

# THE RIO NEWS.

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RIO DE JANEIRO, AUGUST 2ND, 1892.

NUMBER 31

## WILSON, SONS & CO.

(LIMITED)

2, PRAÇA DAS MARINHAS  
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BRITISH LEGATION.—Processo de D. Manoel, No. 8. GEORGE H. WYNDHAM, Minister.  
AMERICAN CONSULATE GENERAL.—No. 29, 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 of 9 a. m. Baptisms after morning service, or at other times by special arrangement.  
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187, Rua das Laranjeiras.  
METHODIST EPISCOPAL CHURCH.—Largo do Catete. 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 Barra. 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 de Conde d'Eu, No. 123. Services in Portuguese every Sunday at 11:30 a. m. and 7 p. m. and every Wednesday at 7 p. m.  
W. B. BAGDY, 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 to study the Holy Scriptures, at 5:45 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. Kuch's new remedy for tuberculosis. Office and residence: Rua da Alfandega No. 29, from 2 to 4 p. m.  
Dr. Cleary, Physician and Surgeon; Office 51, Rua dos Ourives. Hours, from 12 to 2. Residence, Rua da Real Grandeza No. 23. Birthdays. Telephone 1556.  
Dr. C. Feldhagen, Surgeon and Accoucheur. Cons. from 2 to 4, Praça General Osório No. 61. Res. Rua Marquez de Abrantes No. 57. Telephone 1138.  
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, accouchements, 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 City of Glasgow Fever Hospital. Office, 79 Rua dos Ourives; 1 to 3 p. m. Residence 108 Rua Marquez de Abrantes. Telephone 5244.

### Miscellaneous.

RIO HARBOUR MISSION.—*Saltira Home and Institute*.—No. 1, Travessa da Barra, Rua do Livramento, Saude.—Bethel services: In English on Sundays at 3 p. m. and 7 p. m.; on Mondays at 7 p. m. Free and Large Concert on Wednesdays at 7 p. m. Reading room open daily from 10 a. m. to 9 p. m.  
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Rio de Janeiro: No. 2, Rua S. Pedro.

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Realized do . . . . . 900,000  
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It possesses a large porch at the principal entrance and 250 meters of verandas, besides a shaded park with bosques, walks, etc.

It has 72 rooms, besides special reading-billiard- and smoking-rooms, a complete electrical installation of 30 incandescence lamps, lightning-protegers, electric bells and telephone, and also splendid bathing accommodations.

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THE RIO NEWS PUBLISHED WEEKLY.

A. J. LAMOUREUX, Editor and Proprietor.

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EDITORIAL AND PUBLICATION OFFICES:—

79, Rua Sete de Setembro.

RIO DE JANEIRO, AUGUST 2ND, 1892.

We do not doubt that the minister of agriculture is anxious to improve the facilities of the Central railway and to remove the obstacles which now exist to the transportation of merchandise to the interior. We do not doubt, also, that he appreciates the difficulties under which business men are struggling, and the heavy losses which are caused here and in the interior because of the delays in traffic on that important line. But, may we ask, does he fully appreciate how intolerable the burden has become? Does he recognize the fact that it will take but very little more to compel a suspension of this trade, which, in turn, will inevitably lead to insurrections everywhere? The situation is most critical. The merchants are becoming desperate and they can not stand much more. A few more such costly experiences as that of the 29th and they will close their doors. We can in a measure accommodate ourselves to high prices, but when a public service like that of the Central railway becomes so demoralized that it can not transport the merchandise offered, and so indifferent that it will not make an effort to relieve its customers from the heavy expenses of re-cartage and delays, then we have reached a point where human nature will not stand the strain. The minister has now reached a point where one of two things must be done—either to put the Central railway under a new administration, or prepare for trouble. Protest upon protest has been raised against the abominable management of that important line, but without avail. It is apparent to every one outside of his department that the present director is not equal to the task before him. It is known to every body that the service is demoralized, that the material is badly inspected and negligently handled, and that the property entrusted to its care is wantonly injured and plundered. A more shameless and irresponsible service can not be found in any part of the world. There is no care, no responsibility, no politeness, no remedy. The man who goes to an office of the Central railway no longer expects courtesy and intelligent attention; he is obliged to accept every indignity, humiliation, delay and exaction merely to meet his engagements with his customers up-country, and he is even prepared to beg as a favor what is elsewhere rendered as a business obligation. It is a shame and burning disgrace that such a state of things should exist, not only for the moment, but for a whole year. It is worse even than this—it is an indication of hopeless apathy and demoralization, of irretrievable ruin for the whole country.

It must be confessed that the financial situation is daily growing worse. Exchange is slowly and steadily dropping, marking a corresponding depreciation in the value of the paper currency. It is idle to say that there is no reason for this fall in exchange; the fact exists and the effects are being felt from day to day in the increasing costs of living. One of the principal causes of this unfortunate situation is the depreciation in the currency. The enormous volume of paper in circulation, the confusion existing as to the issues and their security, and a deep-seated distrust in the government itself, are all contributing influences to this depreciation, and they are evils which can be removed only by time, wise legislation and conservative administration. Depreciated credit is an evil which can be not excoriated

by an executive decree, nor by a resolution of congress. It is a legitimate offspring of bad government and unsound financial policy, and only in the reversal of these causes can the remedy be found. Were the country quiet and prosperous, it is probable that the present volume of paper currency would not be found excessive, but in view of the manner of its issue and its rapid increase, it could not fail to undermine confidence and disturb values. Had the currency been issued through proper channels and for business purposes, its increase would have been slow and no one would have felt alarm. When we find, however, that it was supplied in large quantities to spurious banks engaged in extensive speculations and insane enterprises, issued against highly exaggerated values, and loaned upon worthless securities, it is impossible to prevent alarm and depreciation in values. It is clear, therefore, that our present situation springs from causes which undermine confidence and which can be removed only through wise counsel and conservative action. We can not restore this confidence by the protection of swindlers, nor by assisting rotten companies, nor by any financial makeshifts. The unsound banks which are at this moment threatening to collapse, must be closed up and the government must promptly assume responsibility for their issues. All the rotten companies must be liquidated, the volume of currency must be reduced and sound business methods must be resumed. To inspire further confidence the government must introduce economies and stop the waste and destruction which is now going on in the public service. Then, too, steps must be taken to stop the political agitations going on in every part of the country. Let us have an end of military and federal interference in state governments, and let us have the military prohibited from meddling in civil affairs. This is not all the situation requires, but it will do for a beginning.

THE controversy between Brazil and Italy over the assaults on two Italian vessels in the port of Santos may now be considered at an end. The minister of foreign affairs *ad interim* and the Italian chargé have gone down to Santos where the two flags are to be saluted and expressions of satisfaction exchanged. Now that the dispute is over and the irritation on both sides is at an end, we desire to offer a comment on one or two points connected with this unfortunate affair which ought not to be overlooked. In common with all the parties concerned, we are heartily glad that the incident has been settled amicably, and if the Italian government is satisfied with the amends offered—the dismissal of two or three customs guards and the salute of its flag—we certainly are. There are other phases of the question, however, which the Brazilians themselves ought not to consider settled—phases which affected the good reputation and prosperity of their country and which must be settled before they can expect any substantial progress. There is a tendency on the part of police officials, not only in Santos, but throughout the whole country, to exercise arbitrary authority against civilians. Not only have the foreigners suffered from their aggressive behavior, but the natives are enduring much that an Anglo-Saxon people would never submit to. In the case of foreigners, these aggressions may at any time lead to diplomatic reclamations and perhaps humiliating concessions from the government, but for the natives there is as yet no certain remedy. The courts are weak and unorganized and can not be depended upon to defend the personal rights of any citizens. It is essential, therefore, that the people should insist upon adequate measures for their own protection and for the maintenance of order. The police is a force created for the execution of the law and for the maintenance of order. It has no right to interpret the law for itself, nor to infringe upon the rights and privileges of the civilian. Except in cases of emergency, the police should never be permitted to enter a man's house, or place of business, without a judicial warrant. Had this principle been observed, the Santos police would not have dared to forcibly invade Italian vessels. In every respect the police authorities should be held strictly accountable for their acts, and the public should have legal recourse against them for damages in cases of trespass, assault, or false imprisonment. If laws are passed to this effect, and if adequate facilities are afforded for the prosecution of such offenders, there will

soon be observed a decided change in the attitude of the police toward the public. It should be understood that no official is superior to the law, and that infractions of the law or of personal rights are just as punishable when committed by an official as when committed by a private citizen. Had the authorities undertaken to punish the guards who were guilty of attacking Italian sailors, there would have been no São Paulo riots and no diplomatic controversy.

THE BAZAAR.

It gives us sincere pleasure to say that the Bazaar held at the residence of R. S. Quayle, Esq., on the 26th ult., for the benefit of the Strangers' Hospital, was a gratifying success.

As a purely private undertaking, organized by a few ladies for their own pleasure and as their own personal contribution toward an object which is meeting so generous a support here, the success of this bazaar is deserving of every compliment. The display was good and the rapidly with which the sales were effected—at fairly remunerative prices, be it said—showed how fully the enterprise was appreciated. The young ladies in charge of the stalls were tastefully dressed as nurses and made quick work of their stock in trade. Not only because of the unexpectedly large result, but principally because of their initiating so agreeable and entertaining a recourse, Mrs. Quayle and her young lady assistants are entitled to the warmest commendation.

Rio de Janeiro, 27th July, 1892.

Dear Mr. Lamoureux.—Would you kindly allow me space in your paper to offer, in the name of my wife and daughter, and her young friends, who organized the Bazaar held at our residence last night, our most sincere thanks to all our friends for their kind and generous support, which enabled us to realize the handsome sum of Rs. 4,430£. This amount has been duly handed over to the treasurer of the Strangers' Hospital.

I remain, Yours faithfully,

R. S. QUAYLE.

From the Liverpool Journal of Commerce, July 5.

MORE ABOUT SANTOS.

To the Editor of the Journal of Commerce. Sir,—The enclosed is an extract from a letter received from a member of this society, who is traveling on the Brazilian coast. It is of interest to some of your readers.—Yours, &c.

Shipmaster's Society, London, July 2, 1892. "Touching the state of things in Santos, you can not speak too strongly against ships fixing for that port. Although the yellow fever has almost disappeared with the cold weather, ships coming in will not get a berth at the railway wharf for nine or ten months, which will bring them into the next bad season, which is expected to be worse than this, through the extensive dredging operations which are going on, stirring up the mud and refuse of centuries. I am sorry to say we have again to blame the English shareholders of the São Paulo railway, who refuse the expense of preparing to meet the coming season. I am afraid that the greater number of deaths there may be laid at the doors of your good people who go to church every Sunday, and perhaps pass the date, and on Monday refuse to let their servants out here spend a part of their dividends towards taking proper measures to ensure life being saved.—Yours, &c.

A MASTER.

Aracaju [Seripe], Brazil, June 5, 1892.

THE AMERICAN STEAMERS.

Our readers here are already aware of the changes which have been made in the agencies of the United States Brazil Mail Steamship Co. in this city and Santos. This step has been taken because of the rapid increase in the company's business during the past year. It has more than doubled its fleet and tripled the amount of cargo handled. The management considers, in view of this, that it will be better and more economical for it to establish its own agencies in Brazilian ports, and to extend its facilities for handling its increased business.

The company has therefore opened its own offices here and in Santos, and will provide them with every facility for its large and increasing passenger and freight traffic. The delays and consequent losses of the past year has led to the purchase of a large hulk at Santos, and another in this port, and a fleet of lighters will be provided for the quick dispatch of the steamers. It has also leased the Paqueta *dapiche* at Santos, comprising a wharf and bonded warehouse, and the Saule *dapiche* in this port, with the same facilities. With all these it is expected that the handling of cargo in both ports will be effected with no loss of time and at the minimum of expense.

We understand, also, that the president of the company, W. M. Ivens, Esq., is studying other plans for the improvement of the service. For the present the agency in this city will be under the direction of Capt. E. C. Baker, the former popular commander of the *Yankee* and *Virginia*. In Santos the agency is directed by Mr. Stevenson, who is also well known to travellers by these steamers.

The legislature of Michoacan, Mexico, has passed a law exempting new manufacturing establishments from all local taxes for a period of ten years, provided the industries of a kind before nonexistent in the state. If the industry be already in existence, the new establishment, provided it represent an investment of capital of at least \$10,000, shall enjoy exemption for fifteen years from the tax on city property. Agriculturists and manufacturers are encouraged to improve their properties by the introduction of new machinery, new processes, etc., by the promise that their estates shall for fifteen years not be subject to higher valuation on account of the improvements introduced. A similar inducement is offered to the owners of houses to rebuild, embellish and enlarge them.—*Mexican Financier*.

From The Times, London, July 2nd.

DISASTER AT SEA.

Part of the crew of the steamer *Dolores*, of Milledesborough, from Cardiff for La Plata, with coal, which was wrecked off Cape Polonia, arrived at Plymouth on Thursday night in the Pacific Company's steamer *Vigara*. On the afternoon of May 27, in clear weather, the *Dolores* struck a sunken rock on which the Brazilian man-of-war *Saldanha* had been wrecked the night before, with a loss of 125 lives. The *Dolores* was got off with her fore compartments full of water, and the bulkheads giving way, she sank at her anchorage at midnight. The crew saved themselves in their own boat, and the second mate, John Rae, of Plymouth, gallantly rescued the five survivors of the *Saldanha*, he and the crew of the *Libra* having to risk their lives through the heavy surf. The court of inquiry was held at Montevideo, and as the wreck was marked on the chart, Captain Noalds was found in default, and his certificate suspended for three months.

The Argentine executive wants legislative permission to loan \$500,000 to Montevideo for the purpose of completing the water works of that city.

RIVER PLATE ITEMS.

Our Buenos Aires exchanges are noting a turn in the tide of immigration, which is in great part due to the largely increased arrivals from Brazil.

The Montevideo journal *El Day* considers that the present state of affairs in Rio Grande must inevitably lead to the union of that state with Uruguay.

The total receipts of the Montevideo custom-house for the six months ending June 30th last amounted to \$4,000,795, against \$4,735,981 in the same period of last year.

The president of the directory of the Banco Nacional in Buenos Aires has denounced an important defalcation in that establishment. An investigation is now in progress.

The commercial classes of the Buenos Aires are preparing a memorial to the Brazilian minister, asking that Brazil should reduce the duties on cereals and flour exported from Argentina.

The Argentine Congress has passed an appropriation of £12,000 to redeem the statute of Dr. Velez Sarsfield which has been held on an embargo in Italy. The total cost of the statute is £20,000.

A Buenos Aires telegram of the 30th says that influenza is again increasing in violence, owing to the fall weather and low temperature. Among the recent victims is Rev. Mr. Stockton, of the American church.

The Rosario municipal council, according to a Havana telegram, has resolved to substitute kerosene for gas in public lighting, because of the bad financial situation there. This situation, however, did not prevent the council from subscribing \$10,000 towards the purchase of a new torpedo cruiser only a few days ago.

The news from the *civilista*'s offices is astonishing. Women now are the principal buyers of real estate in this market, and also the chief lenders of money on mortgage and *prebendam*. It seems that the matrons of Buenos Aires refuse to deposit their money in any of the banks and prefer to buy house property at least so say the *civilistas*, who are the parties best informed on the subject.—*Buenos Aires Standard*.

In view of a question about jurisdiction over the new channel near Martin Garcia between the Argentine and Uruguayan governments, the dredging of the channel has been stopped. As the dredge appointed for the work is now lying idle, the minister of finance has urged his colleague of the interior to place the dredge in the Canal del Puerto, where it can be turned to good account and where its services are required.—*Buenos Aires Standard*.

THE KEMMERICH SALADERO.

The Buenos Aires Standard of the 13th ult. gives the following interesting particulars of this important industrial establishment:

The great Kemmerich *saladero* will make a fine display of exhibits at the Chicago Exhibition, and it is to be hoped that all the *saladeros* in the country will do likewise. It may interest our readers to know what the Kemmerich factory turns out every year:—the figures show the importance of the enterprise.

- Extract of meat—from 200 to 300 tons; Pepton—50 to 100 tons; Boiled lard—300,000 tms, say 900 tons; Ox tongues—400,000 tms; Salted, jerked beef—3,500,000 tms; Meat flour—500,000 bags of 50 kilos each; Blood manure—100 tons; Bone-ash—2,000 tons; Bones—1,000 tons; Tallow—2,000 tons; etc., etc., etc.

The Kemmerich Company own the Santa Elena factory in Entre Rios, San Javier estancia in Santa Fe, and other properties, with an aggregate area of 25 leagues of land with 60,000 head of cattle; furthermore, the company have rented 55 leagues, own 5 steam-tugs, 12 lighters and eighty different buildings. The following is the annual slaughter of the factory for several years past:—

Table with 2 columns: Year and Quantity. 1881: 3,000; 1882: 14,000; 1883: 26,000; 1884: 28,000; 1885: 32,000; 1886: 34,000; 1887: 38,000; 1888: 42,000; 1889: 54,000; 1890: 53,000; 1891: 86,000; 1892: 116,000.

The factory has appliances to slaughter up to 200,000 head per annum. The purchases of the stock represent \$1,000,000 gold yearly, and the yearly value of the company's exports is estimated at \$1,300,000 gold. The capital of the company is 9,000,000 pes.







STOCK AND SHARE LIST.

July 30th, 1892.

GOVERNMENT BONDS.

Table with columns: Present Amount, Interest payable, Rate %, Denomination, Nominal value, Last sale, Closing quotations. Lists various government bonds like Apolices do gold, Guar Loan 1888, etc.

DEBENTURES.

Table with columns: Present Amount, Interest payable, Rate %, Companies, Nominal value, Last sale, Closing quotations. Lists various companies like BR RAILWAYS, Companhia S. Paulo, etc.

SHIPPING.

Table with columns: Capital, Capital paid up, Reserve fund, Companies, Dividend paid, Nominal value, Last sale, Closing quotations. Lists shipping companies like Cia. Navegacao Costeira, etc.

INSURANCE.

Table with columns: Capital, Capital paid up, Reserve fund, Companies, Dividend paid, Nominal value, Last sale, Closing quotations. Lists insurance companies like Allianz, Argos Fluminense, etc.

RAILWAYS AND TRAMWAYS.

Table with columns: Capital, Capital paid up, Reserve fund, Companies, Dividend paid, Nominal value, Last sale, Closing quotations. Lists railway and tramway companies like Alagoana, Calo Frio, etc.

BANKS.

Table with columns: Capital, Capital paid up, Reserve fund, Companies, Dividend paid, Nominal value, Last sale, Closing quotations. Lists various banks like Agriola do Brazil, Alianca do Brazil, etc.

HYPOTHECARY NOTES.

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

MILLS.

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

MISCELLANEOUS.

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

