



# THE RIO NEWS

PUBLISHED TRIMONTHLY

In the mail packets of the 5th, 15th and 24th of the month.

A. J. LAMOUREUX, Editor and Proprietor.

Contains a summary of news and a review of Brazilian affairs, a list of the arrivals and departures of foreign vessels, the commercial report and price current of the market, tables of stock quotations and sales, a table of freights and charters, a summary of the daily coffee reports from the Associação Commercial, and all other information necessary to a correct judgment on Brazilian trade.

(Cash in advance)

Subscription: 20\$00 per annum for Brazil, \$30.00 or £5 abroad.

SINGLE COPIES: 600 REIS, for sale at the office of publication, or at the English Book Store, No. 47 Rua do Ouvidor.

All subscriptions should run with the calendar year. EDITORIAL AND PUBLICATION OFFICES:—79, Rua Sete de Setembro.

Subscription and advertisement accounts will be received by

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154 Nassau Street, New York.

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30 Cornhill, London E. C.

MESSRS. JOHN MILLER & CO.,  
São Paulo and Santos.

RIO DE JANEIRO, DECEMBER 24TH, 1888.

Our next issue will be published on Monday, January 7th, and will then be issued once a week thereafter. The first number will contain our annual summaries of imports and exports and such other statistical information regarding the year now closing as we may be able to obtain. We trust that our friends will bear in mind that this change in the frequency of publication, combined with the increasing circulation of "The News" in Brazil, renders it one of the best advertising mediums in the country. It will be specially valuable for business announcements, firm changes, notices of meetings, dividends, etc., and all other matters in which merchants and investors are interested.

SOME months ago, when the government of Bolivia was engaged in putting down an insurrection, the government of Paraguay sent a small force to seize a little town on the Rio Paraguay which the Bolivians claim to be within their territory. The Bolivian minister at Asuncion at once protested and, getting no satisfaction, withdrew from Paraguay. Diplomatic relations have since then been suspended, Bolivia has been busily engaged in settling domestic troubles, and Paraguay has quietly held on to the captured town. All our advices from the south, however, indicate a peaceful settlement, as neither country is prepared for war. It was a matter of surprise, therefore, when the Brazilian government resolved a few days since to station an "army of observation" in Matto Grosso, near the point of contact between the two angry countries. There have been no advices of impending war that the public knows anything about, and the Argentines were unsuspecting of danger. Following so closely upon the "military question" in São Paulo, there is a very well founded belief that the movement was designed more to get rid of a lot of idle, insubordinate officers and troublesome soldiers, than to meet any real danger. There is, however, very little definite, reliable information on the subject, and surmises are not always trustworthy. We do not believe there is any real danger of war at present, although the force sent to Matto Grosso will be, it is said, about 5,000 men.

It ought to be patent to the minister of agriculture that no well-managed enterprise can have any interest in giving preference to any article consumed and forming an item in working expenses, except upon the grounds of cheapness and efficiency. The manager of such an enterprise has the primary object always in view of increasing its profits, and he will not be likely therefore to pursue a course tending to increase

expenses and thus decrease the net revenue. In view of this, the letter which the minister addressed to the fiscal engineer of the Rio Grande and Bagé railway on the 4th inst., and published in the *Diario Official* on the 17th, in regard to the use of native coal, is clearly unnecessary and unjustifiable. It would appear that the proprietors of the Arroio dos Ratos mine in Rio Grande do Sul have been complaining to the minister that this railway company refuses to use their coal, and without giving satisfactory reasons for preferring the foreign article. We were not aware that any company is under obligations to give reasons to another for not buying its merchandise, but we let that pass. When matters reach the point where an intelligent man is not permitted to manage his own affairs according to his own judgment, it will then be found that no one will care to invest his skill and capital in the country unless a liberal subsidy is paid to cover risks which no careful man would take on his own responsibility. Instead of leaving the Arroio dos Ratos people to manage their own affairs and sell their coal on its merits, the minister has taken the highly improper course of instructing his fiscal engineer to use his influence with the company to the end that this national coal may be used in the service of their road. If we mistake not, this places the minister in the position of playing a divided part. He is making it a special object of his department to closely fiscalize the expenses of these guaranteed railways, and to eliminate every item of expense which can not be clearly justified—and even many which common sense and established custom fully justify. How can he, therefore, force a company—and this letter to the fiscal engineer is equivalent to compulsion, as everyone knows—to use a more expensive coal, when he is prepared to cut down the increase in expense when the accounts come up for audit? Trials of this Arroio dos Ratos coal have been made over and over again, and with the uniform result that it is too dirty for economical use. It has even been tried with special fire boxes, and even there it was found expensive and troublesome. If the coal were good, the Rio Grande railways and steamers would certainly not continue paying the exceptionally high prices for imported coal which rule in that province. If they do not use it, and prefer to pay the high prices charged for foreign coal, it is evidently for the sole reason that the native article does not meet their requirements. Ministerial interference is therefore mischievous, and must result prejudicially to the best interests of the companies in question.

THE postal service between New York and South America has frequently been made a subject of discussion in these columns, not only in the interests of individuals, but also in the general commercial interests of the two countries. Quick and sure postal communication is an important factor in the development of trade, and it is the plain duty of those entrusted with the dispatch of the mails to see that they go by the quickest route and by first opportunity. Large business transactions frequently depend on quick replies to specific inquiries, and it is therefore essential to avoid every possible delay in the transmission of the mails. The present superintendent of the foreign mail service in the United States postoffice department appears to be utterly unable to comprehend the importance of this subject. We have frequently called attention to the error of holding Brazilian mails in New York and we know that private complaints have been made to the same effect. The government once took sufficient notice of the matter to send a man to investigate—although the consul could

easily have given better information—but no change for the better ensued. The clerk sent out spent about one week in this city—mainly sight-seeing, of course—and then returned on the same steamer which brought him out. It was a pleasant excursion, but a very bad measure from a business point of view. We say nothing of the fact that letters can come *via* Europe in about the same time they can come direct, for the American steamers are over-worked and are compelled to make many calls along the coast which prevent quick voyages between terminal points. The fact remains, however, that letters have been received here *via* England in 27 days and generally take no more than 30 days, while the American steamers take from 25 to 30 days to make the trip from New York to Rio de Janeiro. Add to this the practice of holding letters at New York for the next direct steamer, and we have cause for continual complaint. We have a letter before us which came by the last direct steamer and which is postmarked "Chicago, Oct. 12," "New York, Oct. 13," and "Rio de Janeiro, Dec. 6"—55 days on the way, of which 25 days were spent in the *New York postoffice*. This is simply a disgrace! A child ought to be able to manage a postal department better than that. Under the Arthur administration the superintendent of the foreign mail service was accustomed to send letters *via* England up to within a few days of the sailing of the American steamers, and we then received our mails quickly and regularly. It was not protecting an American enterprise, of course, but it was sound business and eventually benefited American trade. Under present circumstances, everything is held for these steamers, and as a result American interests in this part of the world are suffering to it severely. If the new administration goes in for the same kind of "protection," we shall advise our correspondents and readers to address all their envelopes "*via* England."

THE colonization mania now raging throughout the country is responsible for a very interesting contract for the settlement of immigrants which was signed by the minister of agriculture and Henrique Irineu de Souza on the 14th inst. By the terms of this contract, the latter undertakes to create two colonies on his plantations in the municipality of Rezende, Rio de Janeiro, and the municipality of Ayruoca, Minas Geraes, with a parish nucleus, or village, in each. He will have the estates surveyed into lots of 20 hectares each (49.42 acres), and the two villages, which must have an area of not less than 200 hectares, into lots of 10 hectares each (24.71 acres). These lots must be connected by public roads with the general highway leading to a station on the Dom Pedro II railway. The maximum price to be charged for these lands is 25\$ per hectare, but for the first 50 families established the price will be 20\$ per hectare. Payments may be made integrally, or by five annual installments without interest. In each of the two villages the proprietor must build a school-house and a town-house for the administration, drug-store and chapel, the first to cost 3,000\$ and the second 5,000\$. A barrack or *hospedaria* must also be established in each for the reception and maintenance of colonists until they can be settled on their lots, and the proprietor must provide food, shelter, implements, etc., for them until their first crop is harvested. The contract specifies that 400 families must be settled on these lands within a period of two years. The government, on its part, agrees to make the general highway between the colonies and the railway, to pay a subsidy of 60,000\$ for the first 200 families established (the same to be paid by installments), to pay the passages of the immigrants to Brazil under the

present general law, and to give the contract for building the roads specified to the proprietor of the lands. It is difficult to understand why the government should enter into any such engagements. There are, or ought to be, public lands enough to enable the government to provide all immigrants with homes. If the existing proprietors wish to sell their estates—as many of them undoubtedly do—then they should be left to arrange their own terms without any assistance, or guarantee, from the public treasury. According to the above terms, the proprietor of the Itatiaia estate (as it is generally known) will be able to sell his property as follows: 50 lots at 20\$ per hectare, 20,000\$; 40 village lots of 10 hectares at 25\$ per hectare, 10,000\$; 310 remaining lots, which must be occupied within two years (estimating one family to the lot), at 25\$ per hectare, 155,000\$; and government subsidy, 60,000\$; total 245,000\$ for 7,600 hectares of land, or \$138,975 for 18,780 acres. This shows an average of \$7.10 an acre for land partly mountainous, largely uncultivated, and wholly unfenced. Out of this the proprietor is required to expend a maximum of 96,000\$ for buildings, and to make certain advances for maintenance, implements, etc., but to meet these he will have the profits of a large government contract and the profits on supplying his colonists with the necessaries of life. The land will cost the colonist at the rate of \$5.50 an acre, exclusive of the 6% transfer tax, which is certainly a good price for the property in question, and is quite enough to repay the proprietor for placing these plantations on the market in a saleable condition. If the government proposes to aid proprietors to dispose of their estates after this fashion, it will soon have its hands full.

## PERNAMBUCO FESTIVITIES.

Early in November the somewhat dull routine of our Pernambuco daily life was agreeably broken into by the visit of the Commodore and his ship. Captain Kennedy had already paid us one visit in H. M. S. *Ruby* in the previous November, so we were able to welcome back many old friends. A few new faces were seen amongst the group of officers this time welcomed to our shores, but practically it was the same set we had known and liked before. This time unfortunately our excellent consul, Mr. Cohen, was not here to take the lead, but the vice-consul, Mr. Hughes, was a very efficient substitute. For a week previous to the arrival of the *Ruby*, H. M. S. *Flamingo* had been at anchor within the reef and her officers had been proving to us that the *Ruby* did not monopolize all the good fellows stationed on the S. E. coast of South America.

As soon as the *Ruby* had dropped anchor the epidemic of dances, picnics, etc., which had started with the arrival of the *Flamingo*, took a turn for the worse—or rather the better. There was a grand cricket match in which our very strong local team gained a victory over "the fleet," in spite of their successful career "down south," and finally matters reached a climax when the officers, not content with showing one and all the greatest hospitality "aboard," borrowed the telegraph quarters a gave a dance to the British colony of Pernambuco. It was on the 16th Nov., and a splendid night, contrasting favorably in this respect with the jubilee dance of last year when the rain closed the grounds against would be promenaders. Altogether it was one of the most successful dances Pernambuco has seen for a long time. Our hosts headed by Capt. Kennedy did everything in their power to insure the success of the evening, and it is only just to say that the success of the whole visit of the *Ruby* to Pernambuco was greatly due to Capt. Kennedy's kindness in every respect.

On the following night a big smoking concert was also given at the telegraph quarters with the greatest success. All the music was first class, and song followed song in quick succession, and the old house rang again with the choruses of old sea songs. Prominent amongst the strong naval

contingent that attended was the Commodore himself, and it was worth going a long way to see and hear him sing his songs. There was a something in the sight of the grand old sailor that made us feel it was a good thing to be English also, and as we looked round us we felt that in spite of all alarmists the British navy must always be the first in the world as long as the English sailor is what he is. It was a good sight that, and not an unfitting climax to the pretty sight of the night before when the station rooms, made bright by the bunting which our friends had decorated it with, gay with the pretty costumes of the ladies and brilliant with the handsome uniforms of the men, was worth going a long way to see. And if we poor civilians felt for a moment that Providence had been unkind in not providing us also with the epaulets and Egyptian medals which robbed us of more than one fair partner, our grievance was soon forgotten in the jollity of the occasion. And as the old rooms echoed and re-echoed with laughter and music, which were 'sunny hours' even in this bright sunny 'home' of ours, perhaps some of us caught faint vibrations of the laughter and light which in the past had echoed through the old house that for so many generations has been the home of English folks. Hallowed by the thoughts of those 'gone before,' some of us may have also thought of the morrow when those kindly and gallant seamen would part from us also, and have felt rising to our lips the words: Good luck, God speed, and bring you in his own good time, O kindly guests and hosts, 'to the haven where ye would be.'

Pernambuco, 6th December, 1888.

RIO CRICKET CLUB.

At the invitation of the River Plate Clubs, a team of eleven of the R. C. C. left Rio per Tamar on the 2nd inst. for Buenos Aires.

The voyage to Montevideo, with calm and fine weather, was very enjoyable, although it took most of our men a couple of days to find their sea legs.

At Montevideo we were met by Mr. H. Alfred C. Cox, a brother of our captain, who recommended our landing and taking the River boat to Buenos Aires in order to avoid the toot inconveniences of quarantine, which we should have to undergo in the event of proceeding to that city on the Tamar.

Following such good advice, we transferred ourselves and belongings to the Zola, a splendidly fitted up steamer, and one which compares favorably with the Hudson River boats—in fact, leaving Montevideo in her on the evening of the 6th, and steaming up the River in the evening, brought back to mind many pleasant trips that we had made on the Hudson.

We arrived at Buenos Aires early on the morning of the 7th and found that some kind friends, all true lovers of sport, had provided for us, at the Province Hotel, every accommodation and comfort for our sojourn in Buenos Aires. Under the guidance of the representatives of the B. A. Club, we took the morning train and arrived at Palermo station at 11 a. m., where we found ourselves within two minutes of the picturesque ground of the B. A. C. C., which we found, as also the pitch, to be in excellent condition. Both teams were ready and eager for battle, and no time was lost in setting the usual preliminaries which enabled the match to be commenced at 11:30 a. m. and which resulted in the following scores:

Table with columns for '1st innings' and '2nd innings' listing players and scores for various matches.

On Monday the 10th the Rosario eleven met us on the same ground, but owing to the heavy rain which had fallen the previous evening, play could not be commenced until half past 2, and unfortunately, had to be stopped at about 5:30 in consequence of a thunder-storm which set in at that hour. At the drawing of the stumps the game was declared drawn in favor of the Rio team, as will be seen by the following score.

ROSARIO VS. RIO.

Table showing scores for Rosario vs. Rio match, listing players like W. Graham, W. Penman, R. Trall, etc.

Rio.

Table showing scores for Rio team, listing players like E. Wadbrook, J. Elworthy, C. Bull, etc.

We returned to Montevideo on Tuesday, the 11th, and on the following day played a match with the Montevideo Cricket Club, which was won by them.

RIO VS. MONTEVIDEO.

Table showing scores for Rio vs. Montevideo match, listing players like E. Wadbrook, J. Elworthy, etc.

Montevideo.

Table showing scores for Montevideo team, listing players like A. Jones, W. Walker, P. Chater, etc.

With regard to the play of our team it must be said that we lost much through bad fielding, and should even have presented a less favorable appearance, but for the good bowling form shown by Messrs. W. Slater and G. Kennedy, who bowled almost throughout the three games.

The members of the Rio team reached home on the 18th inst., and are loud in their praise of the courtesy and kind attention shown them by the 'Cosmos Club' and 'Club dos Residentes Estrangeiros' at Buenos Aires, the English Club at Montevideo and all others whom they had the pleasure of meeting. We are glad to be able to state that the Buenos Aires Club has promised to send a team to Rio next year, when we hope that a better show will be made by the home team, and a very pleasant stay amongst us made by the visitors.

BAHIA ATHLETIC SPORTS.

The athletic sports at Bahia were held on the Campo Grande, on the 8th inst., and proved a great success, all the events being closely contested. The following is the list of winners:

Table listing winners for various events like 100 yards flat race, 220 yards flat race, 120 yards hurdle race, etc.

Regarding this last event it is well to explain that the result was mainly due to the English team being done up from the hard work they had gone through in a hot sun, while their opponents were quite fresh.

PROVINCIAL NOTES

The headquarters of the commander-in-chief of the forces in Matto Grosso will be at Corumbá.

The exodus from Ceará continues. Great suffering is reported to exist throughout the interior.

The new water-works at Mandós, province of Amazonas, were formally inaugurated on the 8th inst.

The São Paulo shop-keepers are now talking of an excursion to Rio, after the recent example of their clerks. Why would it not be a good idea to organize a picnic at Cachoeira.

The merchants of Pitangui, Minas Geraes, are no fools. If an application is made to them to change a 20\$ note, they require the applicant to purchase some of their wares.

At Barbacena, Minas Geraes, a gentleman ran away with his sweetheart on the 1st. They were captured by the police, spent the evening in jail and next day were married.

The new jail at Campos, province of Rio de Janeiro, will be inaugurated next month. Inaugurating a jail is something like inaugurating a cemetery.

There is a happy man at Santa Maria de Itabira, Minas Geraes, who has succeeded in burying four wives. He will not 'stand on his hand' and the sixth one will probably win the game.

Valença, province of Rio de Janeiro, elected on the 15th a republican city councilman by a large majority over the leader of the conservative party in the municipality, who was also a candidate.

The Uberaba correspondent of the Jornal do Commercio says that it rained continuously in that place from the 7th to the 12th inst., the rainfall measuring 1,054 millimetres.

Rio Grande do Sul papers state that Messrs. Rheingantz & Co., the owners of the spinning and weaving mill there, propose to add to their establishment a ready-made clothing department.

An interest guarantee for 15 years of 6 per cent. on 750,000\$ has been granted for the building of a central sugar factory in the municipality of Santo Amaro, province of Bahia.

The province of Minas Geraes is divided into 60 comarcas, 100 termos, 665 districts, 100 colledios and 430 post-office agencies. This is worth knowing, but some figures as to the population would be more appreciated.

A terrible hailstorm recently (our exchange does not give the date) occurred at Amparo, São Paulo. There is no mention as to whether the coffee crop was reduced one-third by the storm, or not.

The municipal council of Niecherozy has contracted for an allegorical picture to commemorate the passage of the abolition law. The picture will be 5 metres long and cost 6,000\$, or 1,200\$ per metre.

The provincial government of Rio de Janeiro has just enacted a law granting permission to the municipality of Niecherozy to contract for 150 small lotteries, of 80,000\$ each. Poverty-stricken Niecherozy will be happy.

The Diario de Minas, of Juiz de Fôra, is informed that the electric light plant for that city has been ordered from the Westinghouse Co. of New York, and is expected to arrive here some time in January.

The merchants and shippers of Santos have been obliged to address a petition to the municipal council asking for the removal of the lumber and other material deposited along the water front and in the public squares, and which greatly impede public traffic with the shipping.

The November receipts of the Porto Alegre custom house were 152,178\$586, against 242,450\$ in the same month of last year. From January to November the total receipts were 2,268,756\$016, against 2,921,132\$178 in the same period of 1887, showing a falling off in receipts of 657,376\$764.

The Liberal Mineiro, of Ouro Preto, Minas Geraes, says there is a school at Montes Claros, in that province, where the daily attendance frequently does not exceed twenty. And yet two teachers are employed, one with a salary of 1,400\$, and the other with 1,050. Two such schools ought to be run on this expense.

The Diario de Santos of the 15th says that the city of Santos is absolutely without efficient police protection, the people being left to the mercy of the thieves and cutthroats of the place. Our colleague proposes a 'civic guard,' organized and maintained by business men and property-holders, for the protection of the city.

The Italian is beginning to make his influence felt. At S. Carlos do Pinhal recently one of them fired a pistol at a railway employé, and was helped to escape by his compatriots. One of these latter was afterwards arrested by the police, when the Italians gathered a mob for the rescue, which was prevented only by the people coming to help the police. In good time it will be found that the São Paulo planters have been making a grave mistake in this importation of so large a number of Italians.

The republican candidate in the 4th assembly district of São Paulo, Dr. Adolpho Gordo (literally 'Fat Adolphus'), is making an active canvass for the vacancy caused by the promotion of Rodrigo Silva to the Senate. Speeches, brass bands, fireworks, special trains, with enthusiasm, etc., are reported from all parts.

The Diario, of Santos, says that the bursting of a water main is a 'frivolous excuse' for the City Improvements Co. to urge as a reason for not supplying water for a whole day. The lack of water appears to have 'fuddled' the editorial mind just a little. Perhaps the Diario wants to stir up another Santos mob and make the Englishman run for it.

The street lamps in Amparo, S. Paulo, are not lighted when the moon is 'functionating.' A few nights since there was a dramatic entertainment in town, and when the first families were all out the moon withdrew from sight and left the good people to feel their way home in the dark. The Correio Amparense asks for providencias, but whether against the moon, or the contractor, we can not say.

A Campinas police delegado, Alberto Müller, and Alderman Richard Grumbleton Dauni are at odds and ends over some question relating to burials, the former announcing that he will sign no more burial permits unless absolutely compelled to by the state of the corpse, and this because of the constant 'indications' of the aforesaid alderman. If Richard is not careful, he will some day have more unburied corpses on hand than will be good for the health and good name of his little city.

RAILROAD NOTES

The November receipts of the Macahé and Campos line amounted to 201,762\$280. The expenditures are not made public.

The corps of surveyors for the Sorocabana extension has been organized under the direction of Dr. Guilherme Greenhalgh, engineer-in-chief.

On the 17th the minister of agriculture granted permission to the 'Railway Construction Company, Limited' to transact business in the empire.

The October receipts of the Paulista line were 424,226\$560 and the expenditures 110,937\$970, leaving a surplus of 313,288\$590. This raises the total surplus since 1st July to 904,908\$350.

The Jornal do Commercio of the 18th states that the Leopoldina company had decided to neither furnish empty bags, nor advance cash to planters from the 1st January next. On the following day the president of the railway company contradicted the report.

The inauguration of traffic on the Descalvenses, S. Paulo, railway will soon take place. The line appears to have been submitted to a rigorous examination, if one can judge from the number of persons who are said to have gone over it.

The Gazeta de Noticias of the 15th says that Senator Dantas is to be the empire for the representatives of the government and the S. Paulo railway company on the question now pending, which is, we presume, the interest guarantee and repayments.

The contract between the municipality of São Paulo and Mr. Kuhlmann for an elevated, single-rail road across the valley from Rua de S. Bento, corner of Rua de S. João, to a point at or near the Largo Paysandu. The privilege is for 50 years, and the fare to be charged is 50 reis.

The government has definitely accepted the sections of the Bahia Central line opened on the 15th ult. and remitted the fines imposed for delays in opening the same to traffic. The total extension of the line under traffic is now 306 kilometres, on which the government guarantees 7% interest on a capital of 13,000,000\$.

The French company having refused to reduce the freight charges on matté on the Paraná railway, the dealers in that article have organized an association for sending their product in carts over the Graciosa wagon road, by which they claim they can effect a saving of 25 per cent. on the present railway tariff. If this be true, it does not reflect much credit on the enterprise and liberality of the company.

RIVER PLATE ITEMS.

The Chaguer Réunis company is to build four new steamers for the River Plate trade.

The Brazilian ironclad Ruchelste is expected to arrive at Montevideo shortly, where, it is said, she will remain for a couple of months.

It is said that great dissension exists in the international juridical congress at Montevideo. This, however, will not spoil our Christmas dinner.

The Buenos Aires Herald of the 24th ult. says that 3000 horses had been bought in that city for the Brazilian army at prices ranging from \$60 to \$80 each.

The trial of young Belen for murder at Montevideo, after a delay of nine months, has resulted in finding him guilty and a sentence of 10 years imprisonment.



On the 13th the cork of one of the low lying houses here finally collapsed... lad of 10 years.

Norma and Corina are the romantic names of two ladies of Rio's "low-life". Norma got tight at a ball recently and gave Corina a hammering...

It cost 227,820 to send various publications of the medical academy to its colleagues in America, Europe, Asia and Africa.

TREATMENT OF YELLOW-FEVER.

Regarding the treatment of this disease, Dr. George M. Sternberg, U. S. A., in the Therapeutic Gazette, Aug. 15th, reports the favorable results obtained in a series of twelve cases treated on the alkaline plan.

PUBLICATIONS RECEIVED.

Folhinha Laemmert para o Anno de 1889. Rio de Janeiro: Laemmert & Co. 1888. This edition, which marks the 50th year of the publication, is specially dedicated to the Brazilian press.

Três de Maio; 1st year, No. 2. The new review opens with a short story by Adelina Vieira of no particular merit.

Provincia de Minas, Brasil; compiled by Charles Morel, editor-in-chief of L'Etiole du Sud. Rio de Janeiro: Typ. de Carlos Gaspar da Silva, 1888.

subject of attracting immigrants; it may pay better, but it can not fail to prejudice those against his conclusions who know something of the character of the average propaganda hand-book.

COMMERCIAL.

Table with exchange rates for Rio de Janeiro, December 24th, 1888. Includes rates for gold, silver, and various currencies like the U.S. dollar and British pound.

EXCHANGE.

Table with exchange rates for December 24th. Lists various banks and their rates for different currencies and commodities.

Table titled 'SALES OF STOCKS AND SHARES.' Lists various stocks and shares with their respective prices and values.

Table titled 'DAILY COFFEE REPORTS.' Contains coffee market data, including weekly summaries and market reports for various coffee types and regions.

Elsewhere: Dec. 14 River Plate Br str Trent 313 ... 21 River Plate Fr str Portugal 1,420

Receipts for the past ten days have averaged 16,932 bags per day, against 14,325 bags for the preceding ten days. The daily average since the 1st inst. has been:

Table with columns for quantity (bags), value (per arroba), and date. Rows include Washed, Superior, Good first, Regular first, Ordinary first, Good second, Ordinary second, Capitans, Escolla.

Stocks were this morning estimated to be from 317,000 to 360,000 in all hands.

Vessels loading and to load.

Table listing vessels, destinations, and dates. Includes New York Br str Hobbs, do Amer bk Baylen, do Nor bk Anna.

DAILY RECEIPTS AND SHIPMENTS OF COFFEE AT RIO DE JANEIRO.

Large table with columns for Stock, Receipts, Shipments, and various coffee grades. Includes sub-sections for Exchange on London and Imports.

Imports. Brokers report a fair amount of business doing considering the season. Receipts of flour have been small...

Stock in first hands is estimated to be: 15,000 bbls. American, 7,000 do Trieste, 2,000 do River Plate

Brokers report the market weak at the following quotations: Trieste nominal, Richmond 1st 164,000-165,000

Pitch Pine - Receipts are 428,852 feet per S. C. Hart, from Fernandez to dealers, and 386,866 per Aloubacon

White Pine - The Campanero brings 104,868 feet from Baltimore, not yet reported sold. Brokers report the market very firm at about 115 rs. per foot.

Swedish Pine - Receipts are 674 doz. per Ines and 536 doz per Arken, from Westwick; 716 doz. per Julius Skrive

Kerosene - Receipts nil. There is little news in the market but the quotations furnished us are 63,200-64,800 per case, which show a decline.

Lard - Receipts are 300 kegs per Adda J. Bonner from Baltimore. The market is weak at somewhere about 30 rs. per lb.

Cement - The only receipts are 20 bbls. from Portugal. Quotations are quite unchanged.

Rosin - Our receipts are 650 lbs. from Baltimore, and quotations of 72,500-102,500 per lb. are unchanged.

Rice - We have received 2,573 bags via Europe, and brokers quote for lots from dealers at 83,000-84,000 per bag.

Turpentine - No receipts and nominal quotations are still about 480-500 rs. per kilogramme.

Coal - Receipts since our last report have been: 546 tons per Bonny Doon from Cardiff, 1,796 do Setoga do

Indian Corn - Receipts since our last issue have been 8,990 bags from the River Plate. The market is very strong with River Plate maize quoted at 53,400-54,000, and Penelo, native, at 44,800-52,000.

Codfish - Receipts since our last report are 2,47 packages per Aron Dominion and 2,120 per Zephyr, from Gaspe, 4,063 per O'Blanchard from Gaspe, 2,774 per Tibler from Halifax, and 1,625 cases Norwegian. The stock is now estimated to be 25,000 packages, an abundant supply, and prices at retail are 24,000-25,000 for tubs and 20,000-21,000 for netting cases.

Brokers report the following charters since our last issue: Nor bk Anna and Swanee and Amer bk Boylston, coffee to New York at 17 1/2 and 15 1/2 per ton, and 5/8 per bag

DEC. 21. BALTIMORE - Br bk Campanero, 201 tons; Springston; 56 ds sundries to Prius Brothers & Co. CARDIFF - Br bk Bruce, 106 tons; McKay, 68 ds; coal to order.

DEC. 23. BRUNSWICK - Amer bk Moanbeam; 637 tons; Dunbar; 64 ds pine to order.

DEPARTURES OF FOREIGN VESSELS. DECEMBER 14. CALCUTTA - Br ship Strath, 1473 tons; Scott; ballast.

DEC. 15. SHIP ISLAND - Nor bk Trio; 888 tons; Printz; ballast. PRINCE - Ger scht Taufer; 123 tons; Warring; sundries.

DEC. 16. PENNSACOLA - Ger scht Leopold von Vangerow; 1695 tons; Stroudhof; ballast. FALMOUTH - Br ship City of Delhi; 1218 tons; Drysdale; do.

DEC. 17. BARBADOS - Nor bk James L. Harvey; 958 tons; Grant; ballast. VICTORIA - Br bk Vaerenger; 251 tons; Aannasen; do.

DEC. 18. PENELO - Amer bk Adelaide; 371 tons; Bailey; ballast. TARKAGUA - Dech bg Admiral Tromp; 211 tons; de Groot; do.

DEC. 19. BALTIMORE - Amer bk Baltimore; 695 tons; North; coffee. PENNSACOLA - Nor bk Belle Vue; 679 tons; Jensen; ballast.

DEC. 20. NAVASSA - Amer bg Agnes Barken; 383 tons; Knight; bal. BARBADOS - Swed bg Annie; 326 tons; Jansen; do.

DEC. 21. CARDIFF - Nor bk Alice; 968 tons; Gundersen; do. PERMAMBUCO - Amer lug J. W. Dreiser; 574 tons; Parker; do.

DEC. 22. PORT ELIZABETH - Nor lug Zeus; 271 tons; Christophersen; coffee. MORILE - Br bk Mary Graham; 676 tons; Linnse; ballast.

DEC. 23. BALTIMORE - Amer bk Baltimore; 695 tons; North; coffee. PENNSACOLA - Nor bk Belle Vue; 679 tons; Jensen; ballast.

DEC. 24. BALTIMORE - Amer bk Baltimore; 695 tons; North; coffee. PENNSACOLA - Nor bk Belle Vue; 679 tons; Jensen; ballast.

DEC. 25. BALTIMORE - Amer bk Baltimore; 695 tons; North; coffee. PENNSACOLA - Nor bk Belle Vue; 679 tons; Jensen; ballast.

DEC. 26. BALTIMORE - Amer bk Baltimore; 695 tons; North; coffee. PENNSACOLA - Nor bk Belle Vue; 679 tons; Jensen; ballast.

DEC. 27. BALTIMORE - Amer bk Baltimore; 695 tons; North; coffee. PENNSACOLA - Nor bk Belle Vue; 679 tons; Jensen; ballast.

DEC. 28. BALTIMORE - Amer bk Baltimore; 695 tons; North; coffee. PENNSACOLA - Nor bk Belle Vue; 679 tons; Jensen; ballast.

DEC. 29. BALTIMORE - Amer bk Baltimore; 695 tons; North; coffee. PENNSACOLA - Nor bk Belle Vue; 679 tons; Jensen; ballast.

DEC. 30. BALTIMORE - Amer bk Baltimore; 695 tons; North; coffee. PENNSACOLA - Nor bk Belle Vue; 679 tons; Jensen; ballast.

DEC. 31. BALTIMORE - Amer bk Baltimore; 695 tons; North; coffee. PENNSACOLA - Nor bk Belle Vue; 679 tons; Jensen; ballast.

DEC. 1. BALTIMORE - Amer bk Baltimore; 695 tons; North; coffee. PENNSACOLA - Nor bk Belle Vue; 679 tons; Jensen; ballast.

DEC. 2. BALTIMORE - Amer bk Baltimore; 695 tons; North; coffee. PENNSACOLA - Nor bk Belle Vue; 679 tons; Jensen; ballast.

DEC. 3. BALTIMORE - Amer bk Baltimore; 695 tons; North; coffee. PENNSACOLA - Nor bk Belle Vue; 679 tons; Jensen; ballast.

DEC. 4. BALTIMORE - Amer bk Baltimore; 695 tons; North; coffee. PENNSACOLA - Nor bk Belle Vue; 679 tons; Jensen; ballast.

DEC. 5. BALTIMORE - Amer bk Baltimore; 695 tons; North; coffee. PENNSACOLA - Nor bk Belle Vue; 679 tons; Jensen; ballast.

DEC. 6. BALTIMORE - Amer bk Baltimore; 695 tons; North; coffee. PENNSACOLA - Nor bk Belle Vue; 679 tons; Jensen; ballast.

DEC. 7. BALTIMORE - Amer bk Baltimore; 695 tons; North; coffee. PENNSACOLA - Nor bk Belle Vue; 679 tons; Jensen; ballast.

DEC. 8. BALTIMORE - Amer bk Baltimore; 695 tons; North; coffee. PENNSACOLA - Nor bk Belle Vue; 679 tons; Jensen; ballast.

Table listing ship names, companies, destinations, and dates. Includes Kunt Affen, Kumbira, Krivina, Le, Le, Le, Le, Le.

FOREIGN SAILING VESSELS IN THE PORT OF RIO DE JANEIRO, DECEMBER 14TH, 1882.

Large table with columns for NAME, TONSAGE, WHEVER FROM, WHEVER TO, and CONSIGNER. Includes American, British, Danish, French, German, Norwegian.

ARRIVALS OF FOREIGN STEAMERS.

Table with columns for DATE, NAME, WHEVER FROM, and CONSIGNER TO. Includes Dec. 14, Valparaiso Gr, 14 Hippolytus Big, 14 Hellvis Big.

SHIPPING NEWS.

ARRIVALS OF FOREIGN VESSELS. DECEMBER 14. CARDIFF - Nor bk Speer; 427 tons; Gundersen; 66 ds; coal to Wilson Sons & Co.

SWANSEA - Br bk Auriga; 896 tons; Davies; 43 ds; coal to Wilson Sons & Co.

NEWPORT - Br bk Zebina Gouley; 1097 tons; Sanderson; 42 ds; coal to Don Pedro II railway.

GASPE - Br bg New Dominion; 144 tons; Lemieux; 43 ds; codfish to Zenha & Silveira.

PENNSACOLA - Br bk O'Blanchard; 200 tons; Le Dain; 41 ds; codfish to Zenha & Silveira.

WESTWICK - Swed lug Ines; 251 tons; Hogston; 75 ds; pine to order.

MORILE - Br bk Martin Luther; 791 tons; Stoenhedge; 56 ds; salt to Leonel de Carvalho & Co.

MACAEO - Br bg Utopia; 184 tons; Morts; 26 ds; salt to Leonel de Carvalho & Co.

SWANSEA - Br bk Auriga; 896 tons; Davies; 43 ds; coal to Wilson Sons & Co.

NEWPORT - Br bk Zebina Gouley; 1097 tons; Sanderson; 42 ds; coal to Don Pedro II railway.

GASPE - Br bg New Dominion; 144 tons; Lemieux; 43 ds; codfish to Zenha & Silveira.

PENNSACOLA - Br bk O'Blanchard; 200 tons; Le Dain; 41 ds; codfish to Zenha & Silveira.

CLEARED AND READY FOR SEA.

NEW YORK - Nor bk Swanee, coffee. BARBADOS - Nor bk Prince Victor, do.

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DEPARTURES OF FOREIGN STEAMERS.

Table with columns: DATE, NAME, WHERE TO, CARGO. Lists various steamers and their destinations.

GOVERNMENT AND PROVINCIAL BONDS

Table with columns: DENOMINATION, INTEREST, NOMINAL VALUE, LAST SALE, LAST QUOTATIONS. Lists various government and provincial bonds.

DEBENTURES AND SHARES

Large table with columns: CAPITAL, SHARES, ISSUED, VALUE, PAID UP, NAMES, RENTYR/PUN, LAST SALE, LAST DIVIDEND, LAST QUOTATIONS. Lists various debentures and shares.

RIO GRANDE DO SUL.

From Messrs. Thomson & Co's Market Reports dated November 30th.

Hides.—A few small troops of cattle, chiefly consisting of cows, have arrived for two saladeros establishments at Pelotas...

As regards prices for salted hides, it is not early yet to form an opinion. The hides of the first small troops were sold in raw condition to the tanners...

The Brazilian government having been authorized by the Chambers to reduce or abolish the export duties on all produce similar to such exported from the River Plate...

We estimate stocks of American hides and Kips at Pelotas at about 6,000. Kips are dull of sale and the nominal value is about 450 rs. per kilo...

Horse-hair.—Prices have further improved and we now quote 700 rs. per kilo equal to 23 1/2d. net, freight and commission, at which quotation there is still a very brisk demand.

Wool.—Of the new clip some small lots have come forward already, and a contract for fine wool is said to have been made at a price equal to about 12 1/2d. net at Antwerp...

Table with columns: Country, Value, etc. Lists export values for various countries.

FOREIGN MARKETS

From Messrs. James Cook & Co's Monthly Dispatch, dated London, November 21st.

Coffee.—Deliveries during October, although smaller than in September, 56,350 tons, against 62,950 tons, were considerably above the average of the first three quarters of the year...

Table with columns: Country, Tons, etc. Lists import and export data for various countries.

Total Continent... tons 175,000 329,073 264,210
Great Britain... tons 44,149 49,535 42,250

Stocks, October 21st:
Holland... tons 20,225 47,002 17,558
Antwerp... tons 12,000 9,400 8,400

Deliveries for consumption for ten months:
France, consumption... tons 53,771 57,714 55,774
Port of export... tons 56,771 59,714 57,714

Total Continent... tons 119,102 124,236 121,236
Great Britain... tons 15,418 16,236 15,236

Total Europe... tons 134,520 140,472 136,472
United States... tons 193,680 200,000 195,000

