

THE RIO NEWS.

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NUMBER 34

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THE RIO NEWS PUBLISHED WEEKLY.

A. J. LAMOUREUX, Editor and Proprietor.

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All subscriptions should run with the calendar year, or terminate on June 30th and December 31st.

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

RIO DE JANEIRO, AUGUST 23rd, 1892.

THE question of colonization and immigration has always been one of paramount interest in Brazil and it represents more failures, perhaps, and a greater expenditure of money than any other measure of public concern. And yet, in spite of all these failures and of the ruinous waste of money, the legislators of to-day are still working in the same grooves, wasting the revenues of the country and achieving nothing but disgraceful failures. It would be a public service if some Brazilian would write the true history of the introduction of colonists and immigrants into this country, giving the real costs and describing the results. It is not only the waste of money which would compel our attention, but the pitifully small results achieved, the failures and the injustice done. Were such a record published, we doubt whether there is a public man in Brazil who would have the hardihood to advocate the system of assisted immigration one moment longer. The recent failure, or partial failure, of Italian immigration, as shown by the emigration of Italians from São Paulo, should arouse the government to the consideration of one incontestible fact—the absolute and miserable failure of assisted immigration. Why is it not possible, then, to try some other plan? What is the use of spending money on men who can not be depended upon as laborers, and who begin to leave within a very few months after their arrival? In our opinion, the old system of landholding, which the government has long been trying to protect, is both a failure and an obstruction, and no system of introducing laborers for it will ever result in success. The system was built upon slavery, and it can be maintained only by servile labor methods. Slavery is no longer thought of, and coolie or Chinese labor would be one of the worst recourses that can be adopted. The alternative then is that so successfully followed in the United States and in most of the English colonies—the system of small holdings and voluntary, paid labor. If the government will adopt a simple and effective system of surveying, conveying and settling its public lands, giving small tracts free to actual settlers if necessary, the difficulty will very soon adjust itself. A land tax should be imposed at once, in order to break up the large uncultivated holdings of the old proprietors, and these should be promptly divided and settled with small farmers. The small holdings, in turn, will very soon furnish all the day labor the large estates can require, just as they do in the United States. The system is simple, it requires no appropriations, it will attract the best class of laborers, it will provide for the multitudes of Brazilian laborers now overlooked, and it will at once yield good results, both for the people and for the government.

MARSHAL DEODORO.

The long anticipated death of Marshal Manoel Deodoro da Fonseca, ex-President of the republic, occurred at his residence in Rua Senador Vergueiro to-day at 12:20 p. m. General Deodoro, as he is familiarly called, has filled so important a role in the events of the past three years, during which the political institutions of Brazil have been profoundly changed, that his death can not fail to excite widespread interest and sympathy. A plain, indifferently-educated soldier, he was led, after over forty years of service under the monarchy, into a political movement with which he had never been personally connected and for which he apparently felt very little sympathy. There can be no doubt that the revolution of 1889 was as much a surprise to General Deodoro as to D. Pedro II, but in the history of his country he will figure as one of the founders of the republic, as its provisional chief and as its first President. He was a man of arbitrary temper, contentious, and strongly attached to the traditions and privileges of his class. For many years had been the recognized leader of the discontented elements of the army, and this led to his selection as the leader of the revolutionary movement against the Ouro Preto cabinet. The true history of his part in that revolution will probably never be written, nor will the true relations of this officer, who was called upon to fill a most difficult and leading part, ever be established. He was a man of simple tastes, honest and straightforward in his personal conduct, and patriotic in every impulse. His mistakes were those of a hot-tempered man who had undertaken a difficult and half understood task for which he had no training. His last mistake, that of reassuming dictatorial power in November 1891, resulted in his complete overthrow and compelled his retirement from public life. He was born in Alagôas on August 5th, 1827, and entered the army on February 25th, 1845. At his own request he will be buried without military honors.

SÃO PAULO RAILWAY COMPANY LTD. PROTEST.

THE FEDERAL COURT.

Doctor Antonio Luiz dos Santos Werneck, Federal Judge of this district of São Paulo, etc. Be it known to those to whom the present notice may come, that on the part of William Speers, superintendent of the Santos to Jundiahy railway, has been made before me a petition of the following tenor:—"Most illustrious Sectional Judge, William Speers, superintendent of Santos to Jundiahy railway, says that the São Paulo Railway Company Limited being in the enjoyment of the contract of 26th April, 1856, to which refers decree No. 1,750 of the same date, with the respective privilege, has in vain protested before the federal government against the concessions asked by the Sorocabana Company and the Mogyana Company and others, that they may run in the same direction in search of the port of Santos. If other companies have not yet obtained this favor, more fortunate will be the success of these two companies. Relative to the Sorocabana Company, besides the protests made by the petitioner, in the quality of officially recognized superintendent, a reclamation has been made directly to the federal government by the directory in London, up to this day ignored, without examination and without solution; but at the same time, the federal government, considering itself sole arbitrator of the contract, maintains its concession to the Sorocabana Company for prolonging its railway from the station of São João to Santos, both in approving the surveys presented for that prolongation and in expediting decrees for the disappropriation of lands in the city of Santos for the station and other dependencies of that railway, in connection with the referred station of São João and the intermediate stations, and, lately, in the inauguration of that station has been held in the city of Santos, with festivities. Relative to the Mogyana Company, after having been rejected in the same pretension by the federal government, it resolved to appeal to Congress; and this, taking cognizance of the petition, has declared that the end, in fact, a decree in favor of the petitioner has just been published. While the directory does not employ the measures for the protection of their rights and interests, as may appear to them best, the petitioner is obliged to enter a protest in Brazil before the federal courts, it having been seen that their protests sent to the ministry of agriculture, commerce and public works, through the agency of the fiscal engineer, have been in vain; it appearing that the federal government always seeks to proceed and decide in these conflicts of rights and of interests with the São Paulo Railway Company, limited, as a public power, overlooking his character of a contracting party and co-obligation in the clauses of the above cited contract of 26th April,

1856. If the company could have had suspicion that its contract and privilege would be prejudicial, in some manner, annulled by identical concessions to other companies, of the same condition, in search of the port of Santos, it would have rejected itself, at the beginning of its operations, with a more positive guarantee than the second clause of its contract, although so clear and express in its spirit as to have no room for doubt. If the subscribers of the contract could have foreseen, at the second clause, of the contract could have lent itself to interpretations contrary to its letter, and to its spirit, for the purpose of diminishing the revenue of the railway, on account of the approaching termination of the contract in clause thirty-six, and at the same time for favoring other national companies, they would not have risked their capital upon such hazards; and without doubt, the railway would not have been constructed at that time, nor would the province of São Paulo have acquired the agricultural and commercial prosperity which to-day gives it power of superiority among the other states. The contract of 26th April, 1856, was based on law No. 838 of 12th September, 1855; and, in this law, a railway between the cities of Santos and São João do Rio Claro was provided for. The concession for a railway to the village of Jundiahy, having been given to the Companhia de Monte Alegre, to Conselheiro José Antonio Pimenta Bueno, de Mauá, now deceased, this promoted the organization of a company in London based upon the contract referred to by decree No. 1,750 of 26th April, 1856.

In this contract preference was guaranteed to the company for the prolongation of the road to São João do Rio Claro; and this proves that the railway from Santos to Jundiahy would not have competition in the transport of the production in that region beyond Jundiahy to the port of Santos. It is thus the contract has always been understood, so that, the company not desiring to make use of the preference guaranteed in clause 43, seeing that national companies were organized for that purpose, and for other railways, an accord for mutual traffic, which shall give all the advantage of all and of the public, was made with these same companies after their roads had been constructed.

Lately, production and importation having been unexpectedly increased, there has been produced what has been called a crisis in transportation (crise de transportes); and, certainly, it is not the Santos to Jundiahy railway which has been least able to meet the demands of agriculture and commerce, the contrary, it is this road which possesses the largest quantity of rolling stock, and is constantly increasing it. But, it being particularly the Sorocabana and Mogyana companies which do not possess rolling stock sufficient for the necessities of their zone, as the government itself has admitted, and has just been demonstrated, relative to the Mogyana road, through there being retained at Campinas more than six hundred wagons of the English company and of the Paulista company, through not having means for their transfer, it is precisely these companies, which have not improved their rolling stock, nor the permanent way of their roads, have been the ones favored by the prolongation of their lines to the city of Santos, to the manifest infraction of the contract of 26th April, 1856.

In view of this exhibit, the undersigned, desiring to preserve the rights and interests of the company, until the directory in London can seek relief in another manner, as it may consider more practical and more useful in the defense of those rights and interests, petitions your lordship to take cognizance of the present situation, in order that the *procurador* of the republic in this state may be cited, and in order that a notice (*cartão*) may be published to the end that any persons or companies who wish to make agreements with the Sorocabana and Mogyana companies as to the concessions of prolongation to the port of Santos, can not allege ignorance of the protest; it being that this protest includes, in regard to the federal government, the reclamation which the company is reserving for losses and damages should there be withdrawn from it for those prolongations the products for exportation and the articles of importation which now constitute the traffic of the districts traversed by the Sorocabana (now including the Juana) and Mogyana railways. And granting this, in terms of Arts. 23 and 24 of Decree No. 848 of 14th October, 1850, you will return the document to him after the dispatch, and your petitioner will ever pray.—W. Speers, superintendent of the São Paulo Railway Company. With five revenue stamps of two hundred reis each, duly cancelled. Nothing further in said petition, on which I have given the following dispatch: "granted" (concedido). São Paulo, eighth of August, one thousand eight hundred and ninety-two. Santos Werneck." In virtue of which a record of protest has been dispatched of the following tenor: "Record of protest. On this eighth day of the month of August one thousand eight hundred and ninety-two, in this capital, appeared in my office (cartório) William Speers, superintendent of the Santos to Jundiahy railway, and said before the two undersigned witnesses that, the federal government having failed to annul the concession granted to the Sorocabana company for prolonging its railway to the city of Santos, and having made a like concession to the Mogyana Company, he had come to protest against this, as an infringement of the second condition of the contract of 26th April, 1856, to the end that those concessions shall be annulled, and further, he protests against losses and damages, requiring this protest to be published officially in order that third parties, individuals or companies, may not plead ignorance of the reclamation which the São Paulo Railway Company, limited, has made and now makes again, against the above indicated concessions, all in the terms of his foregoing petition which forms a part of this. And thus having declared to me before witnesses, he has signed this record with them. Ant. Marcelino Joaquim de Sant' Anna, clerk, has written it. H. Meyer, Public Day of Acted.—Antonio Luiz dos Santos Werneck. And in order that it shall reach the knowledge of all, I have ordered the present notice dispatched, that it may be published by the press. São Paulo, 12th August, 1892. I, Marcelino Joaquim de Sant' Anna, clerk, have written it. Santos Werneck."

I, Charles John Kunhardt, of the City of Rio de Janeiro, Public Translator and Commercial Interpreter, duly admitted and sworn, do hereby certify that the foregoing is a true translation of a Protest Railway Company, Limited, dated 8th August, 1892, before Dr. Antonio Luiz dos Santos Werneck, federal judge of the district of São Paulo, and written in the Portuguese language.

In witness whereof I have hereunto set my hand and seal of office in Rio de Janeiro the 23rd day of August, one thousand eight hundred and ninety-two.

C. J. KUNHARDT. Sworn Public Translator and Commercial Interpreter.

SÃO PAULO RAILWAY. To the Editor of the Rio News.

SIR,—In the observations published in your issue of the 9th inst., with regard to the negotiations lately attempted between the government and the São Paulo railway, for the purpose of fixing the terms for increasing the traffic facilities of the line, perhaps needs correction, inasmuch as from it, it may seem to those unacquainted with the facts that the company desired to obtain in their negotiations some new and undue advantage.

You say: "Both parties wanted to settle the dispute by the insertion of a special clause in the new contract."

This is a mistake as far as it relates to the company.

The company asked for no modifications of its present contract except in two conditions, viz.: (a) that the period for the expiration of the line by the government should be extended; and (b) that the capital expended *pro rata* in the necessary improvements should be authorized.

The special clause to which you refer was sought to be inserted in the new contract by the government; the objection to admit the alteration is exactly what brought about the failure of the negotiations. The company desired to maintain the conditions of its existing concession; the government desired to introduce modifications by the above-named special clause which the directors on consideration felt assured would prevent the necessary new capital being raised.

The guarantee against competition, to which you also refer, is contained in clause 11 of the company's privilege which runs as follows:

"During the period of the concession (60 years) the government cannot without the consent of the company grant to other parties the privilege of making any railroad running in the same direction, within a distance of five leagues of eighteen to the degree (nearly twenty miles) on either side of the projected line. This restriction, however, will not apply to railroads which, although commencing from the same point shall run in different directions, even if such railroads accidentally approach or intersect the privileged line; provided always, that within the privileged zone they shall not either receive or discharge passengers or goods, receiving fares or freights therefrom."

The government wishes to give an interpretation to this clause altogether at variance with that given to it by the shareholders during the past thirty-five years, hence the inability to come to an agreement.

The government, notwithstanding the unmistakable clearness of the above clause, has recently granted concessions to the Sorocabana and Mogyana railways for lines to Santos. Against these violations of its privilege the company has protested in the form:

"Those who know the present state of feeling in Europe will decide whether capital can be obtained for enterprises on this continent where the remuneration is doubtful, or competition is likely to be a factor in the calculations."

I am, Sir, Yours truly, WILLIAM SPEERS, Superintendent.

São Paulo, August 13th, 1892.

RIO CRICKET CLUB.

"H. M. SQUADRON" vs. "RIO C. C." Played August 15th.

Table with 2 columns: 1st Innings and 2nd Innings. Lists players and their scores for both teams.

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BONUSES TO STAFFS.

To the Editor of THE RIO NEWS: DEAR SIR,—I venture to hope that the following may appeal to your well-known sense of justice and at the same time place a talk tumbled of subject in its proper light.

The note in your issue of 28th June last, regarding the distribution of the £20,000 voted as compensation to the staff in Brazil of the late English Bank of Rio, is incorrect. So far as can be ascertained, only a part of the said sum was divided, a very large percentage of that going to one man and the balance being distributed in such an unfair manner as to cause general dissatisfaction.

Now, referring to the transcript from Money of 9th July, in your issue of 2nd inst., I beg to call attention to the fact that some of the Directors of the Rio Claro Company are also on the Board of the British Bank of South America, and since they are now interested in a bonus of £25,000 (of which Money says that under the circumstances it is childish to speak), it is to be presumed, and hoped, that they will do more justice to themselves than they did to the majority of their old staff in the English Bank. One of them, at all events, has already done himself pretty good justice in the matter of commissions.

I am, dear sir, Yours truly, "FAIR PLAY."

August 17th, 1892.

SANTOS ATHLETIC CLUB. CRICKET.

"COFFE" vs. "THE WORLD."

"COFFE."

Table with 2 columns: Name and Score. Includes H. Board, H. Barton, W. Hilton, J. A. Cross, H. Fussell, H. Horn, G. O. Temple, T. Lewis, W. S. Murray, A. Consans, and Extras.

"THE WORLD."

Table with 2 columns: Name and Score. Includes F. J. Colbourne, H. Tross, A. Shaw, W. T. Oser, A. Kealman, H. Horn, A. Wucherer, H. Cruise, A. Sell, J. J. Lyon, C. Crowther, and Extras.

Total.

RIVER PLATE ITEMS.

—It is probable that the tax on cereals in Santa Fé, Argentina, will be repealed.

—The immigrant arrivals at Buenos Aires in July numbered 6,996, of which 3,785 were from Montevideo.

—The subscriptions for the purchase of a torpedo boat to replace the wrecked Rosales have reached a total of about \$500,000 currency.

—Another petroleum well has been opened at Mendoza, Argentina, having a depth of 229 metres and yielding 9 to 10 cubic metres of oil per day.

—There were 893 passengers and immigrant arrivals at Montevideo in July, and 719 departures, from and for foreign ports. About one-half of these were Italians. The Brazilian arrivals numbered 495 and departures 168.

—The receipts of the La Plata port during the first half of the present year were \$68,225.26, of which \$23,740.75 were for entry dues, \$32,677.34 for demurrage, \$7,043.95 for storage and \$4,763.25 for loading and discharging dues (25% %).

—The intendents of Buenos Aires has ordered the closing of all butcher shops within the radius of the public market, the latter being a monopoly. This is the kind of freedom usually furnished by the so-called republics of South America.

—The Argentine government has refused an extension of time to the sewerage works contractors of Buenos Aires, and has resolved to enforce a fine of £10,000 a month until their completion. It will now be in order to show up the officials who have been creating obstructions in order to compel the payment of fees.

—The ill-fated steel four-masted sailing ship Oceana which was stranded at the Punta Carretas was sold by auction on Tuesday last at Messrs. Gomezoro's rooms. The vessel and cargo were sold together and fetched \$380 or \$440 each. She has about 2,300 tons of coal on board.—Uruguay News, Montevideo, August 7.

—The receipts of seven principal Argentine railways for the second week of August amounted to £65,951 as compared with £38,219 for the corresponding week of 1891, an increase of £17,732 in 1892, or 46.5 per cent. The mileage open to traffic was 3,033 miles in 1891, compared with 4,011 miles in 1892, an increase of 10.4 per cent. in 1892. This shows a very satisfactory revival of business.

—We have received the returns of commerce for the second quarter of the present year published by Sr. F. Latzina, the government statistician. For the quarter, the value of imports was \$19,431,929 gold as compared with \$18,222,502 in 1891. The exports were valued at \$30,434,679 gold as compared with \$23,503,065 in 1891. In the first quarter of the present year the values of imports was \$43,071,599 gold as compared with \$37,980,792 in 1891. The returns for the exports in the first quarter are given at \$66,311,438 gold as compared to \$63,125,944 in 1891. The total amount of the revenue collected from import and export duties for the first six months is given at \$42,534,324 currency as compared with \$23,943,822 in 1891.—Times of Argentina, Buenos Aires, August 13.

—Another great fraud has been discovered in the public lands office at Buenos Aires, where thousands of leagues of land have been given away for trifling sums, the officials sharing the profits with the buyers. The loss is a heavy one for the nation, and the scandal will go far to establish the fact that honesty is a quality very difficult to discover among Argentine officials. The same officials have also been interested in the creation of colonies, upon which the treasury has expended large sums to no effect, the greater part remaining in the hands of the officials.

—The news from the frontiers is anything but reassuring. Our troops there are kept constantly on the move guarding against a second violation of Uruguayan territory. On the Brazilian side of the frontier the most horrible crimes are daily committed. Bloody reprisals are of frequent occurrence, and sometimes whole families, old men, women, and tender children, are found in the morning lying with their throats cut on the floor of their own houses. Nor is there the least sign of the restoration of order taking place in Brazil. The fratricidal struggle may go on for years—likely, indeed, to go on—until very little shall have been left for the victor to win or the vanquished to lose. Brazil put itself back 100 years by the dethronement of the Alencars.—Montevideo correspondence of The Southern Cross, August 12th.

—The Times of Argentina of the 13th calls attention to the fact that the laws of April last providing for the withdrawal and destruction of currency, have not been observed by the Argentine officials. These laws were widely published as proofs of the good intentions of the Argentine government, but in reality of the three millions which should have been withdrawn and destroyed, only a million of dollars have been added to the amount in circulation. On this question the Times says: "Every resident in this country knows that, under the existing system of administration, there is no possibility of finding one single dollar of surplus in the public treasury; not only because of the enormous expenses of the government, but also on account of the extra expenditure that is daily authorized. We refer to such things as military manoeuvres, naval excursions, civil pensions, new officials in the administration and constant promotion of officers of high rank in the army, etc., etc. Under such circumstances it is simply ludicrous to insist on the observance of laws which would deliver one million for the purpose of burning it. We all know that a special law was given on August 29th, 1891, increasing the amount of minor notes (emission) by \$1,500,000 with the honest purpose of paying salaries to the school-masters in the provinces, and it is equally well known that the same law is still in force for six to eight months' salaries, poor and miserable as those salaries are. The reason of this is that the public treasury could not afford to pay the amount, and it is of public notoriety that actually, after a year, this money has not been given either by the government from ordinary revenue, or by the cofra da conversion from the amount of this fractional issue."

LEGISLATIVE NOTES.

AUGUST 13.—Senate.—The committees on the constitution and legislation reported in favor of the bill granting amnesty to the Mato Grosso revolutionists. Senator Ubaldo do Amaral opposed the bill exempting state lotteries from the restrictions contained in decrees No. 207 B and 503 A of 1890. On motion of Senator Laper the Senate decided to ask the government for information on the subject.—Chamber of Deputies.—Deputy Cassiano do Amaral spoke against the bill making an appropriation of \$5,674,579\$518 for the Central railway. He is in favor of leasing the road, which, he says, under government management, has for the last 10 years been operated at a loss. Deputy Francisco Glycerio said that to lease the road would be equivalent to destroying it, thus entailing a loss of 150,000,000 worth of property. Deputy Benavides spoke on the bill on promotions in the army. The promotions made by Gen. Deodoro on January 7th, 1890, had, he said, been opposed by Gen. Benjamin Constant. He would vote for the bill, he declared, although he did not believe that either that or any other measure could repair the injuries caused by these promotions. Deputy João de Siqueira said that, if on the 10th of 22th of April he had had at his orders a handful of soldiers, he would have avenged the honor of the nation and removed Gen. Floriano Peixoto from the office he unworthily holds. Now, however, even if he disposed of unlimited resources, he would not raise his finger to reject the Vice-President, for he believes that famine, which is knocking at the doors of Brazil, will soon make the post untenable. He accused the government of hypocritically making use of the appropriations dictatorially decreed by Gen. Deodoro after the coup d'etat.

AUGUST 15.—Neither house had a quorum. There was received a telegram from Gen. Roberto Ferreira denying that the troops have interfered in the affairs of Pernambuco. The general expresses the opinion that the dictatorship, established when the republic was proclaimed, should have continued in force.

AUGUST 16.—Senate.—The Senate was still without a quorum.—Chamber of Deputies.—Deputy Alcindo Guanabara spoke against the bill for the conversion of the 4% gold bonds, which, he said, if it becomes a law, will be a confession of bankruptcy. Deputy Leopoldo de Bulhões defended the bill, which, he asserted, is intended to avert the bankruptcy that threatens the country. Brazil, he said, continues to pay 4% and 2% bonds. In a speech on the budget of the department of justice and interior, Deputy Espirito Santo proposed the reduction of the pay of the President of the republic from 120,000\$ to 80,000\$, of that of senators and deputies from 75\$ to 50\$ per diem, and a reduction of 10% in the pay of all civil employes which he estimates at 63,763,397\$. The committee on finance reported in favor of exempting from duty the drugs and medicines, furniture, cooking utensils and surgical instruments imported for the Strangers' Hospital of this city.

AUGUST 17.—Senate.—The bill granting amnesty to the Mato Grosso revolutionists was voted in 2nd discussion. Senator Aristides Lobo spoke against the re-establishment of the legation at the Vatican, which was defended by Senators Elysen Martins and Ubaldo do Amaral.—Chamber of Deputies.—Deputy Alcindo Guanabara answered the speech of Deputy Leopoldo de Bulhões on the bill for converting the 4% gold bonds. To attempt to meet the financial question with such means, he said, is a confession of weakness and incapacity. The Chamber rejected by a vote of 69 to 40 the motion of Deputy Otácia to refer to the budget committee the bill for re-establishing the department of justice. The bill was rejected by a vote of 60 to 52. The Chamber voted in 3rd discussion the bill appropriating 5,758,347\$534 for the Central railway. The bill for last year on power of attorney was voted in 3rd discussion. The bill approving the contract with the late Barão de Caimidé for widening and extending Rua de Gonçalves Dias was rejected. Deputy Vinhaes protested against the conduct of the governor of Alagoas in prohibiting the departure of laborers from Alagoas to Santos. He asked the government for information on the subject. He availed himself of his possession of the floor to censure the acts of the president of the municipal council of Rio de Janeiro. The balance in the municipal treasury has, he said, been reduced to 180,000\$, and in a short time the council will not even have money to pay its employes. He asked the people of the city are threatened with a famine. As a friend of the government he warned it of the terrible consequences that will result if the threatened famine should become a reality. Deputy Homero Baptista presented a petition of students belonging to the Batalhão Academico asking that the battalion be mastered out of the service, since it is no longer needed for the defence of the republic. Deputy Antonio Olyntio presented a petition from a labor organization asking Congress to legislate for reducing the time of a day's work to 8 hours.

AUGUST 19.—Senate.—The bill granting amnesty to the Mato Grosso revolutionists was voted in 3rd discussion. A petition was read from Francisco Comas asking for exemption from duty for unrefined petroleum. The committees on finance and agriculture reported a bill abolishing consular invoices. Senators Rosa Junior and Coelho Campos spoke against the bill on church property and ecclesiastics, which was defended by Senator Sebastião Marinho and Amerigo Lopes. Chamber of Deputies.—The president, Dr. Bernardino de Campos, took leave of the Chamber for the purpose of taking charge of the administration of S. Paulo. The Chamber gave him a vote of thanks for the manner in which he had presided over his labors. The 1st vice-president, Deputy João Lopes, was chosen to succeed him.

AUGUST 20.—Senate.—There was introduced a bill by Senator Ubaldo do Amaral and others for reducing to four the number of national holidays, viz.: February 24, May 13, September 7 and November 15. On motion of Senator Genezoso the bill on church property and ecclesiastics was referred to the committees on constitution and legislation. The budget of the department of foreign affairs was voted with amendments in 3rd discussion.—Chamber of Deputies.—The bill exempting from duty materials imported for the American college at Taubaté was opposed by Deputies Arthur Rios and Otácia and defended by Deputy Cesarino Motta. Deputy Alfredo de Lima made some remarks on the telegram sent to the governor of Alagoas in regard to the engagement of laborers in that state for the contractors of the Santos quays. Deputy Vinhaes said the municipal council owes 500,000\$ for beaves slaughtered at the Santa Cruz abattoir and is unable to pay the debt, for although it found 2,000,000\$ in the municipal treasury on taking charge of the city government, it now has only 180,000\$. The creditors, he said, are demanding payment within twenty-four hours, and the people of the city are threatened with being deprived of their supply of beef. Before concluding his speech he said that he had just been informed that the debt had been paid. He considers this very serious; the municipal council having only 180,000\$ at its disposal, it must have obtained the remaining 320,000\$ from private persons, or from the government.

PROVINCIAL NOTES.

—The small-pox is epidemic at Iguape, state of S. Paulo.
—Gen. Pego reached Porto Alegre on the 17th and took charge of the 6th military district.
—A small silk factory has been established in the Conde d'Eu colony in Rio Grande do Sul.
—The Campos papers say that small-pox is epidemic at Quissaman, state of Rio de Janeiro.
—A S. Paulo telegram says that Dr. Bernardino de Campos will be sworn in to-day as governor of that state.

—At Cruz Alta, Rio Grande do Sul, a merchant named Luiz Chieza has invented a machine for hulling pea nuts.
—Councillor Silveira Martins was in S. Paulo, last week, where he stopped at the house of Councillor Camargo.

—The tobacco dealers of Porto Alegre have resolved to petition the minister of finance for a modification of the new tax.

—In a wood near the city of S. Paulo there was found some days ago a skeleton with a gun and other weapons lying near it.

—The governor of the state of Rio de Janeiro has declared lapsed the contract with João Soares Pinto for establishing a candle and match factory.

—It was reported in Santos that there had been a mutiny among the sailors of the American steamer Flagline and that the ringleaders had been placed in irons.

—It seems that the attempt to assassinate Julio de Castilhos in Rio Grande consisted in a request from a rough-looking fellow to speak with the great man, and a subsequent suspicion that he had sinister intentions. Such assassinations, however, rarely ever do any harm.

—Coal is becoming scarce in the city of São Paulo and the gas company is requesting the public to use it economically.
—The Pais of the 19th published a Porto Alegre telegram of the 18th, giving an account of an attempt to assassinate Dr. Julio de Castilhos as he passed through Pelotas.

—Gov. Lima Barbosa has dismissed the municipal council of Pernambuco, and is appointing others in their stead. Among the new appointees are many partisans of Barão de Lucena.

—The report that the municipal chamber of Ouro Preto had annulled the recent congressional elections in the state of Minas Geraes has been proved to be untrue. The senator and deputies elected have received their credentials.
—Some members of the Bahia legislature have presented a project for a grand exposition there in 1900 to commemorate the 40th anniversary of the discovery of Brazil. Assistance is to be asked from the national Congress, of course.

—It is stated that in the interior of S. Paulo, some of the planters, in view of the fact that the railways to carry their coffee are preparing to send it to Santos by pack-mules, which, on their return, will carry merchandise to the interior. One such troop, we are informed, has already left Santos.

—An Aracaju telegram of the 20th says that the governor of Alagoas had sent an armed force on board the Ondina to compel the chief of police of various laborers who had taken passage for Santos, to work on the port improvements. The governor of Alagoas evidently considers himself the master of that little state.

—The senatorial elections throughout the state of Rio de Janeiro on Sunday appear to have resulted in the choice of Quintino Bonfatti as chief of the electors. It is to be presumed that the electors enjoy this amusement, else they would not return the man who resigns without reason and then seeks re-election.

—The contractors of the quay at Santos having sent to Alagoas for laborers, the governor of that state has taken steps to prevent the contractors' agents from obtaining the services of the chief of police and police force to prevent laborers leaving the state. This is a very interesting phase of the liberty won on November 15th, 1889.

—The new Amazonas constitution provides that the governor shall be called "chefe do governo e da administração estadual" (chief of government and state administration), while the chief of police will be dubbed "chefe de segurança publica" (chief of public security). Time is of no use in Amazonas, consequently the longer the title the better.

—There was an interesting incident in the Maranhão legislature on the 18th. A measure had been presented by the government party for increasing the pay for the governor and the deputies, which was to be decided in one discussion only. An opposition deputy, Col. Silva, then took the floor and spoke against it. Considerable confusion followed and a crowd of government deputies gathered around the speaker. "The orator did not lose his self-possession," says the telegram, "and drew a revolver to repel the threatening attack." Of course the aggressor consulted their own safety, and the debate went on.

A FRANK OPINION.

This is what the governor of Alagoas, Dr. Gabino Besouro, thinks of São Paulo and the effort to induce his working people to accept employment on the Santos port improvements, evidently in reply to a telegraphic inquiry in regard to his arbitrary conduct recently:—

MACRIO, 18th August.—Paulista agents were seducing Alagoanos to go and work in São Paulo, with fallacious promises and miserable salary, from which they were discounting passages. The seducers are the same old purchasing agents of slaves. I recommended all the authorities of the state to dissuade their countrymen from leaving their families and native land, abundant and plentiful, in order to go in search of the misery in the now empty places of the slaves, or of death in the districts of São Paulo where life is most expensive, epidemically flagellated by yellow fever and other epidemics, abandoned by foreign colonists, to fill with their honest labor the plutocratic coffers whose thirst for wealth the labor of unfortunate foreigners has never satiated. Still further, solicited with promises of miserable wages, they were going away their minor children.

Happily the Alagoanos comprehended the snare and are desisting from going; counsel has sufficed for convincing them; the company's agents are drawing back. There is sufficient employment here, easy, remunerative and enormous harvests, needing laborers for agriculture. I do not know if there is anyone sufficiently ambitious and un-patriotic to defend this new species of slavery. The propaganda continues. The press unanimously demands relief from the government. I, an Alagoano, am firm at the post of duty. My act will stand elucidations. I have responded hereto to those in the Chamber who have addressed an interpellation to me.—Gabino Besouro, governor.

We would advise the Paulistas to sit down. Gabino will go to war sooner than permit one single Alagoano to go out into this hard, cold world to earn wages. We now know what he thinks of São Paulo—and that is enough.

RAILROAD NOTES.

—The receipts of the Paulo Affonso railway in the half-year ended June 30th were \$6,823,874 and the operating expenses 66,017\$160.

—The representative of the Mogiana railway in this city takes issue with our considering the prolongation of that line to Santos as impracticable. He claims that the road from Ressoz will be shorter than the English line, that the route presents no alarming difficulties, and that the Serra do Mar will be surmounted by traction. He also denies that the concession is an infringement of the English company's privilege. We should like to see the figures resulting from the definite survey, but if we deny the possibility of construction, we do not deny the English company will increase its tracks. We do not see the necessity of expending the money.

DAILY RECEIPTS AND SHIPMENTS OF COFFEE AT RIO DE JANEIRO.

Table with columns for Receipts, Shipments, and various coffee grades (N.Y., Santos, etc.) with corresponding prices and quantities.

Imports.

There appears to have been a moderate business doing and quotations show few changes. Flour is reported quiet, but deliveries from the warehouses for the first fortnight of the current month appear to have been fair, and quotations are about unchanged.

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Hay.—The Hamburg brought 3,500 bales from Rosario and the Waldensian 4,265 bales from Buenos Aires. The market is unchanged at 160—180 rs. per kilogramme.

Turpentine.—Receipts nil, and we may continue quotations at 750—850 rs. per kilogramme.

Rosin.—The Capua brought 150 bbls. from Baltimore, and the market is unchanged at 125000—165000 per bbl. according to marks.

Coal.—Receipts since our last report have been: 2,546 tons per Principality, from Cardiff.

The Christine Edela proceeded to Santos, and the other cargoes came to dealers, or companies.

Cement.—The only receipts are 137 bbls. from Antwerp, per Thames and brokers continue quotations of 165000—175000 for British, 145000—155000 for German and 165000—175000 for French, per lal.

SHIPPING NEWS.

ARRIVALS OF FOREIGN VESSELS.

AUGUST 15. CARDIFF.—Nor bk Christine Edela; 807 tons; Rozen; 73 ds; coal to Brazilian Coal company.

VICTORIA.—Nor bk Fritz Smith; 455 tons; Henricksen; 8 ds; ballast to order.

CARDIFF.—Br ship Carnarvonshire; 1,227 tons; Dowden; 54 ds; coal to Belmar Rodrigues & Co.

CARDIFF.—Br ship County of Cardigan; 1,292 tons; Jones; 56 ds; coal to Royal Mail company.

LIVERPOOL.—Br ship Australia; 4,585 tons; Parkes; 66 ds; in distress, bound for Calcutta.

BALTIMORE.—Amer lug Francis; 644 tons; Pillsbury; 55 ds; flour to Levering Co.

PENACOLA.—Nor bk Aviemore; 748 tons; Sörle; 70 ds; pine to Gerai de Comercio e Industria company.

GAESP.—Br lug O'Blanchard; 465 tons; Le Dain; 56 ds; codfish to Zenbu, Neves & Co.

CARDIFF.—Br bk Auriga; 886 tons; Thomas; 54 ds; coal to Belmar Rodrigues & Co.

HAMBURG.—Dan bk Halmarck; 530 tons; Nielsen; 68 ds; sundries to Hermann Stoltz & Co.

DEPARTURES OF FOREIGN VESSELS.

AUGUST 15. SHRETT HARBOUR, N. S.—Nor bk Taino; 944 tons; Eickens; ballast.

PENACOLA.—Br bk London; 1118 tons; Evans; ballast. PORT NATAL.—Nor bk Norman; 674 tons; Yust; do.

MACAHU.—Port bk Fanny; 129 tons; Pinto; salt.

AUG. 17. BARBADOS.—Amer lug Good News; 677 tons; Myrick; ballast. PARAGUAY.—Br bk Comandante; 861 tons; Williams; sundries.

AUG. 18. SAND HEADS.—Br ship Afon Cefin; 1,960 tons; Pierce; ballast. —Br ship Wilhelm Tell; 2,942 tons; Grame; do.

SANTOS.—Nor bk Christine Edela; 807 tons; Rozen; same cargo. PASCOGOLA.—Br bk Blair Drummond; 1,460 tons; Monson; ballast.

MACAO.—Port bk Youngina; 773 tons; Leite; sundries. AUG. 20. MAYAGUEZ.—Br lug Cypher; 404 tons; Workman; ballast.

TURKS ISLAND.—Br lug Maggie Thompson; 563 tons; Dwyer; do. PARA.—Ger bk Emma Bauer; 536 tons; Niemann; sundries.

VALPARAISO.—Ger bk J. M. Bunck; 182 tons; Miedelrot; do. AUG. 21. IQUIQUE.—Ger bk Windbrandt; 1,253 tons; Freese; ballast.

CLEARED AND READY FOR SEA.

CARE TOWN.—Nor bk Swift; coffee. VALPARAISO.—Br bk Lanarkshire; same cargo. ADELAIDE.—Br ship Cambrian Princess; ballast.

VESSELS AFLOAT & LOADING FOR RIO.

African.—Newcastle 2 July. Pensacola 13 June. Leith 26 June.

Leith 16 July. Cardiff 12 July. Greenock 10 July. Pensacola ..

Table listing arrivals of foreign steamers with columns for Date, Name, Where from, and Consignee to.

FOREIGN SAILING VESSELS TO PORT OF RIO DE JANEIRO, AUGUST 23rd, 1892.

Table listing sailing vessels with columns for Name, Port, Arrived, Where from, and Consignee.

ARRIVALS OF FOREIGN STEAMERS.

Table with columns for Date, Name, Where from, and Consignee to.

DEPARTURES OF FOREIGN STEAMERS.

Table with columns for Date, Name, Where to, and Cargo.

FOREIGN MARKETS.

From Messrs. James Cook & Co's Monthly Despatch, dated London, July 25th: COFFEE.—According to our figures the deliveries during the past month have again been satisfactory, even in the United States, where the demand continues active at advancing prices.

According to reports from Venezuela there is a fair quantity of coffee remaining in the country owing to the civil war, which may also account for the anticipated falling off in the coming yield.

Imports for six months; 1890 1891 1892. Holland..... tons 35,190 21,100 13,770. Antwerp..... " 19,260 17,990 22,300.

Total Europe..... tons 329,553 223,190 265,090. Six ports of U. S. " 108,491 114,475 150,820.

Total..... tons 348,044 337,665 414,910. Holland..... tons 19,248 6,800 10,130.

Antwerp..... " 5,403 5,000 3,800. Hamburg..... " 16,450 15,150 15,400.

Total Continent..... tons 76,181 56,560 79,580. Great Britain..... " 18,573 11,974 10,270.

Total Europe..... tons 94,854 68,534 90,770. Six Ports of U. S. " 23,150 11,258 39,940.

Total..... tons 118,004 79,792 121,210. Deliveries for consumption, for six months: France, consumption..... tons 34,318 35,820 36,200.

U. K., consumption..... " 6,517 6,840 6,745. Total Europe..... tons 208,153 207,266 210,572.

SUGAR.—Imports, for six months: Holland..... tons 480 1891 1892. France..... " 66,181 87,239 80,400.

Total..... tons 1,415,568 1,704,589 1,416,592. Holland..... tons 28,107 19,580 31,480.

Total..... tons 359,144 393,886 398,088. Deliveries for consumption, for six months: France..... tons 207,894 195,471 230,240.

STOCK AND SHARE LIST.

August 20th, 1892.

GOVERNMENT BONDS.

Table with columns: Present Amount, Interest payable, Rate %, Denomination, Nominal value, Last sale, Closing quotations. Includes entries for Apolices, Gold Loan 1880, and State of Rio de Janeiro.

DEBENTURES.

Table with columns: Present Amount, Interest payable, Rate %, Companies, Nominal value, Last sale, Closing quotations. Lists various companies like Bragança, Campos and Carangola, and others.

BANKS.

Table with columns: Capital, Capital paid up, Reserve fund, Name, Dividend paid, Nom. value, Last sale, Closing quotations. Lists banks like Agricola do Brazil, Aliança do Brazil, and others.

SHIPPING.

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

INSURANCE.

Table with columns: Capital, Capital paid up, Reserve fund, Companies, Dividend paid, Nominal value, Last sale, Closing quotations. Lists insurance companies like Aliança, Allarg. Fluminense, and others.

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 Alagoas, Calo Frio, and others.

HYPOTHECARY NOTES.

Table with columns: Present Amount, Interest payable, Rate %, Banks, Nominal value, Last sale, Closing quotations. Lists banks like Credito Real do Brazil, Credito Real de S. Paulo.

MILLS.

Table with columns: Capital, Capital paid up, Reserve fund, Companies, Dividend paid, Nominal value, Last sale, Closing quotations. Lists mill companies like Aliança, Ham Pin, and others.

MISCELLANEOUS.

Table with columns: Capital, Capital paid up, Reserve fund, Companies, Dividend paid, Nominal value, Last sale, Closing quotations. Lists various miscellaneous companies like Agricola de Paranaquama, Agricola de Ribeira Preto.

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THOMAS NORTON'S
 OLD REGULAR LINE OF SAILING PACKETS
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 UNITED STATES AND BRAZIL PORTS
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 CARRYING THE U. S. AND BRAZILIAN MAILS

SAILINGS FOR NEW YORK:
 The fine Steamer

SEGURANÇA

Captain BEERS
 will sail for
NEW YORK
 calling at
 BAHIA, PERNAMBUCO, MARANHÃO, PARÁ,
 BARBADOS AND St. THOMAS.
 Friday 16th September at 10 a.m.
Passage Rates

To Liverpool.....	\$220	—	gold
New York.....	\$145	\$75	"
" & back.....	\$275	—	"

 For cargo to
 W. C. Peck,
 No. 1 A, Rua de S. Pedro.
 and for passages and information apply to
E. C. Baker, Manager.
 42 Rua do Ouvidor.

ROYAL MAIL
 STEAM PACKET COMPANY.
 Under contracts with the British and Brazilian
 Governments for carrying the mails.

TABLE OF DEPARTURES,
 1892

Date	Steamer	Destination
Aug. 24	Trent.....	Bahia, Pernambuco, Las Palmas, Lisbon, Vigo, Southampton and Antwerp.
Sept. 2	Fagus.....	Montevideo and Buenos-Aires.
" 5	Thames.....	Bahia, Pernambuco, S. Vicente, Lisbon, Vigo, Southampton and Antwerp.

This Company will have steamers from and to England twice per month.
 Insurance on freight shipped on these steamers can be taken at the Agency.
 For freight, passages and other information apply to
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 G. C. Anderson,
 Superintendent.

LIVERPOOL, BRAZIL AND RIVER
 PLATE MAIL STEAMERS.

LAMPORT & HOLT LINE

UNDER CONTRACT WITH THE
 BRAZILIAN GOVERNMENT.
 INTENDED SAILINGS FROM RIO.

New York:
 Humboldt..... Aug. 27th.
New Orleans:
 Hogarth..... Aug. 30th.
River Plate:
 Leibnitz..... Aug. 26th.
Chili, Peru and Equador:
 Chaucer..... Sept. 1st.

Mails are closed as announced by the Post Office.
 For cargo apply to the Broker
 Wm. R. McNiven,
 89, Rua 1º de Março.
 For passages, parcels, specie, etc., to the
 Agents—Norton, McGAW & Co.
 82, Rua 1º de Março

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Porto Alegre: 399, Rua das Andoradas	Buenos Aires: 137, Calle Maipú	Rosario: 43 C, Calle Cordoba	Montevideo: 73, Calle 18 de Julio

and at Salto, La Plata, Cordoba, Santa Fé, Tucuman, Asuncion, Valparaiso, Santiago, Guayaquil, Lima, Iquique, La Paz, etc., etc.,

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Capital. . . 40,000,000 Marks.

Regular Lines of Steam Packets between
 Bremen — United States
 " Brazil
 " River Plate
 " China, Japan
 " Australia
 Departures from Rio de Janeiro on the 8th
 and 23rd of each month to
 Bahia, Lisbon, Antwerp and Bremen.
 Passengers and cargo for all ports of the different lines
 accepted.

Passage Rates:

	ret.-cl.	3rd.-cl.
Rio—Antwerp, Bremen.....	500 Marks,	125000
" — Vigo.....	500 "	125000
" — Lisbon.....	500 "	90000

 For further information apply to
HERM. STOLTZ & Co., Agents.
 Rua da Alfandega, No. 48. Rio de Janeiro.

PACIFIC STEAM
 NAVIGATION COMPANY.

ROYAL MAIL STEAMERS.
 DEPARTURES FOR LIVERPOOL.
 Calling at Lisbon, Bordeaux and Plymouth.
 Galicia..... Sept. 12th
 Luzitania..... " 25th
 These popular steamers are fitted with the electric light and all modern conveniences. Insurance policies may be taken out at the agency on merchandise, baggage and values.
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Wilson Sons & Co., L'd., Agents.
 No. 2, Praça das Marinhãs.

NEW ZEALAND
 SHIPPING Co., L'd.

ROYAL MAIL STEAMERS.
 HOMEWARDS—RIO TO LONDON.
 Due at Rio de Janeiro.

Kaikoura.....	Aug. 28th
Tongariro.....	Sep. 25th

 These steamers are first-class in every respect and are celebrated for quick homeward passages and superior accommodations. Call at Tinsworth and PLYMOUTH; passengers may land at latter port.
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 No. 1 A, Rua de S. Pedro;
 and for passages and other information to
Wilson Sons & Co., L'd., Agents.
 No. 2, Praça das Marinhãs.

SHAW, SAVILL & ALBION CO.,
 LIMITED.

ROYAL MAIL STEAMERS
 BETWEEN
 NEW ZEALAND and LONDON.
 HOMEWARDS—Due at Rio de Janeiro.

Doric.....	Sep. 9th
Arawa.....	Oct. 7th

 Steamers superior in every respect and fitted with every convenience for the comfort of travellers. Call at Tinsworth and PLYMOUTH; passengers may land at latter port.
 For freight apply to **W. C. Peck,**
 No. 1 A, Rua de S. Pedro;
 and for passages and other information to
Wilson, Sons & Co. L'd., Agents.
 No. 2, Praça das Marinhãs.

W. R. CASSELS & Co.

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 and
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Advertiser, ex-Chief Steward (passenger steamship) requires situation as manager of club or hotel, or any place of trust; most reliable references and testimonials.
 Address J. E. H., care Rio News.

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There is no medicine for the radical cure of dyspepsia and other diseases of the stomach, as well as diarrhea and diarrhoeas of the bowels, which works quicker and more efficaciously than the preparations of *Nectandra Amara* the Paulista remedy of Andre Letoux. It is sold by all the leading chemists in Brazil; at the deposit of the manufacturer in all the Provincial Capitals and in the Federal Capital, rua S. Pedro 52, 1st floor.

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For all diseases of the stomach and disorders of the bowels there is no more powerful medicine than these health-giving pills which for \$200 per box, or 12600 for 6 boxes and 20800 for 12 boxes, go speedily in a registered packet by post to help the sick in any part of Brazil, or abroad, from wherever they may be ordered. Address Joaquim Lisboa de Miranda, rua S. Pedro No. 52, Rio de Janeiro.

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