

THE RIO NEWS.

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

RIO DE JANEIRO, SEPTEMBER 6th, 1892.

The financial situation, so far as the government is concerned, is causing no slight anxiety in business circles. The majority of business men are of the opinion that the turning point in the crisis has been passed, and that we have the best of reasons for expecting a steady improvement in exchange, if the government will only keep its hands off. The policy pursued by Dr. Rodrigues Alves, who has just resigned the portfolio of finance, has therefore commanded general approval, and his resignation has caused widespread regret. It is true that he did very little in the line of panaceas for the crisis, and invented no imposing scheme for the amelioration of exchange and the encouragement of business, but he did what is much safer and better—he tried no experiments. He was conscientiously opposed to nearly all the pretentious schemes brought forward for using treasury funds to assist unsound investments and operations, he was opposed to further issues of irredeemable currency, and he was opposed to entrusting the currency circulation of the country to a banking monopoly which has proved its incompetence and recklessness over and over again. By doing nothing in these directions, he won the confidence of sound business men, who feel that the situation will improve by itself if left alone. Who will be the successor of the retiring minister, we do not know; but we do know that if it is a man who at once departs from the wise policy pursued by Dr. Rodrigues Alves disastrous results will surely follow.

In view of the outbreak of cholera in Europe and of the restrictions placed upon the shipping arrivals from nearly every European country, some common and reasonable measures ought to be adopted by Brazil and the Platine republics for the imposition of quarantine restrictions. As a rule, it is difficult to get two countries to take common action in regard to quarantines, and still more difficult, if not impossible, to make them pursue a reasonable course. The bare thought of an epidemic of cholera, or fever, seems to set a community wild, and to drive out every particle of common-sense and humanity that it ever possessed. To prevent infection, men will do things that shame our civilization. Men have been shot down at sanitary cordons as ruthlessly as though they were rabid dogs, and without a word of protest from those who at other times figure as Christians and philanthropists; and cases have occurred where crowded steamers have been driven off without a single effort to provide them with coal, food and water. It is a shame to our civilization that these things should occur, and it is to provide against such barbarities that we now call attention to two useful measures. The first of these is the location of a quarantine station at or near

Pernambuco, which is the first American port of call for a large percentage of outward-bound steamers. It is a hardship and an injustice to compel these steamers to first call at Ilha Grande, as it practically excludes Pernambuco and Bahia from any direct trade with Europe. Then, some arrangement should be made so that the first quarantine, whether at Pernambuco, or Ilha Grande, should be effective for all subsequent calls, except in case of any subsequent appearance of the epidemic disease. It is irrational and absurd for every port to impose its own quarantine, irrespective of those which have preceded. The mercenary object of quarantines, of which Lisbon and Flores Island are good examples, should be rigidly suppressed, and no man should be permitted to speculate upon the helplessness and misfortunes of others. As to the second measure, we propose that provisions should be made for succoring vessels stricken with the dreaded disease, so that we shall never again have to record the inhuman act of driving a ship to sea without food and water for her suffering passengers. Ample provisions should at least be provided for a return voyage to the port of departure, but it would be better, in our opinion, to set apart some quarantine island where passengers can escape from the plague-stricken ship and secure better air, food and medical attendance. There are devoted men and women elsewhere who do not hesitate to go into a plague-stricken city to care for their suffering brothers and sisters, and surely there must be something of that humanity in this part of the world; and those who travel in ships are just as much entitled to these tender ministrations as those who live in cities. Let us guard against the epidemic by all means, but at the same time let us not forget that we are civilized men and brothers of those who need our help. We need not act like savages to protect ourselves from misfortune.

The action of the authorities in firing upon and nearly sinking the British steamer *Chaucer* on the morning of the 2nd instant, again raises a question to which we called attention some years ago—the right of a nation to thus imperil life and property under the excuse of enforcing quarantine regulations. We do not question the right to impose such regulations, nor the right to close a port against arrivals from infected ports, but we most emphatically deny the existence of a right to employ such extreme measures as that of destroying life and property without first using all possible means of warning off the prohibited arrivals. The action of the authorities in this case was inhuman and barbarous to the last extreme, and there can be no justification whatever for it. When the last cholera restrictions were enforced, a steamer was held in readiness to meet approaching vessels and advise them, if necessary, to go to Ilha Grande. This was right and necessary. The whole world knows that the quarantine anchorage of this port is just inside Santa Cruz, and that any exceptional instructions are to be received there or in passing the fort. It is not a regulation, nor ever has been, that vessels are to expect signals outside. If instructions are to be given there, then common sense as well as the dictates of humanity require that a steamer shall be kept there for that special purpose. The *Chaucer* was three-fourths of a mile outside when she was struck, and the lives of her officers and crew, as well as her cargo, were imperilled because of the extraordinary idea which prevails here that shooting may be resorted to whenever an official thinks it necessary. During the last cholera year, a passenger was killed at Bahia through this insensate idea, and several vessels had narrow escapes. Lately several vessels have been fired upon from Santa Cruz, among them two British, one American and one German steamers, and it may be considered providential that no lives have been sacrificed. It is now full time that the commercial nations of the world took this matter up. Life is sacred enough not to leave it to the caprice of men who are incapable of recognizing even the commonest rights of humanity. In such cases, even were there a knowing infringement of regulations, it is always the innocent third party who suffers. It is idiotic to suppose, however, that any captain would knowingly break or refuse to obey the quarantine regulations of this, or any other port. It is the duty of the authorities to make sure that they understand the regulations, and this can only be done by sending

a steamer outside, and not by the inhuman and barbarous practice of sending cannon shot into vessels, to the serious risk of life and property. It is as bad as the customs of the Moorish pirates, a thing that a humane and civilized people would never do. If the artillerists of Fort Santa Cruz can make no better use of their cannon than to sink unsuspecting merchant steamers, then let them be armed with bows and arrows and blow guns, which are best suited for men so devoid of judgment and humanity.

THE SÃO PAULO RAILWAY CO.

To the Editor of THE RIO NEWS:

It is difficult to understand why the directors of the São Paulo Railway Company have failed to send out a commission to study the vital question now at issue and have preferred the unsatisfactory course of corresponding by telegram with their superintendent. It is not credible that there could be any hesitation on the part of a commission formed of a few enlightened shareholders of the company, after being eye-witnesses of the present, in the first place they would see better than they seem to at present how utterly impossible it is for their single track, with Serra inclines, for which they hold the government concession, to attempt to cope with the present traffic, and that the government is justified in giving a new concession for a second track to take the superfluous traffic to any company that offers the best terms provided the rights of the São Paulo line between Santos and Jundiahy and their zone of 5 leagues are not infringed. They would see better than their present seem to see, that when they of their own free will let the concession lapse that took them on from Jundiahy into the heart of the coffee district, they are taking away from their monopoly what is legal for all of the prolongations to run lines from points 5 leagues beyond Jundiahy to Santos. They would see that they have not kept pace with the times. That São Paulo, which when they built their single track line, was a little insignificant interior town of 15,000 inhabitants—with unpaved streets, lighted by a few scores of kerosene lamps, with no tram lines, no water supply and with few houses more than one storey high, has grown into one of the handsomest cities in South America, with better paved streets than Rio de Janeiro, lighted with gas and electricity—tram cars running every few minutes in every direction huge mansions springing up in every direction—totaling 120,000 inhabitants. In a few years more it will number its 200,000. As corn has made Chicago, so coffee is making São Paulo.

Do the directors of the São Paulo Railway Company know that the produce of coffee has trebled during the last ten years, and that as the exports increase, the imports increase in like proportion? Do they know that to-day the country exports 400,000 tons of merchandise in Santos and that their single track could not remove it in less than 12 months if a single ton were not added to it in the meantime? Do they know that the streets of Santos are completely blocked with carts laden with merchandise clamouring at the station gates? Do they know that the cars are kept 24 hours for their carts, return at night unladen, and return next day and so on for days and days? Do they know that vessels consigned to the railway wharf have to wait months and months to discharge? That the S. S. *Delhi* arrived a few days ago with a certainty of waiting twelve months, and that the *Montevideo* has been waiting for 20 days in the face? Do they think that supposing all these 200,000 tons of goods were for removal to Europe and that the Royal Mail Steam Packet Company had been up to-day the sole line running from Santos, that said Company would refuse to build another steamer unless the government gave them the sole monopoly of the carrying trade.

Do the directors realise that if they double their line at once they keep their monopoly; that it will be as much as the other companies can do to raise funds to double their existing lines beyond Jundiahy? Do they know that the companies who have got concessions from the government to run Santos and São Sebastião hoped to *boom* their shares, but have been sadly disappointed—that the *Companhia* company's shares which last year were sold at 800,000 (at the then exchange of 18 d. = £60) are now offered at 280,000 (at to-day's exchange £13) and do not find purchasers? That the *Mgnyans* have fallen in like proportion? Do they know that the commercial world in unanimous clamouring for immediate action on the part of the São Paulo Railway Co. and that they prefer to patronise an English-managed line and that the company will win the gratitude and confidence of said world if they no longer delay?

Do they know that the suicide which the company now contemplate committing is calling forth a deaf and dumb feeling and adum against the English community, which however is somewhat softened down by the assurance that we are, to a man, against such suicidal policy?

If the Directors do not know these things and will not believe them without seeing, why delay a moment in sending out a commission to see for themselves before it is too late?

Yours truly,
AN OLD SÃO PAULO RESIDENT.
S. S. Trent.—Homeward Bound,
28th August 1892.

QUARANTINE RISKS.

The *Lampart* and *Holt* steamer *Chaucer*, bound for the West Coast, was fired upon by Fort Santa Cruz on the morning of the 2nd inst., with the result that a shot entered her fore hold about two feet below the water line. The steamer, which was in a sinking condition, was subsequently permitted to go up to the anchorage ground where the contents of the fore hold were discharged and the damage repaired. The loss to the cargo, which was destined for Valparaiso, will be heavy, and will of course be the basis of a claim against the government of Brazil.

The particulars of the incident, according to Capt. Askew, are as follows. When about four miles outside he saw the flash of a gun, but heard no report. The presumption was that it was the sunrise gun. Later a second flash was seen, followed at a considerable interval by a report, which the captain and first officer concluded to mean a signal to Fort Villegaignon that a steamer is approaching. Orders were given to slow down and Capt. Askew prepared to run in close to the fort to receive orders, when a third shot followed, accompanied by an appearance in the water which led the captain to suspect that the steamer had been struck. The steamer was then about three-fourths of a mile outside the fort. Sounding the main hold and then the fore hold, he found five feet of water in the latter. The steamer was put about and prompt measures were taken to stop the hole from the outside, which was eventually so far successful that the water was kept at five feet by working all the pumps.

Up to this time no signal was seen at the fort. After being struck the fort asked the steamer where she was from, and in reply to a signal "What shall we do? We are in a sinking condition," the fort said that the steamer should go to a port to be designated. An unmistakable signal then followed, after which the captain could get no instructions. Knowing that he could not remain outside in such a serious condition, he took the risk of stemming inside, anchoring near the fort where he waited for the port visits. Having clean bills of health and everything being in order, permission was at once given to go up to her anchorage.

Capt. Askew is an old and experienced officer and knows perfectly what the port regulations are on this coast. There being no warrant for the arbitrary action of the authorities, he was in no wise blame-worthy for the incident. Claims for damages will of course be made, both for injuries to the ship and for damages to her cargo.

A LETTER FROM THE AGENTS.

Rio de Janeiro, 3rd September 1892.
To the Editor of the Rio News.

Dear Sir—With reference to the notices which have appeared in the press of late regarding the steamer *Chaucer* will you allow us to state through your valuable paper that the reports are very incorrect.

The vessel is one of Messrs. Lamport & Holt's well known line which has been trading with Brazil for many years. She is commanded by Captain John Askew, who has had over 20 years experience, not only in the ocean line, but also in the steamers which Messrs. Lamport & Holt formerly ran in the Brazilian coasting trade. He is therefore well acquainted with the port regulations of Rio de Janeiro.

The facts are that the steamer, which was on a voyage from Liverpool and Pauillac to Valparaiso, arrived off this port at daylight yesterday, and at once proceeded towards Fort Santa Cruz to exchange the customary signals. Without any warning, and although she was some considerable distance outside the fort, she was fired upon, and it was only after she had been struck and was in danger of foundering, that enquiry was made by the fort as to what ports she had arrived from. She was then allowed to proceed to an anchorage in the bay, and it was only through the prompt action of the Captain and officers that she did not sink. A considerable quantity of water entered the ship and the damage both to her and the cargo is very serious. This will naturally be the subject of a heavy claim against the authorities, but which it is to be hoped will be settled promptly and amicably without diplomatic interference.

Mr. Arthur Cook, partner in the firm of Messrs. Lamport & Holt, is at present in Rio de Janeiro and the matter is engaging his attention.

We are, dear Sir,
Yours &c.
NORTON, MEGAW & Co.
Agents of the steamer.

RIVER PLATE ITEMS.

—The Brazilian colony in Buenos Aires is preparing a complimentary reception for Silveira Martins.

—The coal arrivals at Buenos Aires in May, June and July amounted to 250,000 tons. Coal has sold as low as \$5.50 gold a ton on board, and \$20 currency, during this period.

—The Montevideo port authorities have reported in favor of the Venezuelan scheme for an "international salvage company," an outline of which was published in these columns a short time ago.

—The Montevideo board of health has resolved upon the most rigorous measures against arrivals from cholera-infected countries. The Ilha Flores ring is of course highly pleased with the outlook.

—A Buenos Aires telegram of the 3rd inst. says "energetic proceeding" of C. I. Callado, in firing on the *Chaucer*, is favorably spoken of there. This was expected, of course. The Argentines are always ready to applaud anything savage.

—The firm of J. E. Clark & Co. which was declared bankrupt in Buenos Aires on the 15th ult., has been reorganized as a joint-stock company, with the principal creditors as shareholders. This firm was building the Argentine section of the Transandine railway.

—A fire broke out on the British steamer *Ritish Prince* in the port of Buenos Aires on the 24th ult., loaded with 30,416 frozen carcasses of sheep. The fire was not extinguished until some 1500 carcasses had been burnt. It was apparently caused by spontaneous combustion.

—It is proposed in Buenos Aires to prohibit burial masses for the dead until certificates are presented signed by the attending physician, and countersigned by the medical officer of the *assistencia pública*, stating that the deceased had not died of contagious or infectious disease.

—Buenos Aires telegrams announce the defeat of Gen. Roca for the presidency of the Senate, an office of great political importance. Thereupon the great patriot promptly declines himself in opposition to the government. It is difficult to believe that a grown man could be guilty of such silliness.

A severe epidemic of small-pox is raging in the province of Catamarca, Argentina.

The July mortality in Buenos Aires numbered 1,349, of which 40 from influenza, 32 diphtheria, 287 tuberculosis, 161 pneumonia, 28 violence; there were also 107 still-borns.

The value of the imports at Buenos Aires during the six months ending June 30th was \$43,971,509, against \$37,980,793 in the corresponding period of 1891. The exports during the same period were valued at \$66,311,438 in 1892, against \$63,125,944 in 1891.

The Argentine postmaster-general has ordered the exchange of old postage stamps for new ones during the three months beginning October 1st. After January 1st the old stamps will be worthless, and letters posted with them will be considered unpaid. This is another exhibition of rank dishonesty. It is singular that the Argentine government cannot see that an unsavory reputation it is gaining.

The *escritor de rentas* at the Helvetia colony, Santa Fé, has notified the *prefectura marítima*, that in some excavations made at that colony on the banks of the Cayasta, several metal objects were found as well as some coins, also eleven stones each 1 meter 30 cts. square and 5 cts. thick which it is supposed are part of the foundations of the church of the old city of Santa Fé de Vera Cruz founded in the year 1573. The land measures 250 meters square and bears traces of having been built, and the excavations have been stopped until the *prefectura* indicate what should be done.—*Times of Argentina*, August 23.

The civil registry returns in Uruguay for 1891 show the following results:

	1891	1890
Marriages.....	3,524	4,082
Births.....	28,699	27,889
Still-births.....	727	701
Deaths.....	12,419	14,473

The decreased number of marriages is ascribed to the crisis and increased costs of living. The number of illegitimate births in 1891 was 5,695, or nearly 20 per cent. of the total—an abnormally high rate. The large decrease in the number of deaths, compared with 1890, is not explained.

Mr. José Guazzone, who has arrived from Olavarría, is perhaps the greatest wheat farmer in the whole republic. He has ploughed up and sown 23,000 hectares in his chacras in Olavarría and Tréque-Laquen, employing 17,000 quintals of seed wheat. Last year he only sowed 20,000 hectares and this year he has surpassed that immense area by 3,000 hectares. His wheat farm measures over 9 square leagues, perhaps the largest wheat farm in the whole world, and he employs only 60 men: he says the rains have just come at proper time, and that the season goes along well at present the harvest will be splendid.—*Buenos Aires Standard*.

The Santa Fé legislature objects to the conditions demanded by the foreign creditors of that province. Messrs. Morton, Rose & Co. offer a moratorium of four years, but they want all the defaults covered by new bonds, and all loans amply secured. They also exact that the province shall make no other loan until these are exhausted. The sensitive Argentine legislator thinks that these conditions are offensive to the dignity of the province, forgetting that the aforesaid province has shown itself prodigal, dishonest, untrustworthy and incapable. Such a debtor should put his pride and dignity in his pocket and never again refer to them until his character is re-established.

It appears that the dyes obtained from *gambou*, and other native compounds, do not meet all the requirements of wine manufacturers, as leech-wood chips are imported in some quantities. I suppose the *gambou* dye is not sufficiently deep for the making of "1834 Port." This question of the manufacture of wine ought really to be taken up by the national government, as besides the vile nature of the compound sold, the revenue must be a heavy loser. Frequently samples of manufactured wine are reported upon by the municipal analyst as "bad and dangerous to health," and the other day a "wine doctor" was fined for making Pontet Canet out of bad alcohol and an aniline dye.—Rosario correspondence of the *Times of Argentina*.

There has been a revolution in Salta. This treacherous news need cause no uneasiness in the breasts of the peace-loving members of the Society of Friends. We use the word revolution in its Argentine sense, almost in its Brazilian sense. It will be an immense relief to our readers to learn that not a man, not a horse, not even a donkey was injured. A few dozen rifles are said to have been seized with a few thousand cartridges. A few people, more or less, said to be connected with the rifles and the cartridges, have been put in prison. And the rest? Well, for the rest we shall have a stereotype something in this form: "The police are exhibiting great activity, the local authorities are very reticent, and there is a belief that the conspiracy had wide ramifications."—*The Review*, Buenos Aires, August 6.

Rumors from high quarters relating to the *Rosales* are simply awful in their horrible details, and infamous in their heartless inhumanity. Every friend of the officers has need to help get at the last item of truth relating to the case. Why wait for Admiral Solier to return before investigating the case of the *Rosales*? He had nothing to do with it except that he coolly steamed away from his feeblest vessel and did not concern himself as to its fate. The incidents connected with the leaving the *Rosales* are matters of fact concerning its officers. The public want to know all about the matter. They want to know whether the crew were left on the *Rosales*. Whether any officer who was saved ever saw a man on the raft, why no officer went with the crew. These are facts on which Admiral Solier can throw no light. This information every newspaper should convey as personal luggage should command. We have no desire to pursue any man but we have a strong desire to know all about those 50 poor fellows left to their fate. Perhaps the government has facts which will vindicate all concerned. If so, the public deserves to be taken into its confidence and to have these facts furnished.—*Buenos Aires Herald*.

An earthquake shock was felt at Mendoza, Argentina, on the morning of the 25th ult.

Our Montevideo exchanges are all puzzled over the new French loan of \$5,000,000 gold (5% interest and issued at 85) for the establishment of another national bank. Even the names of the bankers concerned are kept secret.

The *Standard* hears that the Argentine government will soon send a gunboat to assert Argentine jurisdiction over the South Shetland Islands and Graham's Land. The Argentine land office is apparently in need of more territory, and is now to try its pretence hand on the Antarctic snow-fields and icebergs.

Montevideo is fast going down the hill. It costs as much to live two days in Montevideo as it would cost to live two weeks in Buenos Aires. Everything is sold in gold. The shops are empty, the customs' duties being so high that it is impossible to import. Every second house is to let. Grass is beginning to grow in the streets. Meat is scarce as well as dear, and a large portion of what is consumed is imported from this side.—*Southern Cross*, Buenos Ayres.

An "agrarian league" has been formed in Buenos Aires of prominent land-owners who have undertaken to advocate: (1) the construction of roads, bridges and canals; (2) a reduction in rail-ways tariffs; (3) a reduction in taxation, especially on land and cattle; (4) protection for life and property; (5) a prohibition on fresh loans; (6) police and local government reforms; (7) general survey and valuation of the province; (8) the selection of honest and efficient public officials; (9) the establishment of a respectable newspaper to promote these objects.

LEGISLATIVE NOTES

AUGUST 27.—*Senate*.—Senator Ramiro Barcellos introduced a bill signed by himself and others for guaranteeing interest on the capital of colonization companies.—*Chamber of Deputies*.—The bill for the reconversion of the 4% gold bonds was voted in 3rd discussion with the amendments offered by Deputy Leopoldo de Bulhões at the sitting of the 22nd. The budget of the navy department was voted in 2nd discussion. Deputy Garcia Pres presented a petition of the Associação Commercial de Rio de Janeiro memorializing Congress against the stamp tax on tobacco. There were also presented petitions from that association memorializing Congress against consular incomes and asking for the reinstatement of 65,000,000\$ levied by the Associação in interest on its debts and a loan of 740,000\$ for finishing the Exchange building.

AUGUST 29.—*Senate*.—The Senate sustained by a vote of 32 to 4 its amendment to the bill regulating the competence of the general and state governments in making internal improvements.—*Chamber of Deputies*.—Deputy Ottoni, in speaking on the bill for removing the Bahia navy yard, said that the revenue of the country is 200,000,000\$, of which it expends, in round numbers, 40,000,000\$ with the army, 15,000,000\$ with the navy, 10,000,000\$ with pensions and 45,000,000\$ in foreign countries. In other words, he said, 10,000,000\$, or over half the country's revenue, is consumed in expenses from which there is no return. The substitute bill introduced by Deputies Pires Ferreira and Baptista da Motta for revising the promotions made in the army on Jan. 7th, 1890, was voted by the Chamber in 3rd discussion. The Chamber also voted in 3rd discussion the deficiency appropriation of 3,471,209\$214 for the navy of 1891. The bill granting amnesty to the Mattos Grosso revolutionists was voted in 2nd discussion with an amendment extending its provisions to persons directly or indirectly involved in the movements in Rio Grande do Sul. There was received from the Ceará chamber of deputies a telegram memorializing Congress against the reciprocity treaty with Portugal. Deputy Santos Pereira introduced a petition of Bahia merchants memorializing Congress against a state tax on imports.

AUGUST 30.—*Senate*.—Senators López and Campos Salles opposed the colonization bill, which was defended by Senator Ramiro Barcellos.—*Chamber of Deputies*.—The Chamber held a formal session on the memory of Gen. Desouros, the anniversary being made by Deputies Antonio Azevedo, Julio de Castilhos, Luiz Murat, Espirito Santo, Epitacio and Lopes Troiz.

AUGUST 31.—*Senate*.—Senator João Nieva spoke of the injury done to the military service by the absenteeism of military officers. In the time of the monarch, he said, the progress of this evil was almost nothing in comparison with what it now is. There was no instance then of an officer being allowed to detach himself from his post to take the office of secretary of a provincial government.—*Chamber of Deputies*.—A motion of Deputy Ottoni instructing the chair to fix a day for going into committee of the whole for the purpose of hearing a statement of the budget committee, led to a sharp debate, after which the motion was carried by a vote of 62 to 43. An amendment of Deputy João de Saqueira requesting the attendance of the minister of finance was rejected. The chair designated the 5th prox, for the meeting of the committee of the whole. The budget of the department of finance was voted in 2nd discussion. The Chamber voted two articles of the bill on coast navigation, the substitute bill of Deputy Moraes e Barros having been rejected. On the remaining articles the vote could not be taken for want of a quorum. Deputy Costa Machado spoke in favor of Chinese immigration.

SEPTEMBER 1.—*Senate*.—The Senate voted in 2nd discussion the appropriation of 5,674,578\$518 for the Central railway.—*Chamber of Deputies*.—Deputy Badaró, speaking on the bill granting amnesty to the Mattos Grosso revolutionists, and the amendment extending it to the revolutionists of Rio Grande do Sul, said that he did not know who the latter are. He suggested that the provision of the bill should be extended also to the revolutionists of Amazonas and Ceará. The Chamber concluded the vote on the bill on coast navigation. The budget of the navy department was voted in 3rd discussion. The Chamber accepted the Senate amendments to Arts. 1 and 2 of the bill for organizing the federal district.

SEPTEMBER 2.—*Senate*.—The Senate approved the election of João Cordeiro as senator for Ceará and the committee on the constitution reported in favor of approving of the election of Quintino Bocayuva as senator for the state of Rio de Janeiro.—*Chamber of Deputies*.—Deputy Costa Machado spoke in favor of Chinese immigration. The Chamber concurred in the rest of the Senate's amendments to the bill for organizing the federal district. The amendment providing for the appointment of the prefect by the President of the republic, with the advice and consent of the Senate, was carried by a vote of 63 to 62, the five representatives of the district present all voting against it. Deputy Epitacio moved to postpone the vote on the election of Dr. Lycurgo José de Mello as deputy for Bahia until the matter could be discussed. Deputy Badaró moved to ask the government for information concerning the alleged deportation of Brazilian citizens.

PROVINCIAL NOTES

—At Manos beef is selling at 28 per kilo.
—Another batch of returning exiles left Pará for this city on the 31st ult.

—The pioneers of the returning exiles were "wined and dined" at Bahia on the 2nd.

—A severe epidemic of small-pox has been raging in the town of Limoeiro, Pernambuco.

—The Ferrari opera company arrived in São Paulo on Sunday and will give its first representation to-night.

—In the São Paulo elections of the 30th the opposition triumphed in many municipalities, but the general result was in favor of the government.

—There was great mental distress in Maranhão about a fortnight ago over the increased cost of fresh beef, which had gone up to 440 reis a kilo.

—The returning exiles who came from Pará on the *Segurança* were welcomed at Pernambuco, on their way to this city, with "specifying" by the friends of José Mariano.

—The village of Maranh, Bahia, was the scene of an armed conflict on the 29th in which some 300 persons were concerned. The telegram says that a number of persons were seriously wounded.

—In the municipal elections in S. Paulo the opposition carried Mococa. This is ominous for the vote of this city. That is a very promising beginning, and, it is to be hoped, will encourage business men to maintain their organization.

—The Rio de Janeiro state government has created a savings bank which will be annexed to the state treasury and guaranteed by it. Of course its deposits will form a part of the state revenue, and the depositors will have no recourse at law against the state.

—The *Provincia do Pará* says that the news that amnesty had been extended to the political exiles at the Amazonas military stations, was received with manifestations of rejoicing at Manos. It had been forgotten how coldly these same exiles were received on their way up the river.

—In the São Paulo municipal elections on the 30th a ticket was put in the field by the "mercantile and industrial" classes, and secured about one-third of the votes cast. That is a very promising beginning, and, it is to be hoped, will encourage business men to maintain their organization.

—A telegram from the governor of Amazonas says that when José do Patrocínio arrived at Manos he pronounced a violent discourse against the government. And why not? It is the first genuinely natural exhibition of feeling on the part of the April prisoners we have thus far seen!

—The state government of S. Paulo has ordered Barão do Ramalho to return to the holders of tickets the money received some years ago for the Ypiranga lottery that was never drawn. Nothing, however, is said about the interest on this money of whose use the ticket-holders have been for so long a period unduly deprived.

—The municipal council of Guaratinguetá has contracted for lighting the city with 150 sixteen-candle power incandescent electric lamps. The city pays \$1833 per lamp a month and will be entitled to an abatement of 20% when exchange reaches 20¢. The contractors will furnish light to private houses at the rate of 5 reis per candle an hour. The contract is for 20 years.

—At Conceição das Alagoas, in the municipal district of Uberaba, Minas Geraes, twenty women, who had disguised themselves by smearing their faces with mud, destroyed all the papers relating to military conscription in that place. This is not an infrequent occurrence up in Minas, where the weaker sex feel compelled to protect their lords and masters against enforced and perilous service in the army.

—Governor Gabino Desouros, of Alagoas, telegraphs on the 1st that the report is false that he had sent his secretary to investigate affairs in P. Pernambuco for the information of Gen. Floriano. The governor wants it understood that he is not meddling in the affairs of sister states. He might have excepted São Paulo, but forgot it. The governor adds, however, that his secretary has gone to Pernambuco on private business—but he gets there, all the same.

—On the 31st ult. the *Mercantil* of Porto Alegre stated that a suspicious-looking person had called on Dr. Wenceslau de Escobar, editor of the *Reforma*, and threatened to kill him unless he moderated his language towards the governor of the state. On the following day the editor of the *Mercantil* received a message asking him to call at the office of the secretary of the interior. On arriving there he found the chief of police awaiting him. This functionary threatened him with imprisonment and *bastinado* if he continued to publish such news. It is said that the governor of the state disclaims having authorized the action of the chief of police, but that the latter persists in avowing that he was acting under orders.

—It is said that worthless *vales*, carrying the names of imaginary firms, are circulating in Pelotas, Rio Grande do Sul.

—The *Gazeta* of Uberaba says that on the stock farms near that place, many horses and cattle are dying in consequence of the drouth.

—The São Paulo legislature held a joint session on the 4th to receive the formal resignation of Dr. Cerqueira Cesar as vice-president of the state.

—At Maranhão on the 2nd inst. speeches were made by the second batch of returning exiles, among whom are Gen. Almeida Barreto and Deputies Seabra and Jacques Ourique.

—A telegram from Pernambuco says that at Quipapá the police broke into the house of Deputy Canara, behaving in a very disorderly manner and doing considerable damage to his property.

—The *Journal do Recife* states that the governor of Pernambuco intends dissolving the courts in that state so as to secure acquittal if, as is probable, the legislature should order their trial.

—One or two tired-looking laboring men have lately been resting on the rocks about Ingá point, S. Domingos, from which it is to be inferred that the repair of the broken sea-wall at that place is about to be begun.

—The *Journal do Commercio* of Porto Alegre, says that General Isidoro Fernandes de Oliveira is on his way to that city, where he will embark for Rio de Janeiro, in obedience to a summons from the minister of war.

RAILROAD NOTES

—The report of the Club de Engenharia on the Central railway tariffs was sent in to the minister of agriculture on the 3rd inst.

—Various creditors of the Leopoldina company have asked for a judicial liquidation of that railway, and the case was argued before *escritor* Costa e Leite on the 31st ult.

—The *Republica* of Campos states that, according to a telegram from Santo Agostinho do Carangó, the rails had been torn up from the track at that place and that a fight was expected between the railway employes and the people.

—On Friday some of the heads of the different branches of service on the Central railway called at Itamaraty palace and begged Vice-President Floriano Peixoto to make use of his powerful influence to induce Col. Aguiar to relinquish his intention of resigning the directorship of that road. In the opinion of these gentlemen, no new director is needed. They prefer apathy and ruin.

—The president of Minas Geraes has approved the accounts of the Companhia Leopoldina for the 2nd half of the year 1889 and 1st half of the year 1890. The state government has consequently placed to the Company's credit on account of its debt for taxes collected for the state the sum of 103,267\$528, which is the balance of a total of 113,774\$180 due the company on account of interest guaranteed for the two half-years.

—There appears to be no use in making further complaints, but it is to be noted that affairs on the Botanical Garden tramway are daily growing worse. The rolling stock was long since totally inadequate, and it has now reached that point where it is a scramble all along to get a seat. It is a burning shame that a rich company should be permitted to so abuse its franchise. If the line does not care to increase its rolling stock, then let us have a competing line! A steamship line to Botafogo would be a quick and certain relief.

—In the year 1891-92 the cars of the Botanical Garden tramway carried 13,253,184 passengers, against 12,807,278 in 1890-91. The receipts of the company in 1891-92 were 2,054,821\$500 and the expenditures 1,221,777\$808. The length of the lines on June 30, 1892, was 584 3/4 miles against 524 2/88 on June 30, 1891. The company owned 1,303 miles, valued at 169,064\$610, 88 open passenger cars, 8 close passenger cars, 16 second-class and baggage cars and 18 cars of other kinds. The cost of forage for the mules was 302,709\$600 in 1891-92 against 236,933\$650 in 1890-91. The cars of the company made 277,739 round trips in 1891-92 against 266,780 in 1890-91.

From the *Review* of the River Plate, August 6th.

PERSONAL LUGGAGE.

Some time since a passenger on the Pacific railway took a hundred-weight of oranges as personal luggage, a few days since another gentleman was found travelling with a dead sheep. The railway officials, being poor ignorant persons not versed in the beauties of Argentine railway law, demanded payment for these articles as parcels, the money was paid after much protest and a complaint laid before the national railway board, who promptly decided that the Pacific railway were wrong and must refund the money and pay a fine.

Of course it is unfortunate for the railway company but it must be generally satisfactory to learn on the authority of such a distinguished body that oranges and dead sheep are personal luggage. The limit appears to be 50 kilos of anything. There is no reason why a fatidic Chinaman should not convey his deceased mother-in-law as person's luggage if she were slightly built. We fully intend to pay no more encomiendas, as most parcels can be divided into lots of no more than 50 kilogrammes. We have calculated that a man might purchase a season ticket on one of the suburban lines for say \$10 a month and get a moderate industry convey as personal luggage about 20 tons of encomiendas per month, the freight on which would perhaps amount to at least \$200. Here is a new industry, by simply travelling steadily first-class for a month \$100 may be earned, and probably much more. Cannot the suburban residents club together and support a first class traveller?

STOCK AND SHARE LIST.

September 3rd, 1892.

GOVERNMENT BONDS.

Table with columns: Present Amount, Interest Payable, Rate %, Denomination, Nominal value, Last sale, Closing quotations. Includes entries for Apolices, Gold Loan, 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 RAILWAYS, TRAMWAYS, and SHIPPING.

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.

INSURANCE.

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

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 Alianca and Argos Fluminense.

BANKS.

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

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 mill companies like Alianca and Argos Fluminense.

MISCELLANEOUS.

Table with columns: Capital, Capital paid up, Reserve fund, Companies, Dividend paid, Nominal value, Last sale, Closing quotations. Lists miscellaneous companies like Agricola de Parapanama and others.

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Table with 3 columns: Destination, Cabin, Steerage. Rows: To Liverpool, New York, and back.

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TABLE OF DEPARTURES. 1892

Table with 3 columns: Date, Steamer, Destination. Rows: Sept. 12, 15, 18.

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Table with 2 columns: Destination, Date. Rows: New York, New Orleans, Belova.

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52, Rua 1º de Março.

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BRANCH AGENCIES:

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Table with 3 columns: Destination, 1st-cl., 2nd-cl. Rates for Bremen, Vigo, Lisbon.

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