

The Brazilian Review

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DATE	NAME	COMPANY	DESTINATION
1904			
FOR EUROPE & THE STATES			
July 26	<i>Cordillere</i>	Messageries Maritimes	Bordeaux
29	<i>Santos</i>	H. S. D. G.	Copenhagen
Aug. 4	<i>Nile</i>	Royal Mail	Southampton
4	<i>Byron</i>	Langport & Holt	New York
5	<i>Oropesa</i>	P. S. N. C.	Liverpool
12	<i>Erlangen</i>	N. Lloyd	Bremen
FOR THE RIVER PLATE AND PACIFIC			
Aug. 1	<i>Magdalena</i>	Royal Mail	Buenos Ayres
10	<i>Panamá</i>	P. S. N. C.	Valparaiso

NOTICE OF REMOVAL

The Offices of the "Brazilian Review" have been temporarily moved to No. 59 Rua Uruguayana corner of Ouvidor.

A N ENGLISHMAN (recent Civil Service Coach in London) and teaching shorthand

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book-keeping by double entry & most modern languages, is desirous of obtaining private pupils. Would accept a post as family tutor.

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Notes

The Banco Rural Hypothecario. A meeting of the creditors of this bank was held lately presided over by the judge Eneas Galvão. A *concordata* or compromise having been arrived at between the shareholders and creditors, the judge declared the Bank to be in liquidation. The syndics (liquidators) were, however, authorised by the creditors to come to a settlement with the shareholders and it is understood that a proposal will shortly be presented by Dr. João Damasceno P. de Mendonça.

The Port Works. Payments for dredging the foundations for the wharves amounted at the end of June to £30,634.

The Great Western Railway. Pernambuco will be glad to hear that negotiations between the Minister of Public Works and the general manager of this progressive company for modification of the contract are almost terminated and may be expected to be closed this month unless, as so often happens here, something should crop up at the last moment to prevent it. What with Provincial and National interests, so often at variance, and the politicians of Pernambuco, Alagoas, Sergipe and Rio Grande do Norte all pulling as hard as they can different ways, and all their interests and those of the Federal Government and of the Company to be conciliated, negotiations of this kind are not so simple as they seem. Under our system, a minister is a politician first, and naturally looks at everything from a political point of view. If the interests of his group or party are to be hurt by an extension of some railway the people may clamour as much as they like but wont get it. Nor is it only in Brazil that such things are. In Australia a

little influence will go a long way to get a route changed, whilst in Canada only lately the commander of the militia has been forced to resign because politics were preferred to efficiency. The true art of a Minister is to so reconcile conflicting interests as to secure the greatest benefit with the least opposition. In this, Dr. Lauro Muller has shown himself an adept and, though directors at home may sometimes be inclined to swear at delays, if they would put themselves in his place and try to appreciate the conflicting interests he has to deal with, they will find some excuse. There can be no doubt that the North will be immensely benefited by the unification and extension of its railway system and if, as seems likely, it is carried through, it will be due quite as much to the appreciation of the minister as to the unflinching advocacy of the company's interests here by its representatives.

Canada is to day certainly one of, if not *the* most prosperous of all countries. With a population of only 5 1/2 millions the value of exports in 1901, according to the United States Statistical Abstract, was \$ 33.81 *per capita*, whilst expenditure was only \$ 8.29 *per capita*, or 24.5% of the exports.

In the United States, with an enormous population of over 79 millions, the value of exports was \$ 17.49 *per capita*, whilst expenditure was \$7.50 per head or 42.9% of the exports.

But the actual material progress of Canada is as nothing to what is awaiting. There are still 171,000,000 acres of land left for cultivation awaiting the immigrant, one fourth of which would suffice to supply Great Britain with wheat and leave plenty over for other countries.

Canada owes its prosperity chiefly to foreign capital and the absence of unproductive expenditure on armies and navies and diplomacy, that bulk so big in the budgets of "independent" countries. Freed from such burdens, it has been able to give its undivided attention to development with the result that, compared to production, it is the lightest taxed country to day anywhere.

In Great Britain, too, Canada has a sure and certain market for its produce and, whatever friction may from time to time arise, it will be long before Canadian statesmen will sacrifice such solid and unmistakable advantages or throw away the substance for the shadow of independence. Union is power—politically and economically.

THE ACRE

In an official publication entitled *Bolivie et ses progrès* is to be found the following paragraph:—"Bolivia has lost what was already lost—the Acre territory, dismembered from the rest of the Republic. Its mortiferous climate, more fatal than any army, would have decimated Bolivian forces. At the foot of every tree in these vast forests a Bolivian hero would have found a tomb without benefit to his country."

Under such circumstances the least Bolivia should do is to return one of the two millions sterling she exacted for such confessedly useless and dangerous possessions!

In view of the above, the following opinions of Mr. A. J. Lamoureux, late of the *Rio News*, published in an American paper, are somewhat belated:

"Under the present Minister of Foreign Affairs, Baron do Rio Branco, Brazil", he says, "has ignored all previous engagements and forced Bolivia to accept a new line by which she gains additional territory estimated to comprise 90,000 sq. miles. She engages to pay compensation, of course, but it is totally inadequate to cover its value to Bolivia."

Mr. Lamoureux's opinion, however, is scarcely confirmed by Bolivia.

With regard to Peruvian claims, Mr. Lamoureux, who lived in Rio for years and knows all about it, says: "Brazil trespasses hugely upon the territory claimed by Peru and as it is immensely rich in rubber, cabinet woods and medicinal products, Peru cannot afford to let it go. Brazil is the aggressor (of course) and is now determined to absorb the whole of the great Amazon valley, and the chances are that she will succeed unless a combination is made against her".

CONGRESS & POLITICS

The time and attention of Congress has, of late, been absorbed in personal questions that have little except a histrionic interest for the public. It may or may not be true that, as one deputy said of another, "he is a thief, a despoiler of widows, a seducer of married women and violator of maidens" and that, as that deputy retorted, his accuser is another; but as far as the individual morality of the Chambers is concerned that and worse could scarcely surprise us and were it not for Dr. Alfredo Varella's treading too heavily on his colleagues' moral toes, his own delinquencies might have got off without a censure.

If Congress will pass the laws that are sent to it without spoiling them and interfere as little as possible with affairs of the State, the Public will reconcile itself to the rest and put up with the opprobrium of being "represented" by deputies and senators, some of whom by their own showing, ought to be in a Penitentiary, until the day comes that they can elect them for themselves without the help of any bosses, or governors or presidents at all. Until then, *paciencia!*

The deputies, by 106 votes against 31, authorised the Executive to take judicial proceedings against deputy Varella for interference with the police in the execution of their duties, when, on a late occasion, accompanied by others he obliged an officer to surrender a prisoner. Whether the proceedings of the Police officer was justified or not there can be no question as to the illegality of deputy Varella's conduct; and if parliamentary immunities are to be made a cloak for disorder it is high time they were abolished.

Deputy Barbosa Lima has impeached the President for subornation of the Chambers, but in their present temper, exasperated at the wholesale denunciation of his colleagues, generally unsupported by evidence, little or no prompting could have been wanted to induce the deputies to wreak vengeance on an unpopular and inconvenient member. Dr. Varella's denunciations may be perfectly true but, so far, though many are believed to have a substratum of reality, they have not been satisfactorily substantiated by evidence and the violence with which they have been advanced has rather prejudiced his advocacy of popular rights than otherwise.

Still it is well that some voice should be raised in protest against administrative scandals, of which echoes have resounded from Rio Grande to the Amazonas, even if the methods are scarcely those of Pym and Hampden.

The political situation reminds us forcibly of that of the last years of the administration of Dr. Prudente de Moraes and, curiously enough, much the same names as figured in that terrible drama seem coming once more to the fore!

The object of the opposition seems at present to be to so damage the reputation of the President as to destroy all chance of success for an official candidate for the coming term. In 1897, similar manoeuvres culminated in the attempted assassination of Dr. Prudente de Moraes and the murder of Marechal Bittencourt. Now Deodaciano is to be retried and murderer itself to be discounted. Let us trust that History is not about to be repeated!

THE ESTIMATES

The Treasury Estimates for 1905 to be submitted to Congress calculate Revenue at 47,844,880\$ gold and 261,133,000\$ paper and Expenditure at 46,743,981\$ gold and 260,767,513\$ paper and shows a probable surplus 1,100,899\$ gold and 365,486\$ paper. Expenditure is distributed as follows: —

	Gold	Paper
Justice and Interior.....	12:114\$	22,228:345\$
Exterior.....	1,038:500\$	632:000\$
Marine.....	650:654\$	30,822:246\$
War.....	50:000\$	47,712:404\$
Public Works etc.....	4,491:375\$	69,058:049\$
Finance.....	40,501:338\$	90,314:468\$
	46,743:981\$	260,767:512\$

SUGAR

Encouraged by the rain that has been falling more or less all over the State, large numbers of refugees from the drought, who were only waiting for steamers to carry them to the South, are now returning to their farms. On the Natal and Nova Cruz branch of the Great Western Railway alone, 372 having been granted free passages by the Company,

It is wonderful how soon tropical nature recuperates, The late rains have been splendid and sugar planting has been extended and the larger area cultivated will, in all probability, make up for the damage done by the drought. The season will probably be somewhat later and not really commence until the end of September, but the crop is expected to be as big, at least, as the last one (1903/4) at Pernambuco and at Alagoas to be bigger.

Sr. Felix Giraud, proprietor of a refinery at Montevidéo, having presented a petition to the Legislature for increase of the duty on refined sugar, the *Comission de Hacienda* has reported advising the modification of the present law (Dec. 1900) and erection of a specific duty of 7 centesimos per kilo for yellow "brutos" (a new classification), 8 centesimos for unrefined "whites" and 9 centesimos per kilo for refined sugars.

The Associação Commercial has petitioned the President of the Republic that regulations for the execution of the law prohibiting interstate taxation may be at once drawn up. Pernambuco is a triple sufferer from interstate taxation, as not only are its sugars taxed on exit but are retaxed by half of the other States on entry; whilst the goods entering from other States are taxed in their turn at Pernambuco. Should this country accept the conditions of the Brussels conference, interstate export duties, unless allowed for by the conference, would be a heavy handicap. Such duties rule at Pernambuco from 920 réis for *Brutos* and *Mascavados* to 2\$208 for *Branco* and *Somemos* per 100 kilos; these imported sugars would escape altogether unless a special agreement were come to, allowing the surtax to be correspondingly raised.

Of the twenty different States, previous to the interstate taxation law, nine charged entrance dues on sugar, ranging from 200 réis per kilo for Matto Grosso to 3% at Rio de Janeiro, Piahy, etc., from which imported sugars were, likewise, exempt.

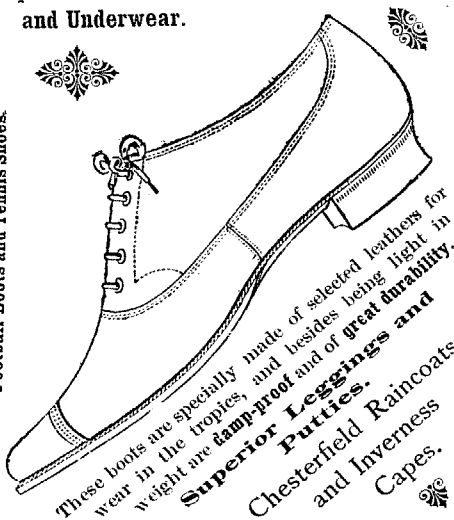
Now that interstate taxes have been abolished, such taxation by the States, when retained, must take the form of consumption dues and so fall on imported as well as the native article.

FOR THE STOMACH. Try Dr. Benício de Abreu"
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S. PAULO

: Bahia and Pará :



AN OBJECT LESSON

THE RESULTS OF INTERNAL FREE TRADE

(From the *Journal of Commerce & Commercial Bulletin of New York*) :—

"At the banquet in Boston in celebration of the centenary of the birth of Richard Cobden, Mr. Edward Atkinson declared that it must be plain to every unprejudiced mind that the prosperity and progress of this country have been due to "the continental system of free trade among the States under the conditions of our organic law, bringing the benefit of free commerce to the enjoyment of a greater number of civilized people occupying a wider area than have ever been permitted to enjoy that heritage before." This is a patent fact that is generally recognized by the people of the country, and yet a large proportion of them fail to appreciate the permanent object lesson that is constantly before their eyes. It is illustrated in every phase of the industrial growth of the country.

In certain lines of manufacture New England has held somewhat the same relation to the rest of the country that Great Britain holds to the rest of the world. Her goods are admitted free of duty into every State of the Union down to the Gulf and over to the Pacific coast, and in return she receives material and food products from the wide area of the country unburdened by taxes. Does any one believe that this section would have developed and flourished to the same extent if it had raised a tariff barrier against the rest of the country or had encountered one at the borders of other sections or of States? In a different line of manufacture Pennsylvania has shown a similar development, due mainly to her possession of great deposits of coal and iron. Would she have got the full benefit of this without freedom to send her products unhindered into other States to the very borders of the country, and without admitting unhindered to her own markets the products of those States? Suppose the Southern States, desirous of utilizing their water power facilities and their cotton supply by building up manufactures of their own, could have protected themselves from New England competition by a tariff on cotton goods, would it have been a benefit to that section? As soon as conditions became favorable for the enlistment of capital and labor in cotton manufactures in the South, the industry was established and has grown in a rapid and healthy manner in spite of the long start that New England had made. When deposits of iron were opened in the lake region, in Alabama and Tennessee, and in Colorado, industries for utilizing the material started up in those sections of the country, as they would not have done without a free and unrestricted rivalry in the markets of the country.

The grain fields and cattle ranges of the West, the cotton and sugar plantations and fruit gardens of the South, the mines and forests, and the orchards and vineyards of the Pacific Coast, profit by the markets of manufacturing and trading districts in the same and other sections, even as these profit by sending their products through all the agricultural regions of the land. The free and unobstructed interchange of the products of labor over the continent from side to side between Canada and Mexico is the real secret of the growth of the Union in wealth and power. Had there been division lines and tariff barriers between sections with differing resources and natural conditions, and with varying advantages for industrial production, there would have been no such prosperity in any of the parts or in the whole of the united nation. There are few who would venture to deny this. But suppose this freedom of intercourse did not stop with the borders of Canada and Mexico, but extended to the Arctic seas and to the Isthmus, would not the same principle apply and the same mutual benefit accrue? If the domain beyond those boundaries belonged to this nation, probably nobody would fail to see the advantage of unobstructed traffic and free interchange of products. What is there in a political line of division to produce a change in the effect of trade and of commercial intercourse? There is absolutely nothing, and from a purely economic and commercial point of view there would be nothing if the boundaries were separated by mountains, deserts or oceans, — nothing but the burden upon intercourse of an increased cost and difficulty of transportation.

THE OCCURRENCE OF THORIUM IN CEYLON

(FROM *Nature*)

The Government of Ceylon determined last year to carry out, with the cooperation of the scientific and technical department of the Imperial Institute, a systematic survey of the economic minerals of Ceylon. Mr. A. K. Coomaraswamy and Mr. H. G. Parsons were selected to conduct the survey in Ceylon, and to despatch specimens of the minerals found to the Imperial Institute for chemical examination and commercial valuation.

Among the specimens thus received were those of a mineral existing in small black cubical crystals found in the refuse from gem washings near Balangoda, in the Sabaragamuwa Province, which had been identified by Mr. Holland, a resident in Ceylon, as probably uraninite or pitchblende. The same mineral has been since observed by Mr. Coomaraswamy in a vein of pegmatite at Gampola, in the Central Province of Ceylon. The specific gravity of the mineral was found to be 9.32, and an analysis by Mr. G. S. Blake, of the scientific staff of the Imperial Institute, furnished the following results :—

		Per cent.
Thorium oxide	ThO ₂	76.22
Cerium oxide	CeO ₂	8.04
Lanthanum and didymium oxide.....	La ₂ O ₃ :Di ₂ O ₃	trace
Zirconium oxide.....	ZrO ₂	12.33
Uranium oxide.....	UO ₂	0.35
Ferrie oxide.....	Fe ₂ O ₃	2.87
Lead oxide.....	PbO	0.12
Silica.....	SiO ₂	99.93

The mineral is clearly not pitchblende, since the percentage of oxide of uranium is only about 12 per cent, whilst the principal constituent is oxide of thorium (thoria), which is present to the extent of more than 75 per cent, an amount far higher than that contained in any mineral hitherto examined. This mineral appears to be new and I suggest for it the name of *thorianite*. Since it is radio active, it will no doubt be found to be an important source of radium or radio-active earth, and will probably furnish helium, points which will be investigated as soon as more material has been obtained. A second part of the same specimen furnished the following results on analysis :—

		Per cent.
Thorium oxide.....	ThO ₂	72.24
Cerium oxide.....	CeO ₂	6.39
Lanthanum and didymium oxide.....	La ₂ O ₃ :Di ₂ O ₃	0.51
Zirconium oxide.....	ZrO ₂	3.68
Uranium oxide.....	UO ₂	11.19
Ferrie oxide.....	Fe ₂ O ₃	1.92
Lead oxide.....	PbO	2.25
Silica.....	SiO ₂	1.34
Insoluble residue.....		0.41

Specific gravity 8.98

The two sets of analytical data prove that the material has essentially a uniform composition, the differences observed being apparently due to inclusions of zircon in the second portion analysed. In the meantime Sir William Crookes has received a specimen of the supposed pitchblende from Ceylon, and has found it to be radio-active to about the same extent as Cornish pitchblende. Sir William Crookes was good enough to give me a part of his specimen, which is being analysed. The second mineral examined was found by Mr. Holland in the same gem washings at Balangoda, and was identified as probably monazite. This mineral was pale brown, and when fractured exhibited a purple brown interior with a resinous lustre. The specific gravity was 4.98. An analysis by Mr. Blake furnished the following results :—

		Per cent.
Thorium oxide.....	ThO ₂	66.26
Cerium oxide (and Cerium earths).....	CeO ₂	7.18
Zirconium oxide.....	ZrO ₂	2.23
Uranium oxide.....	UO ₂	0.46
Ferrie Oxide.....	Fe ₂ O ₃	1.71
Calcium oxide.....	CaO	0.35
Phosphoric Oxide.....	P ₂ O ₅	1.20
Silica.....	SiO ₂	14.10
Water.....	H ₂ O	6.40

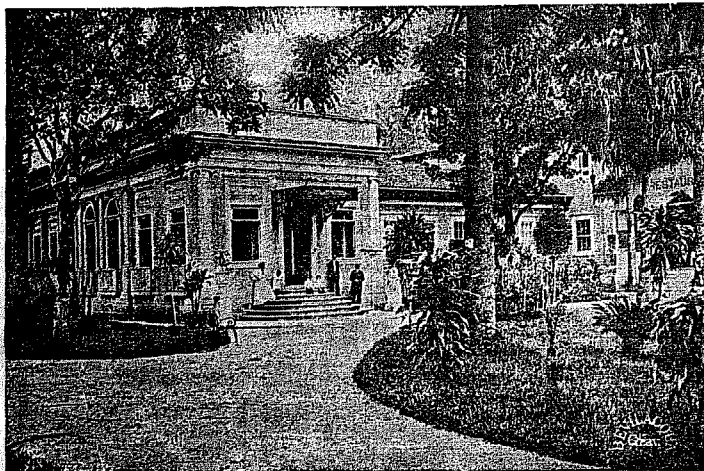
99.89

This mineral is therefore thorite, consisting chiefly of thorium silicate. Both these minerals are under further investigation at the Imperial Institute. Careful explorations are now being made as to the extent of their occurrence in Ceylon.

It is obvious that apart from the scientific interest attaching to the determination of their composition, the discovery in Ceylon of two minerals rich in thoria, now so largely employed for the manufacture of incandescents gas mantles, may be of considerable commercial importance.

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- Shower, needle, douche & plunge baths.
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N. B. Every attention paid to the comfort of the guests.

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TIJUCA

HOW TO GET THERE AND WHAT TO DO WHEN THERE

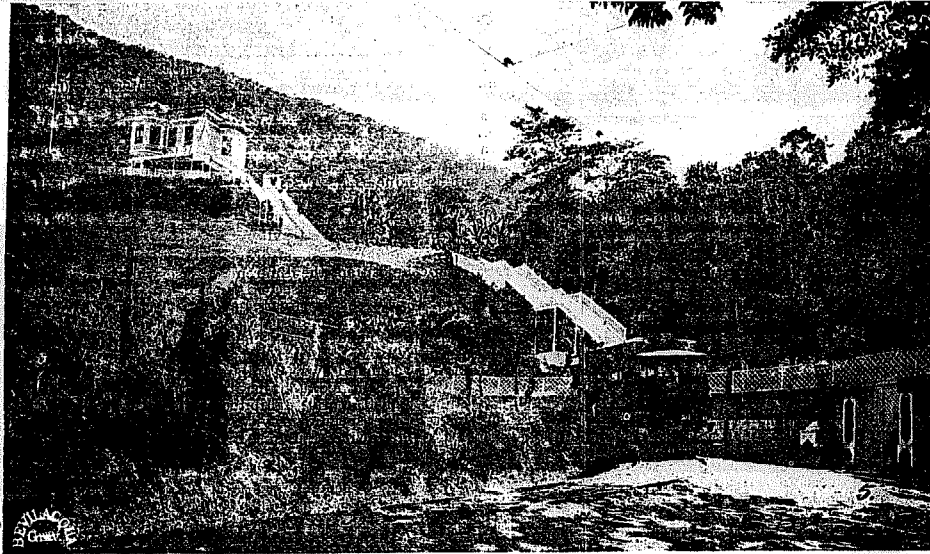
ADVICE TO VISITORS AND TOURISTS

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

To get away from the glare and heat of Rio to shade and coolness, all poor, panting humanity has to do is to take the 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.



AGUAS FERREAS ON THE TIJUCA ROAD

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

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

which are not always obtainable, must be ordered in advance by telephone. The Peak is 3,608 feet above the sea, and is higher even than the Corcovado and, indeed, the highest point on the chain. After about half an hour's drive the carriage has to be left and another hour's climb carries one to the peak, in which steps have been cut out of the rock and a hand rail assists the weary climber to reach the top where he is rewarded with a view that has its like nowhere in this wide world, and beggars all description!

The unit of the money of the country is the mil reis (1\$000, worth just one shilling). This is subdivided into fractional nickel coins of 100, 200, and 400 réis, worth 1 1/4 d., 2 1/2 d., and 5d. respectively. Travellers had better change some gold at a money-changers (a respectable house will be found at 17, 1^a de Março street), before leaving the city, and if unable to speak either Portuguese, Spanish or French, had better engage an interpreter (at Crashley's the English book-seller's, of 36 Rua do Ouvidor) for whom the charge is commonly Rs. 25\$000, for the day. Charges for breakfast at the Hotel White are at the rate of 4\$000 per head without wine. Carriages to visit the different points of interest cost 30\$000 for the round trip. Saddle horses cost 15\$000 per day but are difficult to obtain. As the electric cars only run on week days at stated intervals and there are none between the hours of 11.04 a.m. and 2.16 p. m., if the 11.04 car be missed it will be advisable to order a *special* by telephone, for which the charge is very moderate, only 25\$000 for 20 persons for the up journey.

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

TIME TABLE

WEEK DAYS

FROM LARGO DE S. FRANCISCO DE PAULA	
A. M.	5.04—6.24—6.50 —(from rua da Conceição luggage and passenger cars) —8.16—9.28 and 11.04.
P. M.	2.16—3.23 (from rua da Conceição luggage and passenger cars) 3.37—4.28 —5.40—6.49 and 9.04.

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

HOLIDAYS and SUNDAYS

Departure from the Largo de S. Francisco de Paula	
A. M.	5.04 — 5.52—6.28— 7.04 — 7.28 — 7.52 — 8.28 — 8.52 — 9.16 — 9.52—10.16—10.40—11.16—11.40.
P. M.	12.04—12.40—1.04—1.28—2.04—2.28—2.58—3.23 — 3.52 — 4.16— 4.52—5.16—5.46—6.16—6.40—7.04—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— 7.41—8.09—8.37—9.05—9.33—10.01—10.29—10.57—11.25 and 11.53.
P. M.	12.21—12.49—1.17—1.43—2.13—2.41—3.09—3.37—4.05—4.33— 5.01 — 5.29 — 5.57 — 6.25—6.53—7.21—7.49—8.17—8.45—9.41— and 10.33.

FARES

By horse cars from the Largo de S. Francisco to the Rua Uruguay, connecting with the electric cars.....	Ordinary cars.....	200 réis
	Special cars..	500 réis
	Ordinary cars..	300 réis
	Special cars...	500 réis
Electric cars from the Junction to the Usina.....		200 réis
		300 réis
		500 réis
Book of 30 tickets available between the Junction and the Alto da Boa Vista.....		30\$000
		15\$000

General News

Local Items. The returns of the Director General of Public Health for week ended 17th July are as follow : — Yellow fever 0; bubonic plague, 3; small-pox, 111; measles, 2; scarlet fever 0; diphtheria 1; whooping cough, 1; influenza, 14; typhoid fever, 2; dysentery, 2; Beriberi, 2; leprosy, 0; erysipelas, 1; marsh fevers, 4; pulmonary diseases, 33; other contagious diseases, 13; Total 189. Violence, (including suicides) 9. Non-contagious diseases, 184. Total deaths from all causes, 382; equal to an annual death rate of 23.49 per 1,000 inhabitants. Mortality of contagious diseases to total number of deaths 48.95%. Under treatment in hospitals: yellow fever, 2; small-pox, 289 and bubonic plague, 10.

— Sr. Roberto Mesquita, the able and indefatigable correspondent of the *Jornal do Commercio*, returned to Paris in the Pacific s. s. *Oruba* after a brief holiday.

The Rio public owes a great deal more than it knows, or is ever likely to appreciate, to the excellent foreign service of the *Jornal do Commercio*, especially as regards telegrams. The *Jornal's* telegrams are almost always reliable and when, as lately occurred on the outbreak of the Russo-Japanese war a correspondent shows unfair bias, he is promptly replaced. The war service of the *Jornal* is now very ably handled, as is shown by the fact that even under such particularly trying conditions the news transmitted is seldom contradicted.

— Mr. Atlee of Wilson Sons & Co. also vice-consul for Chile, left in the New Zealand s. s. *Corinthie* for England.

— Sr. José Rodrigues Peixoto, director of the Banco Commercial, also left for Europe in the *Oruba*, which seems to be a favourite steamer.

— The police enquiry being now complete, the arrest of Saturnino Mattos and his wife, implicated in the robbery of the case from the Central Railway station, containing 805,000\$ in notes, has been demanded by the police, but that of Mattos only been granted by the judge. *Habeas-Corpus* has, however, been applied for and meanwhile the accused is lodged in the *abastado* (wealthy) ward of the *Detenção*.

— Maintenance of Possession (*manutenção de posse*) has been granted by the local courts to the proprietors of the buildings on the Largo da Carioca, to which we referred in a late number. The Prefect will now have to proceed in a legal manner and demand expropriation as prescribed by law, on the grounds of public utility, paying whatever indemnisation the court may allow.

— 2,000,000\$ of Treasury bills issued to the London & Brazilian Bank were paid off on 19th inst.

— Dr. Osorio de Almeida, director of the Central Railway, has requested the Minister of Public Works to take measures to suppress attempts to injure the Minas section of that line that, in consequence of the suppression of mutual traffic with the Leopoldina line, are said to be imminent.

— The Brahma Porter of George Maseke & Co of the well know Brahma Brewery has been certified by the National Laboratory to be of "excellent quality and its analysis indicates it to be absolutely free from injurious substances, bitter or colouring matter". Certificates of European analysts are equally satisfactory; whilst the favour with which it has been received by the public, since it was introduced a few months ago, is the best of all testimonials of popularity. Brahma Stout is generally preferred even to English Stout because, being newer, the effect aimed at by *fermentos* of this kind is more perfect, besides being much cheaper.

Minas Geraes. Another match factory is about to be started at Juiz de Fora, with a capacity of 50,000 *per diem*. Now that the interstate duties are condemned, it would pay some one, instead of starting new factories, to make decent matches with a little more paraffine in them that will burn. At present only about one in ten is really utilised.

São Paulo. The ordinary revenue for the Santos Municipality for the first half of the current year was 1,426,839\$, which with 10,617\$ brought forward from 1903 makes 1,437,456\$. Expenditure was 1,692,343\$, the deficiency having been made good by "use of credit", by which we suppose is meant a new issue of bonds (*apólices*).

— The report of Dr. Carlos Niemeyer states that under normal circumstances the supply of water for the city of São Paulo is 41,860,000 litres *per diem*, that, however, is reduced in the summer season to 31,000,000 litres. Since 1902, the maximum has been increased from 28,000,000 and the minimum 17,000,000 litres. The report says the supply is still insufficient for the demand in the summer season and that the means of supplementing it by water raised from the Tietê and better distribution are being investigated.

Santa Catharina. The *Blumenauer Zeitung* reports a most revolting massacre of helpless Indians (*botucudos*) said to have been carried out at Vargem Grande near to Aquidaban by order of the Government of that State. No doubt these nomad Indians are sometimes very troublesome and even dangerous: but there surely should be some other means of punishing them and securing settlers from their depredations than such wholesale massacre of women as the *Zeitung* describes.

Rio Grande do Sul. The *Revue Agricole* of Porto Alegre says that of eighty, one hundred parts are water and minus twenty are milk. Problem:— How much is really water?

— The Lloyd s. s. *Rio Pardo*, which collided with the

s. s. *Rio Formoso*, belonging to E. Dreher & Co. near to the Capão da Marca in the Lagoa dos Patos will proceed to Buenos Aires for repairs, as the company's docks at Rio are occupied by the s. s. *Prudente de Moraes*, also under repair. The damages to the *Rio Pardo* were estimated at 500,000\$.

In spite of the efforts of the police, forged notes of the 20\$ Bradbury & Wilkinson issue are being again put into circulation in large quantities.

— A new Municipal loan of 2,000,000\$ has been issued to finish the water and sewage works at Porto Alegre. The rate of interest is 7%.

— *O Echo do Sul* says that Dr. Assis Brazil has presented to the Uruguayan Government claims for damages to Brazilian *estancieiros* to a large amount.

— It is proposed to change the route of the projected railway Colonia Caxias, starting from São João de Montenegro instead of from Novo Hamburgo.

— The Taquára steam tramway, lately opened to traffic, is said to be doing very well.

— The captain of the steam barge *Maio*, belonging to the Sudamerikanische Company, has been fined by the *Mesa de Rendas* of Pelotas for receiving cargo from the schooner *Bertha* on the bar, though, apparently, authorised by the Customs authorities to do so.

Pernambuco. More Loans! The Executive has been authorised to issue 2,000,000\$ more in *apólices* of 7%, to be redeemed by 1st July 1905. It is easier to issue than to redeem, as the history of Pernambuco itself proves; the funded debt (*apólices*) in 1903 having already reached the respectable figure of 27,209,974\$, besides 1,862,758\$ of floating debt.

— The *Diario de Pernambuco* draws attention to the fruit trade between Argentina and Europe and asks why it is not imitated at Recife. The reasons are: because fruit is a very perishable commodity and cannot wait to be shipped; there is no harbour at Pernambuco and little shipping and, until that is remedied the fruit trade cannot take any considerable proportions; but worse than all is the ruinous overtaxation that cripples every initiative.

Ceará. "If you are a true patriot," telegraphs a Cearense at Manaus to boss Accioly, "you will at once relieve Ceará of your tyranny by committing suicide." The idea is original, but impracticable as it assumes a degree of humour that bosses, who like the Accioly take their *metier* seriously, rarely attain!

Sundry. The cut in steerage passages to \$ 9.60 for New York, that has resulted from the competition between the Cunard and German lines, has had unexpected effects; one of them being to have cleared London of vast numbers of undesirable aliens eager to reach the land of promise! In the United States, this exodus is not regarded with the same satisfaction and the papers are clamouring for measures to check this "despicable work of dumping the refuse and sewage of Europe" on its shores.

Nervous Exhaustion & Debility Use "**Tonicina Carvalho**"
8, Rua 1º Março a Vigorous Tonic
PHARMACIA CARVALHO

"**Superaris**" It gives drinking water a new meaning.

Sporting and Dramatic News

CRICKET

SANTOS ATHLETIC CLUB

AMERICAN LAWN TENNIS TOURNAMENT, PLAYED AT JOSÉ MENINO ON SUNDAY, 17TH JULY 1904

	Handicap	Games won	Games lost	Total games
Hampshire & Roman.....	Scratch	32	16	48
Stenhouse & Duff.....	- 15	31	17	48
Touhison & De la Cour.....	- 15	29	19	48
Mc. Kenn & Lloyd.....	- 40	19	19	38
Barton & Mawson.....	+ 1/2 30	18	30	48
Shaw & Pritchard.....	+ 15	17	31	48
Tucker & Mr. Ewen (H.).....	+ 1/2 30	12	36	48
		168	168	336

NEURASTHENIA Use "**Neurina Carvalho**"
8, Rua 1º de Março Braces the system
PHARMACIA CARVALHO

"**Superaris**" With meals or between meals it is the drink.

Tenders and Contracts

Municipality of Rio de Janeiro
DIRECTORATE OF PUBLIC WORKS

By order of his Excellency the Prefect I hereby declare that the date for the presentation of plans for the construction of a Municipal theatre is hereby extended for 30 days, that is, to the 29th of August next.

Dated the 2nd July 1904, (signed)—C. A. Nascimento Silva, Acting-Director.

Au Carnaval de Venise

Rua do Ouvidor, 108, Rio de Janeiro, Telephone No. 1693

HABERDASHERS

Furnishers for Men and Boys. Everything from head to toes. Underwear, gloves, umbrellas, walking sticks, neckties, &c. &c.

OUR MOTTO:—“First class goods at low prices for large sales and quick returns!”

We have our own buyers in London and Paris who keep us always supplied with the latest novelties. Give us a call, we speak English and shall be glad to see you.

Rua do Ouvidor No. 108

Balance Sheets

Brasilianische Bank für Deutschland

BALANCE SHEET OF THE BRANCH AT PORTO ALEGRE, JUNE 30TH, 1904

Assets	
Accounts current guaranteed.....	191,061\$290
Bills receivable.....	579,438\$400
Bills discounted.....	749,461\$978
Securities pledged.....	339,000\$000
Sundry accounts.....	73,207\$732
Cash: In current money.....	1,550,588\$450
	3,528,765\$850
Liabilities	
Accounts current.....	513,004\$450
Deposits fixed.....	120,111\$120
Securities pledged and in deposit and securities receivable for a c of sundry parties.....	918,438\$400
Accounts with Head-Office, branch at Rio de Janeiro and correspondents.....	1,976,911\$850
	3,528,765\$850

E. & O. E. — Guetschow, — Rupp, Directors.

Coughs, Bronchites, Hoarseness Try “Peitoral de Jurua”
S. Rua 1° de Março Marvellous effect
PHARMACIA CARVALHO

Money Market

THE BRAZILIAN REVIEW

Saturday, July 24rd, 1904.

Ninety days Bank rate opened on Monday 18th at 12 1/2d. and 12 1/16d. and closed this evening at 11 15/16d.

The supply of coffee bills, though slightly better than the previous week, is still very far from what it should be, shipments having given only £229,807 here and at Santos during the past week as against £194,163 for the previous week and £467,275 for the corresponding week last year.

Since the 1st to 22nd July the falling off in the value of the coffee cleared amounts to £405,260, or almost half a million sterling for three weeks! It is to be supposed that coffee business will revive some time, but it must be confessed that revival is long a'coming and but for the speculation for the loan, rates might to day be a good deal lower than they are.

The date for the auction of the Sorocabana is fixed for the 5th of August, but whether there will be a *bona fide* or merely a simulated sale remains to be seen.

Cotton prices are down but rubber prices are up again, and the busy rubber season seems likely to open with prices higher than they have been for years, nor with consumption treading so closely on the heels of production does there seem any probability of prices falling. It is possible, too, that coffee prices, which are even now 40% higher than this time last year, may go higher still and shipments receive a fillip if anything were to happen to the growing crop. Although, therefore, the present may give some cause for anxiety, on account of the very small shipments of coffee, we see no reason to change our opinion that perhaps before the end of the year better rates may be anticipated.

LATEST CABLE QUOTATIONS

	1904	1903
Rio de Janeiro 90 d/s closing Bank Rate, July 23.....	11 15 16	11 15 16
N.º 7 New York type of coffee, July 22 per 10 kilos.....	589 67	388 47
do do do do 22 Spot.....	7 4 c.	5 1/2 c.
do do do do 22 Sep. option.....	5 3/4 c.	3 811 c.
Rio de Janeiro: 5 2/10 Apulires (internal) July 22.....	98 1/2	96 1/2
Bank of England Rate.....	3 1/8	3 1/8
Open market Rate London 3 months.....	2 7/8	2 3/8
London Quotations:		
Bonds 1889, 4 1/2.....	77 1/4	76 3/4
1895, 5 1/2.....	93	91 1/2
1903, 5 1/2.....	92	90
Funding loan, 5 1/2.....	103	100 3/4
West. Minas, R'y 5 1/2.....	89	86 3/4

QUOTATIONS DURING WEEK CLOSING JULY 22nd, 1904. WERE AS FOLLOW:—

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

OFFICIAL RATES	SIGHT	New York		Italy		Hamburg		Paris		London	
		reís	reís	reís	reís	reís	reís	d.	d.	d.	d.
90 d/s	SIGHT	4,162	4,161	805	807	900	902	808	811	1,201	1,201
		4,158	4,161	807	808	902	908	811	813	1,201	1,210
90 d/s	SIGHT	4,158	4,161	807	808	902	908	811	813	1,201	1,210
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		4,158	4,161	807	808	902	908	811	813	1,201	1,210
90 d/s	SIGHT	4,158	4,161	807	808	902	908	811	813		

BUSINESS DONE ON THE RIO STOCK EXCHANGE
During the week ended July 22nd, 1904

DESCRIPTION	Sales	Highest	Lowest	CLOSING		
				This week	Last	Date of last
GOVERNMENT SECURITIES						
Apolices Geras 5 %	630	990\$	983\$	983\$	990\$	July 15
Do do order	7:800\$	975\$	970\$	970\$	975\$	" 15
Internal Loan 1895, 5 %						
Currency, bearer	938	985\$	982\$	958\$	985\$	" 15
Do do order	142	990\$	985\$	985\$	990\$	" 15
Internal Loan 1897, 5 %						
Currency, bearer	33	1:012\$	1:005\$	1:005\$	1:012\$	" 15
Do do order	112	1:008\$	1:005\$	1:005\$	1:010\$	" 15
3 % Bonds bearer	1	960\$	960\$	960\$	960\$	" 9
Do do order	12	920\$	920\$	920\$	920\$	" 15
Rio de Janeiro Municipal Loan, bearer	12:000\$	918\$	910\$	915\$	918\$	" 15
Do do order	2,585	194\$	181\$	181\$	195\$	" 15
State of Rio de Janeiro 6 % bearer	110	195\$	190\$	190\$	195\$	" 13
Do 4 % bearer	80	985\$	980\$	985\$	985\$	" 12
State of Minas bearer	1,363	58\$	57\$	57\$	58\$	" 14
Do order	225	768\$	760\$	765\$	765\$	" 15
Do order	5	780\$	780\$	780\$	780\$	" 12
BANKS						
Republica	3,159	385\$	328	338	338	July 15
Commercio	141	163\$	162\$	163\$	175\$	" 23
Commercial	50	118\$	116\$	118\$	120\$	" 23
Intecador	25	28	28	28	28	" 21
RAILWAYS & TRAMWAYS						
Leopoldina R'y	6	114\$	114\$	114\$	—	—
Sapucaia R'y	1,105	268	258	258	—	July 15
Jardim Botânico Tr'y	55	200\$	200\$	200\$	200\$	" 15
Caris Urbanos	80	164\$	164\$	164\$	165\$	June 21
INSURANCE						
Confianca	35	40\$	40\$	40\$	40\$	July 12
COTTON MILLS						
Confianca Industrial	150	230\$	230\$	230\$	230\$	July 12
Brazil Industrial	20	213\$	213\$	213\$	224\$	" 5
Corcovado	54	214\$	214\$	214\$	214\$	" 9
S. Felix	50	82\$	82\$	82\$	82\$	" 13
MISCELLANEOUS						
Docas de Santos	164	320\$	320\$	320\$	315\$	July 7
Melhoramentos no Brazil	20	90\$	90\$	90\$	90\$	" 7
DEBENTURES						
Soroabana-Ituana R'y	480	925\$	85\$	925\$	85\$	July 8
Caris Urb. (200\$)	166	198\$	194\$	198\$	195\$	" 15
Do (100\$)	588	975\$	975\$	975\$	—	—
Jardim Botânico	320	210\$	207\$	210\$	208\$	July 14
Quissama refinery	110	56\$	56\$	56\$	56\$	" 14
Assucarreira	50	185\$	185\$	185\$	185\$	June 21
Loterias Nacionais	50	200\$	200\$	200\$	199\$	" 27

The total business done on the Rio de Janeiro Stock Exchange amount ed to 2,285,443\$000 distributed as follows:—

Government securities	1,764,512\$000
Bank shares	132,073\$000
Railway & Tramway shares	51,876\$000
Insurance shares	1,400\$000
Cotton Mills	54,456\$000
Miscellaneous	54,280\$000
Debentures	226,846\$000
Total, week ending July 22nd, 1904.	2,285,443\$000
" " " " " 15th, 1904.	2,225,905\$000
" " " " " 24th, 1903.	2,650,360\$000

BUSINESS DONE ON THE S. PAULO STOCK EXCHANGE
During the week ended July 22nd, 1904

DESCRIPTION	SALES	HIGHEST	LOWEST
Apolices Geras 5 %	9	963\$000	963\$000
Campinas Municipality	280	72\$000	72\$000
SHARES			
Banco Comercio e Industria de S. Paulo	275	320\$000	320\$000
Banco de São Paulo	310	104\$000	103\$000
Banco União de S. Paulo	50	38\$500	38\$500
Paulista R'y	374	247\$500	246\$000
Mogyana R'y	203	250\$000	249\$500
MORTGAGE BONDS			
Banco C. R. de S. Paulo 8 %	576	40\$500	39\$500

The business done on the São Paulo Stock Exchange amounted to Rs. 316,860\$000 distributed as follows:

Government Securities	28,827\$000
Bank Shares	122,010\$000
Railway Shares	142,983\$000
Mortgage Bonds	23,040\$000
Total	316,860\$000

FOR THE STOMACH. Try Dr. Benicio de Abren's
8, Rua 1^o de Março
PHARMACIA CARVALHO
"Elixir Euepeptico"

Coffee Market

Rio de Janeiro 23rd July, 1904.

Entries here and at Santos during the week ended 22nd inst. were 84,916 bags larger than the previous week but still 99,977 less than for the corresponding week last year, of which they represent 73%. The increase has been almost entirely at Santos, where the week's entries are 96% of last year's, whilst at Rio they are still only 33%.

The weather has been dry and warm and as favourable to marketing of the present crop as to the growing crop, so long as no set back is experienced by the latter during this and the coming month.

At present prices, fazendeiros are making good profits and are anxious to take advantage of them before a fall occur. A large fazendeiro from near Juiz de Fora has been getting 10\$000 for his washed coffees, which he assures us leaves from 6\$000 to 6\$500 profit, not counting interest on capital. Under such circumstances, the very small entries here seem very significant, dealers being inclined to reduce estimates again and 2 3/4 millions being now regarded as a fair figure for the Minas, Rio and Espirito Santo crop.

For the crop, entries up to 22nd inst. are 450,130 bags less than last year's, of which they represent only 58.7 %.

Shipments (embarques) continue insignificant and though 18,641 bags more than for the preceding week were still 94,588 less than for the corresponding week last year.

The consuming markets appear to be in no hurry and though sentiment is certainly bullish, the experience of last year's wild burst of speculation is yet too recent to make a repetition easy without something certain to go upon. Mild coffees are expected to give a good deal less this year and even should nothing startling occur with regard to the coming crop, the close of the present season will probably show a substantial reduction of the Visible Supply.

Under such circumstances dull and sagging markets are probable, which, however, might be turned into a positive boom if the growing crop should be damaged by frost or drought.

Prices gave way slightly locally, but are still a good deal over parity, the average for Rio No. 7 being 5\$911 as against 5\$931 the previous week and 3\$881 last year, per 10 kilos. At New York the average was unaltered at 7.25 c. as against 5.13 c. last year.

Selling was more animated at Santos, declared sales being in all 37,500 over the previous week's and 28,000 more than the corresponding week's last year.

Stocks increased again by 151,386 and on the 22nd inst. showed 69,839 bags more than on the corresponding date last year.

Santos, July 23rd 1904.

Our market continued more or less unchanged during the week and business still dragging. Europe still keeps out of the market and various regular steamers had, for want of cargo, to sail for the Plate. Local sales were somewhat larger, but principally for American account. Receipts rule now around 40,000, but one cannot say that the quality of the new coffee is at all yet as could be desired. The bulk of the new coffees is of small bean, many lots hard and a relatively large quantity badly dried and a fair amount "resecado."

Orders for Superiors, green, were here at 34s. to 34s. 9d. Superiors were sold at 58400 to 58500. Primes 200 reis higher and Goods 200 to 300 reis lower. Regulars show still a fair demand, principal buyers American roasters, price, according to quality, around 58000. Low grades are slacker, washed are difficult to dispose of at reasonable prices and old yellows fine neglected. Last crop Bourbons, primes, find good buyers and as much as 65000 was awarded for them. Benny coffees of the present crop demand a premium of 200 reis. Makas are very scarce and find ready buyers at former prices. Superiors being worth 78000.

Shipments continue small. Our stock increased to 807,158 bags. Exchange fluctuated a good deal and declined at a time to 121., which helped to maintain coffee prices. Paula is 560 reis.

Almanak Laemmert

Directory for Rio de Janeiro and other Brazilian States
1904

61st year, revised to date and containing much valuable information, including statistical data, commercial laws, Railway and Custom tariffs. A geographical index of Brazilian towns and villages is a valuable addition.

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The coffee sailed during the week ended July 22nd, was consigned to the following destinations

	UNITED STATES	EUROPE & MEDITERRANEAN	COAST	RIVER PLATE	CAPE	OTHER PORTS	TOTAL FOR WEEK	CROP TO DATE
Rio.....	14,268	8,680	1,986	1,551	—	—	25,585	391,221
Santos...	48,707	13,573	—	1,167	—	6,600	70,047	246,522
Total	62,975	22,253	1,986	2,718	—	6,600	95,542	637,743
1904/1905	62,975	22,253	1,986	2,718	—	6,600	95,542	637,743
1903/1904	118,707	112,445	3,131	1,838	—	—	236,111	768,722

VALUE OF COFFEE CLEARED FOR FOREIGN PORTS

Week ended

	July 22	July 15	July 22	July 15	Crop to July 22	
	Bags	Bags	£	£	Bags	£
Rio.....	24,499	27,258	46,730	51,186	77,311	146,424
Santos.....	70,947	141,326	123,464	260,762	246,522	450,461
Total 1904/1905.....	95,446	168,584	170,194	311,948	323,833	596,885
do 1903/1904.....	262,980	211,820	311,695	282,540	751,525	1,901,745

THE COMING FLOWERING

FROM O Café OF 17 JULY

Regarding our next flowering, there are very divergent opinions. Some think that the trees are in good condition. As a rule those of this opinion keep the impression taken before the beginning of the picking, in April, when the green trees, covered with red berries show a charming aspect. But viewing the trees after picking, the impression is a very different one. The tree stripped of a good portion of its foliage, exhibiting all its branches bared by the efforts of the "colono" to pick the fruit, without new shoots, as during the sprouting period the weather was very dry, the tree already picked, must perforce cause a very different impression.

The development of a fruit tree does not depend exclusively on the two months preceding blossoming, but on the four Seasons of the Year. We have seen that, during the four Summer months, during which we should have had plentiful and constant rains, we had, excepting December, intense drought and a burning Sun; and it is exactly in this period that the plant grows and develops. It is on the new branches that the most healthy buds are formed, capable of producing better fruit. This is exactly what is now lacking in the coffee trees.

The Fall, in its turn, was extraordinarily dry, thus enforcing a premature ripening, prejudicing the weight of the coffee. In May and June, at the beginning of Winter, we had violent and tempestuous rains. In many zones, hail caused great damage. We know of a "fazenda" that was completely ruined, losing all the fruit for this crop, and having the trees inutilized for the next two years. These winter rains washed the surface of the soil and cannot produce the effect of light rains, which used to last for days and days, and which our forefathers used to call *reaning rains*. Very well, can the *Summer reaning* rain, which, frequently, used to last from 20 to 30 days, be substituted by these winter storms followed by wind and hail? Was the necessary heat for the solution of the salts, which feed the plants, the same in May, June and July as in December, January and February? Can a plant already overburdened by many yearly productions, withstand such radical modification in its vegetable life?

There is another point which should be well noted. The rains delayed the picking. Instead of finishing the picking in August-September-October, we will have to carry it on till October-November. The great advantage of finishing picking early is, that the farmer is able to rake the plantation soon, turning over the surface as much as possible in order to give a certain amount of rest to the tree before flowering. Under these conditions the tree will be somewhat prepared to feed the fruit.

It will be very difficult this year to grant this rest so useful to the tree, and we fear that in many "fazendas", the flowering will coincide with the picking.

The effect of all these irregularities will only be visible later on. Only thus all the deceptions we find in studying our plantations, can be explained. Don't let us deceive ourselves. The general conditions of the culture are not favorable to a good 1905/6 crop. We must not lose sight of the weather.

"Superaris" For men folk, women folk and little folk.

— Mr. Gustavo G. Berger, commissioner at the St. Louis World's Fair, returned in the s. s. *Byron* from New York. Mr. Berger describes the Exposition as "colossal."

— Our readers will probably have noticed some discrepancies between the figures published in the weekly manifests of coffee and the final statement for June. The former are obtained from the offices of the different steamship owners and are not always accurate; the latter from the manifests of their steamers supplied to the *Servico de Estatistica Commercial* and are therefore accurate. These manifests are sometimes delayed, so that it is not practicable to compare the two statements before publication. When the discrepancies are discovered we shall, in future, correct them in the following number.

OUR OWN STOCKS

RIO: Stock on July 15.....	506,748
Entries during week ended July 22.....	42,752
Loaded (Embarques) for week ended July 22.....	549,480
Stock in Rio on July 22.....	516,486
Stock at Nietheroy and Aloft on July 22.....	34,028
Entries at Nietheroy plus total <i>embarques</i> including transit.....	36,775
	70,803
Deduct: <i>embarques</i> at Nietheroy and sailings during the week.....	26,672
Stock at Nietheroy and aloft on July 22.....	44,131
Stock in 1st and 2nd hands and those at Nietheroy and aloft on July 22.....	560,617
SANTOS: Stock on July 15.....	679,613
Entries for week ended July 22.....	225,135
	904,748
Loaded during same week.....	93,500
Stocks in Santos on July 22.....	811,248
Stocks in Rio and Santos on July 22nd, 1904.....	1,371,775
do do on July 15th, 1904.....	1,220,380
do do on July 24th, 1903.....	1,301,936

FOREIGN STOCKS

	July 15/1904	July 8/1904	July 17/1903
United States Ports.....	2,559,000	2,481,000	1,938,000
Havre.....	3,467,000	3,470,000	3,283,000
Both.....	6,026,000	5,951,000	5,221,000
Deliveries United States	85,000	68,000	122,000
Visible Supply at United States ports.....	2,790,000	2,810,000	2,350,000

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ARRIVALS AT THE PORT OF RIO DE JANEIRO During the week ended July 23rd, 1904

DATE	NAME OF VESSEL	FLAG	RIG	TON- NAGE	FROM
July 17	Syracusa	German	S. S.	1,542	New York
17	Santa Fé	French	do	1,661	Havre
17	Sylviana	British	do	2,715	Barry
17	Newton	do	do	1,588	Antwerp
17	Minas	Italian	do	2,201	Buenos Aires
17	Duca di Galliera	do	do	2,841	do
17	Canô	Brazilian	do	1,003	Mossorô
17	Alexandria	do	do	317	Vila Nova
17	Guasca	do	do	141	Santos
17	Guasca	do	do	643	Antonina
17	Amelia Clara	do	Schooner	41	Cabo Frio
18	Grão Pará	do	S. S.	1,003	Pará
18	Industrial	do	do	300	Laguna
18	Nile	British	do	3,299	Southampton
18	Corinthic	do	do	7,822	Wellington
18	Provence	French	do	2,190	Genoa
19	Belém	Brazilian	do	620	Pelotas
19	Itatiaia	do	do	463	Porto Alegre
19	Pinô	do	do	259	S. João da Barra
20	Itapaou	do	do	512	Pará
20	Campos	do	do	290	Porto Alegre
20	Arlington	British	do	1,686	Hull
20	Clyde	do	do	3,051	Buenos Aires
21	Alumswell	do	do	1,009	Liverpool
21	Lansannor	do	do	2,308	Cardiff
21	Tijucas	German	do	3,066	Hamburg
21	Mercutio	Argentine	do	730	Rosario
21	Ragu	Brazilian	do	512	Belém
22	S. João	do	Schooner	87	Macahé
22	Olivia	do	do	94	do
22	Moorish Prince	British	S. S.	1,427	New York
22	Goodwood	do	do	1,377	Dakar
22	Canning	do	do	3,459	Santos
22	Canada	do	Ship	2,137	Praussoda
23	Byron	do	S. S.	2,526	New York
23	Tyne	do	do	1,854	Santos
23	Esperanza	Brazilian	do	452	Araenjú
23	Murphy	do	do	304	Caravellas
23	Alina	do	Schooner	33	Cabo Frio

ARRIVALS AT THE PORT OF SANTOS During the week ended July 22nd, 1904

DATE	NAME OF VESSEL	FLAG	RIG	TON- NAGE	FROM
July 16	Duca di Galliera	Italian	S. S.	2,811	Buenos Aires
16	Sumaride	Norwegian	Barque	905	Rosario
16	Kondor	Brazilian	S. S.	151	Tijucas
18	Calderon	do	do	2,649	Liverpool
19	Clyde	British	do	3,051	Buenos Aires
19	Satellite	Brazilian	do	887	Rio de Janeiro
20	Ravenna	Italian	do	2,748	Genoa
20	Provence	French	do	2,129	do
20	Syracusa	German	do	1,543	New York
20	Melpomene	Austrian	do	1,852	Trieste
21	Canô	Brazilian	do	1,003	Mossorô
21	Merchant Prince	do	do	2,020	Buenos Aires
21	Eugenia	do	do	21	Guaratiba
22	Anni	do	do	55	Iguape
22	Grão Pará	do	do	1,003	Pará
22	Guasca	do	do	277	Rio de Janeiro
22	Alexandria	do	do	300	do
22	Rudi	do	do	164	Florianopolis
22	Drumgarth	British	do	2,353	Rio de Janeiro
22	Eguila	Italian	do	2,139	Rosario
22	Santa Fé	French	do	1,684	Havre

SAILINGS FROM THE PORT OF RIO DE JANEIRO During the week ended July 23rd, 1904

DATE	NAME OF VESSEL	FLAG	RIG	TON- NAGE	FOR
July 17	Duca di Galliera	Italian	S. S.	2,811	Genoa
17	Minas	do	do	2,201	do
17	Darwin	British	do	1,797	Buenos Aires
17	Drumgarth	do	do	2,353	do
17	Caravellas	French	do	1,797	New Orleans
17	Calderon	do	do	2,650	Santos
17	Itatiaia	Brazilian	do	511	Porto Alegre
17	S. Sebastião	do	Schooner	31	Cabo Frio
17	Dos Amigos	do	do	31	do
18	Satellite	do	S. S.	887	Montevideo
18	Nile	British	do	3,299	Buenos Aires
18	Corinthic	do	do	7,822	London
18	Ripley	do	do	2,508	New York
19	Cynthia	do	do	1,338	Baltimore
19	Melbridge	do	do	1,855	Buenos Aires
19	Notisment	do	do	2,432	do
19	Knight of The Cross	do	do	52	Montevideo
19	Provence	French	do	2,139	River Plate
19	Dalmata	Austrian	do	1,155	Paranáguá
19	Melpomene	do	do	1,854	Santos
19	Syracusa	German	do	1,542	do
19	Mavrink	Brazilian	do	375	Bahia
19	Teixerinha	do	do	257	S. João da Barra
20	Industrial	do	do	300	Laguna
20	Itatiaia	do	do	730	Mossorô
20	Savior	do	do	507	Pernambuco
20	Canô	do	do	1,003	Santos
20	Carangola	do	do	258	S. João da Barra
20	Regaleira II	do	Schooner	195	Cidade do Prado
20	Jorge	do	do	32	Cabo Frio
20	Clyde	British	S. S.	3,051	Southampton
20	Santa Fé	French	do	1,661	Santos
21	Grão Pará	Brazilian	do	1,003	do
21	Itatiaia	do	do	1,399	Mandós
21	Italy	do	do	403	Pernambuco
21	Alexandria	do	do	452	Bahia
21	Guasca	do	do	317	Porto Alegre
21	Tigre	do	do	643	Antonina
21	Gama	do	Schooner	294	Itajubá
21	Garca	do	do	50	Cabo Frio
22	Newton	do	S. S.	141	Santos
22	Schwander	British	do	1,588	do
22	S. João da Barra	Brazilian	do	795	Barbadoes
22	Blumenau	do	Schooner	250	S. João da Barra
22	Macahense	do	do	30	Itajubá
22	Good News	American	do	676	Cabo Frio
23					Baltimore

SAILINGS FROM THE PORT OF SANTOS During the week ended July 22nd, 1904

DATE	NAME OF VESSEL	FLAG	RIG	TON- NAGE	FOR
July 16	Minas	Italian	S. S.	2,201	Genoa
16	Duca di Galliera	do	do	2,811	do
18	Norvington	British	do	1,617	Buenos Aires
18	British Prince	do	do	1,402	Rio Grande
20	Clyde	do	do	3,051	Southampton
20	Bahia	German	do	3,105	Buenos Aires
20	Ravenna	Italian	do	2,748	do
20	Satellite	Brazilian	do	887	Montevideo
21	Provence	French	do	2,129	Buenos Aires
21	Kolant	German	do	2,290	do
21	Lewisham	British	do	1,854	Rosario
21	Canning	do	do	3,459	New York
21	Tyne	do	do	1,853	London
21	Revesby	do	do	1,881	Buenos Aires
22	Ariadne Alexander	do	do	1,252	do
22	Guasca	Brazilian	do	277	Paranáguá
22	Anni	do	do	95	Rio de Janeiro

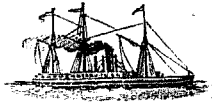
**FOREIGN VESSELS AFLOAT
IN RIO DE JANEIRO HARBOUR
on July 23rd, 1904.**

Steamers		Sailing Vessels	
<i>Catharya</i>	Tons 1,350	<i>Canada</i>	Tons 2,137
<i>Senior</i>	» 597	<i>Seringa</i>	» 1,116
<i>S. Paulo</i>	» 198	<i>W. W. McLaughlan</i> ..	» 457
<i>Potomac</i>	» 2,472	<i>Avoca</i>	» 1,334
<i>Fairmead</i>	» 1,432	<i>Sasanna</i>	» 1,783
<i>Entre Rios</i>	» 2,785	<i>Gua Poa</i>	» 613
<i>Britannia</i>	» 2,077	<i>Sierra Miranda</i>	» 1,740
<i>Plar de Lavrianga</i> ..	» 2,691	<i>Glad Tidings</i>	» 603
<i>Sceptre</i>	» 1,643		
<i>Cavalier</i>	» 517		
<i>Queen Louise</i>	» 2,170		
<i>Norseman</i>	» 568		
<i>Corn Exchange</i>	» 2,470		
<i>Byron</i>	» 2,526		
<i>Silviana</i>	» 2,715		
<i>Ariflona</i>	» 1,986		
<i>Amwell</i>	» 1,609		
<i>Llausannoor</i>	» 2,308		
<i>Tijoca</i>	» 3,066		
<i>Mercurio</i>	» 710		
<i>Moorish Prince</i>	» 1,427		
<i>Goodwood</i>	» 1,977		
<i>Cantary</i>	» 3,459		
<i>Tyur</i>	» 1,854		
Total.....	Tons 44,633	Total.....	Tons 9,783

**IN SANTOS HARBOUR
on July 22nd, 1904.**

Steamers		Sailing Vessels	
<i>Juchmana</i>	Tons 1,881	<i>Agat</i>	Tons 283
<i>Sculos</i>	» 3,114	<i>Samaritide</i>	» 908
<i>Cardoba</i>	» 1,585		
<i>Calderon</i>	» 2,649		
<i>Syracusa</i>	» 1,543		
<i>Melpomeno</i>	» 1,852		
<i>Merchant Prince</i>	» 2,020		
<i>Drumgarth</i>	» 2,353		
<i>Equitè</i>	» 2,139		
<i>Santa Fe</i>	» 1,684		
Total.....	Tons 20,820	Total.....	Tons 1,191

Companhia



Nacional

NAVEGAÇÃO COSTEIRA

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

The steamer

ITAITUBA

will sail for PARANAGUA, FLORIANOPOLIS, RIO GRANDE, PELOTAS and PORTO ALEGRE.

27th, July 1904.

Freight and parcels received through the Trapiche Silvino until day previous to sailing.

Valuables at the office, on the day of sailing, till 2 p. m.

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

For passages and information apply to the office of

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RUA HOSPICIO, 9**

THE FREIGHT MARKETS

British. "There is not much change to report in the freight market, which continues just as unsatisfactory as ever, although perhaps there may have been a slightly better demand in one or two directions. Coal rates from Wales to Rio de Janeiro 8s. 6d." From *Fairplay* June 30th 1904.

Argentina. "Rates to Brazilian ports show no improvement whatever. There appears to be too many boats now engaged in our trade with the lower Brazilian ports, coinciding with a falling off in trade. The result is a keen competition for cargo with the consequent decline in rates. We quote 11s/ to Rio, 12s/ to the lower ports, excepting Porto Alegre which commands 20s/ owing to the heavy charge for lighterage at destination which is paid by the steamer. One to two stullings extra is secured from up-river ports." From *The Times of Argentina*, July 11th 1904.

Local Market.—The forward engagements for the week were as follow:—

Per S. S. <i>Canning</i>	for New York.....	11,500	bags of coffee
» » <i>Citta di Milano</i>	» Genoa options.	1,125	» » »
» » <i>Sicilia</i>	» do	250	» » »
« » <i>Nile</i>	» Buenos Aires...	278	» » »
» » <i>Magdalena</i>	» do	200	» » »

CURRENT COFFEE FREIGHT RATES

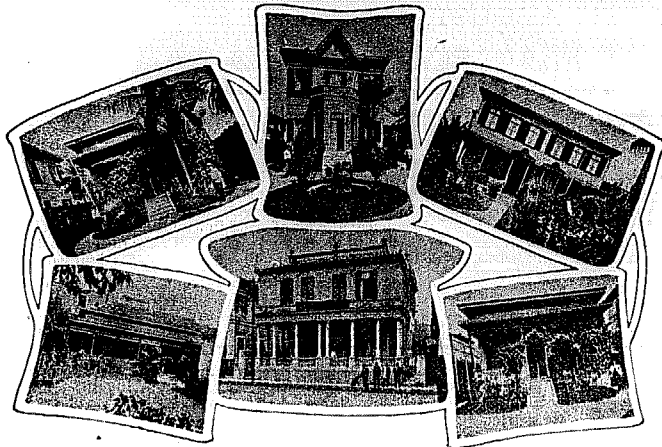
FOR THE WEEK ENDED JULY 22nd, 1904

	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 fres. & 10 1/2%	55 fres. & 10 1/2%
Alicante.....	61 fres. in full.	50 fres. in full.
Algiers via Marseilles.....	51 1/2 fres. & 10 1/2%	51 1/2 fres. & 10 1/2%
Almerie.....	58.50 fres. in full.	—
Aguiles.....	73.50 fres. in full.	—
Algon Bay { via England.....	40s. & 2 1/2 1/2%	—
» New York.....	40/- & 5 1/2%	—
» Hamburg.....	40/- & 2 1/2 1/2%	—
Bassorah.....	99 fres. & 10 1/2%	99 fres. & 10 1/2%
Barcelona.....	35 fres. & 10 1/2%	35 fres. & 10 1/2%
Beira { via Hamburg.....	78/6 & 2 1/2 1/2%	—
» Trieste.....	55/- & 5 1/2%	55/- & 5 1/2%
» Southampton.....	80s & 2 1/2 1/2%	—
Bilbao.....	50.50 fres. in full.	60.50 fres. in full
Bremen.....	35/ & 5 1/2%	25/- & 5 1/2%
Bordeaux, 900 kilos.....	35 fres. & 10 1/2%	25 fres. & 10 1/2%
Bombay via Trieste.....	50/- & 5 1/2%	50/- & 5 1/2%
Brailu**.....	57.50 fres. & 10 1/2%	57.50 fres. & 10 1/2%
Brindisi**.....	49 fres. & 10 1/2%	49 fres. & 10 1/2%
Buenos Ayres per bag. 60 kilos.	1\$500	1\$500
Bayouth**.....	70 fres. & 10 1/2%	70 fres. & 10 1/2%
Cadix.....	35 fres. & 10 1/2%	35 fres. & 10 1/2%
Calcutta via Trieste.....	55/- & 5 1/2%	55/- & 5 1/2%
Cardhagen.....	61 fres. in full.	50 fres. in full.
Colombo.....	50/- & 5 1/2%	50/- & 5 1/2%
Corfu**.....	55 fres. & 10 1/2%	55 fres. & 10 1/2%
Curuchee.....	50/- & 5 1/2%	50/- & 5 1/2%
Curanna.....	53.50 fres. in full.	53.50 fres. in full
Cavalla**.....	48 fres. & 10 1/2%	58 fres. & 10 1/2%
Christiana.....	45/9 in full	—
Copenhagen.....	44/3	34/3
Cape Town { via New York.....	40/- & 5 1/2 1/2%	—
» Hamburg.....	40/- & 2 1/2 1/2%	—
» Buenos Aires*.....	45/- in full	—
» Southampton.....	40/- 2 1/2 1/2%	—
Constantinople**.....	52 1/2 fres. & 10 1/2%	52 1/2 fres. & 10 1/2%
Coquimbo.....	50s. & 5 1/2%	—
Durban { via New York.....	45/ & 5 1/2%	—
» Hamburg.....	47/6 & 2 1/2 1/2%	52 1/2 fres. & 10 1/2%
» Trieste.....	55/- & 5 1/2%	55/- & 5 1/2%
» Southampton.....	50/- 2 1/2 1/2%	—
Delagon { via New York.....	65/- & 5 1/2%	—
» Hamburg.....	55/- & 2 1/2 1/2%	—
» Trieste.....	55/- & 5 1/2%	55/- & 5 1/2%
» Southampton.....	50/- 2 1/2 1/2%	—
East London { via New York.....	45/- & 5 1/2%	—
» Hamburg.....	47/6 & 2 1/2 1/2%	—
» Southampton.....	50/- 2 1/2 1/2%	—
Fiume.....	40s. & 5 1/2%	35s. & 5 1/2%
Galatz**.....	62 fres. & 10 1/2%	62 fres. & 10 1/2%
Genoa 1,000 kilos.....	35 fres. & 10 1/2%	35 fres. & 10 1/2%
Gibraltar via Genoa.....	65 « — «	46 fres. in full
Gijon.....	50.50 fres in full	50.50 fres in full
Hamburg.....	35/ & 5 1/2%	25/- & 5 1/2%
Havre, 900 kilos.....	30 fres. & 10 1/2%	25 fres. & 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.....	32/6 & 5 1/2%	25. & 5 1/2%
..... Do (options).....	32/6 & 5 1/2%	—
Laurenço Marques via Hamburg	55/- & 2 1/2 1/2%	—
Malaga.....	35 fres. & 10 1/2%	35 fres. & 10 1/2%
Malta..... do do	53 fres & 10 1/2%	53 fres. & 10 1/2%
Marseilles 1,000 kilos.....	35 fres & 10 1/2%	35 fres. & 10 1/2%
Messina**.....	45 fres & 10 1/2%	45 fres. & 10 1/2%
Metelino**.....	63 fres & 10 1/2%	63 fres. & 10 1/2%
Montevideo per bag. 60 kilos.....	2\$500	—
Mombassa via Trieste.....	55/- & 5 1/2%	55/- & 5 1/2%
Mossel Bay { via New York.....	45/- & 5 1/2%	—
» Hamburg.....	45/ & 2 1/2 1/2%	—
» Southampton.....	50/- 2 1/2 1/2%	—
Mostaganem via Marseilles.....	53 fres & 10 1/2%	53 fres. & 10 1/2%
Naples.....	43 1/2 fres. & 10 1/2%	43 1/2 fres. & 10 1/2%
New York, Liners per bag.....	35c. & 5 1/2%	35c. & 5 1/2%
N. Orleans Liners ».....	35c. & 5 1/2%	35c. & 5 1/2%
Odessu**.....	57 fres & 10 1/2%	57 fres. & 10 1/2%
Oran.....	51 1/2 fres. & 10 1/2%	51 fres. & 10 1/2%
Pasajes.....	60.50 fres. in full	—
Palma de Mallorca.....	53.50 fres in full	—
Penang via Trieste.....	60/- & 5 1/2%	60/- & 5 1/2%
Patras**.....	55 fres. & 10 1/2%	55 fres. & 10 1/2%
Pireus**.....	52 1/2 fres. & 10 1/2%	52 1/2 fres. & 10 1/2%
Port Said**.....	55 fres & 10 1/2%	55 fres. & 10 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 fres. in full
Santander.....	56.50 fres. in full	60.50 fres. in full
Samsoun**.....	58 fres & 10 1/2%	58 fres. & 10 1/2%
Seville.....	46 fres in full	50.50 fres. in full
Shanghai via Trieste.....	65/- & 5 1/2%	65/- & 5 1/2%
Shyrrna**.....	52 1/2 fres 10 1/2%	52 1/2 fres. & 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%
Salonia**.....	52 1/2 fres & 10 1/2%	52 1/2 fres. & 10 1/2%
Sulina**.....	57 fres & 10 1/2%	57 fres. & 10 1/2%
Talcahuano.....	45s. & 5 1/2%	—
Taragonne.....	53.50 fres. in full	50 fres. in full.
Trebizond**.....	58 fres. & 10 1/2%	58 fres. & 10 1/2%
Trieste.....	40/ & 5 1/2%	35s. & 5 1/2%
Tunis**.....	53 fres. & 10 1/2%	58 fres. & 10 1/2%
Valencia.....	53 50 fres. in full.	50 fres. in full.
Valparaiso.....	47/ & 5 1/2%	—
Varna**.....	62 1/2 fres. & 10 1/2%	62 1/2 fres. & 10 1/2%
Venice via Genoa or Marseilles	50 fres. & 10 1/2%	50 fres. & 10 1/2%
Vigo.....	53 50 frs. in full.	60.50 fres. 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.

HOTEL PENSION CENTRAL PETROPOLIS



(Buildings composing the Hotel)

Directly opposite the LEOPOLDINA RAILWAY STATION.

HOME COMFORTS
AT
REASONABLE CHARGES.
EXCELLENT CUISINE
AND
ATTENDANCE.
BEST BRANDS ONLY
**Wines, Liqueurs
and Cigars.**

This Splendid Hotel is patronized by the Foreign Diplomatic Corps.

English, French, German and Portuguese SPOKEN.

MANAGER: PROPRIETORS:

Jorge Gieseler. M. & B. Niederberger.

PETROPOLIS

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

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

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

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

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

CASA CIRIO

Grand stock of all sorts of dental apparatus and material.

CUTLERY AND THE FINEST SCENTS

JULIO BENTO CIRIO

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RIO DE JANEIRO

BREULINA

Powerful disinfectant, approved by the Directory of Public Health.

By arrangement with Pearson, the manufacturers have changed the name CREOLINA to BREULINA.

Depôt: L. A. BRUZZO & Co.,

RUA DA ASSEMBLEA, NO. 54, Rio de Janeiro.

Grande Hotel Metropole

RUA LARANJEIRAS, 181

The best for families and gentlemen.
Reduced price.

RIO DE JANEIRO

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.

SALE AT AUCTION OF THE SOROCABANA AND ITUANA RAILWAY ON THE 5TH AUGUST, 1904 at Rio de Janeiro

By order of the judge Dr. Pedro de A. Nabuco, and on demand of the Liquidators, Sr. ASSIS CARNEIRO will sell by auction all the property of the ESTRADAS DE FERRO UNIÃO SOROCABANA AND ITUANA in five lots, as follows:

Lot I. Section of the Railway between São Paulo and Ipanema (the original Sorocabana Railway) now constituting the trunk line of the system, 132 kilometres in length, and comprising the terminal stations at São Paulo and Ipanema, and 13 intermediate stations including Mayrink, at the junction with the Ituaia; all furniture, accessories, dependencies and belongings of said stations; 68 cottages of brick or wood for employees and workmen and dependencies of the railway; nine frame or brick store-houses and 15 other buildings at Mayrink; lands of the plantation at Mayrink; a shed for tools and implements at Barra Funda; the sheds and carpenter shops with all the machinery and tools at Sorocaba; the stores, and workshops with all rolling stock at Mayrink, consisting of 19 locomotives, 20 passenger 14 cattle and 134 freight cars, as well as all the material existing on different sections belonging to the line.

Lot II. Section from Ipanema to Botucatu, with 177 kilometres, 600 metres in length; the branch from Boitava to Tatuhy 21 kilometres, 800 metres long and the branch to Cerquillo and Tietê 8 kilometres 69 metres in length, in all 207 kilometres, traversing a vast coffee region having at its terminus the important city of Botucatu, where the railway possesses a fine station and goods sheds; besides the station at Botucatu, 15 intermediate stations with all their furniture, utensils, accessories and dependencies; 111 cottages for employees, workmen and mechanics, others used as dependencies of the stations, along the line, some of wood and others of brick; also 16 goods sheds of wood or brick, locomotive sheds, etc.; and all the rolling stock consisting of 19 locomotives, 20 passenger cars, 14 cattle wagons and 134 freight cars.

Lot III. The section from Botucatu to Cerqueira Cesar with concession of extension to Tibagy 111 kilometres, 551 metres of which in traffic; the extension from Tatuhy to Itapetinga, 43 kilometres 201 metres in length, with right of extension to Itararé; the branch from Victoria to Porto Martins, 30 kilometres and 82 metres long, and the subbranch from Treze de Maio to Araraquara, and the section from Itá to Mayrink 6 kilometres 877 metres in length; the upper section of the line from Mayrink to Santos, with concession for extension to the port of Santos with 53 kilometres of well constructed line; in all, this lot comprises 244 kilometres and 711 metres of line with 15 stations and all their furniture, utensils, dependencies and accessories, including the two terminal stations at Itapetinga and Cerqueira Cesar, both very important on account of the extensions to Itararé and Tibagy; all material in store, or existing on the different points of this section; 64 houses of brick or wood, 12 goods sheds, out-buildings, houses for employees and workmen; a lot of land at Morrinhos and another at Itatinga; and all the rolling stock consisting of 13 locomotives, 14 passenger cars, 9 cattle wagons and 94 freight cars.

Lot IV. The Ituaia trunk line 67 kilometres 731 metres in length from Jundiaby to Itá; the line to Itaiety to S. Pedro, 149 kilometres 425 metres, and the branch of João Alfredo, 17 kilometres 428 metres making a total of 234 kilometres 584 metres, comprising: 22 stations, amongst them those of the important cities of Itá and Piracicaba, furniture and fixtures, accessories and dependencies of such stations; 80 wood and brick buildings, some outbuildings at stations and others along the line for employees and workmen; 12 storehouses, shops at Itá with all their outfit; warehouses in Piracicaba, a lot of land in Jundiaby and one at Recreio; the material existing in the various sections and the rolling stock consisting of 15 locomotives, 16 passenger, 10 cattle and 109 freight cars.

Note. The section from Itaiety and Xarxeneda (on the Piracicaba branch) is under litigation with the Companhia Paulista de Vias Férreas e Fluviais, on the ground (unfounded) of invasion of zone; a claim which affects only the past and future income of stations claimed to be within this zone.

Lot V. The section of the Sorocabana line from Capão Bonito to Agudos 95 kilometres 247 metres in length, crossing the important districts of S. Manoel do Paraizo, Lengões and Agudos, through the richest coffee lands of the State comprising: — 9 stations with all their furniture, fixtures, accessories and dependencies; 61 buildings some of wood and some brick, some being outbuildings of the stations and others along the line for the use of employees, workmen and labourers; ten store houses, some of brick and some of wood; the material existing on the different sections; rolling stock consisting of six locomotives, seven passenger, 5 cattle and 68 freight cars. Navigation privileges for the river Piracicaba (from port João Alfredo to its mouth) and Tietê (port Martins to Ribeiros) in accordance with the contracts of 6th September 1886 between the late Ituaia Company and the Province of São Paulo, and clause 12 of the contract of the 24th May, 1892 with material and plant for same. This traffic is at present leased to Dr. Carr Ribeiro, with the plant comprising 5 side wheel iron river steamers, the "Visconde de Ituaia", "Piracicaba", "Souza Queiroz", "Brilhante", and "Santo Estevão" (useless); seven large iron barges, 5 in good condition and two under repair, and one iron boat; buildings at the ports of Villa Maná, Mauricio Machado, Rosario and Barra Bonita, ports Elizéio and Ribeiro, all now used as stations and in possession of the lessee; a shed in Barra Bonita.

A building in Santos, situated in S. Vicente, rua Capitão Mór Aguiar No. 35; buildings Nos. 14 and 16 on the Alameda do Triunpho and Nos. 6 and 8 in the largo General Osorio in the city of São Paulo (Central Offices) with all their furniture, fixtures and belongings.

For further information apply to the Auctioneer at his office rua Hospício No. 33.

Accepted bids to be guaranteed by a deposit of 10% of amount without any exceptions.

Railway News and Enterprise

SUNDRY TRAFFIC RETURNS

Railway	Mileage		Latest Earnings Reported		Aggregate to date		
	1904	1903	Week or Month	1904	1903	1904	1903
Braz. Gt. South... b	110	110	April	7,555	11,555	37,056	46,222
Leopoldina	1,439	1,385	July 19th	15,833	19,251	358,254	368,236
S. Braz. Rio Grande... b	176	176	May	205,542	218,541	1,181,820	1,002,143

a Earnings reported in pounds, b in mil reis.

ACHES & CHILLS Use "Alliviador Carvalho"
8, Rua I^a de Março Instant effect
PHARMACIA CARVALHO

"Superaris" NOT sold in bottles — not YET!

Market Reports

Pernambuco, July 13th, 1904.

Sugar. There has been very little doing, demand running entirely upon the scarce qualities, viz *Bruto Secco* and *Clayed*. Last sales of these shows an advance of 300 to 400 *reis*. *Usinas* keep firm owing to scarcity but *Crystals* are a trifle lower. Entries for June were 10,703 bags compared with 27,551 same month last year. So far this month, 2,152 bags have come in against 8,536 to same date last year.

Today's quotations are:

Usinas.....	68500 to 68800	per 15 kilos on shore
Crystal white....	58000 » 58200	» »
» yellow....	48000	» »
Whites Sa. boa....	65300	» »
» Sa. regular	48800 » 55000	» »
Somenos.....	38800 » 48000	» »
Clayed.....	38300	» »
Bruto secco.....	38000 » 38100	» »
» melado.....	None	» »

Weather continues favourable to the growing crop, but it is said damage has been done, owing to want of rain in March and April which cannot be made good. Estimates are very wide and range from 25% under to 10% above the present crop and it will, therefore, probably be safe to present to calculate on a crop about the same as the one now drawing to a close.

Clearances during past fortnight have been 5,365 bags to Rio and 4,850 to Santos.

Cotton. After my last, buyers put prices down to 158500, on which basis sales were reported as having been made in Rio for September shipment, no cotton however was sold here at this figure, but 70 bags were reported at 158800, then market became much firmer and 1,000 bags were taken at 168150. Next day about 1000 bags were reported at 168200 and later 300 more at 1683000, and on 7th, 800 bags at 168500; these latter being urgent orders for first possible shipment. For next five days shippers offered 168 to 168200 according to position of delivery, but transactions have been trifling at former price for delivery in 30 days. Today, buyers talk of only 158500, but, so far, there are no sellers under 168000 and at that only about 200 bags are offered. Entries are on a very small scale and to 11th inst. reached only 1869 bags compared with 5,046 same date last year. For June the total was 4,687 bags against 11,236 last year. No new crop cotton has yet appeared and entries consist of small lots held up country and late pickings from the old plants (*algodão do inverno*), but owing to the rains the quality of this is wretched and in many cases has been entirely rejected.

Shipments past fortnight have been 3,469 bags to Rio and 42 pressed bales to Rio Grande.

Maize. Spot prices advanced to 150—165 *reis* again, owing to delay in steamers bringing supplies from South. There are some 15,000 bags on the way and probably a good deal of this will have to go at a loss, as, given a little fine weather, we shall see entries of new crop here next month.

Farinha. Owing to non arrival of shipments, stocks have got very low and ready stuff has, past few days, commanded 168000 a bag, but large supplies are due to arrive next week, fully 30,000 bags, it is said, and some of this has been offering at 98000 without finding a ready sale and for Porto Alegre, not yet sailed, no bids are obtainable.

Freights. Cargo continues very scarce and Liners don't even find sufficient to ballast them home and have therefore to take sand.



Trade mark — The GREEN Star

LONDON AND BRAZILIAN BANK LIMITED

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

HEAD OFFICE: LONDON

BRANCH OFFICE IN RIO DE JANEIRO
 10, Rua da Alfandega

Draws on Head Office and the following Branches and Agencies:

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

Also on:
 Messrs. Glyn, Mills, Currie & Co.,

LONDON.
 Messrs. Mallet Frères & Co.,
 PARIS.
 Messrs. Schroeder & Co., J. H. Schroeder & Co.
 HAMBURG.
 Messrs. Job. Berenberg, Gossler & Co.,
 HAMBURG.
 Messrs. Grant, Brown & Co.
 GENOA.
 ab-bb-ea x x

BRASILIANISCHE BANK FÜR DEUTSCHLAND

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

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

BRANCH OFFICE IN RIO DE JANEIRO.
 Rua da Quitanda, No. 109

Branch-offices in S. Paulo, Santos and Porto Alegre.

(Caixa 520) (Caixa 185)
 CORRESPONDENTS IN
 Pará, Manãos, Maranhão, Ceará,
 Pernambuco, Paratyba, Bahia, Maceió, Victoria, Rio Grande, Pelotas, Curitiba, Paranaguá, Santa Catharina, &c.

Draws on:
 GERMANY... { Direction der Disconto Gesellschaft, Berlin } and correspondents.
 { Frankfurt a M. Bremen }
 { Norddeutsche Bank in Hamburg }
 ENGLAND... { N. M. Rothschild & Sons London }
 { Direction der Disconto Gesellschaft London. }
 { Manchester and Liverpool District Banking Company Limited, London. }
 { Union of London and Smiths Bank Limited London. }
 { Wm. Braudt's Sons & Co., London. }
 FRANCE... { Credit Lyonnais, Paris, and branches }
 { Heine & Co., Paris. }
 { Comptoir National d'Escompte de Paris, Paris. }
 { Lazard Frère & Co., Paris. }
 { De Neufize & Co., Paris. }

ITALY..... { Banca Commerciale Italiana, Genoa, and branches. }
 PORTUGAL... { Banco Lisbon & Açores and correspondents. }
 and any other countries.
 Opens accounts current.
 Pays interest on deposits for fixed periods.
 Executes orders for purchases and sales of stocks, shares etc., and transacts every description of banking business.

Theil-John
 Directors
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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 1º DE MARÇO

Branches at:
 S. PAULO, BAHIA,
 BUENOS AIRES, MONTEVIDEO, AND ROSARIO.

Agent at Santos:
 F. S. Hampshire & Co., Ltd.
 Correspondents in Pernambuco, Pará, Manãos, Ceará, Maceió, Victoria, Santa Catharina, Paranaguá, Curitiba, Rio Grande do Sul, Pelotas and Porto Alegre.

Draws on its Head Office in London:
 The London Joint Stock Bank Limited,
 LONDON.
 Messrs. Heine & Co.,
 PARIS.
 Messrs. J. Berenberg Gossler & C.,
 HAMBURG.

and correspondents in Germany,
 Messrs. Roesti & Co.,
 and correspondents in ITALY
 The Bank of New York, N. B. A.
 NEW YORK.

Receives deposits at notice or for fixed periods and transacts every description of banking business.
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Banco da Republica DO BRAZIL

Realized Capital... Rs. 100,000,000\$000
 Reserve Fund.... Rs. 17,480,078\$736
 Profits in Suspense. Rs. 11,157,639\$835
 on 31st December 1899

OFFICE IN RIO DE JANEIRO
 9 Rua da Alfandega

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

Draws on:
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 London & County Banking Co., Ltd.
 Messrs. Baring Brothers & Co., Ltd.
 LONDON
 Messrs. Hottinguer & Co.
 De Rothschild frères.
 PARIS.
 Norddeutsche Bank in Hamburg.
 HAMBURG.
 Banco de Portugal.
 LISBON.

Opens accounts current:
 Pays interest on deposits for fixed periods.
 Executes orders for purchases and sales of stocks and shares etc. and transacts every description of banking business.
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THE LONDON AND RIVER PLATE BANK, LIMITED

Established 1862

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

HEAD OFFICE:
 Princes Street, London, E. C.
 PARIS BRANCH:
 16, Rue Halévy.

RIO DE JANEIRO—19-21 Rua da Alfandega.

Branches:
 PARIS, PARA' PERNAMBUCO, S. PAULO, SANTOS, BUENOS AYRES, MONTEVIDEO, ROSARIO, MENDOZA, BAHIA BLANCA, PAYSANDU' CONCORDIA

Agencies:
 MANAOS, MARANHÃO, 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.
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NORDDEUTSCHER LLOYD, BREMEN.

Capital.. 120,000,000 Marks
 NEXT DEPARTURES

Date	Steamer	Destination
1904 Aug. 12	Erlangen...	Bahia, Madeira, Lisbon, Rotterdam, Antwerp and Bremen.
26	Halle.....	Bahia, Pernambuco, Madeira, Lisbon, Antwerp and Bremen.

Passengers & Cargo accepted
 Passenger rates 1st-cl. 3rd-cl.
 Rio — Rotterdam, Antwerp, Bremen..... 450 Marks £9
 — Madeira, Lisbon..... 875 Rs. 120\$
 For further information apply to

HERM. STOLTZ & C., Agents
 Rua General Camara, N. 69 Rio de Janeiro
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H. A. L. (Hamburg-American Line)

(South American Service)
 Next Departures:—

The new fine Imperial Mail Steamer
PRINZ WALDEMAR
 6,000 tons

expected from Santos on the 12th August, sails on 15th noon for:
Bahia, Lisbon, Boulogne S/M, Dover 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.
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H. Campos,
 No. 2, General Camara, 1st floor
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LIVERPOOL, BRAZIL AND RIVER PLATE STEAMERS

LAMPORT & HOLT LINE

Passenger service for NEW YORK

TINTORETTO (4,161 tons)..... 19th August
TENNYSON (4,001 tons)..... 2nd September

The steamer

"BYRON"

4,001 tons

illuminated with electric light sails on 4th August for

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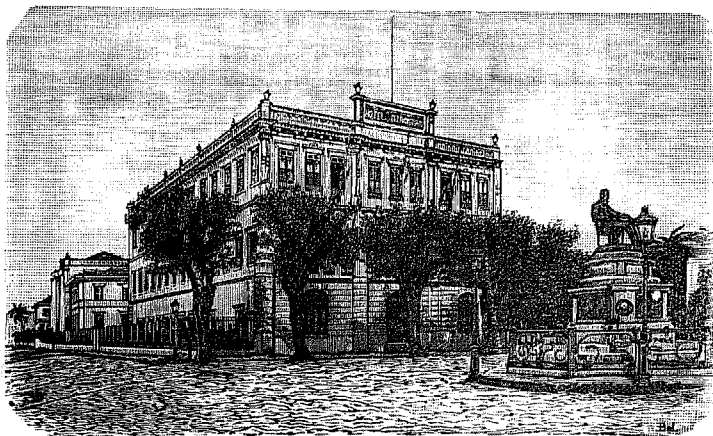
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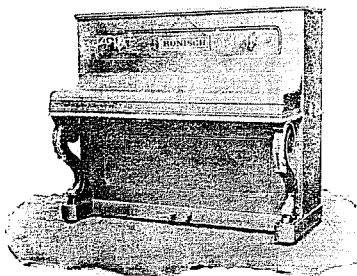
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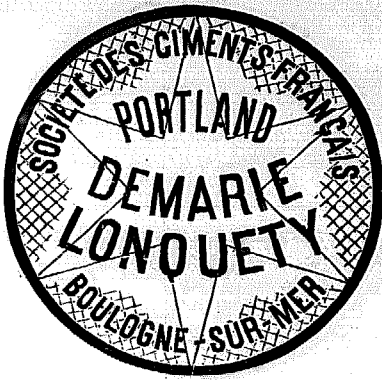
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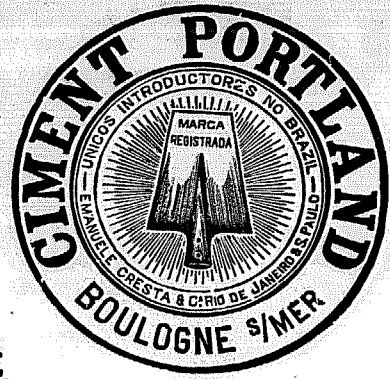
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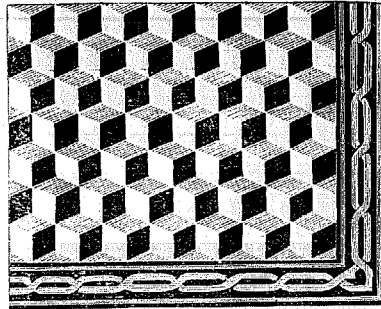


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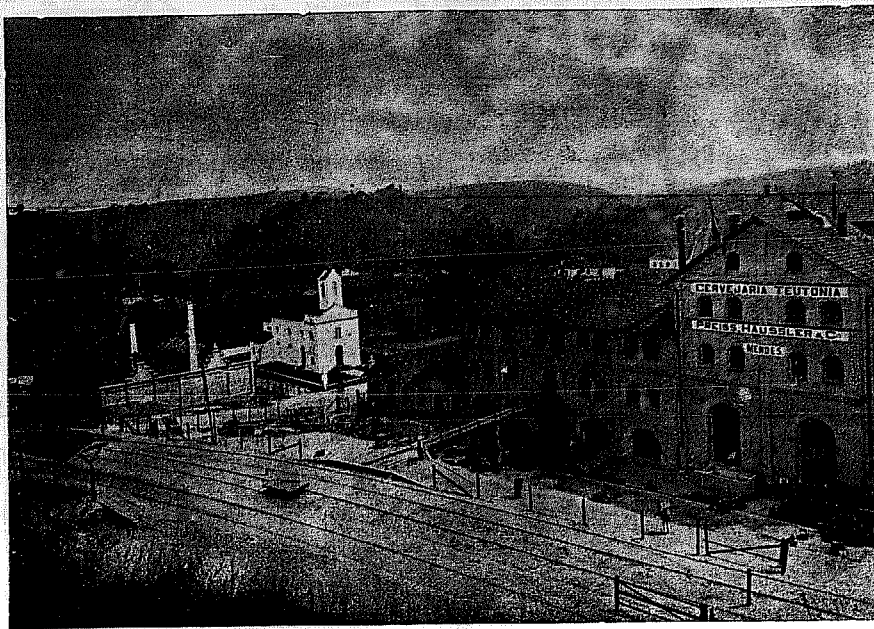
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