate to a well developed case, and order the vessel to the nearest disinfecting station where the sanitary authorities shall act according to circumstances.

B. For vessels not touching at other Brazilian ports, rules under letters a, b, c and d of letter A, Par. II of the present article, shall be observed.

Paragraph. III. In cases of bubonic plague:

A. Vessels touching at other Brazilian ports shall be subject to the following rules:

a. the sick shall be immediately landed and isolated;

b. rats shall be destroyed;

c. the vessel be thoroughly disinfected and dead rats that may appear be burned;

d. the crew and passengers shall be disinfected and vaccinated with *serum*, those refusing, being landed and isolated, at their own expense; the vessel will be quarantined for five days, when the passengers, wearing apparel and baggage shall be again disinfected and the vessel be then granted free *pratique*.

e. though receiving free *pratique*, a sanitary inspector shall remain on board during the delay of same in Brazilian waters, his duties being as follows:—

1. To make a careful daily inspection of passengers and crew, isolating immediately all persons presenting symptoms of fever (excepting cases of reaction from vaccination with serum).

II. To see that effective measures are adopted for the destruction of rats, and if any rats still exist to ascertain if the disease be epizootic.

III. If such prove to be the case, the vessel shall be ordered to the nearest disinfecting station.

B. For vessels not touching at other Brazilian ports, rules under letters a, b, c and d, of letter A, Par. III of the present Article to be observed.

Art. 70. Vessels clearing from infected ports shall proceed to the destruction of rats (*desratização*) every two months: the time to effect this operation not to exceed 24 hours.

Art. 71. Vessels classified as "immune" that have cleared from infected ports shall proceed to the destruction of rats before loading or unloading. This should be done as quickly as possible avoiding damages to the cargo, but shall not impede free intercourse of passengers and crew with the shore.

Art. 72. All expenses connected with disinfection and the destruction of rats shall be borne by the owners.

PART II.

Of the Sanitary policing of vessels and anchorages.

Art. 73. The object of the sanitary policing of vessels and anchorages is:—1st, to ascertain the state of health of the crews of vessels; and of the health conditions of vessels, anchorages and docks;

2nd, to employ all measures for the maintenance, improvement and establishment of a good state of health on vessels and among the crews;

3rd, to supervise all measures ordered by the authorities;

The sanitary policing of vessels shall be done in Rio de Janeiro harbour by assistants of the Director General, and by the district directors and health inspectors and their assistants at other ports.

Under normal circumstances the sanitary police shall visit the anchorages once daily and during periods of epidemics as often as may be deemed necessary, commencing the "outer visit", ordinarily, at 9 o'clock.

Par. 1. For the purpose of these visits, "outer" as well as "inner", there shall be three distinct anchorages:

- a) the visiting anchorage;
- b) the observation anchorage;
- c) the quarantine anchorage.

a) the visiting anchorage is that where vessels shall anchor to await the "outer" sanitary visit, as also that where loading is practised, and where the "inner" visit must be made.

b) the observation anchorage is intended for the quarantining of such vessels that, while not being subject to special sanitary measures, must be removed from proximity with other vessels;

c) the quarantine anchorage is that where the vessel must undergo special sanitary treatment.

Par. 2. The sanitary authorities shall daily visit the vessels at anchor in the port, beginning with those showing the yellow flag.

On these visits they shall examine the water, provisions and everything relating to the health of the vessels and of those aboard, reporting to the inspectors, who shall take the necessary measures in cases not provided for in this regulation.

Par. 3. During epidemics the sanitary authorities shall visit all vessels the day after arrival and ascertain whether the instructions given on occasion of the "outer" visit to the captains on arrival have been carried out; if not, a limit shall be fixed by which to comply and failing this the respective fine shall be imposed.

Par. 4. During epidemics, when there is a large number of sick the sanitary authorities should remain at their posts during the night, to assist when called upon.

Par. 5. The signal of sickness should always be raised immediately upon its appearance on a vessel; this signal to consist of the national flag of such vessel raised at the foremast.

Par. 6. No patient can be either sent ashore or be retained on board without permission from the sanitary authority after inspection excepting in case of accidents.

Par. 7. No physician can board a vessel to examine or treat a patient without obtaining permission from the sanitary authorities who must be informed as to the nature of the illness.

Par. 8. Any ordinary case must, on appearance, be communicated to the captain, in writing, by the sanitary officer and this will serve as a permit for treatment of the patient either on board or on shore.

In case of the patient being removed to a hospital on shore the captain should demand from the authorities a pass in which the *data* requisite for identification of the patient must be stated as also the nature of the disease. Without such a pass no patient from on board a vessel can be admitted to a hospital ashore.

Par. 9. If the physician should find it inconvenient to transfer the patient to a hospital, he should deliver to the captain a certificate, duly dated and signed, in which, besides the directions comprised in the latter part of the preceding article shall be stated the reason why the patient should be treated on board. Such pass shall substitute that previously issued by the sanitary authorities.

Par. 10. For the strict fulfillment of the preceding articles, the sanitary authorities shall have the right to examine patients at any hospital he may have been removed to.

Should the patient, transferred by the physician under the conditions of Par. 9, be suffering from an infectious disease, not diagnosed as such on the occasion of the examination referred to in Par. 7, the hospital's physician should immediately notify

the sanitary authority who will at once remove the patient to the appropriate establishment.

Par. 11. On proof that the physician issuing a permit for removal of any patient has concealed the infectious nature of the disease; or recognizing the nature continued to treat the patient on board, the physician shall be liable to the fine specified under No. III, Article 137.

Par. 12. A physician who discovers in a patient under treatment on board, the symptoms of an infectious disease, must not only direct the sick flag to be raised but communicate the fact in writing to the sanitary authorities.

The physician from that minute shall discontinue the treatment of the patient. Infraction of any of the clauses of this Article shall be punished with the fine stipulated in Art. 137, No. III, to be applied to the physician.

Par. 13. Should the patient on board be affected with an infectious disease, the sanitary authorities shall be guided by the following considerations:

A.) Whether such infectious disease is not one of those enumerated in Art. 12;

B.) Whether infectious disease is one of those enumerated in said Article.

In both cases there are counter-hypothesis:

1st. Whether the disease exists in the port *and* in the city;

2nd. Whether it exists in the port only, or in the city only;

3rd. Whether it exist neither in the port nor in the city:

a) In the first case (A) if the disease is found to exist both in the port and in the city, the sanitary authorities shall proceed in accordance with the instructions received from the chief of the service, removing the patient to the infirmary appointed for the purpose and order the necessary sanitary and disinfecting measures to be adopted on board.

Should the vessel be in proximity to others not contaminated it shall be removed to the observation anchorage where it shall be visited daily.

b) Should the infectious disease exist in the port only, or in the city only, the sanitary authorities shall proceed in accordance with the instructions in the preceding paragraphs, forbidding any communication between that and other vessels or with the shore, and order the vessel to the quarantine anchorage if necessary, where it shall remain until declared healthy.

c) Should that particular infectious disease not be epidemic either in the port or in the city, the vessel shall be immediately ordered to the quarantine anchorage, and be treated as a lazareto and only on being declared healthy shall it be allowed to return to the general anchorage;

d) Should the infectious disease appearing on board any vessel in port, correspond to class B, and be epidemic in the port or in the city itself the sanitary authorities shall proceed according to instructions, and in the third case shall order the vessel to proceed immediately to the nearest disinfecting station where the strictest sanitary measures shall be observed.

PART III.

Of medical assistance to seamen.

Art. 74. At ports where a Health Department exists a hospital shall be established for the treatment during an epidemic of all patients coming from vessels.

Such hospitals shall have special regulations to be issued by the Director of Public Health.

PART IV.

Special dispositions and Fines.

Art. 75. Provisions, drinking water and coal shall be furnished to the vessels subject to sanitary treatment as promptly as possible, free of any interference by other authorities, care, however, being taken to secure isolation.

Art. 76. Upon a vessel's arrival at a quarantine port or disinfection station, the sanitary authority of the port shall notify the Director General who shall order the respective notice to be posted at the Post Office and at the Praça do Commercio, indicating the treatment the vessel shall undergo.

Art. 77. Mail bags, newspapers, books and printed matter forwarded through the mail shall have free and immediate entry upon the vessel's arrival.

Art. 78. Acts defined in the following paragraphs shall be punished by the fines therein established, to be collected as hereinafter stipulated:

1st. For false statements on the part of the captain, on arrival, in relation to occurrences on board the fine shall be 200\$;

2nd. For concealing cases of sickness on board, removing them to hospitals ashore without permit; calling a physician on board without permit:— the fine will be 200\$000 and in case of an infectious diseases, 500\$000 for each patient.

3rd. For failing to comply to the disinfection and health measures ordered by the sanitary authorities within the time specified, or failing to change the anchorage as directed, a fine of 100\$000; to be doubled on repetition.

4th. For permitting any person or persons other than the sanitary authorities to enter or leave the ship:— a fine of 200\$, repeated for every infraction.

5th. In changing anchorage without permission of the sanitary authorities:— a fine of 200\$000;

6th. For loading or unloading cargo on any interdicted vessel without a permit from the sanitary authorities:— a fine of 200\$000;

7th. For failing to present a bill of health either from the port of clearance or an intermediate port, in accordance with

Art. 45, or for presenting an irregular bill of health, a fine of 200\$000;

8th. The superintendent of any hospital who receives a patient from on board without complying with the terms of Art. 73, Par. 8, shall be liable to a fine of 200\$000.

9th. For infraction of the clauses of Art. 73, Par. 7 physicians shall be liable to a fine of 200\$000.

10th. For infraction of the terms of any permit granted by the sanitary authorities, the vessel shall be liable to a fine of 200\$000.

Art. 79. Vessels bringing passengers or freight to Brazilian ports that refuse to comply with the sanitary measures laid down in these regulations, as also all such as, upon arrival, supply false information, or refuse to pay any fine for which they are liable, shall be refused entry into any Brazilian port whilst under the same captain, who shall be perpetually liable for same.

Art. 80. Fines imposed upon vessels anchored in any national port shall be collected by the Custom House or other revenue offices on advice of the Director General of the district or of the Inspector of health, no work within their jurisdiction being permitted until the fine is paid.

Art. 81. Fines imposed on vessels anchored at lazarettos shall be collected in accordance with the foregoing clause in case the vessel after sanitary treatment have to load or unload at the port at which the lazaretto is situated. Otherwise they shall be collected by the Manager of the lazarettos.

Art. 82. In that case all work of loading and unloading shall be suspended until the fine is paid; and if the work should have terminated, the physician of the lazaretto shall not countersign the bill of health nor allow a free pratique until the fine is paid.

No. 2

SCHEDULE OF CHARGES TO WHICH THE REGULATION ANNEXED TO DECREE NO. 5,156 REFERS

Table with 2 columns: Description of charges and Amount. Includes items like 'Bills of health for foreign vessels', 'Each first class passenger shall pay, daily', 'For the disinfecting of skins, hides and textiles', etc.

Rio de Janeiro, 8th March, 1904. — signed, J. J. Seabra.

No. 3.

FORM OF BILL OF HEALTH

Bill of Health No. _____

Name of vessel _____

Class _____

Flag _____

Tons _____

Register _____

Bound for _____

Name of captain _____

Name of doctor _____

Passengers _____

Crew _____

Nature of freight _____

Sanitary condition of the vessel _____

Sanitary condition of the crew _____
Sanitary condition of the passengers _____

Sanitary condition of the port _____

Sanitary condition of the city _____

Epidemic infectious diseases _____

Number of sick _____
Number of deaths _____

Port of _____

(Date) _____ of _____

THE SECRETARY,

Delivered at _____ hours _____

REPUBLIC OF THE UNITED STATES OF BRAZIL



Sanitary Service of the Port of _____

No. _____

The Sanitary Authorities of this port certify that the under mentioned described vessel sails under the following specified conditions:

Name of vessel _____

Class _____

Flag _____

Tons _____

Register _____

Bound for _____

Name of captain _____

Name of doctor _____

Passengers _____

Crew _____

Nature of freight _____

Sanitary condition of the vessel _____

Sanitary condition of the crew _____
Sanitary condition of the passengers _____

Sanitary condition of the port _____

Sanitary condition of the city _____

Epidemic infectious diseases _____

Number of sick _____
Number of deaths _____

Port of _____

THE SECRETARY,

THE INSPECTOR,

Delivered at _____ (date and hour).

REPUBLIC OF THE UNITED STATES OF BRAZIL

No. 4

FORM OF SANITARY CERTIFICATE

Republic of the  United States of Brazil

Health department of the port of.....

CERTIFICATE SANITARY

This certifies that the.....
 is bound for..... Nationality.....
 Captain.....
 Tons.....
 having..... passengers, there
 being..... first class..... 2nd
 class and..... 3rd class, having a
 crew of.....
 freight.....
 which in accordance with Article..... of the
 Regulations of..... of..... of 1904
 was submitted.....
 Port of.....

No. 5

FORM OF CERTIFICATE OF FREE PRACTIQUE

Republic of the  United States of Brazil

Disinfecting Station.....

CERTIFICATE OF FREE PRACTIQUE

I hereby certify the.....
 bound for.....
 Flag.....
 Captain.....
 Tons.....
 with..... passengers, of whom.....
 1st class..... 2nd class and.....
 3rd class; Crew of..... and.....
 freight.....
 to be in fit condition to enter any port of the Republic and issue this certi-
 ficate of free pratique.
 Disinfecting Station, the..... day
 of..... 19.....

THE DIRECTOR OF THE SANITARY SERVICE

No. 6

SCHEDULE OF ADDITIONAL FEES TO BE PAID FOR NIGHT WORK
 TO WHICH ARTICLE 62 OF THE REGULATION ANNEXED TO
 THE DECREE NO. 5,156 OF THIS DATE, REFERS.

Physician.....	200\$000
Sanitary watchmen or Guards.....	80\$000
Crew of Launch.....	200\$000

Rio de Janeiro, March 8th, 1904. — J. J. Seabra,

"Superaris" There's lots of COM-
FORT in drinking "Su-
peraris"—lots of it.

Calls for Tenders and Contracts

CALL FOR TENDER OF

250,000 GRANITE AND ASPHALT PAVING BLOCKS

THE PREFEITURA OF THE CAPITAL. (districto fe-
 deral) hereby invites tenders for the supply of two hun-
 dred 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 21th March
 1904 up to 2. p. m. The blocks shall be similar or super-
 ior to those employed on the RUA L. DE MARCO. pre-
 ference being given to such as measure thirty centime-
 tres in length, twelve centimetres in width and eight cen-
 timetres in height. Tenders must be presented in closed
 envelopes, duly stamped, in which the price per thou-
 sand (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 pre-
 sented to the Committee and certified particulars regard-
 ing 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 re-
 ceipt 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 pay-
 ing an area of 25,000 metres with "Bituminous Cover" asphalt
 on the following conditions:—(1) A trial pavement of two thou-
 sand square metres (2,000) shall be made at places to be indicated.
 (2) If after three months' trial the paving should prove satisfac-
 tory 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 indem-
 nity. (4) The streets and squares to be paved shall be designa-
 ted by the Prefecture. (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 con-
 crete. (7) For the trial paving the Prefecture shall loan its steam-
 roller, 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 per-
 sonally 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 5,000\$ (five contos of reis) having
 been deposited at the competent department as security, which
 security shall be raised to 10,000\$ (ten contos) on the occasion of
 the signature of the contract, and to twenty contos (20,000\$) 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 se-
 curity which shall revert to the municipal treasury. (12) For
 infractions of the conditions of the contract, bad quality of ma-
 terials 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 exceed-
 ed or further infringement of the contract, or proof of incapacity
 to carry it out on the part of the Contractors be proved, the con-
 tract 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 propo-
 nents 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 mate-
 rial to places to be designated by the Fiscal Engineer, transpor-
 tation of materials and ramming the sub-soil.
2. Preparation of the concrete and laying same.
3. Preparation of the asphalt and laying of same, as sti-
 pulated in contract.
4. The paving shall be in accordance with the specifica-
 tions (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 9m, 12, with its surface parallel to that of the pavement.

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 01 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 what-so-ever.

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 *Nascimento Silva*, Approved, 23-12-003, signed *J. P. Passos*, Vised, 23-12-03, (signed) *J. E. Pereira*.

"SUPERARIS" For a drink TRY it.

Money Market

LATEST CABLE QUOTATIONS

	1904	1903
Bank of England Rate	100	100
Open market Rate London 3 months	3 1/2	3 1/2
London Quotations:		
Bonds 1888, 1%	7 1/2	7 1/2
1893, 3%	87 1/2	91 1/2
1902, 4%	87 1/2	91 1/2
Funding Loan, 5%	101 3/4	101 3/4
West. Mins. R'y 5%	85 3/4	87 1/2

QUOTATIONS DURING WEEK CLOSING MARCH 18th 1904, WEEK AS FOLLOWS:-

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

OFFICIAL RATES	90 d.s.	1 m.	3 m.	6 m.	12 m.	18 m.	24 m.	30 d.s.	3 m.	6 m.	12 m.	18 m.	24 m.	30 d.s.	3 m.	6 m.	12 m.	18 m.	24 m.	30 d.s.
Maximum and Minimum Bank Counter Drawing Rates																				
London	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
Hamburg	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
Paris	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
New York	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
Portugal	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
Hamburg	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
Paris	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
London	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
March	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
Sat. 12	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2
Mon. 11	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
Thurs. 13	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
Wed. 16	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
Thurs. 17	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2
Fri. 18	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
Av. 1904	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2
1903	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2

Extremes at which business was done during the week ended March 18th were: 11 1/2 d. for 90 d.s. Bank paper and 12 d. - 12 3/16 d. for private.

The average Bank 90 d.s. counter drawing rate for the week came out at 12 the corresponding sight rate being 12 1/4 d. against 12 3/16 d. the average sight rate of the *Camara Sindical*.

The average depreciation for the week, calculated on the basis of the Bank's sight rate, is 55.78% and the premium on gold 129.19% against 55.67% at 12 3/16 d. last week. At these rates:

	was worth	20\$101	against	20\$052	last week
1 shilling	1\$105	1\$102			
1 penny	8083	8083			
1 Franc	\$709	\$707			
1 Mark	\$885	\$863			
1 U. S. Dollar	\$541	\$530			
1 20\$000 coin	15\$257	15\$117			

"Superaris" Very few people don't take it.

THE BRAZILIAN REVIEW

Saturday, March 19th, 1904.

Ninety days' bank rate on London opened Monday 14th at 11 1/2 and 12 1/4. During the early part of the week rates steadied under the influence of the extremely tight money market, but later on weakened and seemed inclined to give way. The North has been still supplying a fair quantity of bills as also Bahia, but they cannot last very much longer and very soon we shall have coffee almost alone to rely on. But though our own and foreign quotations seem to be approximating, the discrepancy is still too great to admit of active business; and shipments last week were consequently still very small - £18,754 - and less than half of last year's though slightly better than the low water mark of the previous week.

In a short time a good deal of money will be released by the Treasury for payment of expropriations for the Avenue and the Port Works, as also payment of the Itatiaia debentures, and considerably ease the money market. In fact from now onwards money is likely to become more and more easy as the supply of bills shrink. Against all this is the possibility of the Sorocabana being sold, but experience of the dilatoriness of such liquidations does not encourage much hope of assistance from that source during the next three months when it will be most wanted. Government, however, has still very considerable resources which it probably would be inclined to avail itself of should rates fall very much.

Abroad matters are improving, the effect of the war up to the present being almost imperceptible, so far as we are concerned, the bank rate being unaltered and Brazilian stocks, which fell at first in sympathy with others, have quite regained their previous quotations and may be expected to improve.

BUSINESS DONE ON THE RIO STOCK EXCHANGE During the week ended March 18th, 1904

Table with columns: DESCRIPTION, Sales, Highest, Lowest, This week, Last, Date of last. Categories include GOVERNMENT SECURITIES, BANKS, RAILWAYS & TRAMWAYS, INSURANCE, COTTON MILLS, MISCELLANEOUS, DEBENTURES, and MORTGAGE BONDS.

The total business done on the Rio de Janeiro Stock Exchange amounted to 2,497,177,800 distributed as follows: -

Summary table showing total business done on the Rio de Janeiro Stock Exchange, categorized by type of security and time period.

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

Table with columns: DESCRIPTION, For week ended, Feb. 22, 1904, Feb. 19, 1904. Categories include Government Securities, Corporation Bonds, Railways, Railway Obligations, Banks, Shipping, Mining, Telegraphs, and Miscellaneous.

A drink is a thing to be particular about - be particular to GIEY'S "Superaris"

Coffee Market

Rio de Janeiro, Saturday, March 19th, 1904. Joint entries at Rio and Santos during the week ended Friday the 18th March fell off again being 12,967 bags smaller than the previous week's and 94,852 less than last year, of which they represent 48.2%.

48967 to 58020, as against 48033 last year. At New York the average was also slightly higher, 6.63 c. as against 6.54 c. the previous week and 5.61 c. last year.

Local stocks continue to increase and on the 18th were 14,502 larger than the previous weeks and 323,218 bags more than on the corresponding date last year.

We beg to draw attention to the enormous difference in our figures for stocks at Rio and those of other papers and even of the Centro do Commercio de Café. *The Journal do Commercio* and most others, represent stocks in the Rio market at over 753,000 bags, whilst ours are under 611,000 including coffee aboard, without allowing any discount for local consumption as the others have done. Deducting 40,000 on this account to be on the same footing, our stocks would be reduced to only 571,000 bags or 182,000 less than they are generally represented.

We are certain that stocks do not reach anything like 753,000 bags and that in the interests of the trade they should be written down to at least 600,000. Next week, we propose to give full particulars and prove how impossible it is that stocks should have reached such a figure.

Santos, March 19th, 1904.

With few buyers and relatively few sellers our market was again dull. A couple of telegrams went to the other side reporting the damage caused by the drought. On Thursday, rain fell in many of the interior districts. The damage caused by the drought consists principally of the beans drying in the "secos" which of course will influence the quality of the next crop, and especially on the roasting merits.

Exporters *Supérios* were paid at 58500 and *Primos* at 200 to 300 *reis* higher. *Goods* fetched 58100 to 58300, and *Regalats* 300 to 500 *reis* less. *Mocha* continues in good demand. *Primos* fetched during the early part of the week 68800 to 68900, all other qualities are neglected. Hamburg sent orders for *Supérios* up to 55s.

Shipments continued slow and our stock remained practically unchanged, being to-day 1,012,617 bags of which about 400,000 will be in exporters' hands.

Pará is 530 *reis* and exchange showed only small fluctuations. The general feeling in our market is that we have settled down at present on actual prices and that business will remain slack for the next few months.

COFFEE ENTRIES

	FOR THE WEEK ENDED			FOR THE CROP TO	
	Mar. 18 1904	Mar. 11 1904	Mar. 15 1903	Mar. 18 1904	Mar. 19 1903
Rio					
Ry Central Ry.....	31,298	32,581	66,374	2,542,704	2,761,496
• Melhoramentos Ry		331	877	26,000	31,179
• Leopoldina Ry				5,976,373	
Per Trapiche Vapor	7,750	9,151	13,266	549,115	5,976,373
• Ferry.....	392	209	148	27,668	23,712
• Pharon.....	88			4,191	3,891
Coastwise, discharged.	2,660	8,571	2,637	264,011	371,042
Total.....	42,318	51,201	65,912	3,111,371	3,129,413
Transferred from Rio to Nietheroy.....	69	698	1,528	61,955	61,166
Net Entries at Rio.....	42,387	51,900	67,440	3,339,599	3,699,247
Coastwise, in transit.....			1,000	134,671	119,256
Nietheroy from Rio & Leopoldina Ry.....	2,266	795	1,869	116,363	72,651
Total Rio including Nietheroy & transit.....	44,653	52,695	69,309	3,601,033	3,891,154
SANTOS:	13,738	19,725	115,55	5,778,548	7,004,152
Total Rio & Santos.....	58,391	72,420	184,864	9,379,581	10,895,308

The coast arrivals for the week ended Mar. 18th, were from:—

Victoria.....	1,588 bags
Maceió.....	1,072 "
Total.....	2,660 bags

The total entries by the different S. Paulo Railways for the Crop to Mar. 18th, 1904 were as follows:—

	Per Past Jundiahy	Per Sorocabana and others	Total at S. Paulo	Total at Santos	Remaining at S. Paulo
1903/1904:	4,661,440	1,041,173	5,702,613	5,758,648	nil
1902/1903:	5,303,950	1,627,451	6,931,401	7,004,152	nil

COFFEE LOADED (EMBARQUES)

	DURING WEEK ENDED			FOR THE CROP TO	
	1904 Mar. 18	1904 Mar. 11	1903 Mar. 15	1904 Mar. 18	1903 Mar. 19
Rio.....	21,762	13,290	98,959	3,142,811	3,361,824
Nietheroy.....	2,000	1,000	2,122	114,341	76,149
In transit.....			1,900	134,671	119,256
Total Rio including Nietheroy & transit.....	23,762	14,290	102,981	3,391,823	3,557,229
Santos.....	49,394	28,349	76,244	5,386,724	6,833,712
Total Rio & Santos.....	73,156	42,639	179,225	8,778,548	10,390,941

— *O Café* says that at Botucatu the trees show relatively little coffee. The climate of this district was long considered too cold for coffee, and, in fact it did suffer severely from the frost of 1902. At Avaré, Itatinga, etc. the yield will be heavy, three or four times last year's, which was small. At Cerqueira Cesar conditions were similar to those of Avaré.

"Superaris" Keep up with the times and drink It.

MANIFESTS OF COFFEE During the Week ended March 18th, 1904 RIO DE JANEIRO

DATE	NAME OF VESSEL	DESTINATION	SHIPPERS	BAGS	TOTAL
Mar. 8	<i>Bayton</i>	New Orleans	J. W. Doane & Co.	10,350	
"	do	do	E. Johnston & Co.	3,298	
"	do	do	Ornstein & Co.	2,750	
"	do	do	Norton, Meg. Co Ltd	1,000	17,398
" 11	<i>Gutenberg</i>	Pernambuco	Pinto & Co.	275	
"	do	do	Eugen Urban	130	
"	do	do	Sundry	250	655
" 12	<i>Sau Nechts</i>	Hamburg	E. Johnston & Co.	1,000	
"	do	do	Ornstein & Co.	350	
"	do	do	J.W.B. Purchas & Co	250	2,200
" 12	<i>Therspi</i>	New York	Norton, Meg. Co Ltd	2,000	
"	do	do	Hard, Rand & Co.	1,000	
"	do	do	J. W. Doane & Co.	500	
"	do	do	Dablow & Wilberg	250	3,800
" 12	<i>Atlantique</i>	Buenos Aires	Pinto & Co.	250	
"	do	do	E. Johnston & Co.	200	
"	do	do	J.W.B. Purchas & Co	150	
"	do	do	Ed. Ashworth & Co	60	
"	do	do	Sundry	1,810	
"	do	Montevideo	Pinto & Co.	465	3,011
" 13	<i>Città di Genova</i>	Genoa opt.	Ornstein & Co.	920	
"	do	do	E. Johnston & Co.	340	
"	do	do	Theodor Wille & Co.	250	
"	do	Trieste	Dablow & Wilberg	182	
"	do	Genoa	Sundry	4	1,856
" 14	<i>Vilna</i>	Buenos Aires	do	201	
"	do	do	Dablow & Wilberg	157	398
" 15	<i>Itaqu</i>	Porto Alegre	Sundry	136	
"	do	Pelotas	do	125	
"	do	do	Pinto & Co.	25	
"	do	Rio Grande	Sundry	160	306
" 16	<i>Clyde</i>	Capetown	Norton, Megaw & Co	1,300	
"	do	London	E. Johnston & Co.	5	1,305
" 16	<i>Maranhão</i>	Pará	Ornstein & Co.	350	
"	do	do	Pinto & Co.	50	
"	do	do	Sundry	250	
"	do	Maranhão	do	100	
"	do	do	Pinto & Co.	250	
"	do	Mãõs	do	95	
"	do	do	Sundry	250	
"	do	Pernambuco	do	50	
"	do	do	Ornstein & Co.	100	
"	do	Maceió	Eugen Urban	100	
"	do	do	Sundry	70	1,715
" 17	<i>Santos</i>	Porto Alegre	Pinto & Co.	50	
"	do	Corumbá	Sundry	30	
"	do	Antonina	do	20	100
" 18	<i>Cordoba</i>	Havre	do	150	
" 18	<i>Koite</i>	Mãõs	do	420	
"	do	Santarem	Pinto & Co.	200	
"	do	Pará	do	100	
"	do	do	Ornstein & Co.	150	
"	do	do	Sundry	130	
"	do	Pernambuco	Pinto & Co.	95	
"	do	Itacara	Sundry	50	1,165
Total.....					35,189

SANTOS

DATE	NAME OF VESSEL	DESTINATION	SHIPPERS	BAGS	TOTAL
Mar. 12	<i>Città di Genova</i>	Genoa opt.	Prado, Chaves & Co.	500	
"	do	do	Carl Hellwig & Co.	250	750
" 15	<i>Nile</i>	Buenos Aires	Sundry	682	
" 17	<i>Mendoza</i>	Hamburg	N. Gepp. & Co. Ltd.	9,750	
"	do	do	E. Johnston & Co.	3,250	
"	do	do	Matheron & Co.	1,000	
"	do	do	Prado, Chaves & Co.	1,000	
"	do	do	Krische & Co.	750	
"	do	do	Sundry	1,100	16,850
" 18	<i>Prots</i>	do	E. Johnston & Co.	8,250	
Total.....					26,542

— A cable from New York announces the failure of M. D. Sully, the great cotton speculator whose interference with the coffee market proved so disastrous.

From the 1st January to the 12th February imports of coffee in France were 230,618 bags and exports 169,121 as against 398,849 for imports and 180,732 for exports in 1903. Compared with 1903, imports were 168,231 bags smaller for the first six weeks of this year, whilst, contrary to what might have been expected from the reports of shipments to New York, exports likewise show a decrease of 11,611 bags compared with last year.

The coffee sailed during the week ended Mar. 18th, was consigned to the following destinations

	UNITED STATES	EUROPE & MEDITER- RANEAN	COAST PLATE	RIVER PLATE	CAPE	OTHER PORTS	TOTAL FOR WEEK	CROP TO DATE
Rio.....	21,798	4,211	4,471	3,409	1,300	—	35,189	3,304,055
Santos.....	—	26,850	—	682	—	—	26,532	5,433,454
Total 1903/1904	21,798	30,061	4,471	4,091	1,300	—	61,721	8,837,509
1902/1903	84,804	43,054	1,923	1,194	—	—	130,975	9,322,629

VALUE OF COFFEE CLEARED FOR FOREIGN PORTS
Week ended

Table with columns: Mar. 15, Mar. 11, Mar. 18, Mar. 11, Crop to Mar. 15. Rows: Rio, Santos, Total 1903-1904, do 1902-1903.

LOCAL STOCKS (brokers' stocks)

Table with columns: Mar. 18/1904, Mar. 11/1904, Mar. 19/1904. Rows: Rio, Santos, Total.

OUR OWN STOCKS

Table with columns: RIO: Stock on Mar. 11, Entries during week ended Mar. 18, Loaded (Embarques) for week ended Mar. 18, Stock in Rio on Mar. 18, Afloat: Stock on Mar. 11, Loaded during week ended Mar. 18, Sailed as per manifests week ended Mar. 18.

Table with columns: Stock afloat in Rio Harbour on Mar. 18, Nietheroy: Stock on Mar. 11, Entries for week ended Mar. 18, Loaded during same week, Stock at Nietheroy on Mar. 18.

Table with columns: Stock in 1st and 2nd hands and those at Nietheroy on Mar. 18, SANTOS: Stock on Mar. 18, Entries for week ended Mar. 11, Loaded during same week, Stocks in Santos on Mar. 18.

Table with columns: Stocks in Rio and Santos on Mar. 18th, 1904, do do on Mar. 11th, 1904, do do on Mar. 19th, 1903.

FOREIGN STOCKS

Table with columns: Mar. 11/1904, Mar. 4/1904, Mar. 12/1905. Rows: United States Ports, Havre, Both, Deliveries United States, Visible Supply at United States ports.

COFFEE PRICE CURRENT
For the week ended Mar. 18th, 1904

Table with columns: DESCRIPTION, Mar. 12, Mar. 11, Mar. 15, Mar. 16, Mar. 17, Mar. 18, Aver. ages. Rows: RIO N. 6, N. 7, N. 8, N. 9, SANTOS superior per 10 kilos, Good Average, N. YORK per lb., Spot N. 7, Options, HAVRE, per 50 kilos, Options, HAMBURG, per 1/2 k., Options, LONDON per cent., Options.

SALES OF COFFEE for the week ending

Table with columns: Mar. 18/1904, Mar. 11/1904, Mar. 19/1904. Rows: Rio, Santos, Total.

Shipping

ARRIVALS AT THE PORT OF RIO DE JANEIRO
During the week ended March 19th, 1904

Table with columns: DATE, NAME OF VESSEL, FLAG, RIG, TON-SAGE, FROM. Rows: Mar. 13 Nile, 13 Citá de Genova, 13 Fidelense, 13 Recife, 11 Tupy, 14 Murupy, 14 Corduba, 15 Ben Cruchan, 15 Poyinho, 15 Dantas, 15 Jorge, 15 Espirito Santo, 16 Rio Formoso, 16 Hamby, 16 Industrial, 16 Garcia, 16 Corrientes, 16 Dast, 16 Clyde, 17 Tyne, 17 Cavoni, 17 Santa Fé, 17 Campos, 17 Itaiaya, 17 Prud. de Moraes, 18 Aachen, 18 Mendoza, 18 Glumoven, 18 Sabá, 18 Campana, 18 Aquitane, 19 Africa II.

SAILINGS FROM THE PORT OF RIO DE JANEIRO
During the week ended March 19th, 1904

Table with columns: DATE, NAME OF VESSEL, FLAG, RIG, TON-SAGE, FOR. Rows: Mar. 13 Nile, 13 Nordkyn, 13 Fibra, 13 Citá de Genova, 13 Italy, 13 Oliva, 13 S. João, 11 Sultão, 11 Amelia Clara, 11 Pinto, 11 Colonis, 15 Mab, 15 Vitzberg, 15 Haugy, 15 Itaiya, 15 Itaquí, 15 S. Francisco, 15 Dois Amigos, 16 Arma, 16 N. S. d'Assump. do H., 16 Maranhão, 16 Alexandria, 16 Clyde, 16 Aldershot, 17 Santos, 17 Fidelense, 17 Vencedor, 17 Gama, 18 Alm. Saldanha, 18 S. João, 18 Recife, 18 Corduba, 18 Honorius, 18 Manchester Engen, 18 Porbaix, 18 Dalnata, 18 Kings Count, 19 Cavoni, 19 Wenzoe, 19 Mendoza, 19 Santa Fé, 19 Aquitane, 19 Corrientes, 19 Amazonas, 19 Tupy, 19 Itaiaya, 19 Industrial, 19 Fulda.

"Superaris" The drink that will make Brazil famous.

ARRIVALS AT THE PORT OF SANTOS
During the week ended March 18th, 1904

Table with columns: DATE, NAME OF VESSEL, FLAG, RIG, TON-SAGE, FROM. Rows: Mar. 12 Keivindale, 12 Guajard, 14 Nile, 14 Nordby, 15 Clinton, 15 Clyde, 16 Prud. de Moraes, 17 Sailor Prince, 18 Santos.

"Superaris" NOT sold in bottles - not YET!

SAILINGS FROM THE PORT OF SANTOS
During the week ended March 18th, 1904

DATE	NAME OF VESSEL	FLAG	RIG	TON-SAGE	FOR
Mar 17	<i>Citta di Genova</i>	Italian	S. S.	2,334	Genoa
17	<i>Gatara</i>	Brazilian	do	141	Rio de Janeiro
17	<i>Tapu</i>	do	do	750	do
17	<i>Guaymas</i>	do	do	927	Montevideo
17	<i>Atle</i>	British	do	3,328	Buenos Aires
17	<i>Atle</i>	do	do	3,651	Southampton
17	<i>Fant de Moura</i>	Brazilian	do	196	Rio de Janeiro
17	<i>Mendoza</i>	German	do	2,836	Hamburg
18	<i>Santos</i>	Brazilian	do	187	Montevideo

FOREIGN VESSELS AFLOAT
IN RIO DE JANEIRO HARBOUR
on March 19th, 1904

Steamers			Sailing Vessels		
<i>Monsieils</i>	Tons	1,947	<i>Julia</i>	Tons	662
<i>Casbaras</i>		1,920	<i>Elera</i>		1,188
<i>Pescara</i>		2,616	<i>E. A. Spier</i>		1,268
<i>Darwin</i>		1,797			
<i>Panama</i>		1,761			
<i>Belona</i>		714			
<i>Rio de Janeiro</i>		1,978			
<i>Barb</i>		2,066			
<i>Tyso</i>		1,854			
<i>Arden</i>		2,447			
<i>Gloucester</i>		1,895			
<i>Saber</i>		1,799			
<i>Compan</i>		1,300			
Total	Tons	24,569	Total	Tons	3,418

IN SANTOS HARBOUR
on March 18th, 1904

Steamers			Sailing Vessels		
<i>Madelin</i>	Tons	1,864	<i>Prata</i>	Tons	256
<i>Horaby Castle</i>		2,359			
<i>Prinz E. Friedrich</i>		2,821			
<i>Kalvialah</i>		2,000			
<i>Nordby</i>		2,476			
<i>Clifton</i>		2,184			
<i>Sailor Prince</i>		2,020			
Total	Tons	15,731	Total	Tons	256

THE FREIGHT MARKETS

British. The general condition of the freight market continues just as unsatisfactory as ever, and so far the war out in Asia has exercised little or no influence on the markets; in fact, if there has been any influence at all it has certainly not been of a favourable description, but rather the reverse. Business in the meantime is almost at a standstill, and especially from the River Plate.

Westwards' rates if anything are a turn better, as, for example, the last rate paid for Rio Janeiro for coal with 500 tons' delivery was 98, 6d., while we believe the Admiralty paid 88, 6d. for Jamaica for fuel. *Pharos* *N. ptina*, to Rio 98, 6d.

Argentine. Rates to the Brazilian ports are quoted unchanged at 48/ to Rio, Paranaqua, Santa Catharina and Rio Grande 168/ to Santos and 228/ to Porto Alegre, 28/ extra from up river ports. There is a locally owned boat loading for Rio at 128/ but that is only a repetition of the boat's history and its rate is always below the market rate. *Times of Trinidad*, Mar. 7th.

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

Per S. S. <i>Los Polaris</i>	for Genoa	1,000 bags of coffee
<i>Madras</i>	Hamburg	1,000 "
<i>Pharos</i>	Buenos Aires	200 "

CURRENT COFFEE FREIGHT RATES

FOR THE WEEK ENDED MARCH 18TH, 1904

	Rio	Santos
Aden via Trieste	50/- & 5 1/2 %	50/- & 5 1/2 %
Antwerp 1,000 kilos	35/- & 5 1/2 %	25/- & 5 1/2 %
Alexandria**	55/- & 10 1/2 %	55/- & 10 1/2 %
Alicante	61/- in full	50/- in full
Algiers via Marseilles	51 1/2 % & 10 1/2 %	51 1/2 % & 10 1/2 %
Almerie	58.50/- in full	—
Aguiles	73.50/- in full	—
Algoa Bay } via England	50/- & 2 1/2 %	—
} " New York	40/- & 5 1/2 %	—
} " Hamburg	40/- & 2 1/2 %	—
Bassorah	99/- & 10 1/2 %	99/- & 10 1/2 %
Barcelona	35/- & 10 1/2 %	35/- & 10 1/2 %
Beira } via Hamburg	78/- & 2 1/2 %	—
} " Trieste	55/- & 5 1/2 %	55/- & 5 1/2 %
} " Southampton	80/- & 2 1/2 %	—
Bilbao	56.50/- in full	60.50/- in full
Bremen	35/- & 5 1/2 %	25/- & 5 1/2 %
Bordeaux, 900 kilos	35/- & 10 1/2 %	25/- & 10 1/2 %
Bombay via Trieste	50/- & 5 1/2 %	50/- & 5 1/2 %
Braita**	57.50/- & 10 1/2 %	57.50/- & 10 1/2 %
Brindisi**	49/- & 10 1/2 %	49/- & 10 1/2 %
Buenos Ayres per bag, 60 kilos	28500	28500
Byronouth**	70/- & 10 1/2 %	70/- & 10 1/2 %
Cadiz	35/- & 10 1/2 %	35/- & 10 1/2 %
Calcutta via Trieste	55/- & 5 1/2 %	55/- & 5 1/2 %
Cartagena	61/- in full	50/- in full
Colombo	50/- & 5 1/2 %	50/- & 5 1/2 %

Corfu**	55/- & 10 1/2 %	55/- & 10 1/2 %
Currachee	50/- & 5 1/2 %	50/- & 5 1/2 %
Corunna	53.50/- in full	53.50/- in full
Cavalla**	48/- & 10 1/2 %	58/- & 10 1/2 %
Christiania	45/- in full	—
Copenhagen	37/- & 5 1/2 %	27/- & 5 1/2 %
Cape Town } via New York	40/- & 5 1/2 %	—
} " Hamburg	40/- & 2 1/2 %	—
} " Buenos Aires*	45/-	—
} " Southampton	40/- & 2 1/2 %	—
Constantinople**	52 1/2 % & 10 1/2 %	52 1/2 % & 10 1/2 %
Coumbour	50/- & 5 1/2 %	—
} via New York	45/- & 5 1/2 %	—
} " Hamburg	50/- & 2 1/2 %	—
} " Buenos Aires*	45/- in full	—
} " Southampton	50/- & 2 1/2 %	—
Delagoa Bay } via New York	65/- & 5 1/2 %	—
} " Hamburg	55/- & 2 1/2 %	—
} " Trieste	55/- & 5 1/2 %	55/- & 5 1/2 %
} " Southampton	55/- & 2 1/2 %	—
East London } via New York	45/- & 5 1/2 %	—
} " Hamburg	67/- & 2 1/2 %	—
} " Southampton	50/- & 2 1/2 %	—
Fiunne	40/- & 5 1/2 %	35/- & 5 1/2 %
Galatz**	62/- & 10 1/2 %	62/- & 10 1/2 %
Genoa 1,000 kilos	55/- & 10 1/2 %	55/- & 10 1/2 %
Gibraltar via Genoa	45/-	46/- in full
Gijon	56.50/- in full	56.50/- in full
Hamburg	35/- & 5 1/2 %	25/- & 5 1/2 %
Hongk, 900 kilos	30/- & 10 1/2 %	25/- & 10 1/2 %
Hongkong via Trieste	60/- & 5 1/2 %	60/- & 5 1/2 %
Kobe via Trieste	65/- & 5 1/2 %	65/- & 5 1/2 %
Liverpool	35/- & 5 1/2 %	—
London 1,000 kilos	32/- & 5 1/2 %	25/- & 5 1/2 %
} Do (options)	32/- & 5 1/2 %	—
Malaga	35/- & 10 1/2 %	35/- & 10 1/2 %
Malta	35/- & 10 1/2 %	35/- & 10 1/2 %
Marseilles 1,000 kilos	35/- & 10 1/2 %	35/- & 10 1/2 %
Messina**	45/- & 10 1/2 %	45/- & 10 1/2 %
Metelino**	63/- & 10 1/2 %	63/- & 10 1/2 %
Montevideo per bag, 60 kilos	28500	—
Mombassa via Trieste	55/- & 5 1/2 %	55/- & 5 1/2 %
} via New York	65/- & 5 1/2 %	—
} " Hamburg	45/- & 2 1/2 %	—
} " Southampton	50/- & 2 1/2 %	—
Mostaganem via Marseilles	53/- & 10 1/2 %	53/- & 10 1/2 %
Naples	43 1/2 % & 10 1/2 %	43 1/2 % & 10 1/2 %
New York, Liners per bag	35/- & 5 1/2 %	35/- & 5 1/2 %
N. Orleans Liners "	35/- & 5 1/2 %	35/- & 5 1/2 %
Odessa**	57/- & 10 1/2 %	57/- & 10 1/2 %
Oran	51 1/2 % & 10 1/2 %	51 1/2 % & 10 1/2 %
Pasajes	60.50/- in full	—
Palm de Mallorca	53.50/- in full	—
Penang via Trieste	60/- & 5 1/2 %	60/- & 5 1/2 %
Patras**	55/- & 10 1/2 %	55/- & 10 1/2 %
Pireus**	52 1/2 % & 10 1/2 %	52 1/2 % & 10 1/2 %
Port Said**	55/- & 10 1/2 %	55/- & 10 1/2 %
Port Elizabeth	50/- & 2 1/2 %	—
Rotterdam	35/- & 5 1/2 %	25/- & 5 1/2 %
Rangoon via Trieste	55/- & 5 1/2 %	55/- & 5 1/2 %
San Sebastian	—	60 1/2 % in full
Santander	56.50/- in full	60.50/- in full
Samsoun**	58/- & 10 1/2 %	58/- & 10 1/2 %
Seville	46/- in full	50.50/- in full
Shanghai via Trieste	65/- & 5 1/2 %	65/- & 5 1/2 %
Smyrna**	52 1/2 % & 10 1/2 %	52 1/2 % & 10 1/2 %
Southampton 1,000 kilos	30/- & 5 1/2 %	25/- & 5 1/2 %
Suez via Trieste	50/- & 5 1/2 %	50/- & 5 1/2 %
Salonica**	52 1/2 % & 10 1/2 %	52 1/2 % & 10 1/2 %
Saldina**	57/- & 10 1/2 %	57/- & 10 1/2 %
Talcahuano	48/- & 5 1/2 %	—
Taragonne	53.50/- in full	50/- in full
Trebizond**	58/- & 10 1/2 %	58/- & 10 1/2 %
Trieste	40/- & 5 1/2 %	35/- & 5 1/2 %
Tunis	53/- & 10 1/2 %	58/- & 10 1/2 %
Valencia	53.50/- in full	50/- in full
Valparaiso	47/- & 5 1/2 %	—
Varna**	62 1/2 % & 10 1/2 %	62 1/2 % & 10 1/2 %
Venice via Genoa or Marseilles	50/- & 10 1/2 %	50/- & 10 1/2 %
} do do Trieste	45/- shillings & 5 1/2 %	40/- shillings & 5 1/2 %
Vigo	53.50/- in full	60.50/- in full
Yokohama via Trieste	65/- & 5 1/2 %	65/- & 5 1/2 %
Zanzibar via Trieste	55/- & 5 1/2 %	55/- & 5 1/2 %

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

Railway News and Enterprise

SUNDRY TRAFFIC RETURNS

Railway	Mileage		Latest Earnings Reported		Aggregate to date		
	1904	1903	Week or Month	1904	1903	1904	
Braz. Gt. South...	110	110	Apr.	11,556	10,223	46,222	40,156
Leopoldina	1,119	1,385	Mar. 13	12,813	11,452	149,115	136,718
S. Braz. Rio Grande, b	176	176	Jan.	216,464	188,032	216,464	188,032

a Earnings reported in pounds, b in mill reils.

S. Paulo Railway Traffic in February

			1903	1904
Up traffic	Tons		52,359	55,384
Down "	"		27,048	13,436
Passenger "	"		85,754	77,163
Interstational traffic	"		23,164	23,930

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. Gilg, Mills, Currie & Co.,
 LONDON.
 Messrs. Mallet Freres & Co.,
 PARIS.
 Messrs. Schroder & Co., J. H. Schroder & Co.,
 HAMBURG.
 Messrs. Job. Berenberg, Gossler & Co.,
 HAMBURG.
 Messrs. Grant, Brown & Co.,
 GENOA.
 ab-bb-ca x x

BRASILIANISCHE BANK FÜR DEUTSCHLAND

Established in Hamburg on 15th December, 1887 by the "Direction der Discouto 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, Santos and Porto Alegre.
 (Caixa 520) (Caixa 185)

Draws on:

GERMANY... { Direction der Discouto Gesellschaft, Berlin } and corres-
 { Frankfurt a. M. } pondents.
 { Norddeutsche Bank in }
 { Hamburg } Hamburg.
 ENGLAND... { N. M. Rothschild & Sons London }
 { Direction der Discouto 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 Freres & Co., Paris }
 { De Neuville & Co., Paris }
 ITALY... { Banca Commerciale Italiana, Genoa, }
 { and branches }
 PORTUGAL... { Banco Lisbon & Ayores and corres- }
 { pondents }
 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-Address
 Directors

ab-bb-ca

x x

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 DE MARÇO

Branches at:

S. PAULO, BAHIA,
 BUENOS AIRES, MONTEVIDEO, AND ROSARIO.

Correspondents in Pernambuco, Para, Manaos, Ceará, Minas, Victoria, Santa Catharina, Paranaigua, Cuyaba, Rio Grande do Sul, Pelotas and Porto Alegre.

Draws on its Head Office in London:
 The London Joint Stock Bank Limited.

LONDON.
 Messrs. Harro & Co.,
 PARIS.
 Messrs. J. Bernhart & Co.,
 HAMBURG.
 and correspondents in Germany,
 Messrs. Rossi & Co.,
 and correspondents in ITALY
 The Bank of New York, N. Y. A.
 NEW YORK.

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

ab-bb-ca

x x

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 Para, Maranhão, Ceará, Pernambuco, Bahia, Victoria, Santos, São Paulo, Besterro, 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 freres.
 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

x x

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 Haievy.

RIO DE JANEIRO --19-21 Rua da Alfandega.

Branches:

PARIS, PARA' PERNAMBUCO, S. PAULO, SANTOS, BUENOS AYRES, MONTEVIDEO, ROSARIO, MENDOZA, BAHIA BLANCA, PAYSANDE' 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 x x

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	Archenau.	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
 ab-bb-ca x x

H. A. L. (Hamburg-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 S/M 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 19 de Março, 1st floor
 And for passages and other information to

Theodor Wille & C.

41 Rua do General Camara, 43.

ab-bl-ec

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 & 3rd 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 out 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
ao-bb-ca x x

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 Harland 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 Plumas.

u-bl-en x x

Hamburg-Südamerikanische Dampfschiffahrts-Gesellschaft

The German Steamer

CORRIENTES

Captain Barrelet

Expected from Santos on the 31st March will leave on the 1st April 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 CONSELHEIRO SARAIVA, 10,
ao-bb-ca x x

BRAZIL-ADRIATIC LINE

of

The Austrian Lloyd's Steam Navigation Company

and

The Royal Hungarian Sea Navigation Company "Adria" Limited

Threeweekly sailings from Santos and Rio de Janeiro for Trieste and Fiume and with transhipment, to all Mediterranean, East Asiatic and East African Ports.

DEPARTURES FROM SANTOS

INDIA..... 10th April 1904
ROLOZSVAR..... 10th May "

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 II DE JUNHO, 1A,

Santos.

ao-bb-ca x x

SOCIÉTÉ GÉNÉRALE

Transports Maritimes à vapeur de Marseilles

DEPARTURES OF STEAMERS

FOR EUROPE

ITALIE..... 23 March 1904
AQUITAINE..... 8 April "

for

Marseilles, Barcelona, Genoa, and Naples

Through fares to Paris 1st class.....	f. gold	673
do do 2nd	f.	502
do do 3rd	f.	359
Through fares to Paris return 1st class	f.	1,109
do do 2nd	f.	882
do do 3rd	f.	664
Marseilles, Genoa, Naples, 3rd class.....	f.	110
Barcelona 3rd class.....	f.	165

Agents — **Antunes dos Santos & C.**

Rio de Janeiro — 34 Rua 1ª de Março, 1ª andar
S. Paulo. — 29 Rua S. Bento

Santos. — 1 Praça da Republica

c-be-ca 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.

ao-bb-ca x x

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

ao-bb-ca 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
March 25	Thames	Buenos Aires & Montevideo.

do 29 Nile..... 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.

bb-bl-ca x x

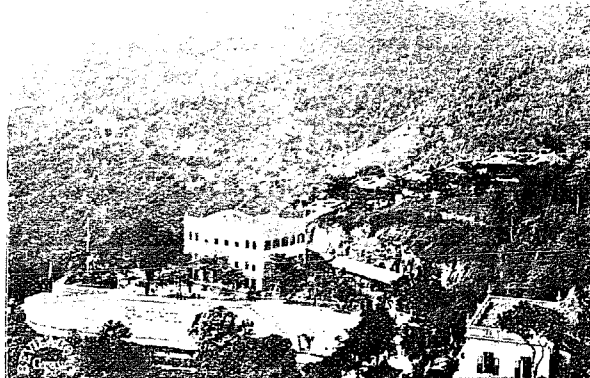
GRAND HOTEL INTERNACIONAL

RUA DO AQUEDUCTO No. 108 — SANTA THEREZA

RIO DE JANEIRO Telephone No. 134.

1000 FEET ABOVE THE SEA.

Telegraphic Address — HENTGES — 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 cellars. — Trains pass the door.

Manager,

Proprietor,

FRANK DA COSTA.

FERDINAND MENTGES.



View taken from the HOTEL INTERNACIONAL

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 Hotels.

HOTEL

DOS

Estrangeiros

THE BEST IN RIO DE JANEIRO

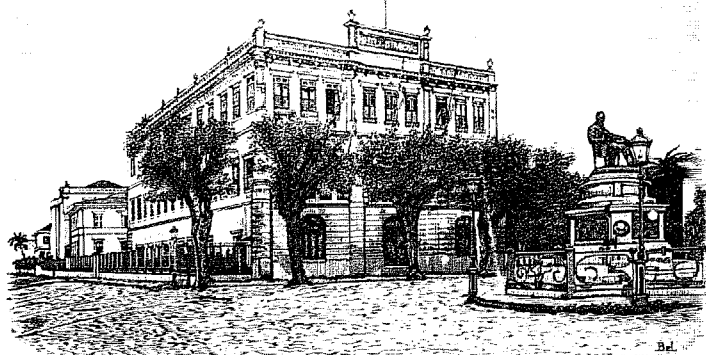
PRAÇA JOSÉ DE ALENCAR No. 1

PETROPOLIS Branch

(Formerly Hotel Internacional)

Rua Primeiro de Março No. 6

ab-11-00



The Strangers Hotel

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 ITS BRANCHES

OUTANDA, 25 and 7 DE SETEMBRO 23

*Rio de Janeiro***THE HARLAN AND HOLLINGSWORTH Co.**

WORKS SITUATED ON TIDE WATER

Wilmington, Delaware, U. S. A.

MANUFACTURERS OF

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

Sole Representatives in Brazil:

Norton, Megaw & Co., Ltd.

THE RIO DE JANEIRO FLOUR MILLS & GRANARIES, LIMITED

56, RUA PRIMEIRO DE MARÇO, RIO DE JANEIRO

Telegraphic Address "Epidermis"

Post Office Box No. 486

LONDON: 48, Moorgate Street, E. C.

ROSARIO: 420, Calle Entre Rios.

S. PAULO: 26, Rua do Commercio

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

Belle en

XXX

COMMENCES AT:

COMMENCES AT:

**PARQUE FLUMINENSE**

Praça Duque de Caxias 13, 15, 17 & 19



IN COMBINATION WITH

THE EXCELLENT SEGUIN VARIETY COMPANY**GRAND PROMENADE CONCERT**

THE SENSATIONAL STAR-TURNS OF

VASSORT-MIRYSS

French duettists.

ARDISSON SISTERS

Cosmopolitan Singers.



The Overgards

Madame MARIE NINAU

Dall'Oro Sacrestani,



7 artists - 7 Sabon acrobats.

Chanteuse a diction.

Italian duettists

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: Boxes for 4 persons, 10\$000; First-class chairs, 2\$000; Admission, 1\$500.

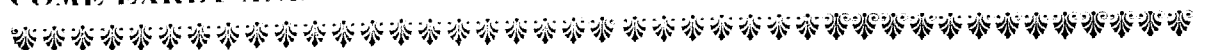
Collective tickets as follows: 3 persons - 4\$, 4 - 5\$, 5 - 6\$, 6 - 7\$, 7 - 8\$, 8 - 9\$000.

COLLECTIVE TICKETS ARE ONLY VALID FOR COLLECTIVE ENTRANCE.

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 réis.

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



BORLIDO, MONIZ & CO.

RUA DO ROSARIO, 17 and 22

Established 1878.

RIO DE JANEIRO (Brazil)

Also at S. Paulo.

Telegraphic Address: "BORLIDOBRO" - P. O. Box, EL CAIXA DO CORREIO.

A. L. A. B. C. Code, Edinburg, and LIEBER'S STANDARD CODES used.

GENERAL MERCHANTS AND CONTRACTORS

STEWART AND LLOYD'S WROUGHT IRON TUBES AND FITTINGS.

Sole Agents for: ZENITH—Calcium Carbide. SUEZ—Hydraulic Cement.



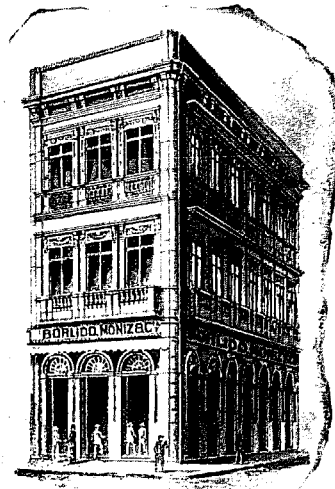
Importers of Railway Appliances, Tools; Repair Material for Cars, Locomotives, Boilers, Wagons; Lubricating Oils, Varnishes, Lubricating Greases, Burning Oils; Railway Apparatus, Industrial, Agricultural and Mining Machinery, Implements, Tools and Supplies; Packing, Pumps, Seals, Safes, Printing Presses, Artisans' Tools; Rubber, Leather and Canvas Hose; Galvanized Iron, Portable Buildings, Wire Fencing, Rabbitt Metal; Paints, Colors, Glass, Inks; Coach-builders' Supplies; Electrical Machinery and Supplies; Clocks, Watches; Structural Iron, Builders' and Plumbers' Supplies; Sanitary Ware; Wool, Canvas and Duck.

Supply the principal Railway and Steamship Companies of Brazil.

ACCEPT AGENCIES

to introduce any article relative to this or any other line of business.

REPRESENT PROMINENT AMERICAN MANUFACTURERS.



CORRESPONDENCE IN

English, French,

Portuguese and Spanish.

Agents and Representatives of:

BLIVEN & CARRINGTON, NEW YORK, New York, Oils and Greases.

R. & J. DICK, GLASGOW, Canvas, Gutta Percha and Balata Belting

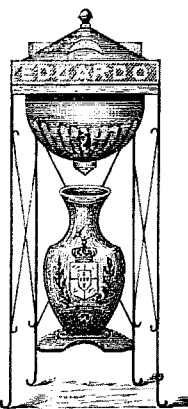
PERMANENT STOCK of Varnishes from London.

CONRAD WM. SCHMIDT, Varnish Manufacturer.



Sole proprietors of Brands: PERLE: for White Zinc. SAFETY OIL: Lubricating Oil. VALVONAFETA: Lubricating Oil. CROWN GREASE: Car Box Grease. VELOCIFERO: a Speciality as Cylinder Oil.

SOLE PARTNERS: Honorio Guimarães Moniz AND Antonio Borlido Maia.



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

NOW READY

THE ENGLISH
TRANSLATION
OF THE

NEW REGULATIONS

FOR THE USE OF

CONSULAR INVOICES

Copies, including the new official nomenclature, should be ordered at once, as only a limited number have been printed

PRICE 10\$ (10/-) EACH

Grande Hotel Metropole

RUA LARANJEIRAS, 181

The best for families and gentlemen.
Reduced price.

RIO DE JANEIRO

Try the delicious and

well-known brand of cigars

B. RODENBURG

S. FELIX - BAHIA

Never smoke other cigars than those of

B. RODENBURG

because, besides being aromatic and delicious, they are THE BEST.

When buying cigars, always ask for the

B. RODENBURG.

WHOLESALE:

HERM. STOLTZ & CO. 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

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 Dent.

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 Riggimbach 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.

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.^a de Março 67 (1st floor)

Deposit: RUA DA GAMBOA NS. 14 to 26

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

Telephone: Avenida
Reboul's Code

MERCURIO

P. O. Box 20
Telephone 356

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 Assoc. of the Engineers and Commercialists

16, RUA DO HOSPICIO

Rio de Janeiro.

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.

CASA ROCHA

EUCLIDES M. DA ROCHA E SILVA

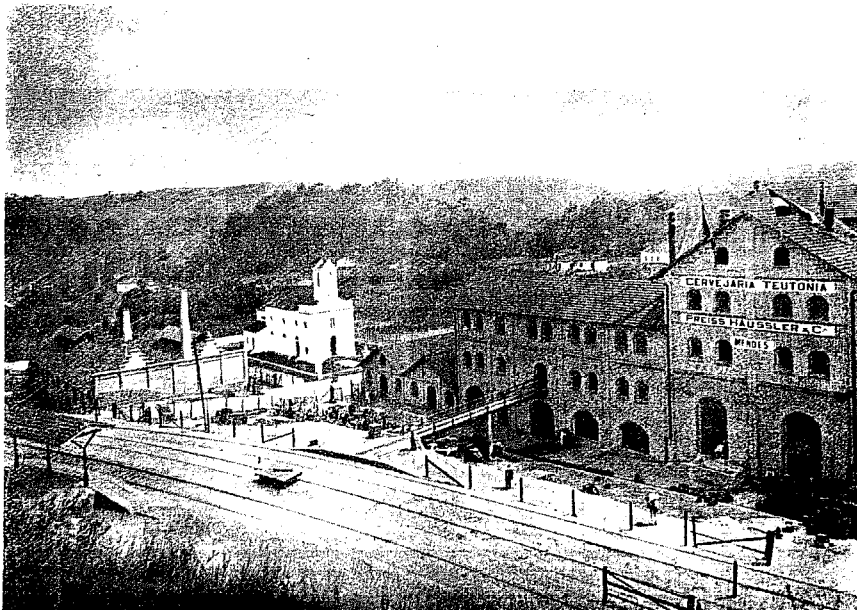
Is highly recommended by the leading oculists of this city.
A large and complete assortment of spectacles and glasses of all shapes and sizes.

All work guaranteed Prices Moderate

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

PREISS, HÄUSSLER & CO.

OFFICE IN TOWN
RUA GENERAL CAMARA NO. 37



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 its beer is brewed guarantee its being the best and purest in the market.

THE St. LOUIS EXPOSITION

MESSRS. GUINLE & CO.

Successors to ASCHOFF & GUINLE

Electrical Engineers and Contractors, at the city of Rio de Janeiro, with branches at S. Paulo, Bello Horizonte, and Agents in all the principal towns in Brazil, will be represented at the Exposition by Mr. F. Hamilton-Sawyer, Special Commissioner of

THE BRAZILIAN REVIEW,

who will be ready to answer, verbally or in writing, any enquiries relating to Electrical Undertakings, their prospects and development in Brazil; one of the greatest and most promising fields in the world for application of Electric Energy.

Address: F. HAMILTON SAWYER, "The Brazilian Review," Brazilian Pavilion, St. LOUIS.

Companhia



Nacional

NAVEGAÇÃO COSTEIRA

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

The Steamer

ITAMBY

PARANAGUÁ, FLORIANÓPOLIS, RIO GRANDE, PELOTAS and PORTO ALEGRE.

March 22nd, 1904.

Freight and parcels received through the Trapiçete-Silvino until day previous to sailing.
Valuables at the office, on the day of sailing, till 2 p.m.

No parcels of any description will be received at the Company's offices

For passages and information apply to the office of

LAGE IRMÃOS

RUA HOSPICIO, 9

The 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

lb-ss-ca

ab-bl-ca



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-marks) and large type for marking coffee bags.

BUSINESS SIGNS ENGRAVED

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

lb-ss-ca

ab-bl-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

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

lb-bl-ca

aa

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-ca

0-0-cc