



American Fleet in the Harbor of Rio de Janeiro, January 1905.

# SOUTH AMERICA

LAMPORT & HOLT LINE





# SOUTH AMERICA

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Das Lagas Falls, Argentina

## A LAND OF SCENIC SPLendor

A Continent of Contrasts

A Traveller's Paradise

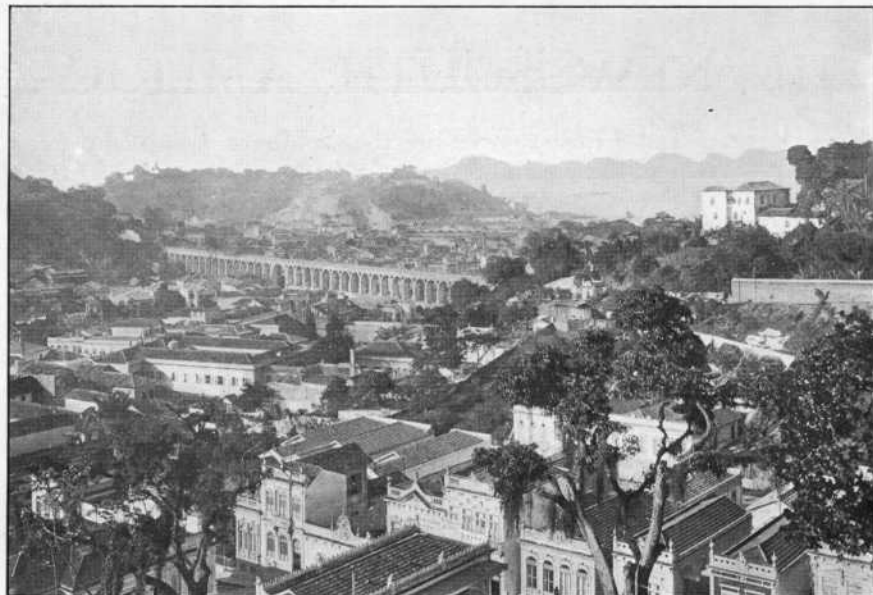


LAMPORT & HOLT LINE

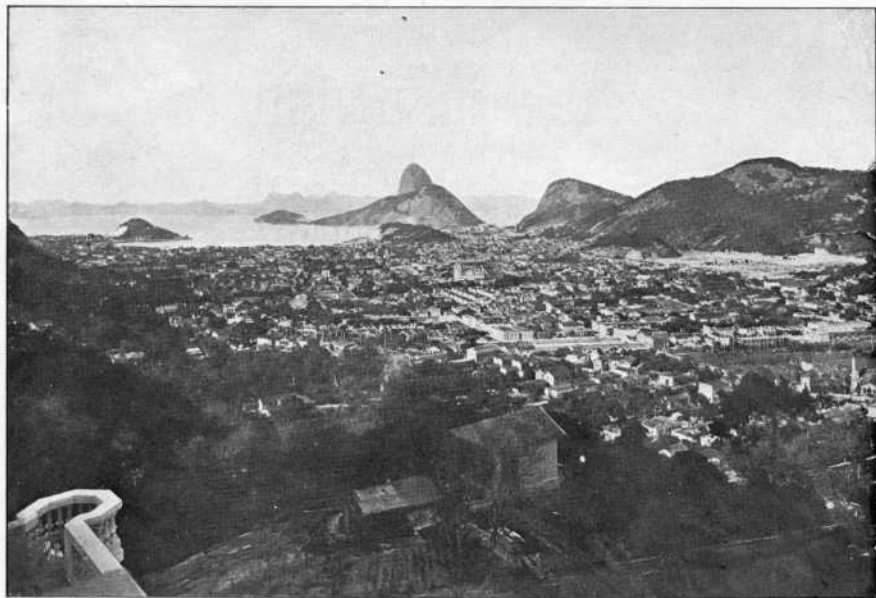
BUSK & DANIELS

General Agents

301 Produce Exchange, New York



View from Theresa Hill, Rio de Janeiro.



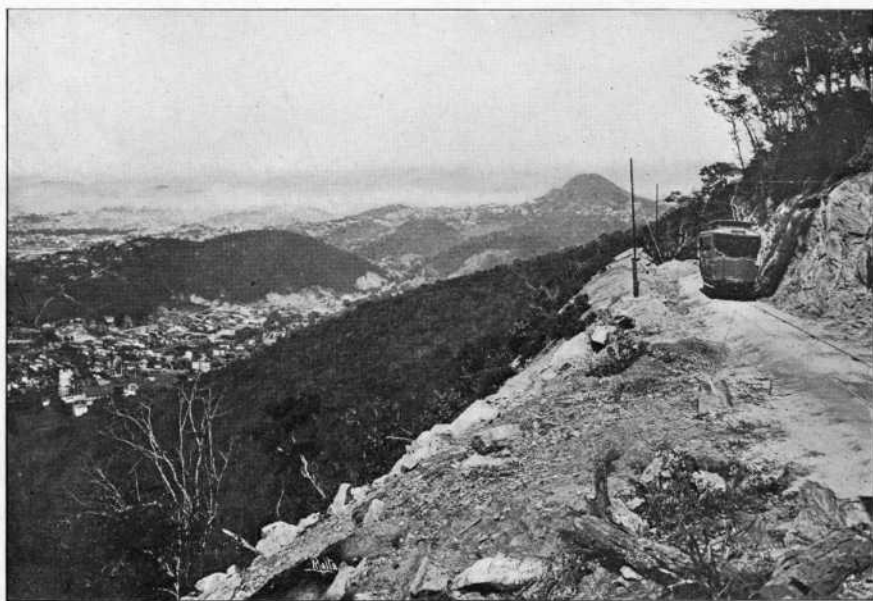
General View of Botofogo, from top of Corcovado, Rio de Janeiro.

## THE NEW SOUTH AMERICA.

### Beauties and Opportunities of the Southern Continent.

There are tides in travel. In early times the drift was westward, and thousands followed the pioneers to the Pacific and the Golden Gate. When the flood of immigration swelled the population of North America to large proportions, the current of travel took an eastward course; and tourists from the new world sought the old-world attractions of Europe. By this time, the great European centers have been pretty thoroughly exploited by American travelers. One might expect that eyes would now turn to another point of the compass. Such is, indeed, the case. The tide of travel has changed, and now runs southward. South America is the new touring ground.

First, a word as to the delights which bountiful nature offers the visitor to these charming regions. If Africa is the world's great jungle, South America is the world's great garden. It is, so to speak, a continent in bloom! It is the native soil of countless flowers, fragrant and full of color. Unfamiliar trees, ferns and other luxuriant vegetation, raise their shimmering greenery toward the sun. Birds of bright plumage flutter in the air. The skies are kindly. Even the sea seems to



Climbing the Hills at the Back of Rio de Janeiro.



Corcovado Railway, Rio de Janeiro.



View in Forest Park, Tijuca, Rio de Janeiro.

catch the inspiration, and assumes unwonted quiet as the good ship sails southward. South America is a continent of the greatest rivers and most towering mountains. It is the Andean peaks which have tempted



Gas House at Rio de Janeiro.

famous mountain climbers to their most daring exploits. To the traveler from North America the voyage to South America affords the greatest change and proves salubrious in the highest degree. It is interesting to note the *reversal* of the seasons. When winter blasts are sweeping over North America, the southern continent is basking under the warm and genial sun of summer. Therefore South America is particularly inviting to all who would escape the severities of a northern winter. Of all ocean voyages this is the most genial and charming. Especially to those who seek rest and recuperation because of illness or overwork, it constitutes the best of tonics, the finest of recreations. The antiquarian can delight in browsing among the relics of the Incas and dream of an almost forgotten past. One would like to dwell upon the natural and scenic beauties of this great southland. What shall one say? Words seem inadequate. Some of the photographs in these pages may better serve to convey the appropriate impression; but even they fall short of revealing the life and color which glow from the actual scenes.

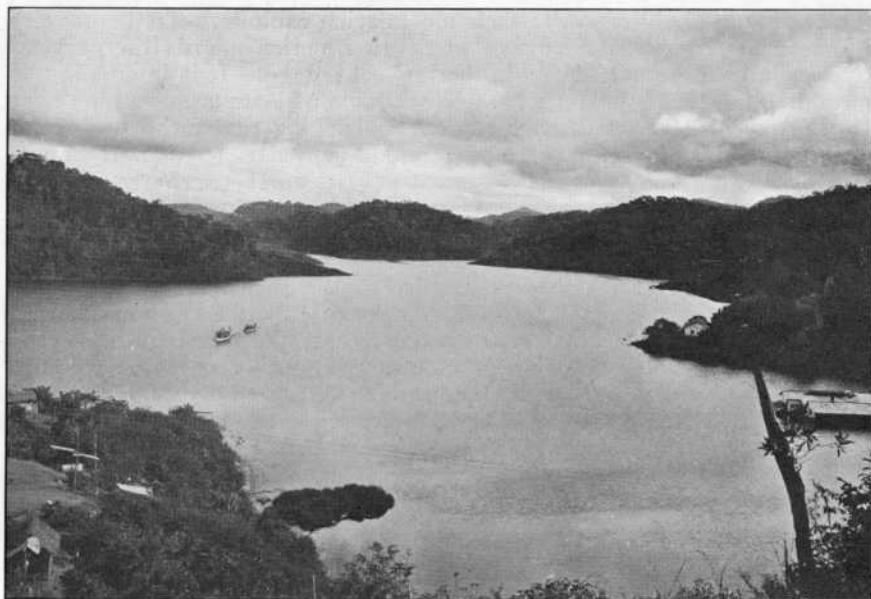
The closer approach between the two Americas is being fostered and encouraged by the Government, and the public press is strongly urging closer relations with the neighboring republics. The cordial friendships



Avenida Beira-Mar, near Monroe Palace, Rio de Janeiro.

already existing between the various governments, will be further cemented by more intimate personal and commercial intercourse. Brazil, Uruguay, Argentina and other of the coast countries, are full of





Main Dam on the Rio das Lages, Rio de Janeiro.

new and interesting attractions for tourists. The voyage itself, through tropical seas, is delightful. The gentle and constant fanning of the Trade Winds wafts genuine refreshment. Neptune smiles at the Equator. Every steamer from England and Continental Europe sails full of enthusiastic excursionists during the season. For some years past Europeans have appreciated the beauties of South America.

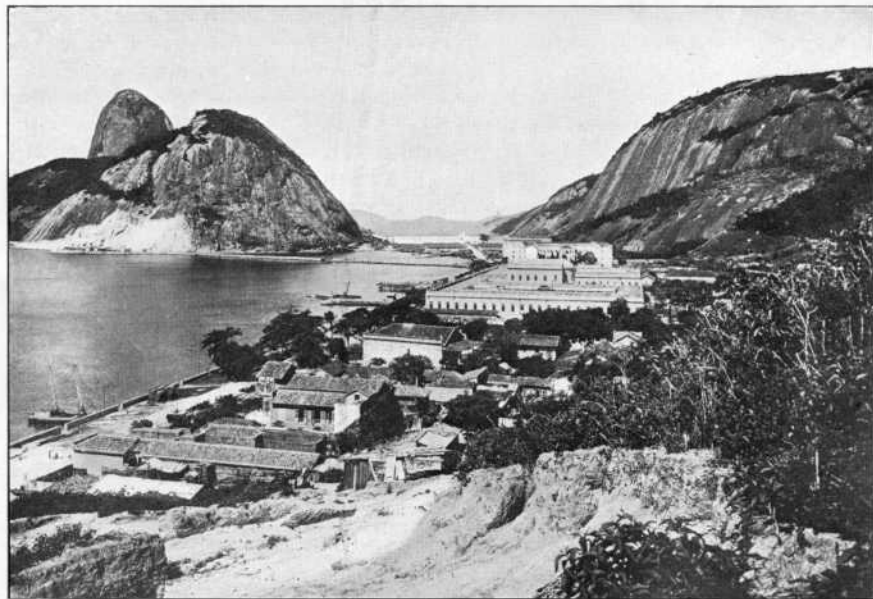
In outlining the new commercial aspects of South America it is not our purpose to enter into the mass of figures and statistics representing the volume of exports and imports, and the large sums invested in municipal and industrial developments in South America. Owing to the rapidity with which such advances are being made, the figures are constantly subject to revision. The fullest and latest information on such subjects can always be obtained from the International Bureau of American Republics at Washington, or from the Consuls of the various countries.

Suffice it to say that the time is particularly opportune for the business men, manufacturers and capitalists of North America to give heed to the great opportunities afforded by this commercial awakening in South America. During the past decade the material, industrial and social progress has been phenomenal. Splendid municipal improvements cause the larger cities to rival the capitals of Europe. Important manufactures have been established. Transportation facilities have been widely extended. There are good hotels, also numerous banks, financial





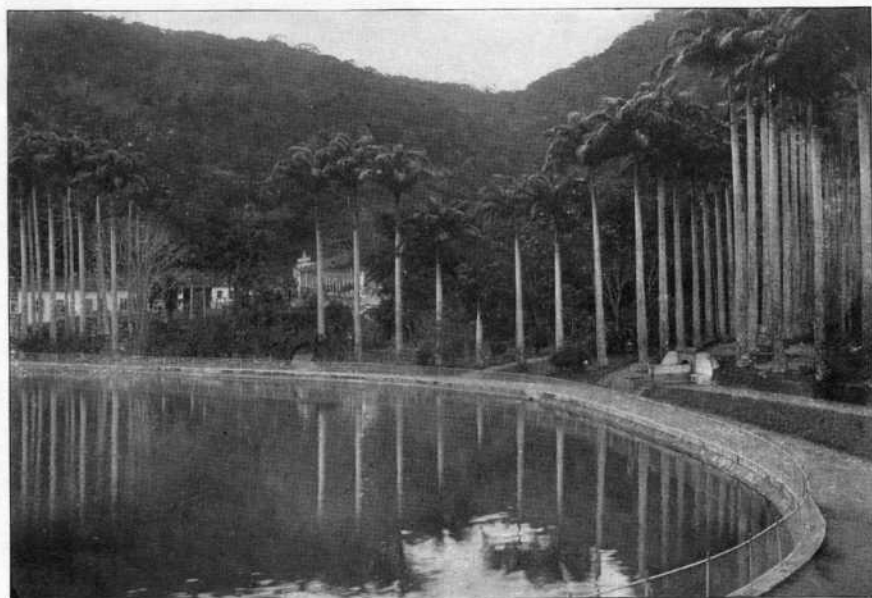
Avenida Beira-Mar, Looking Towards Gloria Hill, Rio de Janeiro.



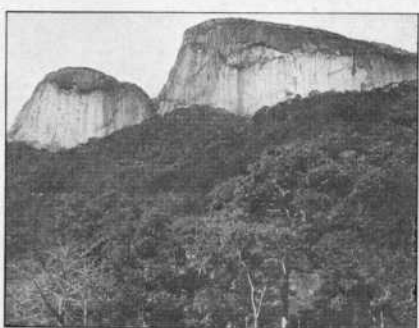
Military School at Rio de Janeiro.



View of Rio de Janeiro, Looking Across the Harbor.



Reservoir at Rio de Janeiro.



RIO DE JANEIRO:

- |                                    |                                      |
|------------------------------------|--------------------------------------|
| 1. Avenida Beira-Mar, Botofogo.    | 4. Monroe Palace.                    |
| 2. Ministry of Interior.           | 5. Avenida Central.                  |
| 3. View Towards Morro de Babiloma. | 6. Mountains Back of Rio de Janeiro. |

institutions, newspapers, publishing houses, etc. In short, the cities have become world-centers of commerce.

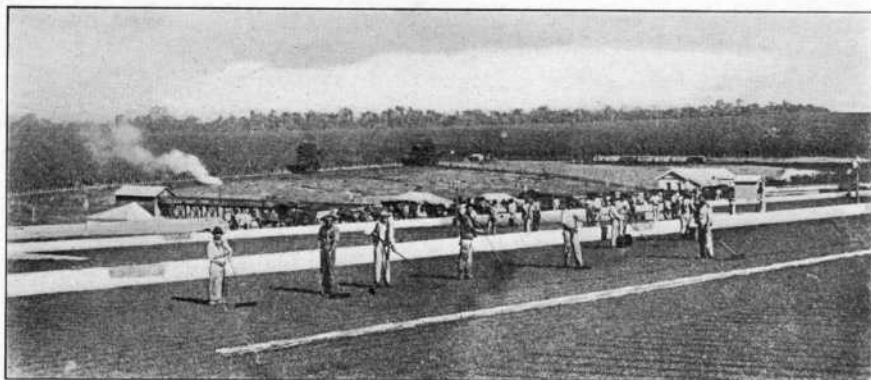
The natural resources of the southern continent are absolutely unlimited. These resources comprise every product, minister to every need of mankind. South America could stand alone and live alone. It has everything. The rubber that defeats the rain, the coffee that goes with



Power House, Rio das Lagas, Brazil.

one's breakfast rolls, the beef on which the world dines, the wheat that is the staff of life, as well as the other grains and cereals, forests of lumber

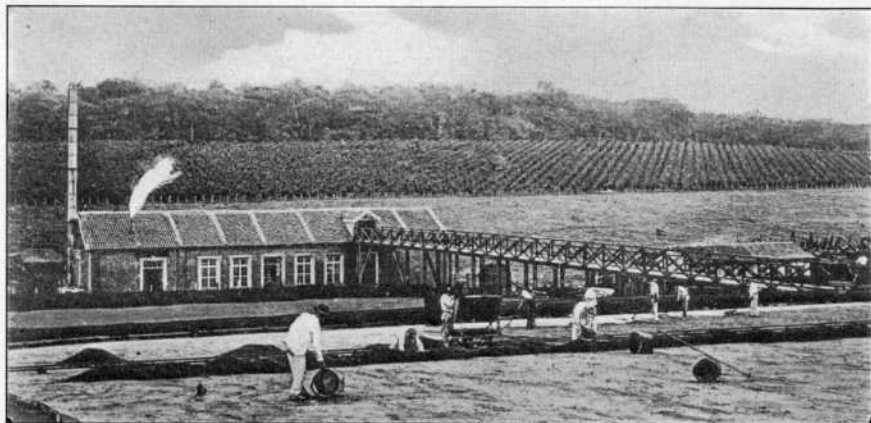




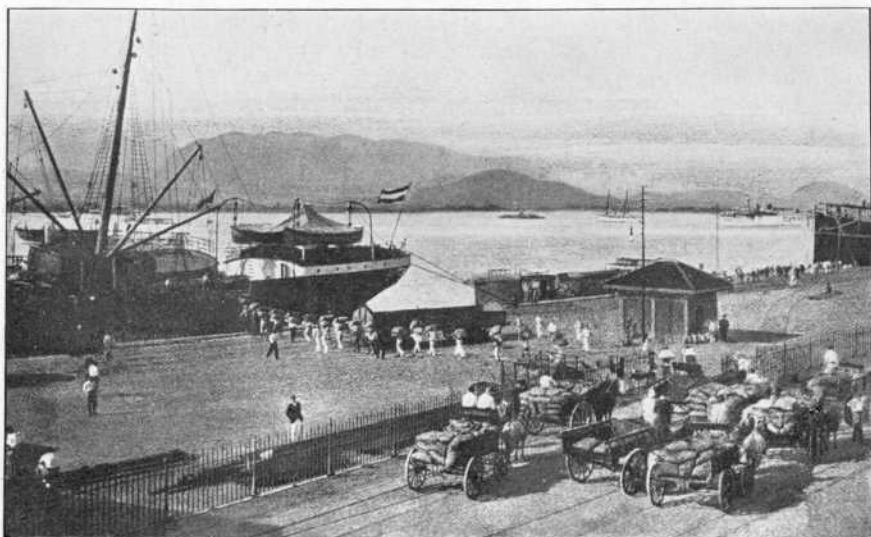
Drying Coffee, Brazil.

to meet the needs of the builder, precious woods to tempt the skill of the craftsman, and even the diamonds that grace the throat of beauty, these and other of the world's most valuable products abound in untold richness. The southern nations have awakened to a vivid realization of these advantages. What was once a continent of lethargy has become a continent of enterprise.

Foreign capital has been interested, and large investments are being made. Much of the money has gone into railways, street cars, telephone companies, cold storage plants, banking and financial institutions, electric light and power plants, etc. Take a single example: The Rio de Janeiro Tramway, Light and Power Company at Rio is one of the foremost public service companies in the world. Its operations are conducted on the most extensive scales, and are attended by a high degree of efficiency. This corporation is in the hands of Canadian business men, with head



Gathering up the Dried Coffee, Brazil.



Shipping Coffee, Santos, Brazil.

offices at Toronto. One might add that the well-known Liebig beef products are supplied by South American ranches. It is reported that American packers such as Amour, Swift and others have recently invested many millions in Argentina property, in view of the great possibilities



Santos, Brazil.

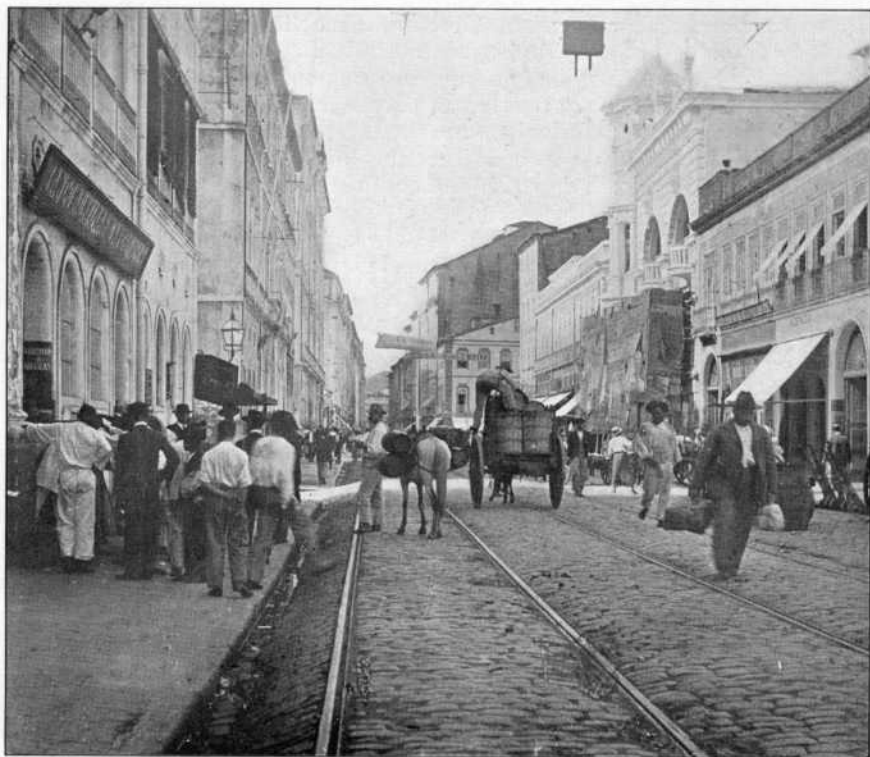
there opening. The English, German, French and other "colonies" already domiciled in South America naturally turn to their home countries and kin for finance, fashions and general customs. The largest investments thus far in the aggregate have come from Europe. Should there not also be a natural affinity between the two continents of North America and South America? And should not the business men, capitalists and manufacturers of North America enter more fully into this continent of opportunity?

Let us glance at another phase of the subject. The millions living south of the equator are very large consumers. It is admitted that the bulk of imports have heretofore come from Europe. The matter of com-



Lower City and Bay, Bahia, Brazil.

munity of nationalities has already been touched upon. Now, in dealing with foreign countries it is necessary to conform more or less to the languages, customs and usages of such countries. It is possible that many of our business men here in North America have not sufficiently complied with these conditions in seeking foreign markets. It is quite true that here at home we can transact a large amount of business very simply and easily by means of catalogues and correspondence. Most of



Main Street, Bahia, Brazil.



Transportation  
in interior  
of  
Brazil.







Public Square, Montevideo.

their effectiveness is lost when they are sent abroad. The personal touch is lacking. Yet it is most important. May we not venture a suggestion to business houses here who wish to extend their exports to South America? Send representatives who know the language and the ways of the people; who understand their wants and point of view. It will not cost any more than many of the catalogues do, and will yield much larger results.

If the foregoing outlines suffice to awaken a spirit of inquiry regarding the charms and opportunities of South America their object will have been attained. Aside from the information obtainable from the International Bureau of American Republics and the various Consuls, there are recent works on South America available in the public libraries. Brief outlines of principal aspects of the various ports of call will be found on succeeding pages.



Legislature Building, Montevideo.



Avenida de Mayo, Buenos Aires.

## PLEASANT PORTS ON SOUTHERN SHORES.

As bare itineraries convey little to the reader unless one has some knowledge of the places designated, the following brief outlines are presented to differentiate the various ports and indicate essential characteristics.

**BAHIA**—Now a centre of the diamond trade. Exports include also tobacco, cocoa, sugar, cotton, etc. The city is curiously built on "shelves" or stratifications of various altitudes. The effect is picturesque. The heights afford a superb view. Communication between the upper and lower town is by elevator or inclined tramway. Vari-colored buildings add novelty. Interesting churches in the city date back to the sixteenth century. Recent improvements undertaken include a new post-office and market. Population, 270,000. Pleasant excursions should be taken to Rio Vermelho and Barra.

**RIO DE JANEIRO**—Capital of Brazil and one of the world's handsomest cities. The unrivalled bay is flanked by mountains, dotted with islands, and encircled by a splendid esplanade, park and boulevard. Among avenues the Avenida Central, Avenida do Mangue and Avenida Jardim are famous for beauty. Assemblia and Carioca streets are fine business thoroughfares. The Monroe Palace interests Americans. Among numerous theatres, the Municipal Theatre is architecturally



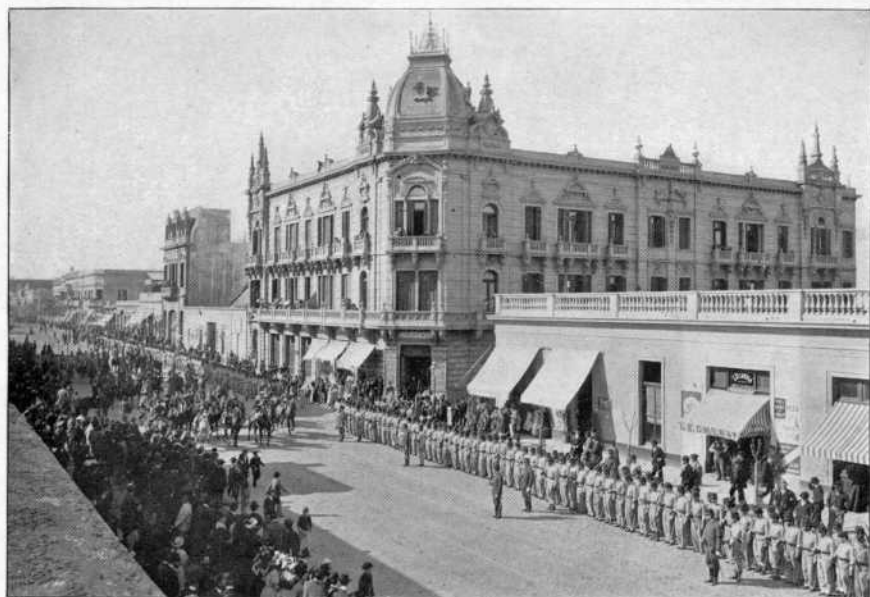
The Jockey Club Grounds, Buenos Aires.



Calle Cangallo, Buenos Aires.

LAMPOR T & HOLT LINE TO SOUTH AMERICA

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Military Parade in Buenos Aires.



A Street Scene in Buenos Aires.





Vineyard in Argentine.

magnificent. Famous European virtuosi perform there. Besides the government buildings, there are important public institutions of learning, art and philanthropy. The Botanical Gardens are the finest in the world. Population, 900,000. Excursions should be made by rail to Corcovado for the transcendent view; by steamer through the islands; by tramway to the mountain resorts of Tijuca, Santa Theresa and Sumare; and by ferry and rail to fashionable and charming Petropolis, the seat of the foreign legations.

NOTE: Passengers for Paranagua, Rio Grande do Sul and Porte Alegre change steamers at Rio de Janeiro.

**SANTOS**—The most important coffee port of Brazil. Population, 50,000. This is the export station of Sao Paulo and other river ports. The coffee season extends from August to January. In the vicinity are pretty dwellings, and the environs are attractive. The seaside and bathing resort of Guaraja can be reached in about half an hour by narrow-gauge railway. Sao Paulo is about 75 miles distant by rail. It is the large, wealthy and bustling metropolis of southern Brazil, and is exceeded only by Rio de Janeiro in importance and architectural grace. The State Theatre is one of many splendid structures.

**MONTEVIDEO**—The cultured capital of Uruguay. An embankment encircling the bay affords a pleasant promenade. The Legislative Palace, begun in 1906, will be recognized as one of the finest government buildings in the world. The first International Congress of American Students recently assembled at Montevideo. Visitors will be interested in



San Andres Golf Club, Buenos Aires.

the great Solis Theatre, the fine Cathedral and Plaza, Zabala Square, the Stock Exchange, the Atheneum, the City Hall, etc. The city is notable for symmetry and cleanliness. A characteristic thoroughfare is Calle Zabala. Population, about 300,000. Excursions may be made by steamer to Pysandu and neighboring ports. There are good railway connections.

BUENOS AIRES—Capital of Argentina, greatest city in the southern hemisphere and second Latin city in the world. Population, about 1,200,000. The cost of recent great harbor improvements is estimated at \$47,000,000. Buenos Aires has the most magnificent theatre in this



The Highest Point in the Pass Across the Andes.

hemisphere, the Teatro Colon. It has the handsomest newspaper building in the world, that of "La Prensa." It also has the largest and finest jockey club. Among fine thoroughfares may be mentioned Calle Florida, Avenida de Mayo and Avenida Alvear. Visitors will be interested also in the Plaza de Mayo, the cathedrals, art galleries and museums, as well as in Lazema and Palermo parks, the Avenue of Palms, the botanical and zoological gardens, the race course, etc. The Mercado de Pilar is a model market. The fine residential suburbs of Belgrano and Hurlingham are easily accessible by tramway. Visits to the Tigre and La Plata also will prove interesting. There is excellent railway and steamer service in all directions.

NOTE: From Buenos Aires, should the traveler desire to go to Valparaiso, the journey across the Andes via the Trans-Andine Railway can be accomplished in three days. The railway, which contains luxurious dining and sleeping cars, travels through the most wild and wonderful scenery in the world, and crosses the Andes at an altitude of 12,800 feet above the level of the sea.

The voyager is again reminded that the seasons in South America are the reverse of those in North America. The northern winter is the southern summer, and vice versa. The tourist will give attention, therefore, to the subject of proper clothing. Going in the fall or winter, he should be supplied with apparel appropriate to spring or summer. And if he makes his visit to South America in the spring or summer, he will need warmer clothing for the cooler months southward.

Monetary transactions are simplified by carrying American or English gold currency, or being supplied with letters of credit.



Laguna Del Inca, Andes.

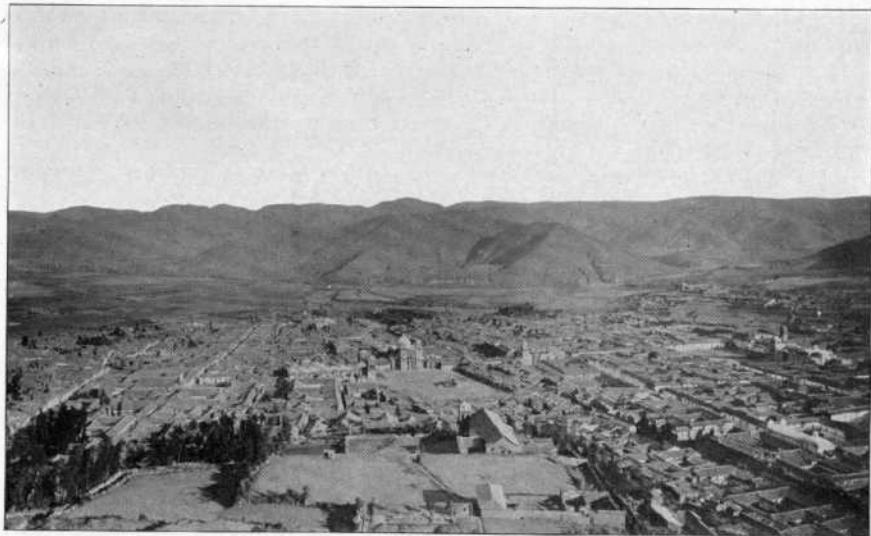


Valparaíso Chili.

## CIRCULAR TOURIST TICKETS.

Circular Tourist Tickets are available from Buenos Aires to Valparaíso on either the Pacific Steam Navigation Company or Trans-Andine Railway overland. Steamers of the former line leave Buenos Aires every two weeks, proceeding through the Straits of Magellan, and calling at Falkland Islands. These steamers also touch for a day at Punta Arenas, which is the southernmost city of the world. This city is a great fur market.

There are many interesting and beautiful places in Valparaíso, including the Museums, Parks and Naval Schools.



General View, La Paz, Bolivia.





Llamas, Beast of Burden in High Altitudes.

From Valparaiso to Panama, the Pacific Steam Navigation Company and Cia Sud-Americana maintain a joint service weekly, express steamers taking two weeks, and the slower ones three weeks to Panama, calling at the following ports: Coquimbo, Huasco, Taltal, Caldera, Chaneral, Antofogasta (nitrate port), Iquique, Pisagua, Arica, Mollendo, Callao, Bisco, Salaverry, Pacasmayo, Eten, Pata, Guayaquil, and other ports cargo and passengers offer. From some of the above ports very interesting trips may be taken to various inland ports, say from Mollendo, being a delightful journey by rail to Arequipa, one of the high plateaus. This place is 7,560 feet above the sea, and is at the foot of the great Volcano Misti, 18,538 feet. Harvard University maintains an observatory here.

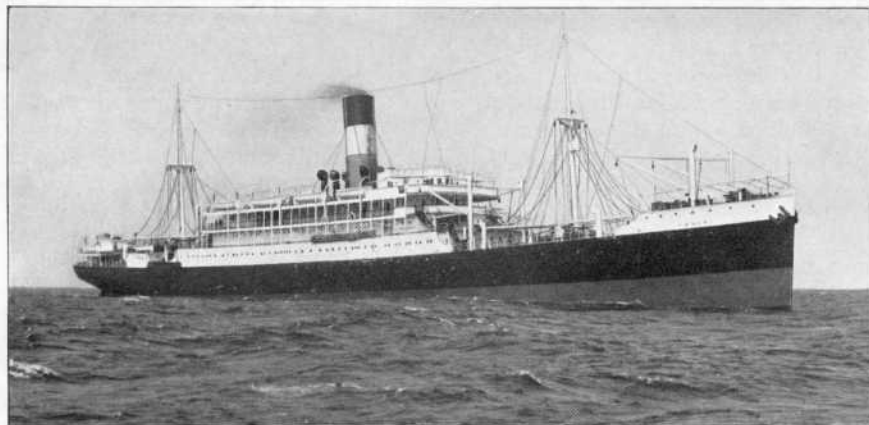
Another popular trip is to La Paz, Bolivia, which is one of the most interesting cities of the world, being the capital of Bolivia and the highest capital in the world.

Callao, is the seaport for Lima, the capital of Peru. The latter is a very interesting place, full of historic relics and from here an excursion can be made to Oroya, on the Oroya Railway, the highest on earth.

At Panama visits can be made to the Culebra cut, Gatun Dam and excavations for the new canal. From Panama the railway runs across the Isthmus to Colon, about a three hours' trip, and the traveler may return from here direct to New York by the Panama Railway Steamship Company steamers direct, or by either the Hamburg-American Line, or Royal Mail Steam Packet Company vessels, which stop at Kingston, Jamaica. Direct boats take five days, while the others take about a week.

## GLIMPSES OF COMFORT ON SHIPBOARD.

A good ship is a good home. It is more than that; it comprises the range of conveniences that characterize modern hotels of the first class.



S. S. "Vasari."

And added to all this there is the breath of the sea, with its health-giving ozone; the interest of change as the pleasant course unfolds itself; new vistas from day to day; the psychological stimulus of new environments and new acquaintances, and all the experiences which render an ocean voyage on such a ship a treasure-house of pleasant memories.

An important feature of the splendid vessels of the LAMPOR & HOLT LINE is their special adaptation to the regions to which they are commissioned. This is always carefully observed in their construction. They are special vessels for special services. Regular sailings are maintained between New York and South American ports by fine steamships built for the purpose. Such vessels and such service inaugurate a new era in transportation between the neighboring continents. Time was when the trip to South America was taken via Liverpool! The service of the LAMPOR & HOLT LINE now links the two continents together. And the vessels conform perfectly to the time and the occasion. The trend of pleasure travel on the one hand and the commercial development of South America on the other, are both to be considered. Consequently the most ample provision is made for the comfort of pleasure tourists, while capacious carrying capacity admits of larger commercial cargos; which at the same time add to the steadiness of the vessels.

It is the custom of steamship companies to observe some system in the naming of their ships. That of the LAMPOR & HOLT LINE is particularly interesting. The vessels are named after distinguished men who have won fame in the fields of literature, music and art. For example, the "Vasari" takes its name from Georgio Vasari, the Florentine painter of the sixteenth century. The "Verdi" is named after the famous composer, whose music is often heard on board. And so on; one might mention the "Voltaire," which honors the philosopher of the French Revolution, and the "Tennyson" and "Byron," after the English

poets. This method of naming the vessels is recognized as being at once graceful and unique.

Certainly the steamships are worthy of the names they bear. Artistic and architectural features appeal to the eye, and each new vessel marks an advance in marine construction. The steamships are all strongly built, provided with every safeguard and passing the most rigid inspection. Their lines are graceful. The sweep of the promenade and other decks invites to exercise, or one may prefer a steamer chair in a cosy corner.

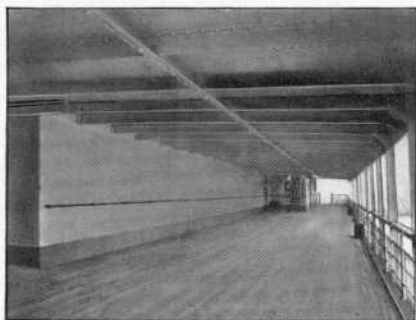
There are fine entrance halls and grand staircases. One feels he has plenty of "elbow room." There is nothing cramped or crowded.

Handsome Dining Saloons extend the width of the vessels, and both the settings of the tables themselves and the fine appointments generally serve to render these Saloons particularly attractive. An excellent cuisine furnishes such bills of fare as are most palatable and wholesome in the particular latitude where the vessel happens to be at the time. The kitchen and the steward's pantry are models of their kind, naturally proving most efficient in the preparation and serving of table delicacies.

Passing to other public saloons one is impressed with the chaste beauty, luxury and cosiness of the Lounge and Music Saloon, while the first class Smoking Room may be called an evolution of the "den" idea



Lounge and Music Room.



Promenade Deck.



Deck Shelters.

—a gentleman's den improved to the point of special attractiveness. State rooms are more roomy and homelike than is usual. In addition to these there are Cabins-de-Luxe, which are sumptuous in their appointments and furnishings. There are also special state rooms, en suite, with private lavatory and bathroom adjoining. One of the most interesting of all the cabins is the Children's Nursery, with low tables and seats so that little feet can reach the ground, and having pictures of the Mother Goose variety to delight the juvenile mind.



Cabin-de-Luxe.



Detailed descriptions and statistics are apt to be prosaic. For this reason, and also owing to the limitations of space, we have here given only glimpses of comfort on shipboard. There are many more features of utility, comfort and luxury than the above outlines indicate. The tourist will have the pleasure in finding these himself. One admires one feature, while another is attracted by something else. It is perhaps after all sufficient to say that Pleasure and Comfort go aboard with the passengers and accompany them through every stage of the voyage.

## SAILINGS FROM NEW YORK.

SEMI-MONTHLY, ABOUT THE 5TH AND 20TH OF EACH MONTH.

The 5th day of each month the steamers "Byron" and "Tennyson" sail alternately from New York direct to Bahia, Rio de Janeiro and Santos; returning Northbound from Santos on the 2nd of the month and from Rio de Janeiro on the 3rd. The itinerary is 15 days to Bahia and 18 days to Rio de Janeiro. At Rio de Janeiro, both outwards and homewards, close passenger connection is made with the steamers of the Royal Mail Steam Packet Co., the Pacific Steam Navigation Company, and the Messageries Maritimes' sailings between Rio de Janeiro, Buenos Aires and intermediate ports. The voyage to Buenos Aires with these connections is usually 23 days.

The 20th of each month the steamers "Vasari," "Verdi" and "Voltaire," sail alternately from New York direct to Bahia, Rio de Janeiro, Santos, Montevideo and Buenos Aires; returning Northbound from Buenos Aires the 10th of each month, and from Rio de Janeiro on the 18th of each month. The itinerary of these steamers is the same as the "Byron" and "Tennyson" to Brazilian ports. They stop one day in Bahia, two days in Rio de Janeiro, one day in Santos, one day in Montevideo, reaching Buenos Aires in 24 days from New York. These steamers remain in Buenos Aires 23 days before commencing the return voyage.

Northbound all steamers stop about one day at Barbados, eight days out from Bahia and six days' run to New York.



A First Class Pantry.



Children's Nursery.

# LAMPORT & HOLT LINE TO SOUTH AMERICA



First Class Smoking Room.

## LAMPORT & HOLT LINE FLEET.

### FIRST CLASS MAIL AND PASSENGER STEAMERS.

Vasari . . . . .	Tons. 12000	Voltaire. . . . .	Tons. 11000	Byron . . . . .	Tons. 5200
Veronese . . . . .	11200	Verdi . . . . .	9500	Tennyson . . . . .	5200

### FIRST CLASS CARGO STEAMERS.

Comfortably fitted to carry a limited number of 1st and 2nd Class Passengers.

Rossetti . . . . .	Tons. 8560	Bellevue . . . . .	Tons. 5731	Terence . . . . .	Tons. 6710
Raphael . . . . .	7500	Bellasco . . . . .	5620	Romney . . . . .	6702
Ræburn . . . . .	7370	Virgil . . . . .	5182	Cervantes . . . . .	6560
Tintoretto . . . . .	6978	Phidias . . . . .	4112	Calderon . . . . .	6372
Dettingen . . . . .	6978	Newton . . . . .	3936	Ville de Paris . . . . .	6300
Balaklava . . . . .	6978	Chaucer . . . . .	3880	Bellagio . . . . .	6030
Thespis . . . . .	6760	Canning . . . . .	7876	Bellailsa . . . . .	5620
Rembrandt . . . . .	6708	Belgrano . . . . .	7400	Sallust . . . . .	5576
Canova . . . . .	6620	Cavour . . . . .	7286	Horace . . . . .	5149
Colbert . . . . .	6500	Titian . . . . .	6978	Homer . . . . .	4232
Camœns . . . . .	6372	Flodden . . . . .	6978	Milton . . . . .	3931
Ville du Harve . . . . .	6300	Evesham . . . . .	6978		

### DISTANCES.

New York to Bahia . . . . .	Knots. 4067	Buenos Aires to Rosario . . . . .	Knots. 234
Bahia to Rio de Janeiro . . . . .	738	Bahia to Pernambuco . . . . .	385
Rio de Janeiro to Santos . . . . .	200	Pernambuco to Barbados . . . . .	2031
Santos to Montevideo . . . . .	913	Barbados to New York . . . . .	1810
Montevideo to Buenos Aires . . . . .	115		

Buenos Aires to Valparaiso . . . . .	Miles. 888
Valparaiso to New York, via Panama and Colon . . . . .	5500

# L A M P O R T & H O L T L I N E T O S O U T H A M E R I C A

## PASSENGER RATES.

From New York to				From New York to			
	Main Deck.	Upper Deck.	Excursion.		Main Deck.	Upper Deck.	Excursion.
Bahia	\$150	\$175	1 $\frac{3}{4}$ fares	Montevideo	\$190	\$220	1 $\frac{3}{4}$ fares
Rio de Janeiro	150	175	1 $\frac{3}{4}$ fares	Buenos Aires	190	220	1 $\frac{3}{4}$ fares
Santos	160	185	1 $\frac{3}{4}$ fares				

From New York, transshipment via Rio de Janeiro, to

	Main Deck.		Main Deck.
Paranagua . . . . .	\$160	Porte Alegre . . . . .	\$185
Rio Grande do Sul . . . . .	180		

From New York, transshipment via Buenos Aires, to

Main Deck.		Main Deck.	
Rosario . . . . .	\$200	Valparaiso by Water . . . . .	\$330
Punta Arenas . . . . .	270	Valparaiso by Rail . . . . .	255

Upper Deck rooms can be had to port of transshipment—\$25 extra to Rio de Janeiro, and \$30 extra to Buenos Aires. (Upper Deck rates by "Byron" and "Tennyson" cover the accommodations to Rio de Janeiro only.)

## CIRCULAR TOURS.

Via Trans-Andine Railway, \$475; Via Straits, \$550.

## S. S. "VASARI."

### RATES FOR SPECIAL CABINS, STATEROOMS 1 and 31.

	One Person.	Two Persons.		One Person.	Two Persons.
Bahia	\$240	\$420	Montevideo	\$300	\$530
Rio de Janeiro	240	420	Buenos Aires	300	530
Santos	255	450			

### STATEROOMS 2 and 30.

	One Person.	Two Persons.		One Person.	Two Persons.
Bahia	\$205	\$375	Montevideo	\$260	\$475
Rio de Janeiro	205	375	Buenos Aires	260	475
Santos	220	400			

### STATEROOMS "A" and 19 en suite (with bath).

	Two Persons.	Three Persons.		Two Persons.	Three Persons.
Bahia	\$590	\$775	Montevideo	\$750	\$975
Rio de Janeiro	590	775	Buenos Aires	750	975
Santos	630	825			

### STATEROOM "A."

	One Person.	Two Persons.		One Person.	Two Persons.
Bahia	\$275	\$455	Montevideo	\$350	\$560
Rio de Janeiro	275	455	Buenos Aires	350	560
Santos	295	480			

For passengers occupying Cabin "A" the rate for the private bath attached is \$100 additional.

### STATEROOM "B."

	One Person.	Two Persons.		One Person.	Two Persons.
Bahia	\$240	\$420	Montevideo	\$300	\$530
Rio de Janeiro	240	420	Buenos Aires	300	530
Santos	255	450			

Rate for exclusive use of private bath attached, \$100 additional.

### STATEROOM "C" (with bath).

	One Person.		One Person.
Bahia . . . . .	\$340	Buenos Aires . . . . .	\$400
Rio de Janeiro . . . . .	340	Montevideo . . . . .	400
Santos . . . . .	355		

Children under twelve years of age pay one-half fare; under six years of age one-quarter fare; under two years of age—one child free. Servants pay two-thirds of full first-class fare.



Portion of First Class Dining Room.

## GENERAL INFORMATION.

Return tickets are good for six months and stop-over privileges will be given when asked—the passengers to continue the voyage by a steamer of the LAMPOR T & HOLT LINE.

Berths may be provisionally reserved on the payment of half the passage money. Full tickets must be taken up a fortnight before the advertised sailing date.

**BAGGAGE.** Each passenger is allowed 20 cubic feet of baggage without extra charge.

**LAUNDRY.** The S. S. "Vasari" has a steam laundry.

**MEALS.** Breakfast, 8 A. M. to 10 A. M.; Luncheon, 1 P. M.; Afternoon Tea, 4 P. M.; Dinner, 7 P. M. The cuisine of the LAMPOR T & HOLT LINE is maintained at a high standard of excellence, with the best the market can afford.

**VALUABLES** should be kept in the safe in the Purser's Office. In granting this convenience the Company assumes no responsibility.

**STATIONERY** can be had on application to Saloon Steward.

**STEAMER CHAIRS** may be rented for the voyage at a nominal charge.

**LIBRARY.** Each steamer carries a small library of standard works.



## LAMPORT & HOLT LINE TO SOUTH AMERICA

DOCTOR. An experienced Doctor is attached to the staff of each steamer.

BATHS. All steamers are provided with ample bath accommodations, shower baths and set tubs.

DECK GAMES, such as quoits, shuffles, etc., are provided for the entertainment of the passengers.

CONCERTS, dances, sports and other amusements on the voyage are arranged, the officers co-operating with the passengers.

WIRELESS. The S. S. "Vasari" and S. S. "Verdi" have wireless telegraphy.

LETTERS and TELEGRAMS can be sent in care of Company's Agents at the following ports:

NEW YORK	Busk & Daniels	Cable Address : Danemore
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### SOUTH AMERICA.

PERNAMBUCO	Julius Von Sohsten	Sohsten
BAHIA	F. Benn & Son	Benn
RIO DE JANEIRO	Norton, Megaw & Co., Ltd.	Norton
SANTOS	F. S. Hampshire & Co., Ltd.	Hampshire
MONTEVIDEO	A. Real De Azua	Realdeazua
BUENOS AIRES	T. S. Boadle & Co.	Boadle
ROSARIO	H. S. Ferguson & Co.	Ferguson
VALPARAISO	Duncan Fox & Co.	Zigzag
LIMA	Duncan Fox & Co.	Zephyr
RIO GRANDE DO SUL	Jose da Silva Fresteiro & Co.	Forasteiro
PORTE ALEGRE	C. Booth	Booth
PUNTA ARENAS	Braun & Blanchard	Braun

### WEST INDIES.

BARBADOS	Hanschell & Co.	Hanschell
ST. LUCIA	Barnard, Sons & Co.	Castries

### ENGLAND.

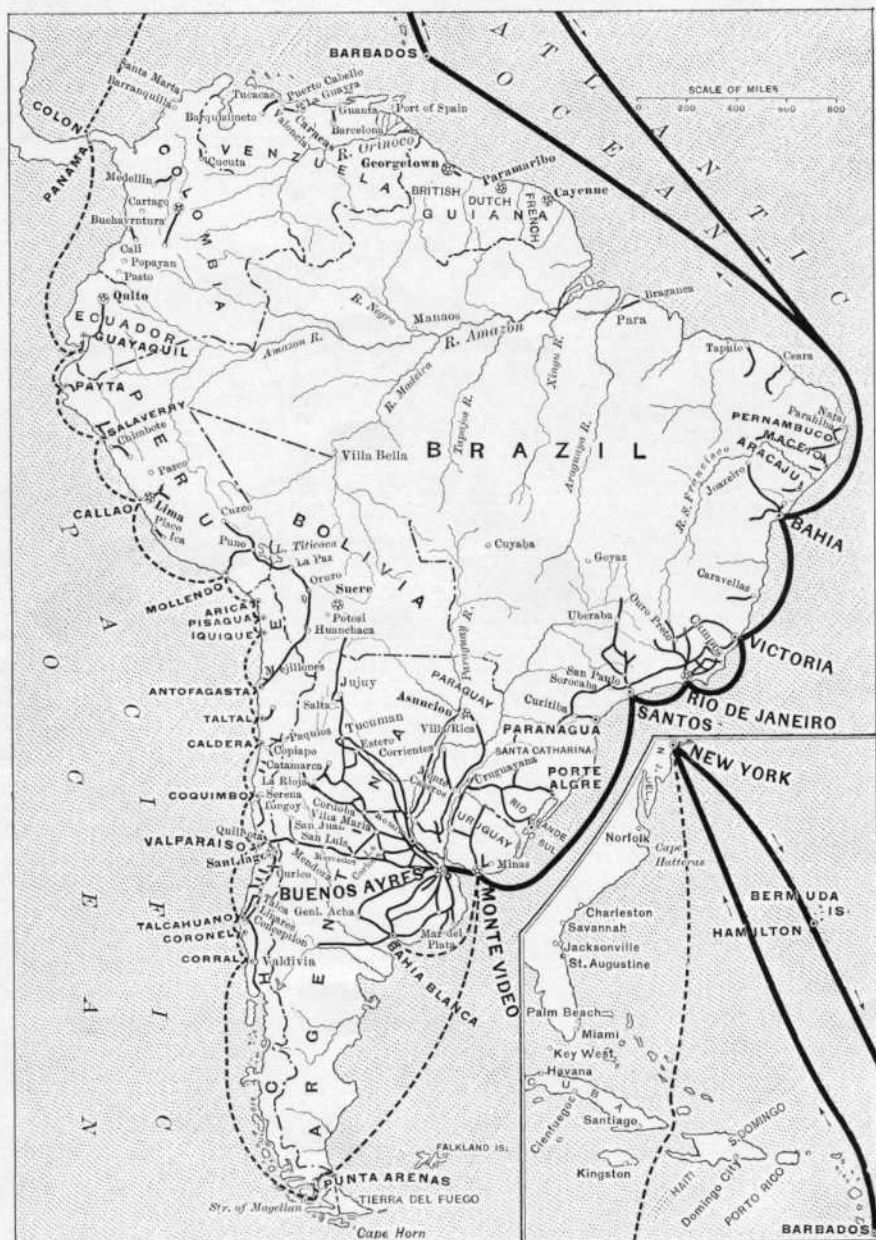
*Head Office :*

**LAMPORT & HOLT,**

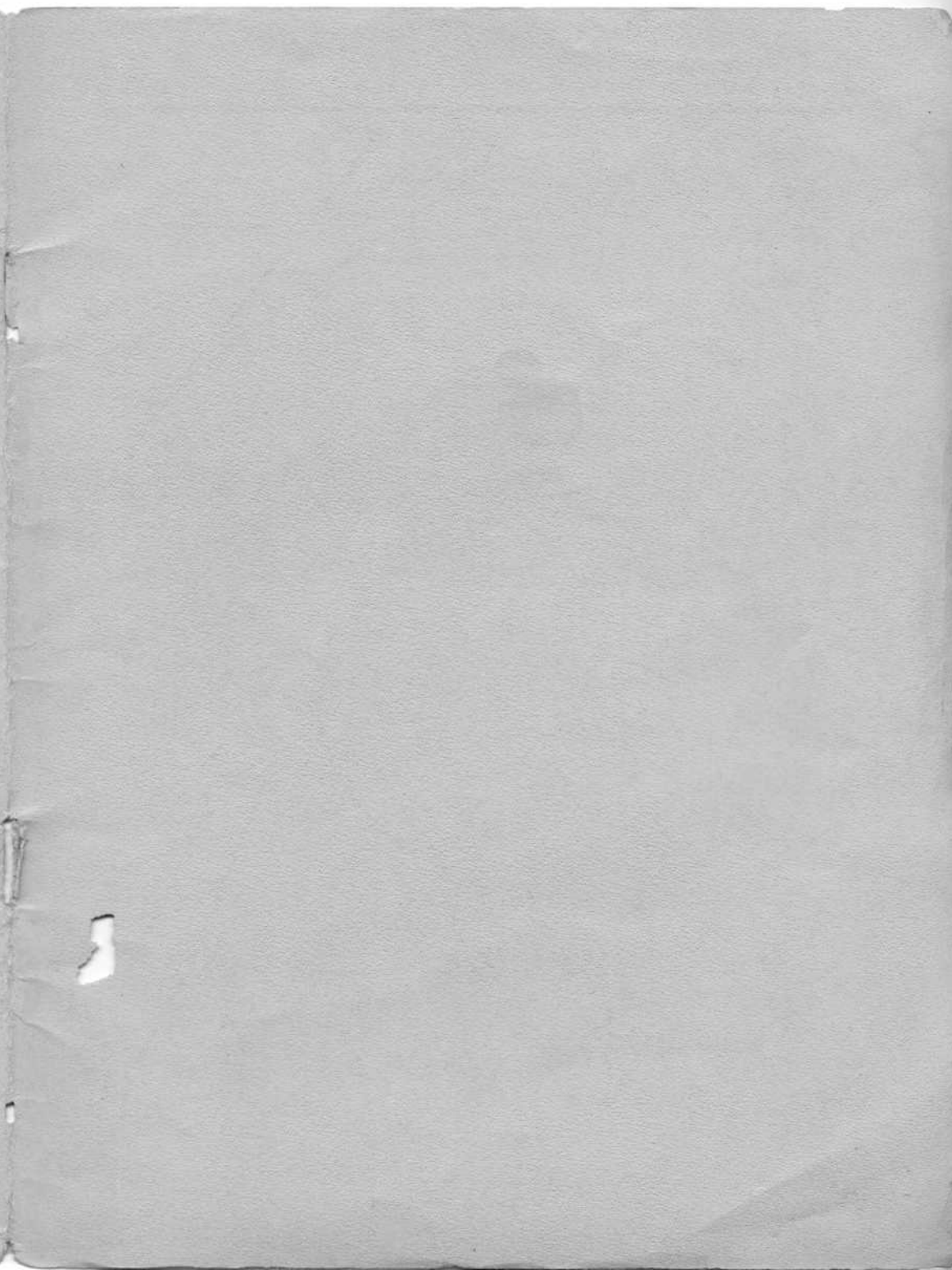
21 WATER STREET, LIVERPOOL.

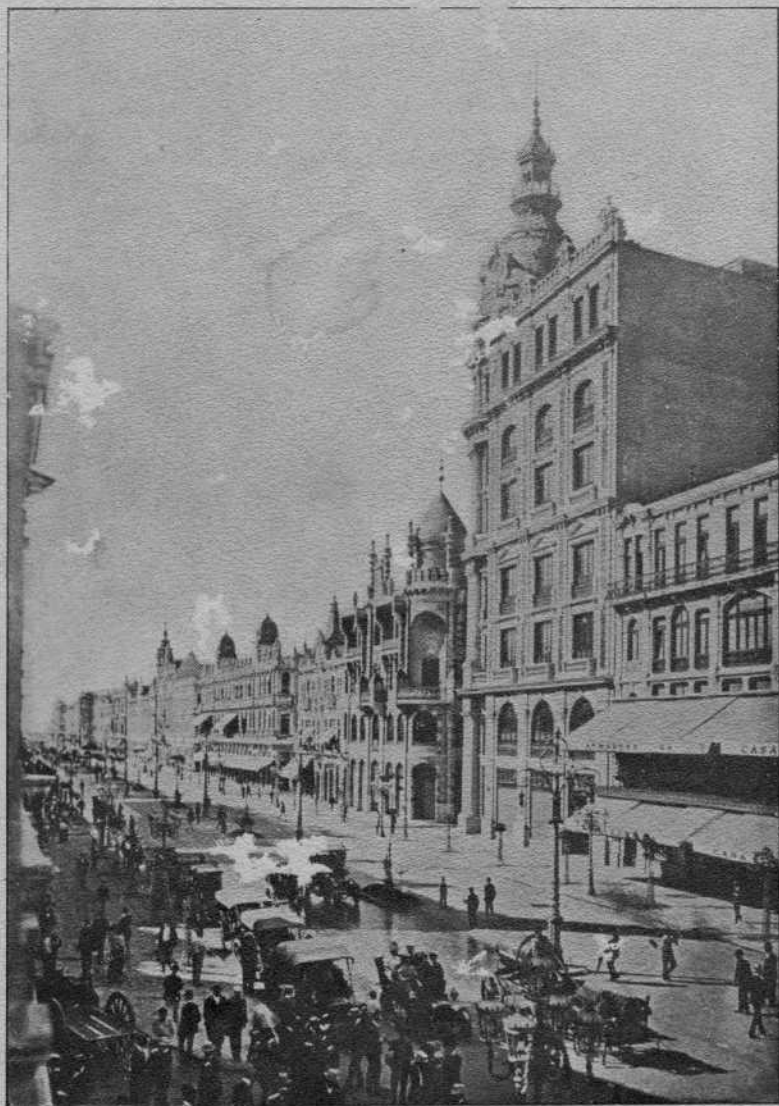
All the above agents have copies of the A. B. C. Code, 4th Edition.

# LAMPORT & HOLT LINE TO SOUTH AMERICA



South America, Showing the Lamport & Holt Line Lanes.





Street Scene, Rio de Janeiro.