

# THE RIO NEWS.

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RIO DE JANEIRO, JUNE 28TH, 1892.

NUMBER 26

## WILSON, SONS & CO.

(LIMITED)  
2, PRAÇA DAS MARINHAS  
RIO DE JANEIRO.  
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U. S. LEGATION.—No. 45, Rua das Laranjeiras. Office hours 10 a. m. to 1 p. m. WILLIAM H. LAWRENCE, Chief of Affairs ad int.  
BRITISH LEGATION.—Travessa de D. Manoel, No. 8. GEORGE H. WYNDHAM, Minister.  
AMERICAN CONSULATE GENERAL.—No. 20, Largo da Carioca. O. H. DOCKERY, Consul General.  
BRITISH CONSULATE GENERAL.—No. 8, Travessa de D. Manoel. WM. GEO. ABBOTT, Consul General.

### Church Directory

CHRIST CHURCH.—Rua do Evaristo da Veiga. Morning service every Sunday at 11 a. m. Evening service during cool season according to notice. Holy communion after morning service on 1st Sunday in the month and on 3rd Sunday at 9 a. m. Baptisms after morning service, or at other times by special arrangement.  
HENRY MOSLEY, M.A. British Chaplain.  
181, Rua das Laranjeiras.  
METHODIST EPISCOPAL CHURCH.—Largo do Caxite. English services: at 11:30 a. m. and 7 p. m. Sundays.  
Portuguese services: at 10:30 a. m. and 6 p. m. Sundays: 7 p. m. Wednesday.—E. A. TILLY, Pastor.  
Office: 79, Rua Sete de Setembro, 2nd floor; 10 to 12 o'clock.  
PRESBYTERIAN CHURCH.—No. 15 Travessa da Ilhoreira. Services in Portuguese every Sunday at 11 a. m., and 7 p. m., Sundays and at 7 p. m. Thursdays.  
A. TRAJANO, Pastor.  
BAPTIST CHURCH.—Rua do Conde d'Eu, No. 122. Services in Portuguese every Sunday at 11:30 a. m. and 7 p. m.; and every Wednesday at 7 p. m.  
W. J. BAGBY, Pastor.  
Residence: Rua de Petropolis N. 9.  
IGREJA EVANGELICA FLUMINENSE.—Rua Largo de S. Joaquim, No. 179.—Divine service in Portuguese on Sundays: Prayer meeting at 10 a. m.; Worship at 11 a. m. Biblical class study the Holy Scriptures, at 5:30 afternoon. Gospel preaching, at 7 p. m. on Wednesdays. Biblical study, and preaching, at 7 p. m.  
JOÃO M. G. DOS SANTOS, Pastor.

### Medical Directory

Dr. W. Havelburg, Physician, Surgeon and Accoucheur: Just returned from a visit to Berlin to study Dr. Koch's new remedy for tuberculosis. Office and residence: Rua da Alfanega No. 29, from 2 to 4 p. m.  
Dr. Cleary, Physician and Surgeon's Office 51, Rua dos Ourives. Hours from 12 to 2. Residence, Rua da Real Grandeza No. 33. Birthdays. Telephone 1559.  
Dr. C. Feldhagen, Surgeon and Accoucheur. Cons. from 2 to 4, Praça General Osório No. 63. Res. Rua Marquez de Abrantes No. 57. Telephone 1138. 6 m.  
Dr. Oliveira Aguiar, Physician. Residence: Praça Duque de Caxias No. 29. Telephone 1147. Office: Rua do Ouvidor No. 145; hours from 2 to 3 p. m.  
Dr. Edmundo de Oliveira, of Rio de Janeiro School of Medicine. Fevers, accouchement, operations. Special consultations at private houses and on board vessels. Rua dos Ourives No. 35.  
Dr. A. Stewart, late resident surgeon Glasgow Western Infirmary and senior assistant physician in City Glasgow Fever Hospital. Office, 79 Rua dos Ourives; 1 to 3 p. m. Residence 108 Rua Marquez d'Abrantes. Telephone 5244.

### Miscellaneous.

RIO HARBOUR MISSION.—Sailors Home and Institute.—No. 1, Travessa do Moreira, Rua do Livramento, Saúde.—Retail services: In English on Sundays at 3 p. m. and 7 p. m.; on Mondays at 7 p. m. Free and Easy Concert on Wednesdays at 7 p. m. Reading room open daily from 10 a. m. to 9 p. m.  
BRITISH AND FOREIGN BIBLE SOCIETY'S AGENCY.—Rua Sete de Setembro No. 71.—On sale, the Holy Scriptures in Portuguese, English, French, German, Italian, Spanish and other languages. Also Evangelical books, tracts, hymns, in Portuguese.  
JOÃO M. G. DOS SANTOS, Agent.  
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Technical office and workshops under the management of skilled mechanics.

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Address correspondence to Caixa 186.

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Telephone 1135.

Trains leave Casme Velho for Corcovado on week days at 6:30, 8, 11 a. m., 2, 5:15 and 8 p. m.; returning from Paineiras at 7:15, 9:30 a. m., 1, 4:30, 7 and 9 p. m. On *Sundays and Holidays* for Corcovado at 6, 8, 9:30, 11 a. m., 12:30, 2, 3:30, 5:15 and 8 p. m.; from Paineiras 8:35, 10:05, 11:35 a. m., 1:05, 2:35, 4:05, 6, 7 and 9 p. m.

Take the yellow car (Laranjeiras or Aguas Fereias) at the Largo da Carioca 45 minutes before the departure of trains.

## CHARLES HUE JUNR & CO.

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Business Founded 1795.

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These locomotive engines are adapted to every variety of service, and are built accurately to standard gauges and templates. Like parts of different engines of same class perfectly interchangeable.

Passenger and Freight Locomotives, Mine Locomotives, Narrow Gauge Locomotives, Steam Street Cars, etc., etc. All work thoroughly guaranteed.

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Annual premium, . . . \$124.47  
Total premiums paid, \$2,489.40

RESULTS AT END OF PERIOD, in 1892.

1. Cash value . . . . . \$4,167.50
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Reserve fund... „ 1,328,751 „  
Uncalled capital. „ 2,400,751 „

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67, Rua 19 de Março. Telephone No. 497.

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Reserve fund..... £ 480,000 „

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Insures against the risk of fire, houses, goods and merchandise of every kind at reduced rates.

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Capital paid up..... „ 750,000  
Reserve fund..... „ 500,000

HEAD OFFICE: LONDON.

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RIO GRANDE DO SUL, PELOTAS,  
PORTO ALEGRE, MONTEVIDEO, BUENOS AYRES  
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*Messrs. Glyn, Mills, Currie & Co.,* LONDON,  
*Messrs. Mallet Frères & Co.,* PARIS,  
*Messrs. Schroder & Co., J. H. Schroder & Co.,* HAMBURG,  
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*Messrs. Joh. Berenroeg, vonner & Co.,* HAMBURG,  
*Messrs. Grant Brown & Co.,* GENOA.

**THE LONDON AND RIVER PLATE BANK, LIMITED.**  
LONDON: 52, Moorgate St. E.C.  
Rio de Janeiro: No. 2, Rua S. Pedro.

Authorized by Decree No. 391, of 17th October, 1891.

Subscribed capital. . . . . £ 1,500,000  
Realized do . . . . . „ 900,000  
Reserve fund . . . . . „ 750,000

BRANCHES:  
→ Paris, Buenos Aires, Montevideo and Rosario. ←

DRAWS ON:—  
London and County Banking Co., Ld.—LONDON.  
Banque de Paris et des Pays Bas.—PARIS.  
Banco de Portugal and agencies.—PORTUGAL.

**BRASILIANISCHE BANK FÜR DEUTSCHLAND.**

Established in Hamburg on 16th December 1889 by the "Direction der Disconto Gesellschaft" in Berlin and the "Norddeutsche Bank in Hamburg," Hamburg.

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

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1 A, Rua da Candelaria, 1 A  
(Authorized by Decree No. 10,030)

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Portugal.....	do
United States.....	G. Amsick & Co., New York.
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Subscribed capital..... £ 1,000,000  
Paid up capital..... „ 800,000  
Reserve fund..... „ 800,000

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E. REMY MARTIN & Co., Exporter of Cognac

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Rua da Alfandega, 83.

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Repairs carefully done.

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In the Matter of the Companies Acts 1862 and 1867  
and  
In the Matter of the Central Sugar Factories of Brazil, Limited.

Persons claiming to be entitled to Mortgage Debentures issued by the above-named Company and all other Creditors of the above-named Company are required on or before the 2nd day of August 1892 to send their names and addresses and the particulars of their debts or claims and the names and addresses of their solicitors (if any) to Mr. Alan Lambert at 16 St. Helen's Place in the City of London the official Liquidator of the said Company, and if so required by notice in writing from the said official Liquidator are by their solicitors to come in and prove their said debts at the Chambers of Mr. Justice North situate at the Royal Courts of Justice, Strand, London, at such time as shall be specified in such notice or in default thereof they will be excluded from the benefit of any distribution made before such debts are proved. Tuesday the 9th day of August, 1892, at 12 o'clock at noon at the said Chambers is appointed for hearing and adjudicating upon the debts and claims.

Dated this 12th day of May 1892.  
E. W. WALKER,  
Chief Clerk.

THE RIO NEWS

PUBLISHED WEEKLY.

A. J. LAMOREUX, 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, a synopsis of the monthly balances of local banks, and all other information necessary to a correct judgment on Brazilian trade.

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EDITORIAL AND PUBLICATION OFFICES:—79, Rua Sete de Setembro.

RIO DE JANEIRO, JUNE 28th, 1892.

To an American the idea of a centralized republic, like that of France, is extremely repugnant, for it is in many respects nothing but a monarchy with an elective chief. In such a government popular liberty is practically a gift from the executive, and its measure varies with his mood and liberality. Uruguay and Chili are governed by that system, and in practice Argentina is no different although a pretense is made of allowing the provinces to govern themselves. So far as our personal preferences and sympathies go, we have preferred to see Brazil organized on the federal, rather than the central system, because it contains in reality the only true republican principle and is the only logical result of organized self-government. The experiences of the past year have convinced us, however, that the federal republic for Brazil is at present practically impossible. We have never felt much confidence in the successful issue of the experiment of creating a republic of any kind in Brazil, simply because the people are not prepared for it; but if the experiment must be made, then it should be that which is best suited to the temper and traditions of the people and which will give the best results. Much as we object to the French system on principle, we are convinced that in practice it is the only one suited for Brazil. In spite of every effort to the contrary, the tendency has been steadily toward that of a centralized government, the executive power has been wholly influenced by the sentiments and purposes of that school, and even legislation itself has unconsciously been drifting in that direction. The Brazilian constitution declares that the government is that of a federative republic, but in practice it has been a centralized republic administered according to the traditions and by the methods of the recently overthrown monarchy. There are not a dozen officials in the whole country, in our opinion, who conduct themselves toward the people in a truly democratic spirit; to all intents and purposes they are still the appointees and representatives of a central, irresponsible power, against which there is no other appeal than that of the sword. As long as this inconsistency led to no bad results, it might be tolerated for a time, trusting that time and experience would some day solve the difficulty; but in view of the present situation in two states, and of the discords arising in others, we are inclined to believe that it will be wiser to meet the question frankly and modify the system to suit the real needs of the country. In Matto Grosso and in Rio Grande local factions have appealed to arms for the settlement of disputes which should be left to the decision of the ballot. If the people are unwilling to submit to that decision—and the elections in almost every state prove that they are not—then the material and moral interests of the country demand that the central government shall be strong enough to maintain order, and to protect life and property. If the people are disposed to fight over the control of state governments, then that control should be transferred to the central government. The republic itself can never prosper as long as its states are torn by factional wars. Brazil is and always has been ruled by factions, and until the people are educated to a higher plane of intelligence and independence that state of political society must continue. The practical government for such a people, therefore, must be strongly centralized, and it must dominate all the factions which are now rendering local government impossible.

WHILE the discussion is in progress regarding the proposal to extend pecuniary assistance to national industries, why would it not be well for the native press to go into an exhaustive study of the whole question? There are a great many reasons why such aid should not be given, and there are many reasons for believing that it would result in serious injury to the whole country. It is not a matter of sentiment, nor of patriotism; it is a plain matter of business, involving a large expenditure of money and the incurring of a large addition to the public debt, and implying an important result to the country in the shape of profit or loss. As for the debt, there are but few who will contest the assertion that it will be a great injury to the financial credit of the country. It remains to be seen, therefore, whether the friends of the measure can show immediate, or prospective benefits which can counterbalance these prejudices. What pecuniary benefits will the country derive, may we ask, from a stamping factory using imported sheet-iron, or from a flour mill using imported wheat, or from factories using imported yarn or fibres, or from a box factory using imported straw-boards, or from a steam haulage, etc.? We can understand that an industry which cheapens goods, or stimulates the production of a raw material, confers solid benefits on the whole country, but when it must live on imported raw materials, and serves to increase the cost of goods, then its claim to be a benefit to the country requires study. It has been our belief that a country is truly prosperous and strong only when its lower classes are able to accumulate wealth and enjoy the comforts of life. Enriching the few at the cost of the many, is an indication neither of prosperity, nor of morality. A measure, like a homestead land act, which places the opportunity for gaining a home and independent means of livelihood in the hands of the poor, is certainly a benefit to the whole country, for it increases production, the economic capital of the state and the revenue. A measure which improves means of communication and cheapens the costs of transportation, is also a benefit to the whole country, and so is an industry which consumes raw products of the country, or stimulates production. But how is it with the great majority of industries now seeking aid from the public treasury? Who will go through the list, one by one, and tell us how they are to benefit the country sufficiently to warrant the losses of money and credit incident to the measure under consideration?

ACKNOWLEDGMENT. To Captain George Massey and the Officers of P.M.S. "Thoria."

We, the undersigned passengers desire to convey to you our hearty thanks for your invaluable kindness and attention to our comfort during the passage from South America to Europe. We fully realize the difficulty of providing for the entertainment of a large number of passengers, and cannot but recognize the untiring energy and zeal which you have displayed. We therefore take this opportunity of expressing our thorough appreciation of your efforts for our welfare and shall always look back with pleasure on this very agreeable passage, now drawing to a close.

- Signed—Gustav Neubauer, C. Mc. D. Stewart, J. M. Caw, Ed. Steine Jr., Thomas Somerscales, H. Mary Craig, Christie, Ann M. Neubauer, Jane Somerscales, H. D. Kraus, Alexander Petersen, E. M. Dalzell, P. Delano, B. Mohr, Alb. G. Lyon, D. W. Williamson, Alevine Sievers, Hatty Sievers, J. Roger Edwards, Anita Sievers, Th. Sievers, B. K. Lynch, M. Ingelsson, H. B. de Heron, Teresa A. de Muñoz Hurtado, J. Muñoz Hurtado, C. Heron, Amelia P. del Rio, John Fraser, Nestor del Rio Z, Sophie Buchanan, P. J. Lynch, Sofia Leese de Gowdie, Helene Petersen, E. F. Lynch, Hamilton Harvey, Georg Brune, Edward Gilyatt, J. G. Baumgardner, A. J. Boyle, Delmira Guzman, M. A. Guzman, C. Arnold, Ana Lynch, M. E. Wolfe, J. E. Wolfe, C. Rogers, P. T. Somerscales, Leonar Mendez, Victor J. G. Oliveira Mendez, Andreina Costa, Elvira Fontes, José Francisco Ramalho, F. S. Roig, Lino Meirilles da Silva, Henrique Costa, W. Ravenscroft, Maria G. d'Albreu, Alfredo Cardoso d'Albreu, Alex. Baird, David Angus, H. C. Gillet, Alex. Johnstone, P. A. C. Mackenzie and family.

THE HOSPITAL FUND. Table with 2 columns: Name and Amount. Total previously acknowledged: 128,732\$970. Total received: 129,822\$970.

From the Liverpool Journal of Commerce, June 24th. SANTOS.—DETENTION OF SHIP. To the Editor of The Journal of Commerce. Sir.—We are to hand with a letter from a German owner whose ship arrived at Santos on the 12th of December last, having on board a cargo of general merchandise from this port. The captain then reported that he expected to get away in May or June, there being then 113 vessels on port before him. Since then, however, matters have further complicated, for in a letter dated April 25th the captain informed his owner that he expected to be another eight months, because all discharging by turn had entirely been dispensed with, only vessels arriving from Europe with guaranteed discharging days were being discharged, while the claims of those having to rely upon the custom of the port were simply ignored, and consignees evidently could do so with impunity, since all 'law and order had disappeared. Under these circumstances the owner asks whether he would not be justified in sending the ship away, and to deliver the cargo at the nearest available port, against payment of freight, or if no consignees be forthcoming, to sell the cargo in order to realize his freight. No exceptional circumstances justify exceptional measures, and we should be glad of your opinion on the question raised by the owner. We do not think there is an exact precedent to rely upon, but the question is whether the case may not be analogous with that of a ship unable to reach her port of destination, and, therefore, proceeding to the nearest available port, because, although this vessel has arrived at Santos, the funds it is impossible to discharge her cargo there.—Yours, &c., SHIPBROKERS.

Liverpool, June 1st, 1892. [The detention is so unreasonable as to destroy the venture of the parties to the agreement. As the ship has been chartered to convey a cargo to a port where it cannot be discharged, we should say that the master would be justified in leaving Santos and warehousing the cargo for freight and charges thereon. We think that by English law no damages could be recovered from the shipowner under the circumstances. The consignee might, however, succeed in securing an arrestment on application to the local tribunal, and, if so, the ship could be detained. The question is surrounded with difficulties, but we recommend notice being given to consignee, and, if neglected, to leave the port.—Ed. J. C.]

RUBBER CULTIVATION. [One of the undeveloped sources of wealth we have in Mexico is the planting of India-rubber trees, says Hon. Matias Romero, writing in the 'Indio-Rubber World.' 'During my stay in Sacum, in the State of Chiapas, near the boundary with Guatemala, in 1873 to 1875, I had occasion to see thousands of wild rubber trees growing near the coast. The value of these trees, which were wantonly destroyed even when young, in order to extract from them the juice which forms India-rubber, suggested to me the convenience of making a plantation, as I was sure they would soon be entirely exterminated, and I conceived the idea of starting one myself, and I bought to that end such land as I thought was suitable for that purpose. To make the plantation intelligently I applied myself to study all I could about the culture of India-rubber published at that time, and within my reach, which was little and very unsatisfactory. After I had obtained such information as was available to me and I had planted 100,000 trees, I concluded to write the result of my studies, but principally of my experience, in the shape of an article, which was published in the Mexican Financier.'

A plantation of 100,000 trees Mr. Romero estimated would cost, in Sacum, under the prices of land and labor which prevailed in 1873, which I think have not changed materially, as follows: Cost of 450 acres of land at 20 cents each, \$45,000. Cost of surveying same and securing title, \$5,000. Clearing the land, \$1,070,000. Sowing, 955,000. Five weedings in 6 years at \$92.50 each, 4,912,500. Total, \$7,957,500.

The yearly product in June of 100,000 trees would be after the sixth or seventh year of planting about six pounds per tree, or 600,000 pounds; less 5% per cent. lost in drying the juice to convert it to rubber, would be 264,000 pounds, which at 40 cents per pound would amount to \$105,600. Deducting from this the expenses above mentioned... (\$7,957,500) there would be a balance of \$37,642,500. Suppose the cost of the plantation to be double and the yield of the trees one-half of the amount estimated by me, the profit would yet be immense. The principal drawback is that in such districts as are suitable for India-rubber culture there is great scarcity or rather almost a total want of labor and that the climate is generally full of malaria, at least 50% far as Mexico is concerned."

RIVER PLATE ITEMS. —It is 23 years since the last census was taken in Argentina. —The dividend paid by the Liebig company last year was 17 1/2 per cent. —It is now said that the state of siege in Buenos Aires is to be raised next month. —President-elect Saenz-Pena will be inaugurated in Buenos Aires on October 12th. —The preliminary Argentine exhibit for the Chicago exposition will be opened in Buenos Aires on October 9th. —The epidemic of influenza in Buenos Aires and neighboring provinces unabated. The death rate has been alarmingly high. —The Argentine exhibit for Chicago will contain long list of the natural products of the country, and promises to be very interesting. —The judicial deposits formerly kept in the Banco Nacional, at Buenos Aires, are to be transferred to the Banco de la Nacion Argentina.

—A Buenos Aires telegram of the 23rd says that the Paraguayan Congress has adopted a law eliminating foreigners from the list of public employes in that country. —Dr. Leandro Alon, who was arrested and imprisoned in Buenos Aires for conspiracy, afterwards returning to Montevideo, has returned home and promises to do so no more. —The province of Santa Fé, Argentina,—according to a recent statistical exhibit—has 200 public schools, with an attendance of 12,000. The population is estimated at 300,000, from which it will be seen that education is not particularly well looked after. —It is announced that the increased import duties in Pataguay will come into force on July 1. On account of this there has been considerable movement here in resignation, and extra services will be put on service for the rest of the month.—Montevideo Times. —The total exports of cereals, etc., from all Argentine ports during the month of May were as follows: \$8,958,316 kilos of wheat, 29,737,466 do. of maize, 129,720 do. rye and barley, 6,784,861 do. linseed, 799,180 do. flour, 307,000 do. hay, 121,000 do. potatoes, 811,000 do. bean.

—President Pellegrini charges that the London directors of some of the Argentine guaranteed railways eat up a per cent. of the gross earnings. This has been charged to the expense account, and the government has been called upon to make good the deficiency. In our opinion, the complaint is justified. —The Buenos Aires Standard is still recommending "passengers from Europe to avoid the Brazilian ports." But what about Buenos Aires itself, neighbor? Would it not be well to tell Europe how much of influenza, diphtheria, typhoid fever, etc., you are having at home, so that they may know that by jumping out of the Brazilian frying pan, they are getting into the Argentine fire? —Advices from the Neuquen state that 200 Chilean Indians invaded that territory by the Longuiniy pass, sacking estancias, driving away all the animals, and killing settlers. The Argentine forces were unable to repel the invasion. The Argentine war office should station a whole division of the army along the Neuquen frontier line to prevent the recurrence of such terrible depredations.—Standard.

—Consignees and farmers agree that the maize crop of Argentina this season is the best on record; they do not remember any year when the quality of the corn could compare with the present crop. The cold and dry weather accounts for the improved quality; in former years the maize was always dumpy. The dry weather has improved the grain and its condition for shelling, bagging, and export to Europe.—Standard.

—With rare exceptions, all the railway companies of the republic have offered to carry the exhibits for Chicago free of freight charges. Furthermore, the companies have generously come forward and supplied all the commissioners of the exhibition with free passes along their lines. Mr. Julio Victoria, chairman of the Argentine committee of the exhibition, has sent a special note to Minister Zapata, informing him of these facts, and proposing that in our railway record. The railway managers deserve a public vote of thanks.—Buenos Aires Standard.

—The geologist Dr. Zuber, accompanied by Dr. Salas, visited two months ago the coal mines which the latter gentleman discovered in the Cordillera to the west of San Rafael, between the affluents of the rivers Atuel and Diamante. Dr. Zuber reports that the layers of coal are numerous, varying from a width of a few inches to one metre and more successively. At the Elvira mine the layer acquires a width of four metres at a very small depth from the surface. The coal is imbedded in conglomerate and sandstone. Dr. Zuber thinks that the coal deposits stretch far south to the Neuquen.—Buenos Aires Standard, June 4th.

—We are told that the President of Paraguay adopted a peculiar but highly rational plan for that country's exhibit at Chicago. After receiving and accepting the invitation to have his country represented there, he proceeded to appoint a commission of twenty-five leading landholders and capitalists. He then informed the commissioners of the condition of the treasury, and that in the end the expenses of the commission and exhibit must come out of their pockets in the shape of taxes—after which he gave them carte blanche to go ahead and organize their exhibit. If all executives would adopt this policy, there would be much fewer burdens in the way of national debts.

—The total public funded indebtedness of Argentina, according to the recent reports to Congress, is as follows:

Table with 2 columns: Item and Amount. Internal loan, currency \$29,251,689. idem gold 28,644,500. Bonds of Guarani, 99,435,000. Foreign debt, 175,527,365. Floating debt, currency 27,100,000. Total: currency \$56,351,689. gold 294,506,805.

The item of indebtedness on account of guaranteed banks is given as \$195,973,360, but the above sum carries interest and amortization charges only, and is only considered in the totals.

—The leading farmer of this province, Mr. José Guazzone, has sent to the camera mercantile of the Mercado Central numerous samples of French Barletta and Combed wheat, from his colonies in Olavarría and Trenquehuén. This gentleman, it may interest our readers to know, had under cultivation this season 52,000 hectares of land, of which 30,000 were under wheat; during the harvest he gave employment to an army of three thousand men and imported a large stock of machinery in the shape of mowers, reapers, threshers, etc. His principal farm is known as "La Haloladora," situated in Olavarría. His sales this year already exceed 150,000 bags of wheat, all shipped to Europe. All his workmen and farmers are Italians, whom he considers the best agriculturists in the republic.—Buenos Aires Standard, June 12th.

—There were 1,061 passenger and immigrant arrivals from across sea at Montevideo last month, and 1,042 departures. These included 609 arrivals from and 76 departures for Brazil.

—The Jewish colonists in Argentina are beginning to show dissatisfaction. Some have already left for the United States, and many others have applied for passage to the same destination.

—A Buenos Aires exchange, in a comment on the ravages of influenza in that city, says that in one day there were 80 deaths from influenza, pneumonia and bronchitis—the two last-named diseases frequently following upon the first.

—Government intends to raise the troops of the line to the number of 10,000 next year. At present there are in the army 44 generals, 67 leading officers, 812 inferior officers, 6,500 of the rank and file. These are divided into 4 artillery regiments, 9 regiments of cavalry and 12 battalions of infantry. Of these military divisions 16 are in the capital, 4 are in the Chaco, 2 in the Rio Negro, one in Formosa, one in Patagonia and one in Salta.—*Southern Cross*, Buenos Aires.

—Advices from Bahia San Blas announce that the British iron bark *Chilban*, of the Donaldson line, was wrecked off the North East Bank in very foggy weather. The master and ten of the crew landed in a boat off Punta Rubia, where Colonel Martin Rivadavia erected a tower; the heaving of the boat was a feat, owing to a treble line of breakers. Another boat landed with two sailors near the bay at Bahia Heul. Two of the crew were drowned as a boat was lowered from the vessel. Owing to the position of the bark on the point of North East Bank she may be considered a total loss; a very heavy sea always breaks on the bank even in the calmest weather. The crew could save nothing from the wreck, which was bound for Equique with a cargo of patent fuel. The ship's instruments must have been very wrong to account for the deviation of course.—*Buenos Aires Standard*, June 4th.

### LEGISLATIVE NOTES

JUNE 18.—*Senate*.—Senator Saldanha Maranhão said that he had never thought it possible that a republican government would act as the present government is now acting. The punishment inflicted on the political prisoners is, he said, a disguised sentence of death. Senator Virgilio Damasio introduced a substitute bill for regulating the declaration of martial law. *Chamber of Deputies*.—Deputy Augusto de Freitas moved that a joint committee be appointed to report on the various bills in the two houses of Congress for regulating the declaration of martial law. The motion was rejected by a vote of 70 to 45.

JUNE 20.—*Senate*.—Senator Francisco Machado said that he felt it his duty as a representative of Amazonas to contradict the depreciatory statements in regard to the climate of that state, made with a view of exciting sympathy for the political prisoners. *Chamber of Deputies*.—Deputy Pereira de Lyra made a speech attacking the governor of Pernambuco, who was defended by Deputy Amalbal Falcão. The former deputy introduced a bill, signed by himself and two others, providing that governors of states in whose declaration of martial law there are gross vacancies should be appointed to report on the month, for holding elections to fill these vacancies.

JUNE 21.—Neither house had a quorum. In the Chamber of Deputies there was read a petition from the Recife and S. Francisco (Pernambuco) Railway Co., protesting against the quota required of it for payment of railway operations to the federal government.

JUNE 22.—*Senate*.—Senator Saldanha Maranhão warmly expressed his regret that on this day, which is the birthday of Gen. Almeida Barreto, this senator is in exile, his parliamentary immunities having been set at naught, as has been those of the whole Senate. This is not the republic for the sake which the speaker had braved the wrath of the Emperor. "Of such a republic as this, Mr. President," he added, "I may say with all sincerity and all propriety: *quid Deus avertit*." Senator Rangel Pestana spoke against the proposed issue of bonds for aiding trade and industry, and moved to ask for information in regard to the companies that have applied for assistance. The Senate voted in 1st discussion with two amendments to the bill, remaining for the committee on constitution and legislation, for a declaration of martial law. *Chamber of Deputies*.—A message was received from the President recommending a special appropriation of 1,968,000\$ for the department of public instruction, posts and telegraphs. Deputy Lamounier Godoloso spoke on the question of the revolutionary movement at Campanha. Deputy Augusto de Freitas complained that the majority of the committee on the constitution had not given the minority sufficient time to present a dissenting report on the question of the presidential election. Deputy Jacob da Paixão spoke against the majority report. If the meaning of the constitution is doubtful, he said, the respective provision should be interpreted by means of a law. The Chamber decided in conformity with the motion of the committee on the constitution, that the motion of Deputy Augusto de Freitas in regard to the political prisoners should not be admitted to discussion. The vote was 68 to 43.

JUNE 23.—*Senate*.—Senator Aquilino do Amaral spoke against approving the senatorial election in this city and moving to the place. He said that the fact of 62 voters out of 28,000 having gone to the polls showed that undue pressure had been exercised. The Senate rejected the motion and Dr. Góes state government for the purpose of securing a settlement of these old boundary disputes.

JUNE 24.—*Senate*.—In this house there was no quorum. *Chamber of Deputies*.—Deputy Leonel Filho spoke on the revolutionary movement in the south of Minas, a movement in which, he says, thousands of persons took part, as may be seen in documents which he places on exhibition at the Chamber, so that they may be examined by any deputy interested in the question. Deputy Erico Coelho moved to instruct the committee on legislation to separate from the amnesty bill the amendment approving of the action of the government, and to frame it into a separate bill. Deputy Leopoldo Filgueiras spoke in favor of holding a presidential election.

### PROVINCIAL NOTES

—The government of S. Paulo has enlisted 200 Cearenses in the police force.

—The São Paulo police and the Italians are having a little misunderstanding.

—The congressional elections in Bahia to fill vacancies took place yesterday.

—A handi-cuffed skeleton was found in a house recently demolished in S. Paulo.

—The 31st battalion of infantry is to be transferred from Ouro Preto to S. João d'El-Rey.

—The *Echo do Sul* of the 21st says that Gen. Tavares has 5,000 men under his command.

—A large cement factory was inaugurated at Olaria, Bahia, on the Bahia and S. Francisco railway, on the 24th.

—Burglary is becoming of nightly occurrence in São Paulo. The thieves use narcotics, and seem to be having times pretty much their own way.

—In Santa Leopoldina, Espírito Santo, in a fight between two horse thieves and a police force one of the thieves was killed and the jailer was dangerously wounded. The other thief made his escape.

—It is stated that Dr. Bernardino de Campos will be inaugurated governor of S. Paulo on the 18th or 19th prox. Preparations are making for a great manifestation in his honor on his return to S. Paulo.

—An Aracaju telegram of the 23rd announces the saving of the coasting steamer *Príncipe do Grão-Pará*, which had sunk last on the Penedo Bar, S. Francisco river. The whole cargo was thrown overboard to save the steamer.

—In these times of high prices it is gratifying to learn that there is one spot in the country in which food is abundant and cheap. The crops in northern Minas are said to have been large, and corn, it is stated, is selling at 18 per 100 litres.

—General Roberto Ferreira has arrived at Pernambuco and has assumed command of that military department. In view of the general's Panná experience, it will be unsafe to wager that he will not be governor of the state within a fortnight.

—Comde de Ararunã, an influential planter of the state of Rio de Janeiro, died at Quissamã on the 24th. The late Comde was one of the leaders of the conservative party under the empire, and he and his family owned the central sugar factory at Quissamã.

—Initiation is the soul of flattery. Our neighbors over in Niterói are having a little Carnival of their own—as far as the weather permitted—just a week later than that of Rio. It is grossly absurd, of course; but if it pleases the children—and the aldermen—there is nothing more to say.

—The governor of Alagoas persists in denying that the Brazilian Senate has any right to order him to hold an election to fill the vacancy caused by Vice-President Floriano Peixoto's taking charge of the presidency of the country. He apparently does not want his state represented in the Senate.

—The two gunboats which were stationed at Porto Alegre—the *Camões* and *Marijô*—which started out to bombard that town, have moved to Rio Grande. Their sympathies were evidently with the *federalistas*, consequently their remaining near the *Castillos* government might provoke a collision.

—The Rio Grande *Echo do Sul* of the 21st says that the Brazilian Senate has a right to order him to hold an election to fill the vacancy caused by Vice-President Floriano Peixoto's taking charge of the presidency of the country. He apparently does not want his state represented in the Senate.

—A passenger on the Central railway was robbed on the 23rd, of 5,000\$ between this city and Belen, by two men who left the train at the latter place. A complaint was made to the station-master, the police were advised and the two rogues were captured with the money in their possession. This good work and the Belen police deserve a compliment for it.

—A Victoria telegram of the 25th says that a *vis á vis* de direito of Rio Parão complains that a Miers Geraes judicial authority had trespassed upon Espírito Santo territory, and had disregarded the admonitions of Rio to his illegal action. The governor of Espírito Santo had obtained the documents necessary for a reclamation to the Minas Geraes state government for the purpose of securing a settlement of these old boundary disputes.

### OUTRAGES IN SANTOS.

According to the *Pais* of yesterday, which quotes largely from an Italian exchange, several unprovoked outrages have recently occurred in the pet of Santos which demand immediate repression. No civilized country would permit such aggressions on the part of its officials, and no foreign commercial nation is likely to submit to them. If the stories told are true, the Brazilian foreign minister will very soon have a demand for satisfaction in his hands which will cause no slight embarrassment. If the government chooses to make amends

at once and to put a stop to the brigandage and violence which have for some time existed in Santos, it will in great measure retrieve the credit which it has lost; if, however, it prefers to temporize and to let these abuses go unchecked, serious results will surely follow.

According to the narrative published in the *Pais* of yesterday, the brigadier *João de Deus*, by name Mario Anatra, was asked by some custom-house guards on the 15th if a woman employed on board as cook was not there for immoral purposes. The master was naturally indignant and did not hesitate to tell the guards what he thought. Half-an-hour later his ship was attacked by a dozen guards, and Capt. Anatra, coming out of his cabin unarmed, was cut down with swords, beaten brutally, and then carried ashore a prisoner. The next day he was liberated with the admonition that he should have a care the next time not to insult the guards. The Italian consul then asked for a *corpo delicto* on the injured man, which was not accorded. Shortly after Capt. Anatra died with traumatic fever, resulting from his injuries, but the officials called it yellow fever, as a means of concealing the crime.

The officers of the Italian steamer *Montana* being witnesses of the outrage, talked about it openly and expressed their indignation more freely than the government would have permitted. On that ship on the night of the 21st by a party of about 45 guards and policemen, armed with guns, revolvers and swords. The crew of the *Montana* defended themselves as best they could. Finally a reinforcement of sailors from the Italian steamer *Santa Fé* enabled the crew to drive their assailants off the ship, and the captain then took measures to prevent another invasion by drawing away from shore. In reply to the complaints of the Italian consul the delegado of police and *guarda mor* stated that they could not guarantee the punishment of the criminals, nor verify the damages on board, nor prevent a reproduction of the assault. On the contrary they sent men with loaded guns to prevent the withdrawal of the vessel. In view of these facts the government should not lose a minute in causing an impartial investigation and in putting a stop to the savagery which exists in that port. If the Brazilian government does not protect the foreign vessels and seamen in its ports, then foreign naval forces certainly will.

### PRESENTATION.

On Saturday evening June 18th the employés of the São Paulo railway met and presented Mr. John Barker, for many years superintendent of the locomotive department of that line and now returning to England, with an address and testimonial of their high appreciation. In the unavoidable absence of Mr. Wm. Speers, superintendent of the railway, the pleasing task of presiding and making the presentations was accorded to Mr. R. Gray, who spoke specially of the harmony and good-will which had been established in Mr. Barker's day since Mr. Barker's connection with them. Sr. Souza Carvalho then spoke in behalf of the Brazilian employes of the company and of the high esteem in which Mr. Barker is held among them. Mr. Thomas Davies spoke for the English workmen connected with the railway and heartily congratulated him on his return to his native land, favoring, dwelling particularly on the impartiality which had marked his dealings with them during so long a period of supervision, twenty years in all. The presentation consisted of a valuable silver-mounted writing desk, complete, for Mr. Barker, and a large silver flower-stamp for Mrs. Barker.

The presentations over, the hall was cleared for a dance, which lasted until the wee sma' hours of Sunday morning. The whole affair was thoroughly enjoyed and will be long remembered by everyone present.

### SANITARY IMPROVEMENTS AT SANTOS.

According to a recent letter from Professor Fuertes, of Cornell University, to whom has been confided the task of securing competent sanitary engineers to report upon improvements for Santos, Campinas, S. Paulo, etc., much difficulty has been encountered because of late reports in regard to the situation in Santos. It has been telegraphed that the dead were lying unburied in the streets, and that the whole population had left the town except a judge and a priest, who afterwards joined Prof. Fuertes has finally succeeded in finding a competent engineer for the preliminary surveys. Mr. Henry Ogden, who has been connected with sanitary works in Boston and Chicago, and who is to leave for Brazil July 1st.

Prof. Fuertes proposes to have thorough preliminary surveys made, and then to submit the data obtained to the best hydraulic and sanitary engineers in the United States. From all these reports a plan will be developed which he feels certain will render the port of Santos perfectly healthy.

It may be added that Prof. Fuertes has made a specialty of hydraulic and sanitary engineering and is personally familiar with the works executed at Boston, Providence, Baltimore, New Orleans and Mobile.

### RIO GRANDE.

Affairs in Rio Grande are still to a great extent matters of conjecture. All telegraphic communication with Porto Alegre is suspended, except for official purposes, and we know only what the authorities chose to disclose in regard to the situation there. It is not reasonably clear that the national government is sympathizing with the *Castillos* revolution, although it is nominally maintaining neutrality. Fear of the growing influence of Silveira Martins is probably behind this feeling. So far as can be ascertained the *Castillos* party has obtained possession of nearly all the printing cities and is receiving much popular support. There is a confusion of ideas which prevents our understanding some of the telegrams, as for instance that of "patriots." Last November the men who overthrew *Castillos* were called patriots; now the friends of *Castillos* are sometimes so designated. Tavares is still at Bagé, and according to one telegram has 5,000 men under his command. Another telegram says that bodies

of "patriots" are marching toward Bagé, but whether as friends or enemies we do not know. Gen. Isidro is also reported to be marching upon Bagé with a force of *Castillos* partisans.

Since our last issue the gunboat *Marijô*, which had ex-Gov. Barros Cassal on board, fired upon Porto Alegre but apparently without damage. It is said that the *Marijô* was driven away by the federal troops under General Bernardo Vasques, but the report comes through official sources. The gunboat, however, turned up at Rio Grande on the 25th and surrendered to the federal authorities.

As General Tavares is completely cut off from direct communication with this city, we have no knowledge of his purposes and movements. It may be considered certain, however, that we have not heard the last of this most extraordinary revolution. The whereabouts of Silveira Martins is not reported.

### RAILROAD NOTES

—Surveys on the Coxim railway line were commenced at Uberaba on the 21st inst.

—We hear that a change will soon occur in the administration of the Central railway.

—The São Paulo railway officials have dismissed about 400 of the strikers at the Santos station.

—Dr. Parreiras Horta, technical director of the Leopoldina company, is engaged in inspecting the lines belonging to that company.

—The new company formed by the fusion of the Sorocabana and Itana lines will be known as the Companhia União Sorocabana e Itana.

—The minister of agriculture has instructed the director of the Central railway to give preference in shipping to food products and to building materials for houses in construction.

—The recent strike on the *terra* section of the S. Paulo railway has continued among the laborers of the same line in Santos. One of the principal causes of the difficulty has been the offers of higher wages by the port improvers contractors of Santos.

—The minister of agriculture has advised the railway fiscalization bureau that he has resolved to authorize night freight service on the São Paulo railway, and instructs him accordingly to take whatever steps may be necessary to carry this resolve into execution.

—Complaints are made in São Paulo that the S. Paulo railway has not been receiving cargoes from the Mogyana for about two weeks. No complaints are made, however, of the delays in Santos which make it impossible for the S. Paulo line to handle the said cargoes.

—In view of the strike among laborers of the S. Paulo railway the superintendent of that road has requested shippers to send laborers to assist in loading the cars with their freight. In consequence of this measure there has been no interruption in the traffic.

—Another collision occurred on the Central railway on the 23rd, the Minas express train running into a cattle car at Sapopenba and killing a number of beef cattle. A few passengers were bruised by the shock, the locomotive was badly injured and the cattle car was broken up. A misplaced switch was the cause of the accident.

—In São Paulo, according to a telegram of the 26th, the connection of the Paulista and Sorocabana lines from Campinas to Itajaí, is considered as a solution of the present transportation problems. We are inclined to think, however, that it will serve only to increase them. An improvement in the port of Santos is the first requisite, after which the English line will be able to carry all the produce now offering.

—We must again call attention to the suggestion once made in these columns to the effect that the government should secure the services of an experienced foreign manager for the Central railway, who has had experience in handling a heavy traffic in merchandise and passengers. The traffic of the Central railway is small compared with many foreign railways and it will be easy to find a man who can give us quick and efficient service.

—The 1st promoter publico, Dr. Viveiros de Castro, presented his final denunciation against the directors of the Companhia Geral on the 23rd. He asks for the indictment of Sr. Mello Barreto, Teixeira Leite, Trajano de Moraes, Castro Barbosa, Rademaker, Lynch and Mawson under Art. 338, §§ 5 and 8 of the Penal Code, of Sr. John Henry Lowndes for having taken part in the Horton, Rose & Co. contract, and of Comde de Leopoldina for being an accomplice of the Gerol directors in the criminal transactions cited.

—The public works and colonization committee of the Chamber of Deputies has reported a bill authorizing the Mogyana company to build an extension, double track, metre gauge, from the station of Ressaca to Santos. The company will have no right to interest guarantee, subsidy, or any other favor from the national government, and in case of crossing the line of any privileged company will be required not to receive passengers and freight within the zone of said railway. The period of four years is fixed for the construction of this extension.

—The first business undertaken by the new minister of agriculture, Dr. Serzedello Corrêa, on his assuming charge of that department on the 23rd, was that of reorganizing the Central railway. He went himself to see the state of things at the central and Gambôa stations and found the situation sufficiently bad. At the central station he found the space devoted to the dispatch of merchandise much too restricted and the facilities for handling goods totally inadequate. At the Gambôa station the accumulation of merchandise was simply astonishing. He found this accumulation amounted to about 1,300 car-loads, while the station is situated to dispatch only 30 car-loads a day, and the average receipts of merchandise on the days specified is about 30 car-loads a day. The minister promises to spare no effort to correct this prejudicial state of things.



June 27.—The official rates posted by the banks were: 10 1/2 on London, 96-97 on Paris and 18 1/2-19 1/2 on Hamburg, at 9 o'clock; 4 7/8-5 1/8 on New York, at night. The market was quiet but fairly steady and the business reported was in bank sterling at 10 1/2 on bankers, and at 10 1/8 and commercial sterling at 10 1/2-10 1/4. Sugar was sold at 25 1/2, and closed, at the 10 o'clock buyers at 25 1/2, sellers at 25 1/4. On the street business was reported at 25 1/2.

SALES OF STOCKS AND SHARES.

Table with 2 columns: Gold 45, '89 1,200; 50 h.n. Cr. Rl. Braz. 55; 100 deb. Fveness. 105

Banks.

Table with 2 columns: 86 Commercio... 262; 100 Republica... 92; 100 Intermediario... 230; 50 do... 93

Railways and Tramways.

Table with 2 columns: 100 V. F. Sapucahy 15; 300 V. F. Sapucahy 16; 100 do... 15 500

Miscellaneous.

Table with 2 columns: 450 Melh. do Brazil 30; 27 1/2 Apolices, 58... 1,005; 100 deb. Geral... 3 500

Banks.

Table with 2 columns: 100 Brazil... 280; 500 Republica... 81; 100 do... 138; 400 do... 82

Railways and Tramways.

Table with 2 columns: 300 S. Christ. tram, 231; 30 Jar. Bot. tram, 195; 30 do... 235

Miscellaneous.

Table with 2 columns: 100 Allianca Insc. 18; 200 Melh. do Mar'm 4 500; 500 Fojas e Estal. 25; 80 Melh. S. Paulo. 65

Banks.

Table with 2 columns: 2000 Sovereigns... 22 580; 24 deb. Car. Urb. 105; 14 Apolices, 48... 1,137; 100 h.n. Cr. Rl. Braz. 56

Railways and Tramways.

Table with 2 columns: 100 V. F. S'puchay 14 500; 8 Jar. Bot. tram... 190; 300 do... 15; 50 S. Christ. tram... 235

Banks.

Table with 2 columns: 1000 Sovereigns... 22 550; 110 deb. Sorocabana 73; 4000 do... 22 550; 40 h.n. Cr. Rl. do... 81 500

Railways and Tramways.

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Vessels loading and to load. Table with columns: Vessel, Tons, Destination, Date.

DAILY RECEIPTS AND SHIPMENTS OF COFFEE AT RIO DE JANEIRO.

Table with columns: Receipts, Shipments, Total, Average price.

Imports.

Table with columns: Vessel, Tons, Destination, Date.

Exports.

Table with columns: Vessel, Tons, Destination, Date.

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Exports.

Table with columns: Vessel, Tons, Destination, Date.

Bras.—No foreign arrives and city mills bran is firm at 4 1/2-4 3/4 per bag. Indian Corn.—Receipts of foreign are 2,000 bags per Belmont and are only moderate of native corn. River Plate is quoted, nominally at 7 1/2-8 1/4 per bag, and firm; dealers quote native at 6 1/2-8 1/4, according to quality.

ARRIVALS OF FOREIGN STEAMERS.

Table with columns: Date, Name, Where from, Consigned to.

DEPARTURES OF FOREIGN STEAMERS.

Table with columns: Date, Name, Where to, Cargo.

ARRIVALS OF FOREIGN VESSELS.

Table with columns: Date, Name, Where from, Consigned to.

DEPARTURES OF FOREIGN VESSELS.

Table with columns: Date, Name, Where to, Cargo.

CLEARED AND READY FOR SEA.

Table with columns: Name, Destination, Date.

VESSLS AFLOAT & LOADING FOR RIO.

Table with columns: Name, Destination, Date.

ARRIVALS OF FOREIGN STEAMERS.

Table with columns: Date, Name, Where from, Consigned to.

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DEPARTURES OF FOREIGN STEAMERS.

Table with columns: Date, Name, Where to, Cargo.

STOCK AND SHARE LIST.

June 25th, 1892.

GOVERNMENT BONDS.

Table with columns: Present Amount, Interest payable, Rate %, Denomination, Nominal value, Last sale, Closing quotations. Lists various government bonds like Apolices, Gold Loan 1868, etc.

DEBENTURES.

Table with columns: Present Amount, Interest payable, Rate %, Companies, Nominal value, Last sale, Closing quotations. Lists various companies and their debentures, including RAILWAYS, SUGAR FACTORIES, MILLS, etc.

BANKS.

Table with columns: Capital, Capital paid up, Reserve fund, Name, Dividend paid, Nom. value, Last sale, Closing quotations. Lists various banks like Rio de Janeiro, Aliança do Brazil, etc.

HYPOTHECARY NOTES.

Table with columns: Present Amount, Interest payable, Rate %, Banks, Nominal value, Last sale, Closing quotations. Lists various banks and their notes.

MILLS.

Table with columns: Capital, Capital paid up, Reserve fund, Companies, Dividend paid, Nominal value, Last sale, Closing quotations. Lists various mills and their financial details.

MISCELLANEOUS.

Table with columns: Capital, Capital paid up, Reserve fund, Companies, Dividend paid, Nominal value, Last sale, Closing quotations. Lists various miscellaneous companies and their financial details.

RAILWAYS AND TRAMWAYS.

Table with columns: Capital, Capital paid up, Reserve fund, Companies, Dividend paid, Nominal value, Last sale, Closing quotations. Lists various railway and tramway companies and their financial details.

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**TABLE OF DEPARTURES,**

1892

Date	Steamer	Destination
June 29	Tagus....	Bahia, Pernambuco, Lisbon, Vigo, Las Palmas, Southampton and Rotterdam.
July 8	Trent....	Montevideo and Buenos-Ayres.
" 11	Clyde....	Bahia, Pernambuco S. Vicente, Lisbon, Vigo, Southampton and Antwerp.

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