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London. G. Street & Co. 30 Cornhill.
New York. *The Tea and Coffee Trade Journal*, 76 & 78,
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1904 FOR EUROPE & THE STATES			
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29	<i>Magellan</i>	Messageries Maritimes	Bordeaux
Dec. 2	<i>Hyron</i>	Lampport & Holt	New York
7	<i>Danube</i>	Royal Mail	Southampton
13	<i>Cordillere</i>	Messageries Maritimes	Bordeaux
15	<i>Victoria</i>	P. S. N. C.	Liverpool
FOR THE RIVER PLATE AND PACIFIC			
Nov. 30	<i>Orissa</i>	P. S. N. C.	Valparaiso
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Notes

South American Progress. "After centuries of insensate strife, the millenium", says the *Money Market Review*, "seems to have dawned in South America, where a wonderful stimulation of industry and progress has succeeded to, seemingly, ineradicable turbulence, shiftlessness and degradation. As there is no other part of the world so bountifully endowed by Nature, it is not surprising that South America should be now attracting greater attention than ever before and that enthusiasts are becoming impatient for the advent of the inevitable boom."

What a comment on London optimism is our latest but happily aborted revolution! Evidently the millenium is not yet begun in Brazil, at any rate, and the only "boom" that we shall witness for a long time to come is the cannon's!

The Sorocabana. *O Estado de São Paulo* says that the São Paulo Railway objects to the construction of the loop line between Campinas and Itatuy and not only will have nothing to do with the "fusion" unless that be eliminated from the programme, but will, on the contrary, do its best to prevent the requisite capital from being raised.

It is natural, as this line would give an alternative if somewhat round-about route to the city of São Paulo for all the Paulista and Mogyuna traffic, and thus leave the section of the São Paulo railway between Jundiahy and the capital with scarcely any traffic at all.

The Fusion of the S. Paulo Railway.

At the meeting held on Saturday, 215 shareholders representing 162,436 shares were present, Dr. Peixoto Gomides being in the chair. The two following proposals were approved by a majority of 8,508:—

(1). Authorising the board to enter into an arrangement with the Mogyuna Co., for the acquisition of one company by the other in order that the joint company shall acquire the Sorocabana and Ituana property on the conditions published with leave to alter conditions of same.

(2). Authorising the Board, in case it prove impossible to effect the fusion, to come to an arrangement with the Union and São Paulo Governments for acquisition of the Sorocabana Railway and to borrow money to that effect.

— Fusion of railway interests of which so much is heard at present in São Paulo, has been effected by the *New York Journal of Commerce* by a happy combination of the São Paulo and Paulista railways, with the *São Paulista Railway* company, which is reported to have lately held a meeting in London. Perhaps coming events casting their shadow before!

The Reward of Merit.

Colonel Souza Aguiar, the Chief Commissioner of Brazil at the Saint Louis Show, which has been such a success for Brazil, has been promoted to the rank of General. Truly peace and its victories no less than War!

— In the States themselves the notification of the awards seem to have caused great dissatisfaction. Although 49,000 grand prizes and gold or silver medals were allotted, there are another 150,000 exhibitors, or thereabouts, who got none and therefore, feel aggrieved, whilst those who were allotted gold and silver medals complain that stamping words on bronze will not make them "gold" or "silver" or give them their intrinsic value. At least they might have been gilt or plated! But what is to be done if the money won't stretch?

Argentina and Brazil.

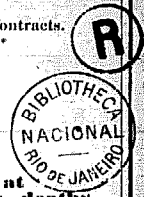
Under this heading the *Buenos Aires Herald* has devoted a column and a half of its valuable space to analysis of the causes of the ill-feeling it supposes to exist between this country and that.

For our part, we are not aware that any such ill-feeling exists with regard to our Argentine neighbours, in particular and if, as our contemporary hints, that of Argentines towards this country is the result of disappointment at the failure of "the gorgeous reception extended to Campos Salles" it speaks more for their commercial enterprise than for their hospitality.

— We have always understood that things were done on a big scale in the United States but if the following, taken from the *Buenos Aires Herald* is a fact, gigantic is the only word that will properly express our admiration from reading that "this farm home (shown in illustration) is representative of many in the central and eastern parts of America, containing 35 to 75 hectares."

The wording seems a bit dubious and whether it is the central and eastern parts of America that contain 35 to 75 hectares or the farm home we can't quite make out; but either way it seems to want confirmation.

This article is followed by another entitled "Success with hogs", which we are sagely informed will be "just in proportion to a man's attention to detail and business abilities." Evidently hog raising is not as ordinary business, which, as is well known, to prove successful requires complete detachment and utter contempt for anything in the shape of detail.



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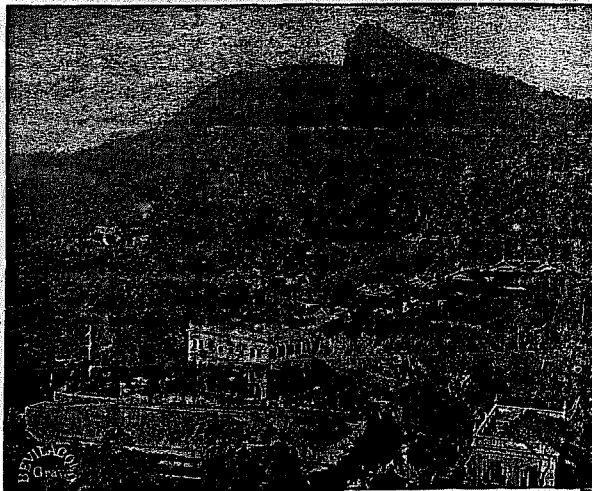
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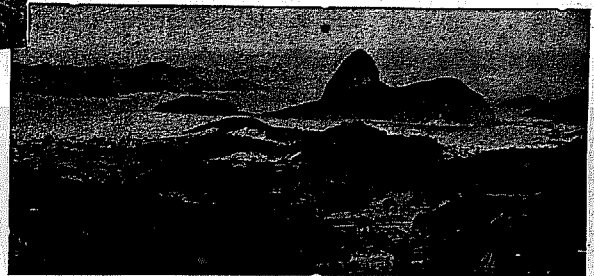
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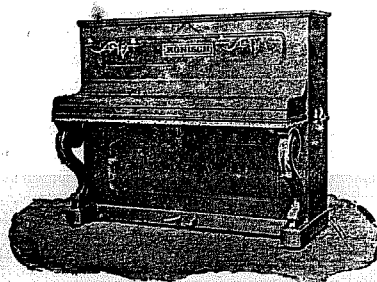
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N. B.—Most of the blocks in this edition of the **BRAZILIAN REVIEW** were executed by

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Power Plant for Brazil. *The New York Journal of Commerce* etc. of 13th October brings the following:—

"Contracts have been let in this market for the initial equipment of a water-power plant to be constructed in the vicinity of São Paulo, Brazil, for purpose of generating energy for lighting and general power use in and around some small towns located in that part of the world. The Pelton Water Wheel Company of 143 Liberty street secured the contract for a 1,000-horse-power water turbine, which is to be direct-connected to a generator of General Electric build. The Pelton people will also supply the necessary piping. M. Byington, an engineering expert of São Paulo, placed the contracts. He is primarily interested in the enterprise. The eventual capacity of the plant will be 2,500 horse-power. M. Byington is expected to return here in the near future, with a view to purchasing the additional equipment."

"The equipment about to be purchased by the São Paulo Tramway, Light & Power Company of São Paulo, Brazil, will principally consist of rotary converters and transformers. At least \$1,000,000 will be expended. F. S. Pearson, consulting engineer of the New York surface electric lines, is also chief consulting expert for the S. Paulo Company. W. P. Plummer of 29 Broadway is purchasing agent. All the electrical equipment installed so far by the company is of General Electric manufacture."

Parcels. The Post Office authorities published on 25 October last a notice to the effect that parcels or packets arriving by post from abroad of more than 100 grammes weight, containing lithographs, engravings, chromos, photographs, illustrated postcards, and the like, as also printed matter in more than one colour etc., must be sent to the Custom house for despatch, as also parcels of books, catalogues, illustrated papers, periodicals, music, maps, etc., parcels of books exceeding 100 grammes, if bound in celluloid, bone, etc., and exceeding 84 grammes when the binding is in ivory, mother o' pearl or tortoise-shell. Parcels that do not exceed these limits will be exempt from duties, manuscripts being exempt in any case. Importation of labels or capsules intended to facilitate the sale of Brazilian manufactures under foreign denominations is absolutely forbidden, under penalty of a fine of 1:000\$000.

When the number of parcels received by a single person is such that the corresponding duties exceed \$000, they will be liable to be seized and to payment of duty thereon.

This regulation is likely to prove expressly inconvenient in several ways and especially to news-vendors, who receive newspapers in large parcels to be distributed to customers, as the delay caused by the necessity of despatching at the Customs would be fatal to such business.

Whilst it is, of course, necessary for the Post Office to guard against fraud, we think that some system might be devised that, whilst preventing contraband, will not be absolutely prohibitive. It is a great convenience to the public to be able to pay the subscriptions to foreign papers here, and there ought to

be no difficulty in excepting recognised and respectable newspaper agents from the limit as regards weight, on condition, for example, of the parcels being opened in the Post Office under supervision of an official. As it is, in consequence of the failure of the Southern express to catch the Royal Mail steamers at Lisbon, we get most of the weekly papers two together, and if to that is to be added the interminable delays at the Customs here, the news when it reaches us will be a month or more old and have lost half its interest.

The American Flour Trade is likely to suffer severely, if the expected reports of low grading of the coming crop is verified. Atpos the *Journal of Commerce of New York* writes as follows:—

"All these Northwestern mills have their brands of flour established with the markets of the world, but they cannot now compete with the Canadian 'mills' bonded; in other words, unless they buy foreign wheat, pay the duty and export the flour product in bond in order to receive back the refund of their duties. It is now figured that flour made from American wheat is about fifty cents per barrel over the export basis. According to this week's report from Minneapolis, of 356 cars inspected only 45 cars were of contract grade. But while the grade of wheat is poor it does not necessarily mean it will not make good flour. It may, in fact, be outwardly poor, but the real test, of course, of flour is how much bread a barrel will make.

"In the present crop of spring wheat it will require probably 7 1/2 pounds more weight in wheat to make a barrel of flour than last year; this correspondingly reduces the crop."

A prominent member of the Exchange who has just made a trip throughout the Northwest says that the mills are grinding low-grade wheat very largely, some costing no more than sixty cents, and are making a combination of wheat that stands them in something over \$1, depending upon the percentage of the various grades. It takes five bushels of that wheat, instead of 4 1/3 a 4 1/2 bushels, to make a barrel of flour. This flour is not quite as good as in former years, and it may not have quite so much gluten, so extreme care must be exercised to keep the brands up to standard.

Now is the chance for Argentina! With Americans obliged already to import wheat to export flour, it should not be very difficult to drive the American article once and for all from Brazilian markets, despite the 20% fiscal preference.

Two Bank Dividends. The Board of the London and River Plate Bank have declared a handsome dividend for the year ending September 30th of 1904, £34,200 being carried forward and £10,000 being placed to the Premises account and £5,000 to the Pensions and Benevolent Fund.

The Brazilianische Bank fur Deutschland have recommended a distribution of a dividend at the rate of 8% for the year ended June 30th.

EXPORTS OF RUBBER—in kilos

FBOM	MANGABEIRA			MANIÇOBA			SERINGA			BALATA GUM (Massaran- duba)
	1901	1902	1903	1901	1902	1903	1901	1902	1903	1903
Itacoatira.....	—	—	—	—	—	—	14,112	4,744	10,168	—
Manaos.....	—	—	—	—	—	—	15,679,929	13,706,317	16,499,509	—
Pará.....	478	249	1,896	2,050	2,402	950	13,467,403	13,406,639	12,559,057	4,315
Maranhão.....	9,047	11,319	3,214	3,831	—	27,308	—	—	199	—
Ilha de Cajueiros.....	38,037	16,424	28,100	164,882	362,691	632,858	—	—	1,972	—
Fortaleza.....	436	226	3,996	232,607	268,943	517,824	—	—	—	—
Natal.....	—	—	—	—	6,096	—	—	—	—	—
Cabedello.....	704	—	15,354	—	—	—	—	—	—	—
Pernambuco.....	81,391	96,456	97,849	42,900	24,215	41,333	—	—	—	—
Maceió.....	80	519	11,543	—	—	—	—	—	—	—
Bahia.....	170,094	174,922	355,291	23,676	143,041	406,224	—	—	—	—
Rio.....	26,853	11,563	43,457	—	—	5,397	—	—	—	—
Santos.....	35,406	12,473	62,588	2,921	—	—	—	—	—	—
Paranaguá.....	3,198	—	—	—	—	—	—	—	—	—
Corumbá.....	28,864	26,043	37,893	—	—	—	211,904	356,578	255,168	—
Porto Murinho.....	—	—	400	—	—	—	—	—	2,740	—
Total.....	394,588	350,194	661,581	472,917	807,388	1,721,894	29,373,438	27,474,278	29,328,813	4,315

Compared with 1901 exports of Mangabeira show an increase of 68%, and of Maniçoba 52.6%, principally from Fortaleza and Ilha de Cajueiros (por of the State of Maranhão but outlet for produce from that of Piauh) the greater part of which is believed to come overland from districts on the Tocantins within the State of Pará, as also the Seringa rubber shipped from Ilha de Cajueiros.

COFFEE AND RUBBER EXPORTS NINE MONTHS — JANUARY — SEPTEMBER

		QUANTITY		INCREASE OR DECREASE IN 1904	VALUE F. O. B.		INCREASE OR DECREASE IN 1904
		1903	1904		1903	1904	
						£	£
Coffee.....	bags	9,165,823	6,689,703	— 2,475,120	12,754,222	13,013,410	+ 259,188
Rubber (Seringa).....	tons	20,963	20,472	— 491	6,496,908	7,246,956	+ 750,048
Both.....					19,251,130	20,260,366	+ 1,009,236

With a shrinkage of 27% in the quantity of coffee and 2.3% in that of Rubber, the value f. o. b. of the two in 1904 was £1,009,236, or 5.2%, higher than for the same period of 1903.

THE PLOT THAT FAILED

General Travassos died of the effects of the amputation on the 24th November. Whilst it is to be regretted that personal ambition or spite should have led an officer, distinguished for his services ever since he volunteered in 1869 for the Paraguayan war, to associate himself with rebels and conspirators, it would be hypocritical to pretend that the penalty was not well deserved.

— In his message to Congress, Dr. Rodrigues Alves says that the forces "complied with their duty" and that order has been re-established in this city and throughout the Republic!

— Statistics for the city of Rio show 44 deaths by violence during the week, 14 to 20th November, which if it be all is not a very heavy bill even for a South American "revolution".

— On Tuesday the commanding officers of the garrison called on the President to present their congratulations on the re-establishment of order and tranquillity!

It is generally believed that with few exceptions the officers who were not directly implicated in the plot were, at least, connivent with it and did little or nothing to prevent it and, but for the devotion of Piragibe and a few more, it would have succeeded and the army to day be presenting their congratulations to Dr. Lauro Sodré. However, all's well that ends well until next time at any rate.

— Lauro Sodré, says *O Amazonas*, is "of an austere and independent character and a cultivated and superior mind devoid from the absurd prejudices that weaken so many intellects." Evidently he had divorced his mind from any silly prejudice as to the impropriety of doing ill so long as good for himself came of it or of plotting against the tranquillity and well being of his country to gain his own ends.

The only excuse he is said to have given for disturbing the peace and endangering Republican institutions, is that he wished to prevent Dr. Montenegro from being "re-elected" governor of Pará. To gain a purely local advantage he did not hesitate to ally himself with the enemies of Republican institutions and to plunge his country into what would probably have proved a lengthy civil war!

— The admission, we had almost said confession, of Visconde de Ouro Preto of having systematically aided and abetted Dr. Varella in his campaign of disorder and diffamation, and his consequent approval of the methods of the revolutionists and the employment of the criminal classes, for political purposes is the most tremendous indictment of the monarchist cause that even an enemy would conceive. What must the patriotism of these men be like that, to gain their end, leads them to stoop to such means or to hope to wade to power through the blood and misery of their fellow citizens?

To our mind they are worse even than the Deocleianos or *Prata Pretas*, their instruments, who have caused such misery.

— In a leading article the *Commercio de São Paulo* abuses the São Paulo Government for sending troops to fight for the Republic and calls it *malvado, insensato and perdulario!*

O Comercio de São Paulo has mistaken its rôle, it should have been a humorous instead of a serious, not to say stupid, paper.

— Buenos Aires Papers attribute the conspiracy to resistance to the candidature of Campos Sulles and dissatisfaction with the state of things in general. If they had said "dissatisfaction of the General with the state of things" it would have been nearer the mark, the only real motive being personal ambition and hope of bettering themselves, from general Travassos and Lauro Sodré down to Prata Preta. Under such circumstances had an archangel been the official candidate for the Presidency, it would have made no difference so long as others longed to supersede him!

Fortunately for the conspirators themselves they did not win, as with Positivists, Constitutionists, Militarists, Monarchists and Socialists and even pure Anarchists, all with their hands well into the pie, Donnybrook fair would have been no-

thing to the squabble for power that must have ensued when the prizes came to be distributed, in which, in all probability, the anarchist element would have prevailed, at least until the people, as distinguished from the politicians and the mob took a hand in the deal.

— The thick of the fighting, such as it was, was from Voluntarios da Patria to rua da Passagem. At the Strangers hospital, beyond a fright to the amiable nurses, no damage was done. One of the Bank Managers, who lives in the neighbourhood was awaked by the noise of the firing, which he mistook for rockets to celebrate the 15th of November, the anniversary of this glorious Republic! So he lay abed and missed a sight.

Our own war reporter, who was in the thick of it, reports as follows:—

"When the news arrived that the troops were about to attack, the school-boys marched out dragging with them some pieces of artillery until they reached the junction of *ruas* Gen. Severiano and Pedreira, where a contingent was left to guard the entrance to *rua* Pedreira from the City Improvements end. The main body went on until they reached *rua* Gen. Polidoro, where they entrenched and awaited the enemy, comprising a couple of battalions of the line, a company of the naval brigade and the full strength of the police with their artillery."

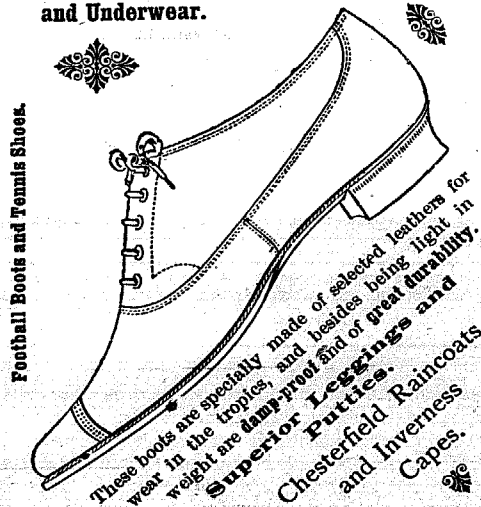
"This force was under the direction of General Piragibe, and took the route of Botafogo, via Marquez de Abrantes, proceeding in the following order:— 1° The vanguard, composed of the Police Brigade; 2° The centre, composed of the 2nd Regiment of the Line with artillery; 3° The rear, composed of the 1st, 2nd and 3rd battalions and the marines with gattling guns."

"THE ATTACK—On arrival at the Praia Vermelha beach via Botafogo, General Piragibe divided his forces into two columns, the first, consisting of two small detachments of mounted scouts, followed by the 1st, 2nd, and 3rd infantry; this marched up the Rua da Passagem."

"The second column, formed of cavalry and the police brigade, proceeded along the *rua* Pedreira, but were checked in their advance by a hot fire from the students from which they recoiled in some confusion. Whilst this was occurring, the advanced portion of the infantry, which was debouching at the Rua Polydoro, was met with a furious fusillade. The main body brought their guns to bear on the enemy's position, but were only able to fire a few rounds, being thrown into great confusion by the falling fire from the students' guns, it being notable that most of the casualties on the students side were due to their own fire being mis-directed. The Government troops threw away a quantity of ammunition, and retired in great confusion."

"The police cavalry, seeing how matters were, and not being anxious to be caught in a rat trap, also began to retire, which turned into a precipitate flight when the students, who had succeeded in dragging their other pieces on to the Morro do Pasmado, opened a hot fire upon their flank and the infantry rear, causing a terrible panic. The cavalry seemed seized with terror, and continued their precipitate flight without drawing rein until they reached the Cattete. In fact, had not General Travassos' horse been killed, and he been himself wounded, there is little doubt that they might have pursued the retiring troops to the very gates of the palace."

"The account that is given by the *Tribuna* and other papers, stating that the discomfiture of the Police Brigade was owing to the cruisers *Deodoro*, *Sabino Vieira*, *Bento Gonçalves* and armed launches having poured into them a heavy fire from the sea-front, is incorrect, as they only put in their appearance at a much later hour, nor could they have made such a blunder, if, as the *Tribuna* stated, they had used their search-lights. The action was concluded at 11.30, p. m., and as a matter of fact, the cruiser's only arrived at Botafogo at 1 a. m."

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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"

"BUDA-NACIONAL"

"BRAZILEIRA"

"GUARANY"

Daily production of Flour and Bran: 10,000 Bags

Office: 56, Rua Primeiro de Março, Rio de Janeiro

HUNGARIAN WINES

GREAT REDUCTION!

Hungaria

Hungarian Claret

Château Palugny

Hungarian Hock

Tokay

SOLE IMPORTER:

PAULO ZSIGMONDY

78, Rua General Camara

**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.

SUGAR. The Cia. Assucareira's sugars are not refined in a *trastienda* or back yard, like many others, but in an up to the mark factory costing.....

COMMERCIAL GUIDE

Coffee Exporters

C. Dabelow. — Conselheiro Saraiva 27. Cable ad: *Dabelow*.
Ornstein & Co. — São Pedro 65. Cable ad: *Ornstein*.

Druggists and Pharmacists

Francisco Giffoni & Co. — Rua 1º de Março N. 9, Drugs.

Electrical goods

H. Smyth & Co. — English Electrical Supplies. Rua do Rosario 115.
Telephone de Ouro. — Rua Gonçalves Dias 46. Electric supplies.

Grocers

J. Rodrigues & Co. — 50 R. Rosario. Dealers in wines, groceries,
canned goods, hams, bacon, fresh butter, cheese and New Zealand
Mutton and Game.

Hairdresser and Barber

J. Mann. — 69, Rua dos Ourives 1st floor. Facing Avenida and one door
from Rua do Ouvidor.

Importers and Exporters

Herm. Stoltz & Co. — General Camara 68. Cable ad: *Hermstoltz*.

Jewellers

Farani Sobrinho & Co. — 109 Rua do Ouvidor, diamonds, etc.
Levy Irmãos & Co. Ouvidor 109 (1st floor) rough & cut diamonds.

Photographical Appliances

Bastos Dias — Photographer — Large stock of photographical appli-
ances. Rua Gonçalves Dias 52, 1st floor.

Restaurants

Restaurant Ayrosa. — Wines and liquors. Rua da Quitanda 92.

Rubber and Stamps

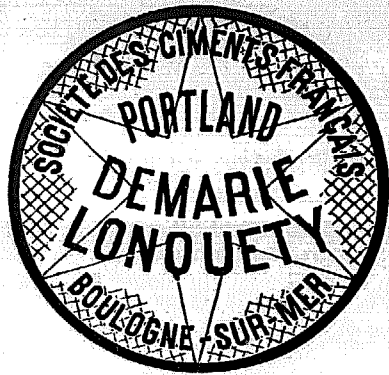
S. T. Longstreth, office and works, 16 Travessa do Ouvidor, 1st floor.

Stationary — Books

Laemmert & Co. — 66 Rua do Ouvidor, Books, Stationary.

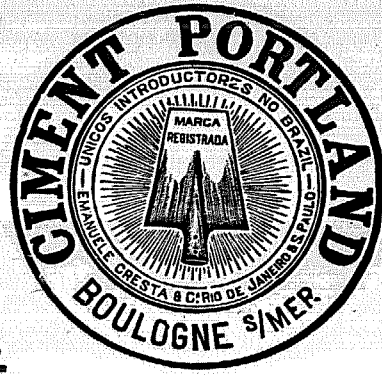
Sworn Translators

Fonseca & Murray. — Rua do Ouvidor 42, 1st floor.



CASA CRESTA

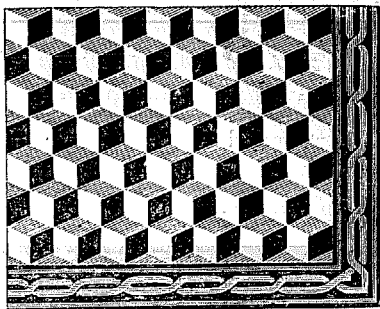
Manufacturers of Tessalated Tiles
AND
FOREIGN
MOSAICS
AND **TILES.**



MARBLE MERCHANTS



SOLE IMPORTERS
of the products of the
Societé des Ciments Français
OF
Boulogne Sur-Mer



TRADE MARKS
Demarle Lonquety
AND
PA'



Orders received for the importation of all kinds of Material for Construction.

Telegraphic Address: CRESTA--RIO P. O. Box 342

41, Rua da Quitanda, 41 Rio de Janeiro

Sydney, Miers & Co.

ENGINEERS, MERCHANTS

AND

Contractors for Railway Material, etc.

Suffolk House, 5, Laurence Pountney Hill

TELEGRAPHIC ADDRESS: "FOUNDATION"

LONDON

Resident Engineer in Rio de Janeiro:

ALVARO GOMES DE MATTOS. A. M. I. C. E.

73 RUA PRIMEIRO DE MARÇO

RIO DE JANEIRO

KNIGHT, HARRISON & CO.

No. 73 Rua Primeiro de Março

TELEGRAMS "KNIGHT"

Agents for

The Royal Mail Steam Packet Co.

TELEGRAMS "ROYAL"

P. O. B. No. 21.

SÃO PAULO AND SANTOS

WYSARD, WILSON & CO.

No. 47 Rua de São Bento. SÃO PAULO

P. O. Box 441. TELEGRAMS "FIELDFARE"

No. 62. Rua 15 de Novembro 'SANTOS'

P. O. Box 147. TELEGRAMS "FIELDFARE"

AGENTS FOR

THE ROYAL MAIL STEAM PACKET CO.

TELEGRAMS "WYSARD"

MUNICIPAL AFFAIRS

The Prefect has resolved to construct the grand New Municipal Theatre by administration and has commissioned his son, the designer of the plans, to superintend the work, with no extra pay. Engineers Alvarenga Peixoto and Rozario Zambano will serve as assistants. Mr. Oliveira Passos has sensibly declined the extra pay to which he was entitled.

The now defunct Council was notorious in life and in death it is not regretted, in fact its exit from the Municipal scene was as theatrical as it could be. Not content with mutilating and altering the Prefect's estimates, the Council wound up by doubling the salaries of its own friends and officials, who last year replaced others not so complacent. As, however, the Prefect has promptly vetoed the law, not much harm is done except that he must get along without a budget until the Council vote one.

Work on the Gloria gardens that was suspended during the riots has been resumed.

General News

Local Items. The returns of the Director General of Public Health for week ended 20th November are as follow:— Yellow fever 1; bubonic plague, 9; small-pox, 46; measles, 3; scarlet fever 0; diphtheria 3; whooping cough, 0; influenza, 5; typhoid fever, 1; dysentery, 0; Beriberi, 0; leprosy, 0; erysipelas, 1; marsh fevers, 14; pulmonary diseases, 52; other contagious diseases, 2; Total 139. Violence, (including suicides) 44. Non-contagious diseases, 183. Total deaths from all causes, 366; equal to an annual death rate of 22.51 per 1,000 inhabitants. Mortality of contagious diseases to total number of deaths 37.97%. Under treatment in hospitals: yellow fever, 1; small-pox, 217 and bubonic plague, 90.

HALF FORGOTTEN SCANDALS. Now and then the *Caso das pedras* crops up in the papers, when some judge or other does or says something in connection with it, as Dr. Godofredo da Cunha has just done by protesting an impediment to act as substitute for some one else, whereby judgment was again suspended.

Nothing of late has been heard, likewise, of the scandalous robbery of 805,000\$ at the Central railway station last year, for which, after a lengthy enquiry, Saturnino Mattos with his wife were arrested and locked up together in jail. That was eight months ago, but whether they are there still or whether they are being tried or going to be tried is wrapt in mystery.

Congress has voted a pension of 500\$ per month for the widow of the late major Fabricio Ferreira de Mattos who was assassinated by a subaltern in the late disturbance at Bahia, besides raising him posthumously to the rank of lieutenant colonel.

A rickety timber construction looking like an overgrown pill box has been put up at the mangue for bull fighting, which will be inaugurated on Sunday. The Prefect has personally inspected it and says it is all right, but if he had travelled daily up to Tijuca and watched its progress, as we have, he might not feel quite so certain that a good push from a stout bull would not bring the whole thing down with a rum and the people with it. It is true that the worst features of bull fighting have been eliminated by tipping the horns of the bulls and the liners of the torreadores. But even so, it is a brutal exhibition and, to judge from the performances *oi polloi* in the riots, we are quite brutal enough already. Young men's Christian Associations, not bull fights, are what we want.

Work on the drain and sewers in the Cattete and other streets, that was interrupted by the riots has been renewed by the City Improvements Co.

The principal sufferer from the riots was the Gas Company, 750 lamp-posts having been destroyed, as also 45 brackets, 7,000 lanterns and 90,000 glasses for the lamps.

O Jornal do Commercio says that throughout the riots work went on uninterrupted on the Mangue. If so, it must have been in some other section, as between the *targo* do Rocio Pequeno and the São Christovão station not only was not a workman to be seen but some of the fine, brand new lamps on the handsome bridges erected by the Brazilian Contracts Corporation were smashed.

The U. S. cruiser *Marietta* arrived on the 17th inst and the rest of the South Atlantic squadron on the 20th, and left again on the 25th.

Our readers will note that some of our news is not quite so recent as it might be, the reason being that during the riots we had little or no time to attend to anything else; but better late than never!

The Imprensa Nacional lately inaugurated its new Marinoni machine for printing the *Diario Official*. It is driven by electricity and can turn out 10,000 numbers of 32 pages per hour.

Negotiations for creation of a power station and supply of electricity are still proceeding with the São Paulo Light and Power Co. and to judge from the dilatory way they are being treated by the Prefect, threaten to last for ever. There is a foolish jealousy of this Company and fear that once it gets the thin end of the wedge well in, it will monopolise everything in the electric line worth having. With the example of São Paulo before our eyes it is wonderful how people can be so foolish. But, here, we are a decade at least behind São Paulo and cannot even make a revolution decently.

Of 69,353 emigrants that sailed from Hamburg in the first half of this year only 514 came to Brazil.

Rio de Janeiro. The Royal Mail Steam Packet Company has agreed to reduce the freights on oranges from 20\$000 to 8\$000 per 1,000. On its side, the Government of the State will, at the request of shippers, substitute a small fixed duty for the *ad valorem* duty now in use. A good trade should now spring up in this article with the Plate.

O Jornal do Commercio says that a representative of American capital has offered 5,000:000\$ to the Prefect of Niterho for city improvements.

São Paulo. *O Correio Paulistano* says that a Company is being formed to assist immigration to that State.

Antonio Prado, Olavo Egydio Raul de Rezende, Veiga Filho and Miguel de Siqueira have accepted the invitation of the Sociedade de Agricultura to report on Sr. Joaquim Franco Lacerda's study on the Visible Supply of Coffee.

O Commercio de São Paulo says that a steamer has been chartered at New York by a party of influential Americans, amongst whom is ex-president Cleveland, to visit the Amazon to report on its commercial and industrial prospects.

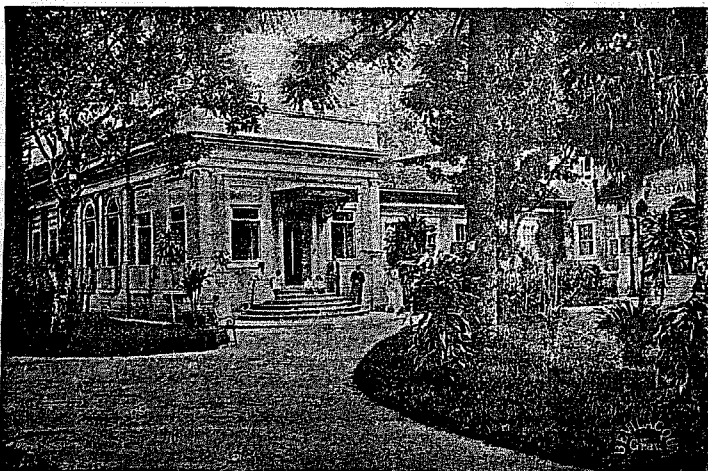
The Civil Court (*Camara Civil do Tribunal de Justiça*) has condemned the São Paulo Railway to pay damages to José Candido da Silveira for injuries sustained in the accident at Taipas, with costs up to date of liquidation.

The protest of the S. Paulo Railway Company against the petition of the Mogyana Company for extension of time for construction of its line to Socorro has been rejected, on the ground that the question of right of extension is still *sub judice*. Three months extension of time has been granted to the Mogyana Company.

GRAND HOTEL WHITE

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

The Paradise of Brazil



Managed by the proprietor, "MARTIN."

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

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

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

TELEPHONE NO. 1094.

Minas. Mr. Chalmers, the director of the St. John del Rey Mining Co., has drawn up a pamphlet descriptive of the President's late visit containing excellent photos of Dr. Rodrigues Alves and some of his suite, of which we have not yet received a copy.

Talking of photos, a queer paragraph appeared in one of the papers to the effect that instead of fighting a duel with the Italian Military Attaché, the Brazilian Chargé d'Affaires at Tokio, Sr. Gonçalves Pereira, has been condemned by the Tribunal of honour to publish his photo in all the papers; but whether as a warning to others or a compliment to himself we scarcely understand.

Rio Grande do Sul. The Santa Maria Railway that was acquired by Government in 1902 shows the following working results:—

	1902	1903	1904 Jan. to 31 Oct.
Revenue.....	398:021\$	607:704\$	587:104\$
Expenses.....	598:309\$	597:704\$	437:012\$
Deficit.....	200:378\$	—	—
Surplus.....	—	10:022\$	150:092\$

The Santa Maria seemed at the time one of the most hopeless of the expropriated lines. Such results are most satisfactory and should encourage government to extend the principle to all the other lines including the Western Brazilian and Central.

— The Rio Grande do Sul papers say that the highest award at the Saint Louis Exposition fell to that State.

— Export duties in Rio Grande gave 3,688:016\$, of which 992:036\$ at Porto Alegre, 848:948\$ at Pelotas, 1,131:033\$ at the port of Rio Grande, 429:191\$ at Quaraly and 140:826\$ at the 10 other smaller ports.

The official valuation of exports was 51,981:165\$, that for the port of Rio Grande alone being 15,854:874. The total shows an increase of 488:678\$ compared with 1903.

Of the total exports 34,262:860\$ or 65.9% was to other States of the Union, 5,696:267\$ or 10.9% to Great Britain and 5,702:799\$ or 11% to Germany, 3,747:382\$ or 6.5% to Uruguay and only 975:118\$ or 1.7% to the United States. The other countries that received Rio Grande produce in smaller scale were Argentina 467:600\$, Portugal 104:422\$ and Italy, Austria and France, together, 163:722\$.

— During 1904 good work was done to improve internal navigation. The Sangradouro Bank in the Patos lagoon was dredged to a length of 2504 metres and width of 30 metres, but is not yet complete. The Canguassú channel is now open for over 2 kilometres for half its width.

The works on the bar, says *O Diario do Rio Grande*, have cost the Federal Treasury nearly 900:000\$ per annum and yet the state of that bar is no better if not worse than 14 years ago. *O Diario* proposes that such wonderful proofs of native engineering are worthy of publication and should be sent to the Saint Louis Exhibition, where they would put entirely into shade the puny efforts of Americans to cope with their unruly rivers and perhaps secure a good appointment for Dr. Luiz Otero.

Bahia. Dr. Severino Vieira, ex-governor of the State, left for Europe on the 19th inst, it is said, to close negotiations for the foreign loan.

— Bubonic plague is bad again at Bahia.

Pará. Dr. Cerqueira Pinto is said to have invented a new system for preservation of coagulated rubber that, if successful, will be of the greatest importance to Pará and do away with the inferior quality denominated *Sernamby*, that at present constitutes so large a percentage of the whole.

Business of all kinds at Pará is very active just at present, in response to the high values realised by rubber. Imports are increasing more than in any other part of the country, and the success of the loan for which quotations have already risen from 77 in 1903 to over 90, has stimulated the employment of foreign capital. Amongst other operations, we hear a sterling loan is said to have been arranged in London to pay off the internal Municipal issue at Belém, whilst the tram company is about to be taken over by an English company and will be electrified. Besides, in all probability, the drainage, sewage and water works at Belém will be taken up by a Parisian syndicate. In fact, Pará is just at present the land of promise, flowing with the milk of rubber and money, which is the modern substitute of the «honey» our forefathers seem to have been so fond of.

Amazonas. The State Congress closed on the 10th October after voting the budget for 1905 with considerable reductions of expenditure.

During the 3 months, July-September, entries of Rubber at Manaus were 2,126 tons and of Caucho 217 tons, including that in transit from Perú, etc.

Personal News

The following is the list of passengers from New-York per s. s. *Byron*, which entered this port on the 23rd inst:—

1st class: Mrs. Jardelino Porto, Drs. J. C. White, Francisco P. Oliveira, Carlos Moreira, Cecilio Campos, Mr. Alexandre Rind, Mrs. Mary Agnese, Messrs. F. G. Gondon, Percy Nelson, Julio Lacombe and 36 passengers in transit.
3rd class, 16 passengers for Rio and 42 in transit.

«Paris» Is NOW the premier water of Brazil.

Money Market

LATEST CABLE QUOTATIONS

	1904	1903
Rio de Janeiro 90 d/s closing Bank Rate, Nov. 26.....	127 1/8	117 1/8
N.º 7 New York type of coffee, Nov. 25 per 10 kilos	65300	48583
do do do do 25 Spet.....	8 3/4c.	6 1/2c.
do do do do 25 Dec. options	6.70c.	5.60c.
Rio de Janeiro: 5 % Apolices (internal). Nov. 26.	1:010\$000	9824000
Bank of England Rate.....	3 1/2	4 1/8
Open market Rate London 3 months....	3 1/2	4 1/8

London Quotations:.

Bonds 1889, 4 %.....	82	77
1895, 5 %.....	97	91
1903, 5 %.....	96	59 1/2
Funding loan, 5 %.....	103	102 1/2
West. Minas, R'y 5 %.....	98	87

QUOTATIONS DURING WEEK CLOSING NOVEMBER 25th, 1904, WERE AS FOLLOW:—

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

OFFICIAL RATE	SHORT	New York		Italy		Hamburg		Paris		London		
		réis	d	réis	d	réis	d	réis	d	réis	d	
Maximum and Minimum Bank Counter Drawing Rates	90 d/s	New York	4.038	4.041	788	788	905	904	900	907	12 17/16	12 17/16
		Italy	788	788	788	787	785	783	783	783	6 1/2	6 1/2
		Hamburg	905	904	905	904	900	907	900	900	11 1/2	11 1/2
		Paris	785	784	785	784	770	778	782	782	11 1/2	11 1/2
	3 d/s	New York	4.089	4.089	4.086	4.086	4.089	4.086	4.086	4.086	4.017	4.017
		Italy	871	871	871	871	871	871	871	871	871	871
		Hamburg	922	922	922	922	922	922	922	922	922	922
		Paris	871	871	871	871	871	871	871	871	871	871
	90 d/s	New York	4.086	4.086	4.086	4.086	4.086	4.086	4.086	4.086	4.086	4.086
		Italy	871	871	871	871	871	871	871	871	871	871
		Hamburg	922	922	922	922	922	922	922	922	922	922
		Paris	871	871	871	871	871	871	871	871	871	871

Extremes at which business was done during the week ended Nov. 25th were 12 5/16—12 1/2 for 90 d/s Bank paper and 12 3/8—12 19/32 d. for private.

The average Bank 90 d/s counter drawing rate for the week comes out at 12 23/64 d. the corresponding sight rate being 12 19/64 d. against 12 17/64 d. the average sight rate of the *Camara Syndical*.

The average depreciation for the week, calculated on the basis of the Bank's sight rate, is 54.44 % and the premium on gold 119.56 % against 51.44 % and 119.56 % last week. At these rates:

1 £.....	was worth	198506	ngl. st	same	last week
1 shilling.....	.....	8976	.....	.....	.....
1 penny.....	.....	8061	.....	.....	.....
1 Franc.....	.....	8776	.....	.....	.....
1 Mark.....	.....	8467	.....	.....	.....
1 U. S. Dollar.....	.....	48020	.....	.....	.....
1 200000 coin.....	.....	484913	.....	.....	.....

THE BRAZILIAN REVIEW

Saturday, November 26th 1904.

Ninety days Bank rate on London opened on Monday 21st at 12 13/32 d. to 12 3/8 d. with private paper quoted at 12 7/10 d. rose to 12 1/2 d. on Friday and closed this evening at 12 7/10 d. and 12 15/32 d., with private at 12 1/2 d.

Since we last wrote the decline, originating in the late disturbances, has been entirely retrieved and but for the strike of carters at Santos, rates would probably have closed on Saturday at 12 1/2 d. The firmness is attributed to different causes; for one, to the market being heavily overbought and to efforts to corner a large operator for the fall, and, no doubt, a few who

HOTEL DERBY

PERNAMBUCO - BRAZIL

First class Hotel for Families and Travellers,
with all modern comforts.

The best and most conveniently situated Hotel
in Pernambuco with regular service of Trams to the door.

Teleg. address: Azougue
Ribeiro's Code

MERCURIO

P. O. Box 20
Telephone 389

AUTHORIZED BY PATENT No. 2

INSURES AGAINST ACCIDENTS ON LAND OR SEA

Capital: Rs. 2.000:000\$000

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

Founded by the Associação dos Empregados no Commercio de

41, RUA PRIMEIRO DE MARÇO

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
Extracções diarias - RUA VISCONDE DE ITABORAHY, 9 - RIO DE JANEIRO

bb-be-aa

xx

Jardim Botânico Tramway Company

LEME, IGREJINHA, IPANEMA, COPACABANA AND GAVEA

Cheap, rapid and convenient electric service to all these
CHARMING SUBURBS. Delightful retreats after the heat of RIO
Unsurpassed as RESIDENTIAL DISTRICTS

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

Trams run from the Largo da Carioca at intervals of 10 and 20 minutes, from 6 a. m.
to 9 p. m. and every half-hour afterwards, until midnight. See Company's time-tables.
STRANGERS COMING TO RIO ARE STRONGLY RECOMMENDED TO
LIVE NOWHERE ELSE

The new lines to Leme through the tunnel and the through electric
Service to Gavea are now open.

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.

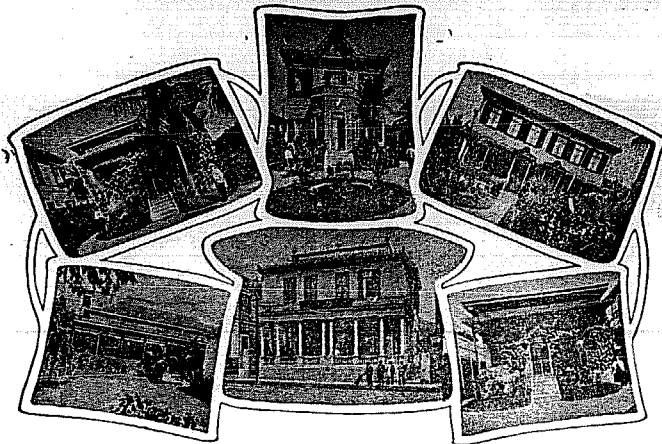
Turbines.

Isolated Lighting & Power Plants.

Storage Batteries.

Mining Machinery.

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 patron-
ized 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 Riggerbach Rack system on one of the heaviest gradients (1 in 6-1/2) of any mountain railway in the world, so that the route is interesting and the scenery extremely picturesque.

BRAZILIAN EXCHANGE

THE STUDY OF AN INCONVERTIBLE CURRENCY

By J. P. WILEMAN C. E.

(Editor of the "BRAZILIAN REVIEW")

PRICE 10\$000

Sold at Laemmert, & Co. RIO DE JANEIRO.
Effingham Wilson, Royal Exchange, LONDON.
Offices of the "Brazilian Review," Rua Urugayana 59.

Rotisserie Central

The Best Grill in Town
formerly known as MAISON MODERNE.

LARGO DE S. FRANCISCO DE PAULA NO. 22

facing the starting point for the S. Christovão and Tijuca trams.

Customers will find a comfortable saloon and First Class Service.

Lunches and Dinners prepared to order.

Poulets à la broche (roasted chickens) always ready, price 2\$ plain, and farcis (stuffed) 3\$000.

ROGELIO & CESAR

22 LARGO DE S. FRANCISCO DE PAULA 22

This house is recommended to visitors to Tijuca, etc.

ELIXIR DE MASTRUÇO

PREPARED BY

J. SILVA & J. VAZ

APPROVED AND AUTHORISED BY THE BOARD OF HEALTH

The latest absolutely reliable Brazilian discovery.

This is the most powerful specific yet discovered for the cure of diseases of the respiratory organs. It is infallible in cases of violent coughs, chronic bronchitis, whooping-cough, asthma, Hemoptysis, and other lung troubles.

In cases of Tuberculosis (consumption) this new medicine has proved a first-class lenitive; fever disappears, strength is restored, appetite recovered and weight regained by its use.

Our Elixir de M-struço contains no codeine, morphine or any similar narcotics and its application is, therefore, free from danger. It has an agreeable taste and for this reason can be taken by persons with the most delicate stomachs.

Sold by all druggists and chemists and at the

Depôt: - 42, RUA DO HOSPICIO, 42
RIO DE JANEIRO

NOVELTY IS THE SPICE OF LIFE



AND

Here is the Latest

Artistic Souvenir

Spoons,

the famous Brazilian

Beetle, Cats-Eye

and Gold

Wire Jewellery, in the

form of Broaches,

Bracelets,

Scarf and Hat Pins, etc.

Over one hundred unique and

Beautiful designs

Moderate Prices

G. STOCKLE

98 RUA DO OUVIDOR 98

RIO DE JANEIRO

"SUPERARIS" Is a stomach cordial.

Coffee Market

COFFEE ENTRIES

	FOR THE WEEK ENDED			FOR THE CROP TO	
	Nov. 25 1904	Nov. 18 1904	Nov. 27 1903	Nov. 25 1904	Nov. 27 1903
Rio					
By Central R'y.....	31,120	28,199	48,511	729,660	1,861,862
Leopoldina R'y.....	28,946	12,171	13,242	619,478	396,507
Inland.....	2,800	1,058	7,886	180,607	159,612
Coastwise, discharged..					
Total.....	62,866	41,438	69,559	1,479,951	2,417,981
Transferred from Rio to Nitheroy.....	2,935	2,637	4,396	34,228	36,795
Net Entries at Rio.....	59,931	38,801	65,194	1,445,723	2,381,186
Coastwise, in transit...	2,000	2,000	3,000	54,196	116,171
Nitheroy from Rio & Leopoldina R'y.....	4,001	3,160	8,659	64,569	56,908
Total Rio including Nitheroy & transit.....	65,935	43,961	76,853	1,564,488	2,554,265
SANTOS:	204,048	178,445	117,258	5,275,000	4,731,560
Total Rio & Santos.....	269,983	202,406	194,111	6,839,488	7,285,825

The coast arrivals for the week ended Nov. 25th, were from:—

Macahé.....	1,796 bags
S. João da Barra.....	941 »
Cabo Frio.....	63 »
Total.....	2,800 bags

The total entries by the different S. Paulo Railways for the Crop to November 25th, 1904 were as follows:—

	Past Jundiahy	Per Sorocabana and others	Total at S. Paulo	Total at Santos	Remaining at S. Paulo
1904/1905:	4,390,681	885,281	5,275,962	5,275,000	962
1903/1904:	3,975,463	720,996	4,696,459	4,731,560	nil

COFFEE LOADED (EMBARQUES)

	DURING WEEK ENDED			FOR THE CROP TO	
	1904 Nov. 25	1904 Nov. 18	1903 Nov. 27	1904 Nov. 25	1903 Nov. 27
Rio.....	47,047	32,089	67,512	1,401,465	2,195,169
Nitheroy.....	7,363	2,750	9,069	55,542	50,697
In transit.....	2,000	2,000	3,000	54,196	116,171
Total Rio including Nitheroy & transit.....	56,410	36,839	79,581	1,511,203	2,362,037
Santos.....	153,960	165,397	83,270	3,953,611	3,974,175
Total Rio & Santos.....	210,370	202,236	162,751	5,464,814	6,336,212

Rio de Janeiro, November 26th, 1904.

Entries at Rio and Santos during the week ended 5 November showed a sharp advance, being 67,577 bags over the previous week's and 75,872 over the corresponding week's last year, of which they represent 139 %.

At Rio the increase is accounted for by a natural reaction to the paralisation caused by the late disturbances, but at Santos, where it amounts to 174.1 % of last year's it seems to point to the probability of there being yet a good deal more coffee to come down than was generally anticipated.

For the crop entries to 25th November are 446,337 under last year's of which they represent 93.8 %.

The weather is peculiar, a fortnight or so ago frost was reported from some São Paulo districts and on the 25th a severe hailstorm swept over that State and part of Rio down to the coast, that is said to have done considerable damage to the growing crop. It is now raining heavily, threatening communications in some districts.

Shipments (*embarques*) were slightly larger, being 8,140 bags over the previous week's and 47,419 more than last year.

Business was more active 118,000 bags having been declared sold as against only 84,000 for the previous week and 127,000 last year.

The market opened on Monday weak at 9\$000 to 9\$500 for export, but with little doing, holders encouraged by the weakness of exchange standing out for higher prices. On the 23rd export prices fell to 9\$400 and on Saturday 26th to 9\$300 at which the market closed dull and lifeless.

Compared with the previous week the average fell from 6\$547 to 6\$434 for No. 7 and at New York from 8.47 to 8.37c. as against 6.12c. last year.

Stocks increased again and on 25th inst showed 54,392 bags more than the previous Friday and 401,171 more than on the corresponding day last year.

From 1st July to 25th November shipments of rubber showed 821,737 bags less than last year, but £1,621,901 more in value.

From Santos comes news of a strike amongst the cart men and port hands that may cause some inconvenience to shippers; it is, however, expected to last only a few days.

The indications in the New York speculative markets seem to make for an early bull movement. A large house, noted for its bearish tendencies, is believed to have turned round and to be about to lead a bull campaign.

Santos, November 26th, 1904.

This market last week was very quiet and dull. On 22nd inst. market seemed to give way a little but with better news from Europe *commissarios* became as firm as ever.

Business in superiors was realised at 5\$900 to 6\$000, primes 200 réis higher and goods 200 réis lower. Regulars fetched 5\$500 to 5\$600. Low grades are quiet. The principal demand at present is for medium grades, superiors, goods and regulars. Orders from Europe describe these qualities still "soft, green etc.", which, however, is scarcely to be found. Coffees fit for Europe are altogether scarce and business, therefore, very difficult.

Very few lots of fine grades have been offered by *commissarios*, and decent qualities are, therefore, obtainable only in small quantities. Specialities are neglected.

Europe sent orders at 38s. 6d. to 39s. 3d. for Superiors, but business to Europe is practically at a standstill.

Entries were extraordinarily heavy and shipments small, consequently our stocks rose to 1,876,250 bags.

About the future crop it is far too early yet to say anything, the reported hailstorms in the Ribeirão Preto districts having apparently done no damage.

Exchange 12 1/2d and *Pauta* unchanged at 600 réis.

Pernambuco, November 16th, 1904

Small sales made to exporter at 10\$ to 10\$200, altogether about 500 bags.

Mr. A. Trommel of A. Trommel & Co. left on the 16th inst. for Hamburg, where he intends to reside. The firm will continue the import business but the coffee export business will be liquidated.

ADELRMO SANCHES

REAL ESTATE - HOUSE AGENT

43, Rua do Ouvidor (1st floor)

RIO DE JANEIRO

Undertakes the buying and selling of every description of City and Suburban property. Mortgages and Investments.

Rents collected and Estates taken charge of.

MANIFESTS OF COFFEE

During the Week ended November 25th, 1904
RIO DE JANEIRO

DATE	NAME OF VESSEL	DESTINATION	SHIPPERS	BAGS	TOTAL
Nov. 16	Amazone	Bordeaux	Sundry		3
19	Gonçalves Dias	Manóas	do	720	
	do	do	Pinto & Co.	439	
	do	Pará	do	780	
	do	do	Ornstein & Co.	659	
	do	do	Sundry	420	
	do	Maceió	do	91	
	do	Maranhão	do	171	
	do	do	Pinto & Co.	270	
	do	do	Ornstein & Co.	50	3,642
19	Riplingham	Naw Orleans	do	4,000	
	do	do	Theodor Wille & Co.	3,000	
	do	do	J. W. Doane & Co.	1,500	
	do	do	Hard, Rand & Co.	750	
	do	do	E. Johnston & Co.	700	
	do	do	Norton, Meg. Co Ltd	500	10,450
20	Arad	Trieste	Gustav Trinks & Co	434	
	do	do	C. Dabelow	635	
	do	do	Ornstein & Co	639	
	do	do	Sundry	750	2,679
21	Manóas	Manóas	do	10	
	do	Paralyba	do	390	400
21	Clyde	Capetown	Eugen Urban	750	
	do	Buenos Aires	E. Johnston & Co.	189	
	do	do	Ornstein & Co	150	
	do	do	Sundry	843	
	do	Montevideo	Pinto & Co.	153	2,085
22	Duch. di Genova	Odessa	Ornstein & Co.	300	
	do	Metelino	do	125	425
23	Danube	London	Sundry	50	
	do	do opt.	Theodor Wille & Co	1,000	1,050
23	Les Andes	Marseilles opt.	Sundry	750	
	do	Constantinople	Gustav Trinks & Co	625	
	do	do	Rich. Riemer & Co.	125	
	do	Smyrna	do	125	
	do	do	Gustav Trinks & Co.	500	
	do	Samsoun	do	975	
	do	Salonica	do	125	
	do	Odessa	Ornstein & Co.	1,500	
	do	do	Rich. Riemer & Co.	250	
	do	Algiers	Ornstein & Co.	875	
	do	Philippville	do	200	
	do	do	Gustav Trinks & Co.	125	
	do	Candia	Rich. Riemer & Co.	125	5,200
24	Virgil	New York	Hard, Rand & Co.	10,247	
	do	do	Theodor Wille & Co.	10,000	
	do	do	Norton, Megaw & Co.	3,050	
	do	do	Ornstein & Co.	2,500	
	do	do	J. W. Doane & Co.	1,000	
	do	do	Gustav Trinks & Co.	750	
	do	do	Eugen Urban	305	
	do	do	Rich. Riemer & Co.	250	
	do	East London	do	150	
	do	do	Hard, Rand & Co.	230	
	do	do	Pinto & Co.	125	
	do	Algoa Bay	Rich. Riemer & Co	150	28,727
24	Grão Pará	Pernambuco	Eugen Urban	433	
	do	do	Sundry	1,000	
	do	Ceará	do	930	
	do	Pará	do	2,085	
	do	do	Eugen Urban	75	
	do	do	Pinto & Co	1,140	
	do	do	Ornstein & Co	355	6,018
24	Isabel	Maceió	Sundry		50
			Total		60,929

Correction. In the manifest of the s. s. *San Nicolas*, sailed on the 18th for Hamburg, the quantity of coffee shipped by Messrs. Gustav Trinks & Co., should have been 122 bags instead of 147 and the total 1972 instead of 1997 as published last week.

"SUPERARIS" A heart tonic.

"SUPERARIS" Removes bile.

SANTOS

DATE	NAME OF VESSEL	DESTINATION	SHIPPERS	BAGS	TOTAL
Nov. 19	Brockwood	New York	Theodor Wille & Co.	50,000	
	do	do	Carl Hellwig & Co.	16,246	
	do	do	Hard, Rand & Co.	3,001	
	do	do	N. Gepp & Co., Ltd.	3,000	
	do	do	W.F. McLaughlin & C	3,000	
	do	do	Krische & Co.	2,000	
	do	do	J. W. Doane & Co.	1,500	
	do	do	Holworthy Ellis & Co	1,160	79,897
21	Les Andes	Marseilles	Carl Hellwig & Co.	1,750	
	do	do opt.	J. W. Doane & Co.	1,000	
	do	do	Theodor Wille & Co.	500	
	do	do	Nossack & Co.	250	
	do	Alexandria	Theodor Wille & Co.	500	4,000
21	Clyde	Buenos Aires	Sundry		774
21	Duc. di Genova	Smyrna	Hard, Rand & Co.	750	
	do	Genoa opt.	N. Gepp & Co. Ltd.	250	
	do	Naples	Sundry	10	1,010
22	Danube	Vigo	do	8	
	do	Southampton	E. Johnston & Co.	8	11
22	Juan Forgas	Barcelona	Prado, Chaves & Co.	2,900	
	do	do	Hard, Rand & Co.	675	
	do	do	Nossack & Co.	500	
	do	do	Theodor Wille & Co.	350	
	do	do	Sundry	275	
	do	Mulga	Prado, Chaves & C.	1,000	
	do	do	Carl Hellwig & Co.	500	
	do	do	Krische & Co.	250	
	do	do	Nossack & Co.	100	
	do	do	N. Gepp. & Co., Ltd.	500	
	do	Cadix	Nossack & Co.	400	
	do	do	Sundry	1	
	do	Seville	N. Gepp & Co. Ltd.	500	
	do	do	Nossack & Co.	200	
	do	Valencia	do	200	
	do	Coruna	Sundry	125	7,576
25	Baltzer	Falmouth f. o.	E. Johnston & Co.		9,250
25	Edale	New York	N. Gepp & Co. Ltd.	34,000	
	do	do	Carl Hellwig & Co.	5,823	
	do	do	Hard, Rand & Co.	5,053	
	do	do	Baldwin & Co.	3,000	
	do	do	The Hills Bros Co.	2,239	
	do	do	W. F. McLaughlin & C	2,000	
	do	do	F.H. P. Carbone & Co	2,000	
	do	do	Alves Lima & Co.	1,950	
	do	do	Holworthy Ellis & Co	1,500	
	do	do	Hayn & Kosenheim.	1,000	
	do	do	J. W. Doane & Co.	500	59,062
			Total		161,580

The coffee sailed during the week ended Nov. 25th, was consigned to the following destinations

	UNITED STATES	EUROPE & MEDITER-RANEAN	COAST	RIVER PLATE	CAPE	OTHER PORTS	TOTAL FOR WEEK	CROP TO DATE
Rio	38,522	10,032	10,110	1,335	750	150	60,929	1,498,291
Santos	138,959	12,597	—	774	—	9,250	161,580	3,916,201
Total 1904/1905	177,571	22,629	10,110	2,109	750	9,400	222,509	5,414,492
1903/1904	92,889	24,312	1,819	1,838	900	—	121,758	6,266,201

VALUE OF COFFEE CLEARED FOR FOREIGN PORTS

	Week ended					Crop to Nov. 25	
	Nov. 25	Nov. 18	Nov. 25	Nov. 18	Bags	£	
Rio	Bags 50,794	Bags 42,386	£ 106,429	£ 90,285	1,899,424	2,912,710	
Santos	161,580	183,844	318,047	364,710	3,913,493	7,669,620	
Total 1904/1905	212,374	226,230	424,476	454,995	5,812,917	10,582,330	
do 1903/1904	119,939	318,096	188,362	526,661	6,134,654	8,960,429	



NAVEGAÇÃO COSTEIRA

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

The steamer

ITAPERUNA

sails for PARANAGUÁ, FLORIANOPOLIS, RIO GRANDE, PELOTAS AND PORTO ALEGRE

on 5th, December 1904.

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

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

For passages and information apply to the office of

LAGE IRMÃOS
RUA HOSPICIO, 9

LONDON AND BRAZILIAN BANK LIMITED

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

HEAD OFFICE: LONDON

BRANCH OFFICE IN RIO DE JANEIRO
 10, Rua da Alfandega

Draws on Head Office and the following Branches and Agencies:

LISBON, OPORTO, MANAOS, PARA',
 PERNAMBUCO, BAHIA, SANTOS, S. PAULO,
 RIO GRANDE DO SUL
 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. Job. Berenberg, Gossler & Co.,

HAMBURG.

Messrs. Granel, Brown & Co.

GENOA.

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BRAZILIANISCHE BANK FÜR DEUTSCHLAND

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

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

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

(Caixa 108)

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

(Caixa 520) (Caixa 185)

CORRESPONDENTS IN

Pará, Manaus, Maranhão, Ceará,
 Pernambuco, Parahyba, Bahia, Maceió, Victoria,
 Rio Grande, Pelotas,
 Curitiba, Paranaguá, Santa Catharina, &c.

Draws on:

GERMANY... { Direction der Disconto
 Gesellschaft, Berlin } and corres-
 { Frankfurt a M. Bremen } pondents.
 { Norddeutsche Bank in }
 { Hamburg Hamburg. }

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

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

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

PORTUGAL... { Banco Lisbon & Açores and corres-
 pondents. }

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 bank-
 ing business.

Theil-John

Directors

al-bb-ca

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THE BRITISH BANK OF SOUTH AMERICA, LIMITED.

HEAD OFFICE: 2 A, MOORGADE 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,
 Manaus, 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:

Messrs. N. M. Rothschild & Sons.
 London & County Banking Co., Ltd.
 Messrs. Baring Brothers & Co., Ltd.

LONDON

Messrs. Hottinguer & Co.

De Rothschild frères.

PARIS.

Norddeutsche Bank in Hamburg.

HAMBURG.

Banco de Portugal.

LISBON.

Opens accounts current:

Pays interest on deposits for fixed periods.

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

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THE LONDON AND RIVER PLATE BANK, LIMITED

Established 1862

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

HEAD OFFICE:

Princes Street, London, E. C.

PARIS BRANCH:

16, Rue Halévy.

RIO DE JANEIRO—19-21 Rua da Alfandega.

Branches:

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

Agencies:

MANAOS, MARANHÃO, CEARA'
 BAHIA, VICTORIA, PARANAQUA', 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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THE BRAZILIAN COAL COMPANY, LIMITED

Representatives of

CORY BROTHERS & C. LD

of Cardiff and London

Colliery Proprietors

Coal Depôts in all the principal ports of the
 world.

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

Prompt delivery at reasonable prices.

Tugboats always ready for service.

Engineering Works.

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

OFFICES:

Edificio da Bolsa Salas 26 and 27

Entrance: Rua Gen. Camara.

Depot: ILHA DOS FERREIROS

P. O. Box 774.

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Rio de Janeiro

Ligherage 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.

Telephone No. 1718

Office Rua Primeiro de Março N. 54

C. LAUFER

Manager

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SERVIÇO DE ESTATISTICA COMMERCIAL

MOVEMENT OF COFFEE

	3 MONTHS JULY TO SEPTEMBER				9 MONTHS JANUARY TO SEPTEMBER			
	1901	1902	1903	1904	1901	1902	1903	1904
ENTRIES:	bags	bags	bags	bags	bags	bags	bags	bags
Rio.....	1,973,240	1,502,314	1,631,582	997,296	3,307,941	3,274,056	3,074,712	2,128,437
Santos.....	3,687,160	3,077,036	3,191,730	3,557,814	6,247,709	6,204,812	5,879,192	4,761,302
Victoria.....	105,210	102,772	105,696	130,810	198,373	302,155	346,727	315,944
Bahia.....	63,522	53,519	73,713	45,642	110,570	95,993	150,122	88,919
Other ports.....	3,340	3,179	1,841	2,621	10,127	17,133	14,667	17,587
Total.....	5,832,472	4,738,820	5,004,562	4,734,183	9,874,720	9,894,149	9,465,420	7,312,189
Percentage of Crop.....	35.9%	36.5%	44.7%					
CLEARANCES TO FOREIGN PORTS:	bags	bags	bags	bags	bags	bags	bags	bags
Rio.....	1,535,936	1,277,590	1,384,865	891,837	2,750,565	2,784,170	2,859,604	2,050,546
Santos.....	2,845,012	2,283,545	2,442,897	2,336,499	6,268,442	5,822,030	5,794,913	4,210,707
Victoria.....	105,210	102,772	105,696	130,810	198,373	302,155	346,727	315,944
Bahia.....	63,522	53,519	73,713	45,642	110,570	95,993	150,122	88,919
Other ports.....	3,340	3,179	1,841	2,621	10,127	17,133	14,667	17,587
Total.....	4,553,020	3,720,605	4,009,012	3,407,409	9,347,077	9,021,481	9,166,033	6,689,703
F. O. B. VALUE OF CLEARANCES TO FOREIGN PORTS:	Mil réis paper	Mil réis paper	Mil réis paper	Mil réis paper	Mil réis paper	Mil réis paper	Mil réis paper	Mil réis paper
Rio.....	47,626:327\$	38,090:553\$	36,871:490\$	36,970:859\$	90,262:361\$	82,469:336\$	78,628:057\$	82,103:647\$
Santos.....	93,420:924\$	73,863:526\$	68,222:870\$	90,258:003\$	214,734:677\$	189,146:187\$	164,764:086\$	162,593:355\$
Victoria.....	3,110:025\$	2,807:459\$	2,835:643\$	5,447:986\$	6,330:372\$	8,675:408\$	9,669:897\$	12,788:257\$
Bahia.....	1,705:989\$	1,410:196\$	1,621:150\$	1,696:428\$	3,335:552\$	2,546:184\$	3,399:267\$	3,259:218\$
Other ports.....	106:863\$	81:580\$	45:860\$	97:423\$	329:752\$	456:433\$	351:406\$	580:370\$
Total.....	145,970:128\$	116,253:314\$	109,597:013\$	134,470:690\$	314,902:714\$	283,293:548\$	256,813:613\$	261,324:867\$
EQUIVALENT OF ABOVE IN £STG.:	£	£	£	£	£	£	£	£
Rio.....	2,093,590	1,886,678	1,830,176	1,843,418	4,096,039	4,098,522	3,879,865	4,109,611
Santos.....	4,228,052	3,656,760	3,409,872	4,527,578	10,011,137	9,395,514	8,207,673	8,182,921
Victoria.....	136,602	138,278	141,556	271,950	288,921	430,810	480,683	641,272
Bahia.....	75,362	69,588	80,943	84,617	150,874	150,960	168,618	163,176
Other ports.....	4,747	4,026	2,290	4,857	15,784	22,478	17,384	28,929
Total.....	6,538,353	5,755,330	5,464,837	6,732,420	14,562,755	14,073,284	12,754,223	13,125,909
F. O. B. Value per bag...	22s. 5d.	24s. 10d.	21s. 10d.	28s. 5d.				
DECLARED SALES:	bags	bags	bags	bags	bags	bags	bags	bags
Rio.....	785,000	774,000	574,000	387,000	1,844,000	2,665,000	1,726,000	1,230,000
Santos.....	1,932,000	1,867,000	1,164,000	1,111,500	4,795,000	4,176,000	3,883,000	2,911,500
Total.....	2,717,000	2,641,000	1,738,000	1,498,500	6,639,000	6,841,000	5,609,000	4,141,500
PRICES:								
<i>Maximum:</i>								
Rio, type no. 7, per 10 kilos.....	4\$818	4\$676	4\$172	6\$627	7\$013	5\$447	4\$766	7\$558
Santos, good average, per 10 kilos.....	4\$784	4\$636	3\$954	5\$412	6\$100	5\$300	4\$400	6\$400
New York, Spot, no. 7, per lb.....	5.74c.	5.53c.	5.27c.	8.47c.	7.62c.	7.00c.	5.75c.	9.12c.
<i>Minimum:</i>								
Rio, type no. 7, per 10 kilos.....	4\$642	4\$336	3\$913	5\$946	4\$289	4\$085	3\$813	5\$212
Santos, good average, per 10 kilos.....	4\$520	4\$138	3\$708	5\$068	4\$000	4\$000	3\$500	4\$700
New York, Spot, no. 7, per lb.....	5.60c.	5.43c.	5.13c.	7.29c.	5.50c.	5.06c.	5.12c.	6.50c.
<i>Average:</i>								
Rio, type no. 7, per 10 kilos.....	4\$737	4\$530	4\$003	6\$377	5\$206	4\$504	4\$156	6\$082
Santos, good average, per 10 kilos.....	4\$638	4\$340	3\$800	5\$293	4\$809	4\$452	3\$847	5\$315
New York, Spot, no. 7, per lb.....	5.60c.	5.49c.	5.31c.	7.93c.	6.42c.	5.73c.	5.26c.	7.46c.

Stocks on 30th September (in bags of 60 kilos)

	1901	1902	1903	1904
Rio.....	526,274	558,695	569,216	550,126
Santos.....	1,238,796	1,643,943	1,284,122	1,638,541
Total.....	1,765,070	2,202,638	1,853,338	2,217,667

Grande Hotel Metropole

RUA LARANJEIRAS, 181

The best for families and gentlemen.
Reduced price.

RIO DE JANEIRO

"SUPERARIS" Is a cure for bile.

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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.

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For further information apply to the Manager

Shipping

ARRIVALS AT THE PORT OF RIO DE JANEIRO During the week ended November 26th, 1904

DATE	NAME OF VESSEL	FLAG	RIG	TON- NAGE	FROM
Nov. 20	Clyde	British	S. S.	3,051	Southampton
20	Homer	do	do	1,641	Sunderland
20	Esperança	Brazilian	do	452	Aracajú
20	Assi	do	do	925	Macão
20	Kadi	do	do	164	Itajubá
20	Itatiba	do	do	403	Porto Alegre
20	Canocim	do	do	1,126	Santos
20	Blumenau	do	Schooner	292	Itajubá
20	Konder	do	do	151	Tijucas
20	Conductor	British	Barque	1,062	Rosario
20	Servia	Norwegian	Ship	1,227	Ship Island
20	Aurore	French	S. S.	—	Bizerta
20	Wittenberg	German	do	2,363	Bremen
21	Aracaty	Brazilian	do	632	Aracaty
21	Carangola	do	do	258	S. João da Barra
21	Emilita	do	Schooner	22	Itajubá
21	Vencedor	do	do	18	Macahé
21	Mathilde	Italian	do	654	Marseilles
22	Low Wood	British	do	1,091	Ship Island
22	Dois Amigos	Brazilian	Schooner	33	Cabo Frio
22	S. Sebastião	do	do	18	do
22	Duch. di Genova	Italian	S. S.	2,738	Buenos Aires
22	Les Andes	French	do	2,105	do
23	Byron	British	do	2,526	New York
23	Danube	do	do	3,312	Buenos Aires
23	Naroin	Brazilian	do	925	Aracaty
23	Iris	do	do	659	Pernambuco
23	Santos	do	do	966	Montevideo
23	S. Francisco	do	Schooner	34	Cabo Frio
23	Activo II	do	do	33	do
23	N. S. d. Assumpção	do	do	39	do
24	Amélia Clara	do	do	41	do
24	Conselheiro	do	do	134	Itaipocana
24	Itatiba	do	S. S.	717	Porto Alegre
24	Temple	do	do	874	Pernambuco
24	Orleanais	French	do	1,362	Genoa
24	Ville de San Nico- las	do	do	1,185	Havre
25	Mont Rose	do	do	2,407	Marseilles
25	Prinz Sigismund	German	do	1,844	Hamburg
25	Maximilia	Brazilian	do	1,303	Minaes
26	Alexandria	do	do	317	Itajubá
26	Coblentz	German	do	3,317	Bremen
26	Cordoba	do	do	3,083	Hamburg
26	Bellena	British	do	2,326	Newport
26	Mont Ceis	French	do	2,105	Marseilles

ARRIVALS AT THE PORT OF SANTOS During the week ended November 25th, 1904

DATE	NAME OF VESSEL	FLAG	RIG	TON- NAGE	FROM
Nov. 19	Kinglor	British	S. S.	1,936	Cardiff
20	Duch. di Genova	Italian	do	2,738	Buenos Aires
20	Juan Forges	Spanish	do	1,928	do
20	Santa Cruz	Brazilian	do	91	Rio de Janeiro
20	Cordilleras	French	do	1,972	Havre
21	Les Andes	do	do	2,110	Buenos Aires
21	Sau Paulo	German	Schooner	3,065	Hamburg
21	Daven	British	S. S.	165	Paspheiac
21	Lewisham	do	do	1,784	Rosario
22	Clyde	do	do	3,051	Southampton
22	Danube	do	do	3,312	Buenos Aires
22	Ponots	do	do	1,358	Cardiff
22	Camoens	Belgian	do	2,625	Liverpool
22	Santos	Brazilian	do	587	Montevideo
22	Catania	German	do	1,822	New York
24	Belgiano	do	do	3,083	Hamburg
24	Annie	Brazilian	do	95	Rio de Janeiro
24	Santa Cruz	do	do	94	Iguape
25	Nitocroy	do	do	892	Macahé
25	Inchmons	British	do	2,326	Cardiff
25	Homer	do	do	1,640	Sunderland

SAILINGS FROM THE PORT OF RIO DE JANEIRO During the week ended November 26th, 1904

DATE	NAME OF VESSEL	FLAG	RIG	TON- NAGE	FOR
Nov. 20	Gonçalves Dias	Brazilian	S. S.	690	Minaes
20	Industrial	do	do	300	Perledo
20	Conway	British	do	1,660	London
20	Banana	do	do	1,801	Buenos Aires
20	Ripplingham	do	do	1,649	New Orleans
20	A. J. Hocken	do	do	1,126	Boncan (França)
20	Camoens	Belgian	do	2,626	Santos
21	Catania	German	do	1,822	do
21	S. Paulo	do	do	3,065	do
21	Sangstad	British	do	1,315	Bahia
21	Clyde	do	do	3,051	Buenos Aires
21	Dalmata	Austrin	do	1,135	Paranaguá
21	Mercurio	Argentine	do	730	do
21	Minaes	Brazilian	do	1,999	Minaes
21	Recife	do	do	683	Pelotas
21	Columberg	do	do	384	Rio G. do Sul
22	Guarany	do	do	980	Pernambuco
22	Amazonas	do	do	927	do
22	Mugui	do	do	465	Caravellas
22	Annie	do	do	95	Iguape
22	Garcia	do	do	141	Santos
22	Duchessa di Ge- nova	Italian	do	2,733	Genoa
23	Danube	British	do	3,312	Southampton
23	Les Andes	French	do	2,105	Marseilles
23	Homer	do	do	1,641	Santos
23	Belgiano	German	do	3,083	do
23	Assi	Brazilian	do	925	Rio Grande
23	Estrella do Norte	do	Schooner	24	Cabo Frio
24	Esperança	do	S. S.	452	Bahia
24	Isabel	do	do	—	Macão
24	Grão Pará	do	do	1,039	Pará
24	Virgii	British	do	2,111	New York
25	Nadia	do	do	1,652	Bahia Blanca
25	Laura	do	do	1,804	Buenos Aires
25	Byron	do	do	2,526	Santos
25	Orleanais	French	do	1,362	do
25	Rudi	Brazilian	do	164	Paranaguá
25	Vencedor	do	Schooner	18	Macahé
25	Dois Armãos	do	do	60	Cabo Frio
25	Regaleira II	do	do	120	Cidade do Prado
26	Ana	do	do	130	do
26	Itaipoca	S. S.	do	713	Republica Ports
26	Itatiba	do	do	717	Porto Alegre
26	Itajui	do	do	452	Bahia

SAILINGS FROM THE PORT OF SANTOS During the week ended November 25th, 1904

DATE	NAME OF VESSEL	FLAG	RIG	TON- NAGE	FOR
Nov. 19	Rudi	Brazilian	S. S.	164	Rio de Janeiro
19	Camocim	do	do	1,125	do
19	Desterro	do	do	576	Montevideo
19	Les Alpes	French	do	2,110	Buenos Aires
19	Brookwood	British	do	1,987	New York
21	Duc. di Genova	Italian	do	2,737	Genoa
21	Les Andes	do	do	2,110	Marseilles
22	Santa Cruz	Brazilian	do	94	Iguape
22	Santos	do	do	687	Rio de Janeiro
22	Juan Forges	Spanish	do	1,920	Cadix
22	Cordilleras	French	do	1,972	Buenos Aires
22	Danube	British	do	3,312	Southampton
22	Clyde	do	do	3,051	Buenos Aires
24	Annie	Brazilian	do	95	Iguape
25	Santa Cruz	do	do	94	Rio de Janeiro
25	Edate	British	do	2,000	New York

"Superaris" Is excellent as a stimulant.

"Superaris" Is excellent as a stimulant.



Trade mark — The GREEN Star

LIVERPOOL BRAZIL AND RIVER PLATE STEAMERS

LAMPORT & HOLT LINE

Passenger service for **NEW YORK**

TITIAN 13th December
TENNYSON 2nd Jan. 1905

The steamer

BYRON

4,181 tons
illuminated with electric light sails on
2nd December 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

"Tennyson" & "Byron" have also superior 1st
class accommodation

For freight apply to the Broker

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For passages and further information apply to the

Agents: NORTON, MEGAW & Co., Ltd.

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2, Rua de S. Pedro

RIO DE JANEIRO

AGENTS OF THE

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

Repairs to Ships and Machinery

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

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

The Brazilian Government;

His Britannic Majesty's Government;

The Transatlantic Steamship Companies;

The New Zealand Shipping Companies etc.

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

Tug boats always ready for service.

Cargo Lighters.—ditto.

Ballast supplied to ships.

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

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Hamburg-Südamerikanische Dampfschiffahrts-Gesellschaft

The German Steamer

SÃO PAULO

Captain Ketels

Expected from Santos on the 1st December
will leave on the 2nd for:

Bahia, Lisbon, Hamburg and Copenhagen
at 12 noon

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

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

For freight apply to the Broker.

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to the agents

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RUA CONSELHEIRO SARAIVA, 19.

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BRAZIL-ADRIATIC LINE

of

The Austrian Lloyd's Steam Navigation Company

and

The Royal Hungarian Sea Navigation Company "Adria" Limited

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

DEPARTURES FROM SANTOS

MELPOMENE 1st December
NAGY-LAJOS 20th >
ORION 10th January

For freight apply to the Broker

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Rio de Janeiro.

RUA 11 DE JUNHO, 1 A.

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SOCIÉTÉ GÉNÉRALE

Transports Maritimes à vapeur de Marseilles

DEPARTURES OF STEAMERS
FOR EUROPE

ORLEANAIS 30th November
LES ALPES..... 7th December

for

Marseilles, Barcellona, Genoa, and Naples

Through fares to Paris 1st class..... f. gold 723
do do 2nd f. 550
do do 3rd f. 199
Through fares to Paris return 1st class f. 1,149
do do 2nd ... f. 882
do do 3rd.... f. 364
Marseilles, Genoa, Naples, 3rd class.. f. 130
Barcellona 3rd class..... f. 155

Agents — **Antunes dos Santos & C.**

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Santos.— 1 Praça da Republica

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NORDDEUTSCHER LLOYD, BREMEN.

Capital.. 120,000,000 Marks
NEXT DEPARTURES

Date	Steamer	Destination
1904 Dec. 2	Wittenberg.	Bahia, Madeira, Lishon, Rotterdam, Antwerp and Bremen.
16	Coblentz....	Bahia, Pernambuco, Madeira, Lisbon, Antwerp and Bremen.

Passengers & Cargo accepted

Passenger rates 1st-cl. 3rd-cl.
Rio — Rotterdam, Antwerp, Bremen..... Marka 450 £. 9/-
— Madeira, Lisbon..... £ 18/- Rs. 12½
For further information apply to

HERN, STOLTZ & C., Agents

Rua General Camara, N. 68
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Rio de Janeiro
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H. A. L. (Hamburg-American Line)

(South American Service)

Next Departures:—

PRINZ WALDEMAR... 6th January

The new fine Imperial Mail Steamer

PRINZ SIGISMUND

6,000 tons

expected from Santos on the 8th December, sails
on 9th December at noon for:

**Bahia, Lisbon, Boulogne S/M, (Paris),
Dover, (London) and Hamburg**

These magnificent and fast steamers, built espe-
cially for the Brazilian trade and fitted with the latest
improvements offer to first class passengers the high-
est comfort.

All steamers carry a surgeon and a stewards.

Free conveyance on board supplied for passen-
gers and luggage.

The Company issue 1st class tickets to Paris and
London. Return ticket for Dover & Boulogne
S/M at reduced rate.

For freight apply to the broker.

H. Campos,

No. 2, General Camara, 1st floor

And for passages and other information to

Theodor Wille & C.

31 Rua da Alameda.

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R. M. S. P. The Royal Mail Steam Packet Company

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

TABLE OF DEPARTURES

Date	Steamer	Destination
Dec. 7	Clyde.....	Bahia, Pernambuco, St. Vin- cent, Tenerife, Lisbon, Vigo, Cherbourg and South- ampton.
Dec. 5	Nile.....	Montevideo and Buenos Ayres.

Special attention is drawn to the following:

Holder of first-class tickets, single or return,
may break their voyage at any intermediate ports
and proceed by any of the PACIFIC STEAM
NAVIGATION or MESSAGERIES MARITI-
MES Comp's Steamers.

For freight, passages, and other information
apply,

No. 73, 1º de Março, 1st floor.

KNIGHT, HARRISON & Co., Agents.

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**FOREIGN VESSELS AFLOAT
IN RIO DE JANEIRO HARBOUR
on November 26th 1904.**

Steamers		Sailing Vessels	
Queen Olga.....	Tons 2,146	J. D. Everett.....	Tons 1,975
Antisana.....	» 2,317	W. W. McLaughlan..	» 457
Basuta.....	» 1,839	Roanoke.....	» 3,347
Castanos.....	» 1,920	Cividade.....	» 364
Nolisement.....	» 2,492	Scottish Chief.....	» 687
Memnon.....	» 2,046	Monravia.....	» 1,449
City of Gloucester.....	» 1,573	Rhone.....	» 838
Bordsey.....	» 2,184	Senior.....	» 1,038
Repton.....	» 1,852	Maranda.....	» 1,382
Birmingham.....	» 2,612	Rolf.....	» 213
Bartholey.....	» 2,433	Kings County.....	» 2,061
Wittenberg.....	» 2,463	Dorane.....	» 299
Ville de San Nicolas.....	» 1,175	Noach VI.....	» 1,260
Mont Rose.....	» 2,407	Sunbeam.....	» 834
Prinz Sigismund.....	» 1,844	John Gill.....	» 928
Coblentz.....	» 3,317	Evan Linch.....	» 447
Cordoba.....	» 3,083	Prests.....	» 294
Bellena.....	» 2,326	Conductor.....	» 1,062
Mont Ceniz.....	» 2,105	Servia.....	» 1,227
		Mathilde.....	» 554
		Low Wood.....	» 1,091
Total.....	Tons 42,044	Total.....	Tons 21,807

**IN SANTOS HARBOUR
on November 25th, 1904.**

Steamers		Sailing Vessels	
Caravellas.....	Tons. 1,796	Balezzer.....	Tons. 300
Kingtor.....	» 1,936	Baden.....	» 1,035
S. Paul.....	» 3,065	Sierra Cadena.....	» 1,768
Camocns.....	» 2,655	Dawn.....	» 165
Lewisham.....	» 1,784		
Powlois.....	» 1,958		
Catania.....	» 1,822		
Belgrano.....	» 3,083		
Inchmona.....	» 2,233		
Homer.....	» 1,640		
Total.....	Tons 21,942	Total.....	Tons 3,263

The Royal Mail Steam Packet Company. The prospectus has been published making subscription for £ 600,000, 5 p.c. preference stock at par, needed for development of the Company's business. The capital of the Company, including this issue, is now £ 2,100,000, of which £ 600,000 in preferred stock and 15,000 ordinary shares of £ 100, on which £ 15 has been paid up. The authorised debenture capital is £ 500,000, of which £ 350,000 have been issued. The Company owns 54 steamers with an aggregate tonnage of 108,964 tons besides 8 tugs and launches. Five new steamers have lately been added to the fleet and, though no dividend has been distributed for 3 years, the record shows an average of over 7 1/2% for 50 years past and with a more progressive policy better results are expected. In 1903, revenue exceeded £ 1,040,000.

How rapid has been the progress of Hamburg as a port is shown by the following table of

SEA-GOING SHIPS ENTERING HAMBURG

Year	Number of Vessels	Registered Tonnage
1894.....	9,165	6,228,821
1899.....	13,312	7,765,950
1901.....	12,847	8,383,365
1902.....	13,297	8,727,294
1903.....	14,028	9,155,926

The total steam tonnage owned at the end of 1903 by the leading Hamburg steamship companies is given in the following table, in which are likewise mentioned the dividends paid by the respective companies for each of the past three years, viz:—

HAMBURG STEAMSHIP COMPANIES

Company	Total Registered Tonnage	Dividends Paid.		
		1901.	1902.	1903.
Hamburg-American Line.....	628,874	6	4 1/2	6
Hamburg-South American Steamship Company.....	122,313	4	—	6
German Steamship Company Kosmos.....	110,842	12	9	8
German-Australian Line.....	106,674	8	5	6
German East African Line.....	70,993	2	2 1/2	—
Woermann Line.....	68,368	—	—	—
German Levant Line.....	64,091	6 1/2	6 1/2	—
Steamship Company Union.....	53,189	—	—	—

* Private company.

† Only started in 1903.

The Hamburg-American line is, according to Sir W. Ward, though we see that the Shipping World disputes the statements, at present the steamship company holding the largest amount of tonnage in the world, but there are amongst the other Hamburg companies only three which have fleets of above 100,000 tons. Adding the two Bremen companies, viz., the North German-Lloyd and Hansa Line, there are at present in Germany altogether six companies which own steam fleets of above, 100,000 tons. Against this there are in the United Kingdom, according to recently published statements, nine steamship companies, each owning above 200,000 tons, 15 owning each above 100,000 tons, and a considerable number owning each above 50,000 tons.

**CURRENT COFFEE FREIGHT RATES
FOR THE WEEK ENDED NOVEMBER 26th, 1904**

	Rio	Santos
Amsterdam.....	35/- & 5% ^o	—
Aden via Trieste.....	50/- & 5% ^o	50/- & 5% ^o
Antwerp 1,000 kilos.....	35/- & 5% ^o	30/- & 5% ^o
Alexandria**.....	55 fcs. & 10% ^o	55 fcs. & 10% ^o
Alicante.....	61 fcs. in full.	50 fcs. in full.
Algiers via Marseilles.....	51 1/2 fcs. & 10% ^o	51 1/2 fcs. & 10% ^o
Almerie.....	58.50 fcs. in full.	—
Aguiles.....	73.50 fcs. in full.	—
Algoa Bay { via England.....	40s. & 2 1/2% ^o	—
{ » New York.....	37/6 & 5% ^o	—
{ » Hamburg.....	38/6 & 2 1/2% ^o	—
{ » Antwerp or Bremen.....	38/6 & 2 1/2% ^o	—
Bassorah.....	99 fcs. & 10% ^o	99 fcs. & 10% ^o
Barcellona.....	35 fcs. & 10% ^o	35 fcs. & 10% ^o
Do via Genoa & Marseilles.....	63 fcs. & 10% ^o	—
Beira { via Hamburg.....	78/6 & 2 1/2% ^o	—
{ » Trieste.....	55/- & 5% ^o	55/- & 5% ^o
{ » Southampton.....	80s & 2 1/2% ^o	—
{ » Antwerp or Bremen.....	78/6 & 2 1/2% ^o	—
Bilbao.....	56.50 fcs. in full.	60.50 fcs. in full.
Bremen.....	35/- & 5% ^o	30/- & 5% ^o
Bordeaux, 900 kilos.....	35 fcs. & 10% ^o	35 fcs. & 10% ^o
Bombay via Trieste.....	50/- & 5% ^o	50/- & 5% ^o
Braila**.....	57.50 fcs. & 10% ^o	57.50 fcs. & 10% ^o
Brindisi**.....	49 fcs. & 10% ^o	49 fcs. & 10% ^o
Buenos Ayres per bag. 60 kilos..	18500	18500
Byerouth**.....	70 fcs. & 10% ^o	70 fcs. & 10% ^o
Cadiz.....	35 fcs. & 10% ^o	35 fcs. & 10% ^o
Do via Genoa & Marseilles.....	63 fcs & 10% ^o	—
Calcutta via Trieste.....	55/- & 5% ^o	55/- & 5% ^o
Carthagena.....	61 fcs. in full.	50 fcs. in full.
Colombo.....	50/- & 5% ^o	50/- & 5% ^o
Corfu**.....	55 fcs. & 10% ^o	55 fcs. & 10% ^o
Curacao.....	50/- & 5% ^o	50/- & 5% ^o
Coruna.....	53.50 fcs. in full.	53.50 fcs. in full.
Cavalla**.....	48 fcs. & 10% ^o	58 fcs. & 10% ^o
Christiana.....	45/9 in full.	—
Copenhagen direct.....	37/6 & 5% ^o	37/6 & 5% ^o
Copenhagen.....	44/3	34/3
Cape Town { via New York.....	37/6 & 5% ^o	—
{ » Hamburg.....	38/6 & 2 1/2% ^o	—
{ » Buenos Aires*.....	40/- in full	—
{ » Southampton.....	40/- 2 1/2% ^o	—
{ » Antwerp or Bremen.....	38/6 & 2 1/2% ^o	—
Constantinople**.....	52 1/2 fcs. & 10% ^o	52 1/2 fcs. & 10% ^o
Coquimbo.....	50s. & 5% ^o	—
Durban { via New York.....	42/6 & 5% ^o	—
{ » Hamburg.....	43/6 & 2 1/2% ^o	—
{ » Trieste.....	55/- & 5% ^o	55/- & 5% ^o
{ » Southampton.....	50/- 2 1/2% ^o	—
{ » Antwerp or Bremen.....	43/6 & 2 1/2% ^o	—
Delagua { via New York.....	62/6 & 5% ^o	—
{ » Hamburg.....	55/- & 2 1/2% ^o	—
{ » Trieste.....	55/- & 5% ^o	55/- & 5% ^o
{ » Southampton.....	50/- 2 1/2% ^o	—
{ » Antwerp or Bremen.....	55/- & 2 1/2% ^o	—
East London { via New York.....	42/6 & 5% ^o	—
{ » Hamburg.....	43/6 & 2 1/2% ^o	—
{ » Southampton.....	50/- 2 1/2% ^o	—
{ » Antwerp or Bremen.....	43/6 & 2 1/2% ^o	—
Fiume.....	40s. & 5% ^o	35s. & 5% ^o
Galatz**.....	62 fcs. & 10% ^o	62 fcs. & 10% ^o
Genoa 1,000 kilos.....	35 fcs. & 10% ^o	35 fcs. & 10% ^o
Gibraltar via Genoa.....	65 —	46 fcs. in full
Gijon.....	56.50 fcs. in full	56.50 fcs. in full
Hamburg.....	35/- & 5% ^o	30/- & 5% ^o
Hayre, 900 kilos.....	35 fcs. & 10% ^o	30. fcs. & 10% ^o
Hongkong via Trieste.....	60/- & 5% ^o	60/- & 5% ^o
Kobe via Trieste.....	65/- & 5% ^o	65/- & 5% ^o
Liverpool.....	35/- & 5% ^o	—
London 1,000 kilos.....	32/6 & 5% ^o	22/6 & 5% ^o
Do (options).....	32/6 & 5% ^o	—
Lourenco Marques via Hamburg.....	55/- & 2 1/2% ^o	—
Malaga.....	35 fcs. & 10% ^o	35 fcs. & 10% ^o
Do via Genoa & Marseilles.....	58 fcs. & 10% ^o	—
Malta.....	53 fcs & 10% ^o	53 fcs. & 10% ^o
Marseilles 1,000 kilos.....	35 fcs & 10% ^o	35 fcs. & 10% ^o
Messina**.....	45 fcs & 10% ^o	45 fcs. & 10% ^o
Metelino**.....	63 fcs & 10% ^o	63 fcs. & 10% ^o
Montevideo per bag. 60 kilos.....	18500	—
Mombassa via Trieste.....	55/- & 5% ^o	55/- & 5% ^o
Mossel Bay { via New York.....	62/6 & 5% ^o	—
{ » Hamburg.....	45/- & 2 1/2% ^o	—
{ » Southampton.....	50/- 2 1/2% ^o	—
{ » Antwerp or Bremen.....	45/- & 2 1/2% ^o	—
Mostaganem via Marseilles.....	53 fcs. & 10% ^o	53 fcs. & 10% ^o
Naples.....	43 1/2 fcs. & 10% ^o	43 1/2 fcs. & 10% ^o
New York, Liners per bag.....	35c. & 5% ^o	35c. & 5% ^o
N. Orleans Liners » ».....	35c. & 5% ^o	35c. & 5% ^o
Odessa**.....	57 fcs & 10% ^o	57 fcs. & 10% ^o
Oran.....	51 1/2 fcs. & 10% ^o	51 fcs. & 10% ^o
Pasajes.....	60.50 fcs. in full	—
Palma de Mallorca.....	53.50 fcs. in full	—
Penang via Trieste.....	60/- & 5% ^o	60/- & 5% ^o
Palermo.....	45 fcs. & 10% ^o	—
Patras**.....	55 fcs. & 10% ^o	55 fcs. & 10% ^o
Pireus**.....	52 1/2 fcs. & 10% ^o	52 1/2 fcs. & 10% ^o
Port Said**.....	55 fcs & 10% ^o	55 fcs. & 10% ^o
Rotterdam.....	35/- & 5% ^o	30/- & 5% ^o
Rangoon via Trieste.....	53/- & 5% ^o	55/- & 5% ^o
San Sebastian.....	—	60 1/2 fcs. in full
Santander.....	56.50 fcs. in full	60.50 fcs. in full
Samsoun**.....	58 fcs & 10% ^o	58 fcs. & 10% ^o
Seville.....	46 fcs in full	50.50 fcs. in full
Shanghai via Trieste.....	65/- & 5% ^o	65/- & 5% ^o
Smyrna**.....	52 1/2 fcs 10% ^o	55 1/2 fcs. & 10% ^o
Southampton 1,000 kilos.....	30/- & 5% ^o	27/6 & 5% ^o

“Superaris” NOT sold in bottles — not YET!

Suez via Trieste.....	50/ & 5/0	50/ & 5/0
Salonica**.....	52 1/2 fcs. & 10/0	52 1/2 fcs. & 10/0
Sulina**.....	57 fcs. & 10/0	57 fcs. & 10/0
Talcahuano.....	45s. & 5/0	—
Taragone.....	53.50 fcs. in full	50 fcs. in full.
Trebizond**.....	58 fcs. & 10/0	58 fcs. & 10/0
Trieste.....	40/ & 5/0	35s. & 5/0
Tunis**.....	53 fcs. & 10/0	58 fcs. & 10/0
Valencia.....	53.50 fcs. in full.	50 fcs. in full.
Valparaiso.....	45/ & 5/0	—
Varua**.....	62 1/2 fcs. & 10/0	62 1/2 fcs. & 10/0
Venice via Genoa or Marseilles	50 fcs. & 10/0	50 fcs. & 10/0
Vigo.....	53.50 fcs. in full.	60.50 fcs. in full
Yokohama via Trieste.....	65/- & 5/0	65/- & 5/0
Zanzibar via Trieste.....	55/- & 5/0	55/- & 5/0

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

THE FREIGHT MARKETS

British. *Fairplay* of 3rd inst. states the freight market to be quiet all round with business generally slow and more or less difficult to bring about.

Coal rates from South Wales to Brazil, as shown by the following fixtures, have improved a little:—

<i>Olympic</i>	for Pará.....	at 9s. 9d.
<i>Kassala</i>	» Rio.....	» 9s.

Argentine. Rates keep unchanged for Brazilian ports at: B. A. to Rio 8/s Rio Grande 13/. Porto Alegre 22/ and 12/ to all other lower ports. The appointment of Mr. C. Lix-Klett to the Argentine Consulate at Rio is expected to increase our trade with Brazil, he being a practical man of business and likely to induce our neighbours into closer business connections with Argentina.—*The Times of Argentina*, November 14.

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

Per S. S. <i>Melpomene</i>	fr Trieste.....	1,300 bags of coffee
» » <i>Danube</i>	» London.....	1,000 » » »
» » <i>Duca di Galliera</i> »	» Genoa.....	1,000 » » »
» » <i>Sirio</i>	» do.....	375 » » »
» » <i>Bellena</i>	» Havre.....	500 » » »

EMPRESA BRAZILEIRA DE NAVEGAÇÃO FREITAS

RUA GENERAL CAMARA No. 2

Regular service between Rio de Janeiro and Mandos, calling at Northern ports

The steamer

CASTRO ALVES

sails for BAHIA, MACEIO, PERNAMBUCO, CEARÁ, MARANHÃO, PARÁ and MANAOS, on 10TH December 1904.

For passages and other information apply to the Empresa
2, RUA GENERAL CAMARA, 2

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... δ	110	110	June	14,444	19,555	121,156	117,156
Leopoldina	1,460	1,385	Nov. 19	15,468	15,651	606,205	737,154
S. Braz. Rio Grande. δ	176	176	Sept.	140,888	136,576	1,760,988	1,594,224

a Earnings reported in pounds, δ in mil reis.

The Great Western Railway. The following statement of the estimated working results was published with the prospectus of the issue of new shares to the amount of £1,000,000:—

After most careful investigation and consultation with the General Manager, the Directors estimate that the result of working the Company's system on the revised basis, taking exchange at 12d. per mil reis will be as under:—

The average gross receipts for the past six years on the lines now worked by the Company have been.....	£ 290,000
The expenditure, based upon the present year's working, should be.....	193,000
Leaving net profit of.....	£ 97,000
The estimated net receipts from the Central de Pernambuco Railway, based upon the average for the past few years and taking the Pesqueira Extension to yield on the same basis, should amount to.....	32,900
The Campina Grande net receipts are estimated at.....	17,500
The Ribeirão Bonito net receipts should be.....	4,000
The saving by concentration of work-shops and changing the gauge of the São Francisco Section, and linking up the Northern and Southern Sections, may safely be taken at.....	16,500
	£ 167,900

The percentages payable to the Government after 1910, as per Clause IV, of the modified contract, will be.....	£ 34,800
Add Fiscalization Expenses.....	3,000
	37,800
Debt Interest and Amortization.....	£ 130,100
This represents 6 per cent. interest on £ 306,250 Permanent Debt Stock of the Company, and 5 per cent. interest and 1 per cent. Sinking Fund upon £ 693,750 that it is proposed hereafter to issue. It is intended to redeem the existing £ 266,000 Extension Debt Stock.	60,000
	£ 70,100
Less 6 per cent. on the £ 500,000 Preferred Shares...	30,000
Leaving available for Dividend on the £ 500,000 Ordinary Shares.....	£ 40,100

* The immediate percentages payable to the Government are approximately £ 13,400, and upon the completion of the Pesqueira Extension they will probably be £ 13,050 up to 1910.

Market Reports

Pernambuco, November 16, 1904.

Sugar. Entries are improving and prices generally have improved again for Usinas about 40 réis and other 200 to 300 réis. This is not owing to any better advices from home markets, which still seem in a very undecided state, but to the smart advance in values in Europe and United States, and for moment is speculative here, dealers thinking Rio and Santos buyers will shortly be willing to buy at higher prices; this is importunate as advance established here by dealers just prevents purchases for export by about 6d. per cwt.

To days quotations are as under:—

Usinas.....	58000	to	53400	per 15 kilos on shore
Crystal White.....	48200	»	48300	» » » } no demand
» Yellow.....	38500	»	38600	» » » } sales
Whites 3 ^a Boa.....	48400	»	48600	» » » } nominal
» 3 ^a regular.....	48000	»	48200	» » » } »
Somenos.....	38400	»	38600	» » » } »
Clayed.....	38000	»	38100	» » » } »
Bruto Secco.....	28800	»	»	» » » } demand
» Melado.....	28400	»	28500	» » » } nominal

Planters are still sun drying Brutos, both here and at Maceió and, therefore, quantity of sugar suitable for export is very small indeed. The advance in Liverpool has been a smart one and yellow crystals 96° are to-day saleable there at 14s. 6d. which would allow of 38400 being paid here; the value of 87° brutos is 11s. 6d. to 11s. 9d. per cwt Liverpool quay terms.

Clearances during past fortnight have been 11,464 bags to Rio and 18,900 to Santos and there are two steamers now in port loading.

Cotton. Entris to 12th about 7,000 bags. Prices have been maintained at 128800 to 138000, with a sale reported of about 300 bags for Bahia account on 7th inst at 138200. The firmness has chiefly been maintained by buying of some 2,500 to 2,700 bags for Portugal for a sale said to have been made some time back on basis of 148000. Were it not for this we must ere this have had much lower prices here, as Liverpool market shows no improvement and offer from Rio Mills don't allow of over 128000 being paid here, Santos and Rio Grande have past week bought about 1,500 to 2,000 bags on basis of 138000, but these buyers seem now to be out of the market once more. Today 250 bags have been sold to a Rio shipper at 128800 and possibly same price might still be paid for small lots of ready cotton, although the general idea, today, of buyers is not over 128500 to 128600.

Shipments past fortnight have been 4,370 bags to Rio, 700 bags Bahia, 210 Rio Grande do Sul and 109 pressed Bales (250 bags) to Santos.

Maize improved to 110 réis per kilo owing to export enquiry for Rio, but market is again easier at 105 réis. It seems a queer position that shipments should be making from this to Rio, as only two days ago a steamer arrived from Rio bringing 2,400 bags for this market.

Beans. Market very dull and value nominally 158000 to 168000 for home grown. From Rio 300 bags arrived per s.s. *Temple*.

Farinha. Home grown fairly plentiful and last sales were at 98000 to 98500. The s.s. *Temple* has brought from Rio a large quantity, which will have to go cheap, as there is no demand from the Northern ports.

Freights unchanged at 10s. sugar, 14s. cottonseed and 3/16d cotton, but cargo is very scarce so far.

November 17th, 1904.

Sugar. Another sensational rise in Liverpool of 9d. to 1s. per cwt; to days value there being for 87° 12s. 3d. to 12s. 6d. quay terms and crystals 15s. 3d. for 96°. New York is also up and 87° quoted 4 15/16c. The rise is caused by the drought which prevailed all over the continent during the summer months. Today's value of Bruto Melado here is 28500 to 28600 and of 96° crystals 38600 to 38800, latter price, however, is too high for export and purchase is supposed to be intended for home markets later on.

Cotton has weak tendency, and late yesterday 128700 was accepted by sellers. Today same price can be got for prompt cotton, but for delivery in 15 days buyers only offer 128500 to 128600.

November 21st, 1904.

Cotton. dropped 1/8d. in Liverpool on 18th, this, coupled with low prices offered from Rio, caused a break in market here, as entries from interior are rapidly increasing and on 19th about 3,000 bags were sold in the morning at 128500 and later a good deal of Cotton was offered at 128400, without finding buyers, and at close 128300 was accepted for a small lot. Today market opens nominally at 128300, but some buyers only talk of 128000.

The United States Cotton Bureau Report to 18th October showed the cotton planted to that date in 668 counties, out of a total of 812 counties, to have been 5,704,570 bales against 3,345,702 bales same time last year.

Sugar. Market here very firm and prices paying by dealers at present about 1s. above export values and also above anything obtainable in home markets, but these latter are reported today as firm and showing signs of moving up. Last reported value of Crystals 96° test in Liverpool was 15s. per cwt ex-quay. Entries here are improving and past few days have averaged 9,000 to 10,000 bags.