

THE RIO NEWS.

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RIO DE JANEIRO, OCTOBER 4TH, 1892.

NUMBER 40

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No. 3

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All Reg. P. and A. M. are requested to attend in evening dress (if possible) and regalia. By Ord. E. A. Tilly, Sec.

THE RIO NEWS

PUBLISHED WEEKLY.

A. J. LAMOUREUX, Editor and Proprietor.

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

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EDITORIAL AND PUBLICATION OFFICES:—

79, Rua Sete de Setembro.

RIO DE JANEIRO, OCTOBER 4th, 1892.

THE rejection by the Senate of the bill from the Chamber authorizing the reconversion of the gold 4 per cent apolices into currency 5s, is worthy of every commendation. The spectacle of a government playing shuttlecock with its securities in this way, merely to escape the payment of interest burdens common in every kind of investment, is far from being creditable either to its honesty, or its good sense. Exchange having fallen to an unprecedented rate, chiefly through the mistaken financial policy of the government, it was inevitable that gold securities would call for a higher equivalent in currency for their interest payments, and it is no injustice to the

debtor that these payments should be met in strict conformity with the contract. The government understands, however, that it can modify any of these obligations whenever it considers them prejudicial to its own interests, regardless of the claim which the creditor has against it and regardless of the prejudices which this creditor may suffer through its action. The forced reconversion of these bonds into depreciated currency 5s, would have been a gross violation of its contract and would have led to serious injury to the credit of the country. It threatened also to lead to a shameful act of repudiation, the government proposing to redeem these gold bonds in currency at par, notwithstanding the express promise last year that they should be paid, principal and interest, in gold. The Senate has very wisely rejected the measure and has thus saved the credit of Brazil from the most serious blow which has for a long time threatened it.

The resolve of the minister of finance to require good bankers' bills of exchange in payment of the export duties on coffee, is a measure of very uncertain utility. We cannot see where the government is to gain by the measure beyond the slight advantage secured by taking exchange in small amounts rather than in large sums at long intervals. How the measure will affect exporters remains to be seen and will probably be fully explained when their committee reports. It will, at first sight, increase their work and add a new complication to a business already overburdened in that direction. It will also add largely to the business of the exchange brokers, and as the takings will be obligatory and made in the usual way, we do not see how it can serve to improve the situation. The minister, however, has made up his mind and says that the bills must be forthcoming, and we shall therefore soon know by experience what advantages, or disadvantages, the operation has in store for us. In our humble opinion, the minister could easily have found a much better medium for his remittances to Europe, which would not have exercised a depressing influence on the market, would have caused no inconveniences to commerce, and could be carried out at the minimum of expense. He might easily arrange with some good bank to remit certain sums of money during the quarter, the operations to be effected at current rates and in sums convenient to the current commercial movement. To cover these operations the minister could keep a large deposit of public funds in the bank from which the remittances could be made at the banker's option. It would be for the bank's interests to secure the best rates possible for so good a customer and to avoid all publicity. The depressing influence heretofore experienced when the government appeared in the market, would thus be avoided, and the remittances would be made easily and regularly in full harmony with the commercial interests of the market. Heavy remittances in this way would of course affect exchange, as the funds required for commercial needs would be diverted into other channels, but the influence would be modified and would result in much less prejudice than were the exchange operations to be made openly, or made within a few days and in large sums.

The action of the São Paulo authorities in regard to the establishment of hospitals by foreigners, is worthy of thoughtful consideration here in this city. São Paulo is far from being as unhealthy as Rio de Janeiro, and there is not the urgent necessity for hospitals of a better class that exists here in this capital. The terrible experiences of neighboring cities, like Santos

and Campinas, and the necessity of caring for the fugitives from those places, as well as the sick in their own midst, have awakened the foreign residents of São Paulo to the fact that more and better hospital facilities are urgently required. After an unsuccessful attempt to organize as a dependency of the Protestant churches there, the project was broadened to a non-sectarian basis and all restrictions were set aside. Several influential Brazilian families became interested in it, and this, in connection with the united action of all the foreign residents of the city, gave it a standing which at once assured its success. The sympathy and co-operation of the municipal and state authorities were cordially given at the beginning—the former giving the site on which the buildings are now being erected, and the latter, as we are just advised, giving a subsidy of 24,000\$ for the ensuing year. These liberal grants will enable the new hospital association, which is under the direction of an energetic and popular English physician, to carry out its plans without the delays and hindrances which it could not otherwise have avoided. Two trained nurses have already arrived from the United States, who will not only have charge of the hospital wards but will undertake to open a school of nurses in connection with the institution. It should be remembered that these trained nurses are generally ladies of education and refinement, who select this occupation as a means of doing good, and who are required to submit to a course of training of four to five years before receiving their certificates. Their work is not one iota less necessary and valuable than that of the physicians, and the opening of hospitals in this country under their charge marks a change which deserves and ought to receive the cordial support of sanitary and administrative authorities everywhere. In thus complimenting the São Paulo authorities for their liberality and progressiveness, we can not forego the opportunity of contrasting it with the distrust and opposition which a similar project has been compelled to endure here in Rio de Janeiro. On the part of many individuals and from the health authorities, our small hospital project has received cordial sympathy and much encouragement, but from the Misericórdia association, which enjoys a gigantic monopoly and many official favors, it is encountering an opposition as bitter as it is inexplicable, and from various officials a distrust and threatened opposition wholly discordant with the merciful and sympathetic impulses which such undertakings universally evoke. Here in Rio de Janeiro, where our foreign colonies have suffered so terribly from these periodical epidemics of yellow fever, no land has been offered for our buildings, no taxes have been remitted, and Congress has even formally refused to grant free admission for the few necessary articles we are obliged to import. And it is not only this lack of sympathy and co-operation that we have been obliged to contend with, but we have been compelled to meet secret intrigues against us, and unreasoning prejudices based on a false conception of our purposes and work. No matter how humane our object, nor how beneficial to the city our work must be, we are obliged to be constantly on the alert to maintain the simple right and privilege long ago accorded to us—that of caring for our own sick, in our own hospital and by our own methods. It is little to ask from any country. In São Paulo this has not only been cordially granted, but is being generously assisted. Why is it, then, that the same spirit of sympathy and encouragement can not be shown here in Rio de Janeiro?

RELIGIOUS INTOLERANCE.

Rio de Janeiro, 1st October, 1892.

To the Editor of THE RIO NEWS:

Dear Sir,—Your informant's case of a certain Minas village where there was but one married couple to be found, does not appear to me to prove your point, viz., the protection of immorality, against the Catholic Church; nor, whilst freely acknowledging the necessity, accompanied by very great difficulties, of putting an end to the scandals and abuses you censure, can I agree with those who insist that reducing the cost of the marriage contract by disassociating it altogether from religion, will promote marriage or even legitimacy.

I am reminded of another couple who many years ago departed from a certain city of very evil repute on the southern border of Palestine, where they had been the only ones to be found. As well might one charge the covenant of Abraham with the immoralities of that city, as charge the Catholic Church and her teaching with the misdeeds of her members in Brazil, lay or clerical. If she conveys to those who receive her teaching the *grace* to become true Christians, as the Divine Founder she claims did for those who received Him when He came into *His own*, it seems to me that the great intention of her mission is fulfilled, whatever the results may be.

When the legal marriage contract, a few years ago, in "Bonny Scotland" cost next to nothing, was the percentage of illegitimacy there the smallest in the three kingdoms of Great Britain, or was it not the greatest?

And why so terribly severe on poor Sergipe? Would it not be well to remember that the great wave of tolerance which now possesses the great part of the Christian world, began, I may say, not more than 60 years ago, even in England, with the introduction of railways and the development of the power of the press.

I remain, dear Sir,

Yours very truly,

A ROMAN CATHOLIC IN RIO.

P. S.—It might be a happy idea, in the interest of morality, to send a photograph of that worthy Minas couple to the Chicago exhibition, to take its place alongside the pillar of salt.

TRADE IN COTTON GOODS WITH SOUTH AMERICA.

Some interesting figures have lately been published by way of showing the relative progress of the British and American cotton trade in Central and South America. These figures, which deal with the period between July 1, 1891, and May 31, 1892, show that during the eleven months there was an increase of 12,658,800 yards for the United States, while, on the other hand, the British trade in this line decreased by 1,685,700 yards. Through the operation of the reciprocity arrangement between the States and Brazil, the latter country increased her intake of cotton goods from the northern republic by 3,000,000 yards, while Colombia also shows an increase of 1,166,000 yards from the same source of supply. Other South American countries, including Venezuela, Bolivia, Peru, Chili and Uruguay, took 9,750,000 yards more of American cotton than they did in 1890-91. A falling off in the American trade was shown, however, in the Central American republics and the West Indies.

With regard to British cotton goods the output seems to be changing its venue on the other side of the Atlantic. The heaviest increase in the consumption of English cotton goods was in Chili, where an increase of 38,500,000 yards is shown, Uruguay also took 5,500,000 yards more from us than in 1890-91, while the Argentine increased its cotton imports from us to the extent of 21,750,000 yards. Mexico and Central America generally, including Colombia, are improving their demand for our cotton stuffs. The falling-off in our trade in shown in Brazil, where the consumption has been reduced by 27,750,000 yards, the foreign West Indies, where there has been a drop of 17,000,000 yards, and in the British West Indies, a shortage being shown in the latter of 12,500,000 yards. Venezuela's demand has also fallen by 11,750,000 yards, and Peru's by 2,500,000 yards. Our American cousins are evidently running us hard in this particular branch of trade, not only in the Spanish-American republics, but in our own West Indian possessions.—*European Mail*.

From *Liverpool Journal of Commerce*, Aug. 26.

CHOLERA PRECAUTIONS IN ENGLAND.

The local government board has taken prompt and vigorous measures to prevent the spread of cholera from the Continent to British ports. In an interview with reference to this matter, Mr. R. Thorne, M. B., F. R. S., assistant medical officer to the board, and general sanitary inspector, said the local government board had for months past most carefully watched the progress of the cholera plague from Asia through Europe, and every place

at which the disease has put in an appearance has been duly chronicled and marked on the special maps in the possession of the department. Hamburg has always been a suspected place owing to the large number of emigrants from Russia and eastern Europe who annually arrive there *en route* to England and America. In anticipation of an outbreak of cholera in the great German port, medical men by order of the department have for some time past been closely watching the ports on the eastern coast of England, with which Hamburg is in almost daily communication. Within an hour of the receipt of intelligence that cholera had broken out in that port the board had telegraphed the news to every medical officer of health at every port from the Tyne to the Solent. Three medical inspectors were also despatched without delay to the chief ports at which ships from Hamburg might be expected to arrive. The replies received from various sanitary authorities showed that they were already actively at work. All those in authority had been informed of the powers they possessed under act of Parliament. Suspected persons may be detained, and, if released, they must give their names and addresses, and other particulars, so that their subsequent movements may be followed if necessary. As a matter of fact, every new arrival suspected of having been in any way in contact with cholera is followed to his destination and closely watched with a view to prompt medical attention and isolation in the event of the disease developing itself. Dr. Thorne added that, short of absolute quarantine, which would practically mean suspension of all commerce, every precaution had been taken to prevent the importation of the dreaded disease. Similar measures had been successful in the past when cholera was raging in Europe, and there was not the slightest reason to fear they would fail at the present time.

THE FALKLAND ISLANDS A PARADISE FOR THE CONSUMPTIVE.

A correspondent of the *Daily Chronicle* informs the public that he considers the Falkland Islands a "paradise for consumptives." He reports two cases of alleged cure, and intimates that he could give more. As consumptives, in many instances, feel themselves to be drowning, they are usually very ready to catch at the proverbial "straw." Before giving themselves the inconveniences of a voyage of several thousand miles to the Falkland Islands, they will do well to devote attention to two or three circumstances which make for an opposite conclusion to that arrived at by the correspondent of the *Daily Chronicle*. In the first place, it is obvious that two, or two dozen, cases of cure, even if they were scientifically verified, are insufficient to found a generalisation upon. But a second, and far more important, consideration is that the climate of the Falkland Islands seems to be the exact opposite of that which modern medical science and experience have decided to be most suitable for consumptives. A clear, bracing, and dry atmosphere at a mountainous altitude is universally believed by modern consumption specialists to offer the most favourable climatic conditions for those who are the victims of tubercular phthisis. But the climate of the Falkland Islands, although it is said to be healthy and to resemble that of the Orkneys, is neither dry, nor particularly clear, nor specially bracing; and the country is certainly not mountainous. Its most marked characteristics are said to be the severity of its gales and the abundance of its moisture. The average number of rainy days is 240 in the year, more than four a week. Compared with this, our damp England is almost a dry Sahara. The average annual temperature in 1887 was 34 deg. There are no trees on the islands. The principal vegetation consists of tussock grass and balsam bog. The climate, in fact, probably resembles that of the moister and more melancholy parts of Ireland. We should certainly advise consumptives to choose the hilly parts of England and Southern Europe rather than the Falkland Islands, unless they can obtain more convincing evidence than that which is furnished by the *Daily Chronicle's* correspondent.—*Hospital*.

From the *Liverpool Journal of Commerce*, August 25th.
THE SHIPPING BLOCK AT SANTOS.

The article published in this paper on May 5th has had the effect of calling forth a rejoinder from the *Diario de Santos*. After quoting our article in full the Santos paper remarks:— "It must be acknowledged that in the very severe estimation of the English newspaper, beside manifest errors, exist naked and raw truths. To assert that Santos is worse than ever in point of salubrity is to sustain an untruth. It is true that in times of epidemic—*etc.* in the hot season—the mortality is relatively great, a circumstance which we are the first to lament, but it ought to be borne in mind that the European seamen take no care whatever of their own health: they give way to all sorts of excesses, and abandon themselves to per-

fect orgies, so that in consequence the greater portion more readily contract the germs of yellow fever than those who observe certain regulations of life. In such conditions what occurs with the European is exactly what does so with other individuals, even natives, for it is known that the fatal epidemic does not distinguish between nationalities, neither between ages nor sex. What we assert is proved by the fact already mentioned in official documents, the first cases of yellow fever always appear on board vessels anchored in the port; the plague never originates ashore. From this it is inferred that vessels are real foci of infection, and their crews the first to contribute to the propagation of the terrible scourge. The sanitary measures therefore should commence with the vessels arriving at our port, and which wait here until able to discharge. With regard to the want of transport of merchandise, this demonstrates the monopoly of the English railway company and its deficiency in relation to the commercial requirements of this place. The accusations which the English newspaper makes against the Brazilian government are to a certain point just, because the truth is that if it was not for the remissness of the powers that be things would not have gone to their present state. Let them now remedy the ill if they do not want to augment the affliction of the sufferers."

We are not at all disposed to quarrel with the statement that the habits of our sailors have a great deal to do with the virulence of the epidemic, but we await with interest some disclaimer to the assertion—backed up, we must admit, by other evidence in our possession—that the first cases of yellow fever always appear on board vessels anchored in the port. Irregular habits, intemperance, exposure to the sun, dew, or night air, are dangers which ought to be avoided, but they are very often courted. It is easy to realize that in a crowded, badly-ventilated fore-castle there is not much comfort on a hot night, and the very best plan we have yet heard of is to keep the crews away from the port altogether by withdrawing them from the vessels at once, and keeping them up the country until the ships are ready to sail. During the deadly season last summer this was found to act very well, and as a suggestion it is well worth the attention of shipowners and masters. After all, the chief desire is to find a remedy for the existing state of things, and especially for the delay which was answerable last year for hundreds, if not thousands, of deaths, and likewise the complete upset of the shipping business.

A number of correspondents have asked us whether the shipping block is to be numbered amongst the things of the past, and whether British ships and sailors may now find matters at Santos so much improved as to be at least bearable. We regret to have to announce that the block is still as bad as ever, and that many vessels which are waiting at the present moment have been in the same position for many months. It is a fact that the warm weather has disappeared, carrying with it a deal of the pestilence which caused such dreadful havoc in the early part of this year, but the hot season approaches, and by November the yellow fever will doubtless be again taking off whole crews of British vessels, and another shriek of indignation will send the air. We have abundant evidence to show that the number of vessels lying up at Santos a few months hence will be quite equal to the number lying up during the last hot season, and as neither the loading, discharging, or railway accommodation has been improved one iota, the same sickening tales may be expected from this shockingly mis-managed Brazilian port. If the shipping trade were bright instead of gloomy, chartering for Santos would not be particularly brisk, nor would it be too easy to obtain crews; but shipowners, as well as officers and sailors, must face the facts, and, consequently, we hear daily of vessels being chartered or about to be chartered even for Santos. Of one thing charterers may make sure—their ships will have to take turn with some hundreds of others, and at least several months will elapse before there is the slightest chance of wharfage room. After that, rapid discharge at the rate of some 20 tons per day may be expected, and in the meantime the crews will probably be rapidly lessened by the plague, and enormous extra expense in wages will ultimately have to be incurred, even if it is possible to get crews at all.

The proper remedies, in order to be effective now, should have been provided years ago. The authorities should have foreseen that Santos, being the only seaport of the rich province of São Paulo would require greater provision for the accommodation of shipping. Quite twenty years ago schemes were originated for augmenting the port accommodation, but were allowed to fall through, and meanwhile the entire revenue derived from the port and province was remitted to Rio de Janeiro. In 1888 a concession was granted to a native firm in Rio to improve the port in return for the revenue derived from the wharfage on shipping, and mer-

chandise discharged or loaded at the projected quays. These works were commenced in 1889, but the construction has crept along, at snail pace, the difficulty in regard to labor being at times a very great impediment. At the present time some 200 metres are available, and prove a great benefit to those vessels which can come alongside, but it is stated that many years must elapse before the work is finished. Meanwhile the "concession" blocks the way so far as any other contractor is concerned, and the worthy Brazilian sits on his chair, lights his cigar, says *manana*, and does nothing.

Railway matters, too, appear to be in quite a hopeless muddle, and the deficiency in this respect will take many years to overcome. The railway is another "concession," and as the line pays very well, the Brazilians seem to wish to get out of their bargain with the English capitalists. Thus it is that we have the spiteful reference in the *Diario*, and thus also it is that the government in 1889, in spite of the growth of trade, issued a mandate, compelling the railway company to demolish all their wharves on the plea that the erections obstructed the current of the river. As the concession expires in a few years there is not much inducement held out to the company to increase the facilities, and when it is asserted that Santos will need more than double the present railway communication before the traffic congestion can be overcome, it will be seen that there is very little hope of a speedy clearance of the shipping block. The Brazilian government appears to be playing a waiting game, with the idea, probably, of buying up the railway when the ground lease expires, and hence the scandalous chronic block which now obtains.

There positively exists no good or valid reason why the English and other governments interested should not collectively protest against the present inaction of Brazil with regard to the trading facilities both at Santos and Rio. It is generally felt that such a remonstrance would carry a great deal of weight, aid possibly help to put matters right, the obvious policy of Brazil being to keep on good terms with the nations which buy her cotton, and her coffee. Brazilian ministers may take our word for it that the disgraceful state of things at Santos has let their country down many per cent. in the estimation of English people both commercially and sentimentally, and that if efficient steps are not at once taken to prevent a recurrence of the scenes of last season Brazil will lose a very great deal of the trade which has increased in such leaps and bounds during the last twenty years.

From *The Riolo*, London, August 27.
THE GROWTH OF CHICAGO.

Sixty years ago the population of Chicago consisted of two hundred souls, to-day her inhabitants number over a million and a quarter. The city now covers an area of 180 square miles, and in 1891 alone 11,805 new buildings were erected at a cost of between eleven and twelve millions sterling. The total trade for last year is estimated at £300,825,000, against £284,500,000 in the year preceding. The receipts of wheat in 1891 amounted to 42,931,258 bushels, or nearly twenty-nine million bushels more than in the previous year, while the shipments were twenty-seven million bushels in excess of those of 1890. Minneapolis, indeed, outdid Chicago in this respect, the receipts at that centre being 57,500,000 bushels. But as regards live stock 1891 was a record year, and we have the testimony of Mr. Hayes Sadler, our consular representative, that the prediction that this trade is destined to be diverted to other localities has not been realised. How important is the branch of industry in question may be to some extent realised by the returns for last year, when the number of cattle, calves, hogs, sheep and horses received was 14,304,480, their total value being estimated at £49,368,000. The receipts of hogs alone amounted to \$6,000,805, or 1,000,000 more than in 1890, and 1,500,000 more than in any preceding year.

There is naturally considerable interest taken on this side in Chicago's packing industry, owing to the investments which have been made by British capitalists in packing companies. Including the manufacture of butterine, the business last year was of the total value of £27,600,000, against £28,304,000 in 1890. The number of cattle actually showed a slight decrease, but there was an increase in hogs. The product of hog packing was of the value of £12,371,000, while that of beef packing and canning was £11,340,000. It appears that the manufacture of butterine is growing apace, no less than 33,000,000 lbs having been produced in the course of the twelve months.

In 1891 property in the neighbourhood of the Exhibition rose to the extent of 300 or 400 per cent., and since then has sold at still higher prices. A corner lot 20 feet by 40 feet which was recently sold fetched £40,000, or £50 per square foot. A single bedroom at one of the principal hotels costs now about sixteen shillings a day. "What they will charge next year is yet a problem," is the

significant remark of the British consul. The activity of the real estate market during the past two years has been unprecedented. The transfers in 1890 amounted to £46,700,000, while last year the total was £36,701,000. Four or five years ago the figures were only about one-half of the total for 1891. Mr. Hayes Sadler asserts that in point of large transactions last year was never surpassed. And what is remarkable, the speculative purchases were fewer than usual, a very large proportion of the buyers being persons seeking investments.

It may not be generally known that New York alone of all American seaports approaches Chicago in the number of vessels entered and cleared. Some of the railway companies do not approve of the growing use of the Lake route to their seaport, but by shippers the facilities afforded by the great water-way are much appreciated. Five years ago, we are told, there were only six steel vessels on the Lakes with a total tonnage of 6,459 tons; to-day there are 89 with a tonnage of 127,624 tons. Twenty-three years ago the cost of transporting a bushel of wheat from Chicago to Buffalo was eightpence. In 1891 the rate was, at one period of the year, as low as a halfpenny per bushel. The extent to which the Lake route cuts into the business of the railroads may be partially gauged by the fact that while the average rate for wheat from Chicago to New York by rail was sevenpence-halfpenny, the rate by lake and canal was threepence-halfpenny and by lake and rail fourpence halfpenny. In 1891 there were entered and cleared at the port of Chicago 20,618 vessels, with an aggregate capacity of 11,031,552 tons. For 1890 the figures were 21,054 and 10,286,868 tons, and for 1889 19,825 and 9,151,070 tons. There is evidence here of rapid development.

TO WARD OFF EPIDEMICS.

There is danger that the authorities of this and other cities will spend all their energies at quarantine to repel the attack of disease, and fail in the only available means of preserving the public health. Epidemics do not come as an invading army either by land or water. Smallpox and measles and whooping cough are contagious, and to guard against such diseases the health officer with a vigilant quarantine will be found useful. Yellow fever, typhus fever and cholera are not contagious. Place a sufferer from any one of these diseases in a perfectly healthy locality, and he can not communicate the malady to a well person who comes in contact with him. We have seen this tested time and time again with the one unvarying result.

Take fifty passengers from a ship arriving at the port in which the yellow fever during the voyage has been fatal in a majority of cases and transport them to fifty different inland localities where the complaint is wholly unknown. Some of them may die, but they will not communicate the disease to their most intimate attendant. It is so with the cholera. The pestilential wave will travel from one country to another, the foul atmosphere always infecting those subject to it, but staying to be prevalent and disastrous chiefly where sanitary precautions are neglected and filth and foul drinking water invite its attacks and make provision for its residence. We know all that has been written about its travels. It is true that a body of pilgrims or a legion of soldiers have carried the cholera with them in their march and made it a companion of their journey. But break up the party and scatter it into healthy localities and the members do not take the contagion with them.

This shows the means of prevention and the method of treatment. The disease will not abide in a place with clean streets and pure air and wholesome water unless a body of people already foul with it arrive and create the pestilential atmosphere in which it flourishes. It is well enough to watch at the entrance of the harbor and to inspect arriving ships, but far more important to sweep the thoroughfares and cleanse the gutters.

We saw very much of the cholera on its most fatal visit to this country, and suffered in person from its attack. We were carried fourteen miles on a bed from the foul quarter in which it raged, and neither the woman in whose lap our head was cradled, the man who drove the vehicle, nor the good people who nursed us back to life and waited on our convalescence suffered from contact with us. This was not an isolated case. Not every one recovered who was thus removed, but in no case was the disease communicated to another person outside of the area where it had been so fatal.

A strong, healthy diet, active habits and a courageous will are the best personal safeguards. There is no disease to the prevalence of which faint-heartedness and a depression of spirits contribute so largely. We saw cases in which the victim never spoke an intelligible word after he was first seized with the cramps, and went out of life almost without a struggle. Fear, in a person otherwise free from disease, will produce symptoms somewhat akin to the cholera, and wherever this

is prevalent the timid and irresolute are generally the first attacked. The excessive humidity in the atmosphere this summer is itself an invitation to this class of diseases. Unripe fruit and an insufficient quantity of nourishing food lead the way to it. There is a famous remedy for the cholera devised by the combined skill of the most eminent physicians when the disease was here at its worst, which ought to be kept in every household. It is very useful in ordinary summer complaints, and in every case where it was used in the cholera season it prevented the sudden collapse from which so many never recovered. It was first published in the Sun, and is known as the "San Cholera Medicine." It consists of equal parts of the tinctures of opium, castium, peppermint, rhubarb and camphor. The dose for an adult is fifteen to twenty drops, and less for a child. This may be repeated twice in extreme cases. It affords instant relief in attacks less serious than that of Asiatic cholera, and may be purchased at many drugists already compounded.—*N. Y. Journal of Commerce.*

Translated from *O País*.
THE TRANSPORTATION CRISIS IN THE STATE OF S. PAULO RAILWAY.
(Concluded.)

In the articles which we have written on this subject we have, in brief, conclusively and irrefragably demonstrated the gross consequences of the protests of the S. Paulo Railway Company against the grant of new roads to Santos.

We would consider our task finished were it not for the importance of the subject and did we not foresee the calamities which next year will become still more ruinous if we do not meet the transportation crisis in S. Paulo with forethought, skill and energy, and without being intimidated by those protests which explain nothing and which indeed are nothing but mere quibbling.

S. Paulo is a vigorous organism in full development and growth, subjected to the pressure of an unyielding armor. But this organism longs for life and expansion, and no matter how strong may be the iron shell that encloses it, it will sooner or later free itself from the pressure.

New railways will be built and the opposition entrance of the S. Paulo Railway Co. cannot prevent it. So much the worse for the company, if it fails to understand this and to comprehend that its real interest is not to oppose every measure intended to furnish an outlet for its trade, but rather to co-operate efficaciously in solving the transportation problem.

An impartial and rational examination of its contract convinces everyone but the company that its rights have not been affected by the new grants. It persists, however, in repeating its assertion that new railways have the same direction. Although it is unnecessary we shall examine in detail from what may be called a geometrical point of view and prove in detail that it is untrue.

In regard to the route of a railway the word direction means its alignment, and in the respective grants this is determined by the obligatory points through which it has to pass. In the case of the S. Paulo railway the direction is clearly shown by the initial point—the vicinity of the city of Santos—by the obligatory point—S. Paulo, or its vicinity—and by its terminus—the town of Jundiahy.

This was the general direction established in clause I of the said decree and by the construction of the road it was geometrically defined. There is, then, the two points which determine clearly and unmistakably the geometrical direction of the railway.

Between these three points no other railway grant can be made without an infringement of the rights of the company; but railways running in other directions may enter its privileged territory and even cross its track without encroaching upon those rights.

Let us see, then, whether either of the two lines granted run in the same direction. The Sorocabana begins at Santos and goes to S. João, whence its direction may be determined, because between these two there is no obligatory point.

We will consequently have two straight lines: the latter, whose angle is approximately 43,000 metres, forms with the other two a triangle whose three sides are known and permit us to calculate the angle of deviation in the direction of one of the lines from that of the other and the length of the perpendicular let fall from S. Paulo upon the line from S. João to Santos.

On making the necessary calculations it will be discovered that the size of the angle is 19° 25' and the length of that perpendicular about 15,300 metres. So that in the opinion of the S. Paulo Railway Company two diverging lines whose angle is 16° 25' are running in the same direction.

It is necessary to be very fond of sophistry to maintain such an opinion in a case of life and death for the state of S. Paulo!

If we produce the two lines, we shall see that the distance between them constantly widens so that each serves a territory altogether different and distinct from that of the other.

It seems then that no importance whatever should be attached to the opinion sustained by the English company, and we are convinced that, even if the company's position were tenable, it would not justify the infliction of a loss of thousands of contos per annum on S. Paulo trade and agriculture.

the distance from this point to that station would be 26,227, but from S. Paulo to Jundiahy the yeers to the north-west, which increases the distance still more.

As to the Mogiana, we argue on the hypothesis, which is fallacious, that the road runs directly from Santos to Mogiana, while in reality it is to pass within some five kilometres of Mogiana, so that its general direction is from Mogiana to Santos, and thence to Resaca. In view of this hypothesis, which is correct, we see that the S. Paulo railway from S. Paulo to Santos station deviates decidedly to the north-west so that the distance from the divergent lines is 42° and the distance from S. Paulo measured by a perpendicular line let fall on that from Santos to Mogiana is 49,279 metres.

Having thus demonstrated that the two roads have not the same direction as the S. Paulo railway and, in our previous article, that this railway runs not only at the port of Santos but also at other points may be crossed by other roads, what serious grounds are there for favoring this road to the expense of the interests of S. Paulo and of a great part of Minas Geraes?

There still remains to be considered the economical question in relation to the reduction of the road's income through the competition of other roads and also the mistake of its directors in supposing that the contract of 1856 gives them the monopoly of the carrying trade of the port of Santos.

Although we have already touched on this point, we shall refer to it at greater length in the following article.

VII

We have been informed that the superintendent of the S. Paulo Railway Company in the S. Paulo papers stated that he would not answer the articles which we have published under this head, alleging the following reasons: 1st, because he knows the connection that exists between the editors of the *Pais* and the worthy board of directors of the Companhia Sorocabana; 2nd, because no question of which we have treated has been referred to the board of directors in London; 3rd, because the solution of this question does not depend on the opinion of this or any other newspaper, or of any other badly-informed person.

Before taking into consideration each of these reasons it behooves us to make a positive statement: this paper has no connection with the board of directors of the Sorocabana or of any other company, and the only object that we have in view when we discuss any subject is that of public utility and the welfare of this great but unfortunate nation; for this reason we are not influenced by the passions of the moment nor do we stop to inquire whether the opinion is favorable or unfavorable to any person or corporation.

In the special question to which we have given our attention it has never been our object to obtain an answer from the superintendent of the S. Paulo Railway Company, nor do we desire a discussion with that citizen. What we have really sought is to call the public attention to the fact that the company in its contempt for the interests of the state of S. Paulo fails to understand what is advantageous to itself and causes a real public calamity by not increasing as it should its carrying capacity and by opposing, moreover, without any legal ground for so doing, the construction of other roads from Santos.

If in demonstrating this proposition in these columns we have accomplished nothing else we have at least enlightened the public in regard to the responsibility that rests on the shoulders of the S. Paulo railway and in regard to the praiseworthy conduct of the government in this important question.

If there were really any connection between the editors of this paper and the board of directors of the Sorocabana railway, it would be proper to refer to it, if we had defended only the interests of this road, without regard for those of the Mogiana and other railways, which without encroaching on the rights of the S. Paulo railway, seek to extend their lines to Santos, or if Santos, or if Santos, or if these companies did not coincide with the interests of the states of S. Paulo and Minas, whose rights are violated by the S. Paulo Railway Company.

Besides, the charge comes with bad grace from such a source, for, if our connection with the Companhia Sorocabana renders our motives liable to suspicion, still more so must be the statements of the superintendent of the English company whose interests are connected with his salary.

The second reason alleged by the superintendent is a mere form that may be applied to any case in which the company considers its rights violated. The appeal to the supreme power of the board of directors in London is always his last resort and this leads us to believe in the infallibility of the board, which seems to hold in its hands the key to the development of S. Paulo, while its decisions are alone sufficient to invalidate rights resting on the laws of our country.

As to our being incorrectly informed in regard to the questions that have been recently discussed by the government and the S. Paulo Railway Company, we defy the worthy superintendent to refute with convincing proofs any of our assertions.

It may be readily understood that in a question that is of the utmost interest to the whole nation and which demands a prompt, energetic and thorough solution, we would not fail to seek information in the most trustworthy sources, and that of which we have made use is literally copied from the original grant and from the recent proposals made by the government and the modifications demanded by the company.

The solution of the question of course does not depend on the opinion of any person or newspaper, but on the opinion of the board of directors either here or in London, but of the impartial examination of the contracts with the S. Paulo Railway Company, on explaining their meaning and on refuting the sophistry that has hitherto prevented the building of new lines from Santos. This investigation we have made in these columns with the utmost candor and impartiality. The solution depends also on the energy and rectitude of the government in this critical situation, and it is for having acted with this energy and rectitude that we have praised in these articles the conduct of the present minister of agriculture.

We have already treated of the sole right of the S. Paulo Railway Company to prevent the building of another railway from Santos to S. Paulo and from the latter point to Jundiahy.

We have shown what is meant by the direction of a railway and we have proved geometrically that the direction of the Sorocabana line and that of the Mogiana are different from that of the English line, even stating approximately the angle of deviation.

We have still to treat of the question from an economical point of view, and when this is done the task that we have undertaken will be concluded.

The foreign capitalists who invested their money in the S. Paulo railway demanded no guarantee beyond a 7% interest the investment assured by the government and were content with the certainty of monopolising the carrying-trade in the privileged territory 5 leagues wide on each side of the center of the track between the initial point, the obligatory intermediate point at S. Paulo and the terminus at Jundiahy. It must be remembered that in 1856, the year in which the grant was made, the state of S. Paulo had not developed its roads beyond Jundiahy and its vicinity, and although the original plan was to build the line to the town of Rio Claro, the S. Paulo Railway Company declined to accept the grant for building it beyond Jundiahy, naturally because beyond this point there was no production and afterwards relinquished its right to extend it.

Those capitalists could not then foresee that their line would draw freight from municipal districts that were afterwards developed and which began to pour forth their enormous production. Ribeirão Preto, Casa Branca and Franca on one side and Sorocaba and Botucatu on the other had not yet been included in the list of productive districts.

It is not possible, then, to admit that the English capitalists invested their money with prophetic foresight revealing to them the growth of production in that region.

They did so because the production and consumption of the country for 5 leagues on each side of the road was restricted by them by the government, which also limited itself not to permit any other road to be built in the same direction as that of the S. Paulo railway.

The government did not limit itself to give the company the sole right to carry the merchandise exported and imported by the municipal districts of Sorocaba, Ribeirão Preto, Casa Branca, Franca, Uberaba and even Catalão, Goys and Mato Grosso to which really amounts the claim of the S. Paulo Railway Company.

The government moreover bound itself to guarantee 7% interest on the capital employed in the construction of the road and promised to allow the rate of passenger fares to be increased whenever the dividends were less than 7%, requiring them to be reduced whenever the dividends should exceed 12% in two consecutive years.

The maximum rate of interest recognized by the government, then, is 12% and the minimum guaranteed is 7%.

This obligation has always been honored by the government, which has paid the company on account of guaranteed interest 2,518,443 or 14,388,000\$ at the present rate of exchange.

In 1874 the road began to pay more than 8% per annum, that is 6 years after the whole of the line was opened to traffic.

In 1888 the S. Paulo railway relinquished the right of interest, not because it wished to relieve the government of this burden, but because its revenue exceeded 8% and because by its contract it was obliged to divide with the government the excess of revenue over that rate. The relinquishment of the guarantee of interest represents, then, in our opinion, an evasion of the obligations assumed by the company in its contract, and from this has resulted to the government a loss of thousands of contos of reis.

As to the maximum rate, it is to be noted that the company paid in 1888 a dividend of nearly 10% and in 1889 one of about 23%, and consequently in those two years the dividends exceeded the percentage required for the reduction of freight and passenger rates. Neither then, from a technical point of view, nor from an economical point of view is there any violation of the rights of the S. Paulo railway. These rights assure it only dividends of 12% in the maximum and 7% in the minimum, and the shareholders, far from being defrauded of their just dues, have obtained good interest on their money and on the investment of the principal.

What is intended is merely, for the same reasons and even for stronger and juster motives than those which led the government to guarantee interest on that capital in 1856, to find new outlets for the trade, manufactures and agriculture of S. Paulo.

What is intended is to free that state from an oligarchy monopoly and to prevent the company's addition to routine and its aversion from being obstacles to the wonderful progress of that state.

It is intended, moreover, to prevent the blocking of the port of Santos with innumerable vessels that spend months and even years while waiting for cargoes or for their turn to be discharged; to save thousands of contos of reis now lost through the deterioration of merchandise for want of transportation; and finally to obviate the suspension of railway building in the interior through the incapacity of the English road to carry material.

If the S. Paulo Railway Company is disposed to change its policy and assist in putting an end to the transportation crisis in the state of S. Paulo, it may look for the utmost help and aid from us all; but, if it wishes to continue to be, as it has been up to the present, an obstacle to the progress of the country it will have against it not the state of S. Paulo alone, but the whole of the Brazilian nation.

RVPER PLATE ITEMS.

The United States and Brazil SS. Co. has offered to carry free the Argentine exhibits destined for the Chicago exposition.

The old-established firm of Norton & Co., of New York, has started a line of freight steamers between the Rio and River Plate ports.

The Montevideo statistical reports for August show that there were 658 births (76 illegitimate) and 102 marriages and 367 deaths. Of the latter 7 were from small-pox, 14 from diphtheria and croup, 40 from pulmonary diseases, 1 murder and 47 still-births.

The Argentine executive has asked Congress for a credit of £10,000 to defray the expenses of the Missions arbitration commission at Washington.

The reason why the Uruguayan government favors the coinage of \$5,000,000 in silver is apparently that of the profit of \$200,000 which the transaction will yield.

The Argentine government has at last resolved to re-estimate the charges against the public lands and to constitute a commission to appraise them.

The Argentine Congress has appropriated \$500,000 for the destruction of locusts. It will of course be applied to the two locust-breeds which infest that country, but it will not destroy them.

There has been considerable discussion in Buenos Aires over the question of allowing Sundays to athletic pastimes, some of the clerical having ventured upon a feeble protest against the abandonment of the church for Sunday sports and games. There is little probability, however, that the young men will condescend to their habits in that respect.

A bill has been introduced to the Argentine Congress for compelling Foreign Argentine money-holders to pay all the expense of maintaining the paving in front of their respective properties. Another bill is to give the municipality the right to make use of the police force in compelling payment of fines imposed for breaches of the municipal ordinance.

Dr. Rosa Pavlovski, who had studied medicine and obtained a diploma in Paris, had just arrived in the Argentine republic. In the year 1885, his young lady was in Mendoza at the time of the cholera epidemic. Shortly afterwards she entered the Hospital Rivadavia as a medical student, and subsequently went to Paris, where she was highly successful.—*Southern Cross.*

Mr. Thibaut's proposal of collecting stray dogs has been modified by the municipal authorities and has been returned to him for approval. He is to be authorized to remove the dogs from the streets and to keep and feed them for 15 days, and to notify the owners by advertisement in the newspapers that they must pay the fees of the dogs, which he will be allowed to receive on behalf of the municipality, taking the fees as his remuneration. The dogs in respect of which the licenses and fines are not paid within the 15 days may be killed.—*Southern Cross*, Sept. 16.

Certain strange rumors, which make one's hair stand on end are still afloat in connection with the wreck of the *Roadster*, and the disappearance of a certain sailor whose evidence was of great importance, has tended to increase the rumors. The sailor's name is Batarella, and he was, it appears, in the city until the fiscal year orders for his release. Diligent search has been made for him, but in vain. The public are invited to bear the whole truth about the wreck, but until the "sumario" is published, it is only fair to presume that officers and men did their duty.—*Southern Cross.*

Dr. E. Hansen, minister of finance, has nominated Messrs. E. Vañer, N. Dupin, and E. Hellos to revise the books of the Central Argentine Railway in order to clear up the accounts of smuggling made by the Rosario custom house against said railway company. A decree signed by the President of the republic commands the railway company to place at the disposal of the commission all its books from the year 1882 up to the present.

This event has caused much surprise, and has created an uneasy feeling in Buenos Aires. The result of the investigation is most anxiously awaited.—*Southern Cross*, Sept. 16.

If the accounts received from the outlying camp districts in the province of Santa Fe are true, the \$500,000 recently voted by the Chamber of Deputies for the extinction of the locusts will not go far, one reason being that funds destined for this sort of work get reduced in transit, and the other that the locust is coming in such swarms that it will require all the energy of the inhabitants to destroy the pest. Reports have been received stating that a swarm thirty miles in length has been seen passing over the village of Pileomay, and occupied from 8 in the morning till 5 at night in so doing.—*Review of the River Plate.*

A million sterling is the modest sum which the Uruguayan government is arranging to borrow at 5 per cent. from a French syndicate. The loan, so a Paris telegram says, is to be issued at 85, and the security is to be the customs receipts. We are not inclined to believe the story, because, though Parisian financiers occasionally do very rich things, they are unlikely to lend £1,000,000 sterling, a sum which yields only 5% per cent., to a country which so recently defaulted and sold its creditors, not only on a security which is already hypothecated to the extent of nearly 50 per cent. No doubt, Uruguay is trying it on in Paris, but there are ways two sides to a bargain.—*Financial News*, London, Aug. 24.

The *Caleta de Comodoro de la Plata* have just decided a question between the Port of Buenos Aires Coal Co. and the captain of the German frigate *Saxonia* in respect of the sailing of certain clauses in the ship's charter-party regarding payment of harbor dues, etc. Their decision forms a precedent in the commercial law of the port, and we therefore draw our readers' and ship-brokers' attention to same. All dues and charges incurred by the vessel until arrival at the place of the dock are to be borne by said vessel. All fiscal dues incurred by entry to and during stay in the docks, and all expenses of unloading, to be for account of consignees.—*Review of the River Plate*, Buenos Aires, Sept. 17.

Great alarm was excited amongst the La Plata police authorities on Tuesday night, at about half-past ten, by several discharges of cannon. Strategical points were at once taken up; policemen fully armed were stationed upon the azotea of the jefatura as well as on those of the different *comandos*; and all the policemen on duty were called in from the streets. All preparations were hastily made for the repelling of the invading revolutionists, and all were anxious for the fray, except the poor policemen, whom, alas, all their martial pomp were dashed to the ground by the information reaching the chief of police that the cannon shots had emanated from a merchant vessel that had just entered the port.—*Review of the River Plate*, Buenos Aires, Sept. 17.

—The *Tribuna* reports that another Lamport and Holt steamer, the *Hollin*, was fired at as she was about to enter the port of Bahia, on the 12th instant. The Brazilians will try this foolish game once too often of these days. If they cannot be trusted with powder and shot, these must be taken from them.—*Montevideo Times*, Sept. 22.

—We regret to say that the finance committee of representatives has reported entirely in favor of the proposed increased specific duty on printed material and bound books. This is simply another case of the false "protection" which has already proved so injurious to the country, and it means higher prices and further drawbacks to business. Still, we suppose it would be too much to expect the committee to refuse support to any proposal for the imposition of taxes.—*Montevideo Times*, Sept. 18.

—The total number of registered voters for municipal councilors in Buenos Aires is only 6,201, though the city has a population of more than a half a million souls, and even foreigners with certain qualifications are not excluded from voting. Hereby hangs a tale and a very melancholy one. Either the vast majority of citizens and foreigners have no hope of seeing elections properly conducted, or they are so engrossed in selfish considerations that they do not think it worth their while to pay a visit to the registry offices or go a short distance to record their vote, forgetting that private and public interests are identical. Whatever way we regard the matter it affords food for grim reflections from a political and administrative point of view.—*Southern Cross*, Buenos Aires, Sept. 16.

LEGISLATIVE NOTES

SEPTEMBER 24.—*Senate*.—The Senate voted in 2nd discussion the bill from the Chamber of Deputies authorizing the government to contract with the Peruvian citizen Julio Benavides for the navigation of the Ica or Putumayo river.—*Chamber of Deputies*.—Deputy Glycerio and other members of the S. Paulo delegation moved to amend the budget of the department of agriculture so as to authorize the government to enter into an agreement with the S. Paulo Railway Co. for the purpose of modifying for the present contracts and extending the period during which the company's road is not subject to expropriation. The Chinese immigration bill was passed in 3rd discussion by a vote of 62 to 43. The resolution to sit on Sundays and at night was also voted. The bill authorizing the government to make special appropriations of 500,000\$ each for the states of Piahy, Parahyba and Goyaz was voted in 1st discussion. The bill authorizing the government to contract for improvements in the port of Rio de Janeiro with Engineer Melville Hora was passed in 2nd discussion by a vote of 79 to 26. The bill for introducing into the country 500 Liberian laborers was rejected. The bill authorizing the modification of the route of the proposed railway from Uberaba to Uberabinha to Coxina was passed in 1st discussion by a vote of 77 to 32. The Chamber concurred in the Senate amendments to the budget of the navy department. The Senate bill on pay to congressmen during the prolongation of the session was voted in 2nd discussion. The Chamber rejected the motion of Deputy Bevilacqua for discussing the bill for changing the national flag without waiting for the report of the respective committee. The committee on the constitution reported on the petition of citizens of Alegrete, Rio Grande do Sul, memorializing Congress on the arbitrary acts committed in that state. The committee thinks that the petitioners should apply to the state authorities and to the courts of justice.

SEPT. 26.—*Senate*.—The Senate voted against granting to Francisco Comas exemption from duty on unrefined petroleum.—*Chamber of Deputies*.—At the night session Deputy João de Siqueira moved that the Chamber meet in committee of the whole for the purpose of hearing the opinion of the minister of finance on the bill on banks of issue.

SEPT. 27.—*Senate*.—Senator Wandenkolk spoke on the subject of his arrest and banishment. The future, he said, will show who are unnatural Brazilians, who are soldiers without honor or self-respect, and who are the real enemies of the republic.—*Chamber of Deputies*.—The Chamber voted twice to the states of Piahy, Parahyba and Goyaz. Art. 2 providing that this assistance should be given in the form of a loan was rejected. The bill for reorganizing the telegraph bureau was voted in 3rd discussion. The bill on pay of congressmen during the prolongation of the session was also voted in 3rd discussion. Deputy Alencida Nogueira, speaking in favor of reducing the army, said that the United States, a nation of 60,000,000 inhabitants, has only 25,000 soldiers, having had until recently only 10,000.

SEPT. 28.—*Senate*.—The Senate rejected the bill from the Chamber of Deputies for reovercoming the 4% gold bonds. A motion of Senator Manoel Victorino expressing gratification at the return of the exiled senators, was voted without debate. Senator Tavares Bastos, recently appointed director of the civil and criminal court in Rio de Janeiro, asked the Senate to decide whether his office is incompatible with a seat in the Senate. His motion to this effect was voted and the committees on legislation and the constitution were instructed to report on the subject.—*Chamber of Deputies*.—In discussing a vetoed bill on the examination of students, Deputy Severino Vieira stated that the veto had been anticipated. This raised a stormy debate, on the conclusion of which the veto was taken and the veto sustained. Deputy Americo Luz said that, while the budget committee is endeavoring to make a reduction of 10 to 12 thousand contos de reis in the estimated public expenditures, the government is asking for special appropriations, in addition to those expenditures, to the amount of 80,000,000\$.

SEPT. 29.—*Senate*.—The amendments of the Chamber of Deputies to the bill for the reorganization of the corps of naval engineers were opposed by Senator Wandenkolk and defended by Senator Rosa Junior.—*Chamber of Deputies*.—Deputy Glycerio offered an amendment to the budget of

the department of agriculture for the purpose of authorizing the doubling of the track of the Central railway from Sapopemba to the farthest possible point on the Serra section, widening the gauge from Cachoera to S. Paulo, without removing, however, the rails from the narrow gauge tracks, and building several narrow gauge branches. Deputy Leopoldo de Bulhões said that the present financial year will probably close with a deficit of 40,000,000\$. In the estimates for the coming year the revenue is calculated at 213,000,000\$ and the expenditures at 211,000,000\$, but the latter does not embrace the payment of principal and interest of the 1,000,000 loan and allows only 10,000,000\$ for difference in exchange, which even at the rate of 15¢ per 1\$000 will amount to 40,000,000\$. Deputy Epitacio complained that the governor of Parahyba is illegally collecting taxes, and Deputy Pereira de Lyra stated that the governor of Pernambuco has arbitrarily dissolved the courts of justice in that state.

SEPT. 30.—*Senate*.—The amendments from the Chamber of Deputies to the bill for changing the corps of naval engineers were sustained.—*Chamber of Deputies*.—In the discussion of the bill authorizing the government to contract for improvements in the port of Rio de Janeiro with Engineer Melville Hora there was a warm debate between Deputies Vinhas and Francisco de Mattos. The latter was stating his objections to the bill when he was interrupted by the former who said "I am astonished that Your Excellency, an officer of the navy, should say such a thing."—Deputy F. de Mattos: "I am astonished at Your Excellency's astonishment." As Vinhas continued to interrupt him, F. de Mattos said: "As Your Excellency is so anxious to speak, I had better take my seat." Deputy Jacques Ourique moved that the bill be returned to the committee on public works, and Deputy Vinhas, a member of the committee, tendered his resignation. Over the question of pay for servants of military officers there was also a heated debate, and Deputy Espirito Santo accused the chair of treating him with a want of courtesy. The Chamber, after having suppressed the appropriation for servants' pay, decided by a vote of 56 to 49 that it had no right to suppress it except by a special law. The Chamber voted in 2nd discussion the bill reorganizing the postal service and part of the budget of the war department.

PROVINCIAL NOTES

—There recently died at Baependy a woman said to be 120 years old.

—The first trial of the new electric light plant at Curitiba, Parana, occurred on the evening of the 30th ult.

—The legislature of Pará has voted an appropriation of 50,000\$ for preliminary expenses for the sanitation of the state capital.

—A telegram of the 30th ult. says that the employes of the state government of Parahyba have not received their pay for 12 months.

—In the city of Pernambuco the municipal election on the 30th ult. was favorable to the governor of that state. The vote cast was light.

—The epidemic of small-pox in São Paulo is still raging. It is not explained how the disease got so decided a foothold before anyone took notice of it.

—The persistence with which the telegraph continues to inform us that all is quiet on the Rio Grande frontier leads one to suspect that everything is not so quiet there as the telegraph would have us believe.

—The British steamer *Densmore* from Newport, with a cargo of coal, arrived off Pará on the 14th ult., was ordered to leave for Ilhéus. The pilot who had loaded the steamer was also ordered away with the steamer. The vessel left Newport August 25th, and the health of all on board had been perfectly good, but the idiotic exigencies of red tape had to be complied with.

—A telegram of the 28th, from Porto Alegre, says that on the day before at Bage the subdelegado Faustino Fagundes surrounded and set fire to the house of Bibiano Tavares, nephew of Gen. Tavares. Bibiano was then arrested, taken to Ilhéus and there murdered. The castle party is making a fine record for itself, surely; but there is always a penalty for such excesses and they will some day have to pay it.

—A "tourist" has written to the *Republica*, of Fortaleza, Ceará, of the discovery of what appears like an abandoned city between Piripiray and Piracurca, in the state of Piahy, which he calls "Seven Cities," because of its divisions. It is in a desert region, but a spring of pure water exists in the centre of the place. The inscriptions found are of a geometrical character. The "tourist's" imagination is evidently a vigorous one.

—Advices from the frontiers state that the political situation of Rio Grande is not all clear. Brazilian citizens arrive daily, who have been obliged to emigrate as their persons were in danger. So many have come in lately that numbers have not been able to procure admittance to the hotels. Most of the estancieros of Acaegua and other places near the Yagurou have several emigrés staying with them. No doubt many have crossed the frontier on account of the rumor that armed bodies of men were about to invade Brazilian territory.—*Montevideo correspondence of Times of Argentina*.

—Dr. Vicente Carvalho has resigned the office of secretary of the interior of the state of S. Paulo, and has been succeeded by Dr. Rubião Jr. The cause of his resignation was a quarrel between him and Dr. Alfredo Maia, secretary of agriculture of the same state. Several insulting letters had been exchanged between the two secretaries, who were far from being respectful to each other, and on the 29th ult., having met at the inauguration of the municipal chamber, they came to blows, being separated by no less a person than the governor of the state himself. The latter then resolved to accept the resignation of Dr. Vicente Carvalho, which had been tendered some days before.

RAILROAD NOTES

—It is stated that the União Valenciana railway has increased its passenger rates 50% and its freight rates 90%.

—The Central railway is still enforcing its prohibition on encomienda packages weighing over 10 kilos. Perhaps the poor laborer finds it more to his comfort to handle such small packages!

—The new schedule of freight and passenger rates on the Central railway will go into operation to-morrow. It remains to be seen whether they will improve the situation, or simply increase the costs of an abominable service.

—The Central railway is now refusing to accept coupon tickets which were sold to suburban passengers, because the new tickets are sold at higher prices. It should then redeem them, and show that it has some slight idea of honesty.

—We understand that the use of petroleum in locomotives is not making any considerable progress on the Argentine Great Western line, owing to the deficient supply of the mineral oil, which is also employed for producing gas for lighting the town of Mendoza, and even for this purpose the production is at present inadequate, so that the street lighting has had to be curtailed. This being the case, the prospect of the railway obtaining full supplies of petroleum for the use of its locomotives is very remote.—*River Plate Railway News*.

—A representation signed by a large number of merchants was presented to the government on Saturday against the favoritism shown by the Central railway officials in receiving freight for Sabará. A long interval had elapsed since goods had been received for that destination, and when it was announced that such freight would be received a large number of shippers presented themselves. The administration of the road, however, gave orders for the receipt of a large quantity of goods from one firm, Srs. Mendes, Maia & Co., and the other shippers were consequently crowded out, much to their prejudice and indignation. There were about 70 signatories to the representation.

—The two English directors of the Companhia Geral, representatives of Messrs. Morton, Rose & Co., Edward James Lynch and Joseph Mawson, and one Brazilian director, Trajano de Moraes, have been arrested and imprisoned by order of the civil and criminal court of this city. The two English directors had nothing to do with the organization of the company, or syndicate, and were not concerned in the shameful operations of that concern. They were selected to represent Morton, Rose & Co. as a condition of the loan effected by that house, and thus came in for the penalties, while the chief promoter of the swindle, Mello Barreto, is safely out of harm's way.

—On the 1st inst the *Diario Official* publishes a despacho of the minister of finance that seems curious for the receipt of a large quantity of goods from one firm, Srs. Mendes, Maia & Co., and the funds requisite to pay the interest to be deposited in the Treasury opportunely. Why should the Brazilian Treasury act as a financial agent for the Oeste de Minas railway? The interest to be paid seems excessive if the object aimed at is to secure the use of a considerable sum in sterling; and this object is the only explanation we see in the business.

RAILWAY FIGURES.

The introduction to Poor's Manual for 1892 furnishes the following railway statistics for the United States:

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| Length of track laid to Dec. 31, 1891—miles..... | 170,601 |
| Net increase of mileage in 1891—miles..... | 3,898 |
| Liabilities of all railroads.... | \$10,765,626,041 |
| Total assets of all railroads.... | 11,110,335,276 |
| Excess of assets over liabilities..... | 344,709,235 |
| Miles of railway operated.... | 164,202 |
| Tons of freight mileage..... | 831,022,375 |
| Passengers carried..... | 556,015,802 |
| Passengers—mileage..... | 13,316,923,239 |
| Tons freight moved..... | 704,398,609 |
| Tons freight moved one mile..... | 81,210,154,253 |
| Earnings—total traffic revenue..... | \$1,138,024,459 |
| Operating expenses..... | 781,796,579 |
| Net earnings..... | 356,227,882 |
| Other receipts..... | 101,276,183 |
| Total available revenue..... | 457,504,066 |
| Paid interest on bonds..... | 5,920,397 |
| Other interest..... | 90,710,757 |
| Dividends..... | 64,255,732 |
| Rentals, tolls, etc..... | 64,255,732 |

The average receipts for freights, per ton per mile in 1891, were 6.929 cents. In the middle states it drops to 0.78 cents, the lowest on record. On the Pacific slope it rises to 1.60 cents. On lines east of Chicago the average rate falls to 0.63 cents.

The average rate per passenger per mile in 1890 was 2.10 cents; east of Chicago it was 2.04 cents; west and northwest, 2.27 cents; south, 2.30 cents.

COFFEE NOTES

—The total value of the coffee imported into the United States during the fiscal year 1891-92 was \$126,801,687, against \$96,123,777 in the preceding year. Coffee represents a larger value than any other single product imported by that country, sugar ranking next in 1891-92 with a value of \$106,720,228. The imports of rubber in the same year were valued at \$19,833,090, against \$18,020,804 the preceding year.

—The coffee exporters of this city held a meeting on the 30th ult. at the office of Messrs. Phipps Bros. & Co. for the purpose of hearing the minister of finance explain his plan of collecting the export duty on coffee in bills of exchange. To report on the subject there was appointed a committee composed of Messrs. Gordon (of Ed. Johnston & Co.), Oliveira (of Leon. Oliveira & Co.), Nethmann (of Max. Nethmann & Co.), Frelaud (of Harb. Rand & Co.), Valais (of Karl Valais & Co.) and Taylor (of Phipps Bros. & Co.)

—The *Surabaya Courant* notes the fact that the growing scarcity of land fit for coffee cultivation in Java has led planters there to fix their gaze upon the outlying parts of Netherlands-India. Several of them have left East Java to try pioneering in Palembang, where the uplands are reported to be adapted for this line of cultivation in soil and climate. Another recommendation is the cheapness of land in that quarter. The same journal has no doubt that coffee has a good future before it. The falling off in the government coffee yield in Java, and the increasing political troubles in Brazil, all point to diminution in the large crops of the berry turned out in these two countries.—*Straits Times*, August 2.

—A report from the British minister at the Hague on Netherlands-India describes the connection of the government with coffee cultivation in those colonies. The greater number of the coffee plantations in the Dutch possessions are directly under government management, the natives being compelled to cultivate coffee in place of paying taxes, while the authorities receive the whole of the produce at the fixed price of 15 florins (£1 5s.) for every picul of 133 1/3 lbs. A certain amount is then disposed of in the colonies themselves, and the remainder is sold in Amsterdam and Rotterdam, the usual practice being not to sell one year's crop in Holland until the following year, although, as an exception, part of last year's crop was sold towards the close of the year. The fluctuations in the returns from coffee have of late years been considerable, owing mainly to variations in the yield. But it also appears that a change has come over the conditions of cultivation in consequence of the exhaustion of the soil, which has had the effect of compelling the government to abandon it in some districts.—*Merchants' Review*, August 19.

COFFEE

The imports and exports of coffee for the fiscal year were as follows:

| | | |
|----------------------------|--------------------|---------------|
| | 1891-92 | 1890-91 |
| Imports, free of duty..... | Pounds 638,944,912 | 579,525,431 |
| " dutiable..... | " 7,258,676 | " |
| Total..... | " 646,203,588 | " 579,525,431 |
| Exports..... | " 10,539,240 | " 8,498,073 |
| Net imports..... | " 635,664,348 | " 571,027,358 |
| Average import value..... | " 20.07c. | " 18.5c. |

The increase in the average import value of coffee, nearly 1 1/2c. per lb., was no doubt due to the imposition of the duty of three cents per lb. on certain grades under the reciprocity provisions of the tariff. The announcement of the intention of the President to levy the duty caused heavy importations of the said grades and the relative increase of the average value of the total imports of the bean for the year.—*New-York Merchant's Review*, Aug. 2.

HOSPITAL NOTES.

—On Thursday night the watchman at the entrance to the Strangers' Hospital was attacked by two policemen and severely injured.

—We are in receipt of a £5 subscription for the Strangers' Hospital from Louis Hirsch, Esq., of London, president of the Natal and Nova Cruz railway.

—As the work of cleaning and arranging the hospital grounds is now in progress, those who have plants and shrubbery to give, can send them to No. 110 Rua da Passagem, addressed to Mr. Callander, or Mr. de la Roche.

—The new Jurubá Hospital cemetery has been placed on the hillside immediately above the hospital, so that its drainage will go directly into the grounds. The mistake is a serious one and reflects little credit on those who are showing so much anxiety over possible sanitary mistakes at the new English hospital.

—We trust that our readers abroad, who have interests in São Paulo, will not forget the appeal for funds for the Hospital Samaritano which appeared in these columns some time ago. The institution will be largely under the control of the foreign residents of S. Paulo and is in every respect worthy of assistance.

—Among the passenger arrivals here on the 29th ult., on the *Zumar*, were Mrs. Bachman, Hegburn, Miss C. Bright and Miss A. Jackson, the matron and nurses engaged in England for the Strangers' Hospital. They are all certificated nurses and have had much experience in hospital work, especially in the care of fever cases.

—The two trained nurses engaged in the United States for the new hospital in São Paulo, have arrived there and are now engaged in studying the language and in preparing themselves for the work. The São Paulo hospital, it should be remembered, is not restricted to any particular nationalities, and as it numbers many influential Brazilians among its patrons a knowledge of Portuguese by the nurses is highly essential.

—Much of the material ordered some time ago for the Hospital has already arrived in port. As the duties are heavy on many of these articles the refusal of Congress to give them free entry will entail considerable additional expense. This not only cripples the association to that extent, but places the government in the unenviable position of exacting heavy taxes from an institution whose object is to care for the sick and to improve the sanitary condition of the city.

LOCAL NOTES

—The *Albion Barros* left Plymouth yesterday for Lisbon.

—Senator Campos Salles, ex-minister of justice in the provisional government, left for Europe on the inst.

—On the 30th inst, there was a strike among the seamen and stokers on the steamer *Itaiyá*. The strikers were arrested.

—Executive Decree No. 1061, of the 30th ult., issues instructions for the municipal election to be held in this city on the 30th ult.

—The Companhia Industrial do Brazil has leased the Tranche da Ordem for 3 years, paying 25,000\$ for the key and 70,000\$ per annum rent.

—What are the purposes of the "Associação Instrumental do Commercio do Rio de Janeiro?" We trust *hauser* is not in the programme.

—The government is now receiving congratulations from the planters over the passage of the Chinese labor bill. They see in it the dawn of another era of slave labor.

—According to the *Jornal do Brazil* the following scene occurred in the Chamber of Deputies: A Deputy: "This bill is immoral." Another Deputy: "You are immoral yourself." And no one lied.

—The process initiated by the government against Dr. José Carlos Rodrigues, editor of the *Jornal do Commercio*, because of charges written and published by him in respect to the coinage of nickel pieces, has been quashed by the criminal judge.

—We believe that there is an association in this city, recently organized, called the Sociedade de Higiene do Brazil. In view of the danger from an invasion of cholera this society could do much good in advising and assisting the cleansing and sanitation of this city. Has it done so?

—The controversy between the director-general of statistics (as he is called) and his subordinates is now going on in the *Jornal do Commercio*—at so much a line. If these gentlemen had worked as vigorously as they now quarrel, we might have known something of the census taken in this city at the end of 1889.

—The horrible crime which was noted in our last issue, is still much of a mystery, but enough is known to indicate a certain negro, named Finothero, as the criminal. This man and two or three others who have been associated with the woman Maria de Macedo and her assassin, are under arrest, and the details of the atrocious crime are being discovered little by little.

—We have had the pleasure of a call from Louis Hirsch, Esq., F.R.G.S., president of the Natal and Nova Cruz Railway Co., who has arrived here after visiting the company's road in Rio Grande do Norte. We understand that Mr. Hirsch is visiting Brazil in the interests of the company and for the purpose of procuring a settlement of questions pending with the government.

—Minister Serzedello has received a letter dated August 22 from Gen. José Simão, president of the Brazilian commission at the Chicago exhibition. According to this letter the cost of the Brazilian building at the exhibition is estimated at \$22,500. The expense of accommodating Brazilian exhibits in other buildings is estimated at \$3,375. The General says that the Rio Grande coal is not inferior to that used at Chicago.

—The president of the municipal council and the other members of that body are still at loggerheads with great detriment to municipal business. It is stated that the quarrel has been much embittered by one of the members who inadvertently took his seat in the president's chair. At the meeting held on the 29th ult., no business was transacted, because the president, although he was in the building at the time, refused to attend it.

—We are all right now. On September 29th, 1892, 600 persons proclaimed Col. Dr. Deputy Sampaio Feioz—we mean Ferraz—chief of the republican party of this capital! We do not know the strength of the "Tooth-drawers" battalion, but say 300 of the 600 "proclaimers" of the Colonel, doctor, deputy were contributed by the battalion, and the Colonel, etc.'s "backing" is not much better than the electors who voted for our Aristides.

—The attempt to establish an express company in this city has met with violent opposition from the boatmen in the harbor, who object to competition in the transportation of passengers to and from the steamers. As the company proposes to perform this service at reasonable rates—which is not the custom with the boatmen—and as it takes charge of the delivery and dispatch of baggage, it should be protected by the police authorities. We need the service which Messrs. Wertheimer & Co. are trying to establish and we trust the police will see that they are permitted to work without further molestation.

—One of the most scandalous cases of violating letters in the post-office is shown us in the 30th ult. by Dr. Wilhelm Naegeli. In the *Journal*'s mail was a letter from his family in Switzerland, in which was enclosed an Alpine flower. The inquisitive postoffice clerk apparently concluded that the letter contained money, and it was deliberately torn open in such a manner as to leave parts of it in pieces. The flower was of course taken out and then stuck to the outside of the envelope, in which condition it was delivered. This is carrying matters to an extreme for which there can be no possible excuse. A complaint to the director elicited an explanation that the injury was caused by rats who are particularly fond of attacking letters containing flowers. How they came to leave the flower on the outside of the envelope is not explained. Such "rats" in our opinion should be dismissed from the postoffice and prosecuted.

—It is stated that the chief of police, Dr. Bernardino Ferreira, has tendered his resignation.

—Would it not be well to refer the question to arbitration to determine who are the real enemies of the republic?

—Executive Decree No. 1051, of the 16th ult., authorizes the Rio de Janeiro City Improvements Co. to continue to operate in Brazil.

—The immigration contract of Dr. João de Sá e Albuquerque has lapsed. This contract was for setting 10,000 immigrants in the state of S. Paulo.

—The voting in Congress in favor of the Chinese and against Liberian laborers may be accepted as an indication that the tastes of the country have radically changed.

—We can heartily sympathize with the poor congressman who is so anxious to vote himself money pay. The peculiarity of it is that his generosity goes no further than himself.

—The revolution in Venezuela appears to have terminated in favor of General Crespo, the insurgent leader, who has captured Caracas and is now exercising the functions of dictator.

—The postoffice still continues its shameless exactions. For a short-paid letter, lacking 3 cents postage, we are compelled to pay 220 réis, or 100 réis more than the legal requirement. Again we ask:—Who gets that 100 réis?

—A Buenos Aires telegram of the 2nd says that the Argentine government has resolved to raise the quarantine against vessels from English ports, in view of the disappearance of cholera in England. That is right. Now will the Brazilian sanitary authorities do the same?

—It is interesting to note that the nickel question has resulted in the dismissal of the secretary of the Mint, who is accused of being "disloyal." Perhaps he failed to repudiate the charges of the *Jornal* with the energy and indignation usually expected from a public official charged with a serious dereliction of duty.

—We hear that the minister of finance informed the exporters on the 29th that he had resolved to require good banker's bills for export duties, and that they could make their own arrangements to meet the requirement. It is a little dictatorial, of course, but that is the way Minister Serzedello proposes to run the machine.

—The *Jornal*'s protesting against the illegal detention of three persons arrested on suspicion of being thieves. It is a gross injustice to detain a man one moment longer than is required to show who he is. For this reason police courts should be established and every person arrested should be brought before it at once, or within twenty-four hours.

—Some of the Italians residing in this city gave a complimentary dinner on the 27th ult. at the Hotel Globo to Rear-Admiral Custodio de Melo, Chevalier Aldo Nobile and Chevalier Antonio Januzzi. At this dinner, which was given in token of the gratification caused by the peaceful solution of the *Pietro Ten* question, 90 persons were present. A gold medal with an appropriate inscription was given to each of the three principal guests, and a silver medal with the effigy of Christopher Columbus to each of the other guests. How Christopher became mixed up in the affair we do not know.

FINANCIAL NOTES

—The September receipts of the *recebedoria* of this city were 748,761\$445.

—The September receipts of the Maranhão custom-house amounted to 277,032\$096.

—The municipal chamber of S. José d' Alencar Paralyza is going to negotiate a loan of 600,000\$ for constructing water-works. It looks like a very large debt for so small a town.

—According to a telegram from London the directors of the London and Brazilian Bank, Limited, have declared an interest dividend for the half year ending June 30th last at the rate of 10% per annum.

—At a meeting of the Ferro Carril Carioca shareholders on the 1st inst. the directors was authorized to borrow the funds required for an extension of its Santa Theresia lines and to install electric traction.

—We are informed by a letter from one of the English organizers of the Hospital Samaritano, of São Paulo, that the legislature of that state has just voted the hospital a subsidy of 24,000\$, to be paid at the rate of 2,000\$ a month after the 1st of January next.

—According to the *Jornal do Commercio* the directors of the Banco do Brazil met on the 1st to discuss a projected fusion with another bank. If the Banco da Republica is implied, the directors of the Banco do Brazil will do well to think twice before accepting. They can gain absolutely nothing by the acquisition of such a property beyond the uncertain favor of the government.

—The city of Juiz de Fôra has been authorized to contract a loan of 2,000,000\$, which is to earn 7% per annum and will run for 28 years. The titles are to be of 200\$ each, and will be paid in four installments. The destination of the loan will be 600,000\$ for drainage works, 500,000\$ for paving the streets, 400,000\$ for water-works, 400,000\$ for improvements in the Rio Paralyzauna, and 90,000\$ for rain-water drains.

—According to the government telegraph operator at the Ilha Grande quarantine station, the official and "legal" rate of exchange is \$220 per sovereign. This is what the pursuer of the *Tenar* had to pay, and what others may be obliged to pay for aught we know. In view of the fact that the present exchange is \$385 per sovereign and that there is no fixed "legal" rate, the minister of finance will do well to call this telegraph operator to an account for such a swindle as this.

—The *Commercio de Pernambuco* thinks that Minister Serzedello's plan of receiving the export tax in bills of exchange will not produce the desired effect. The notes of the tax will have to buy exchange and the effect on the market will be the same as if it were bought by the government.

DURING the fiscal year 1891-92 the United States government paid out \$7,342,077.79 in bounties to sugar producers, and about \$70,000 remained to be paid on approved claims at the end of the year. The cost of inspection and other services connected with these bounties was \$146,297. The total production in Louisiana, where the sugar industry is chiefly concentrated, was 360,000,000 pounds. There were also six beetroot sugar factories and four sorghum factories in operation during the year, to which were paid \$262,295.84 in bounties.

THE foreign trade of the United States during the last hundred years may be seen in the following returns for the fiscal years 1791-92 and 1891-92:

| domestic exports | foreign exports | imports |
|--------------------------|-----------------|---------------|
| 1791-2...\$19,000,000 | \$1,753,098 | \$1,500,000 |
| 1891-2...\$1,015,732,011 | \$1,549,019 | \$827,401,573 |

COMMERCIAL

Rio de Janeiro, October 3rd, 1892

| | |
|---|---------|
| Par value of the Brazilian milreis (1000), gold | 27 d. |
| do do do do in U. S. | 47 1/2 |
| do \$100 (U. S. coin) Brazilian gold | 183 1/2 |
| do of £ 54g. in Brazilian gold | 3 80 |

| | |
|---|------------|
| Bank rate of exchange, official, on London to-day | 133 1/2 d. |
| Present value of the Brazilian milreis (gold) | 183 1/2 |
| do do do do (paper) | 5008. gold |
| do do do do in U. S. | 27.50 c. |
| Value of \$1.00 (£ 84.80 per £ 1, etc.) in Brazilian currency (paper) | 376 1/2 |
| Value of £ 1 sterling " " " | 128 1/2 |

EXCHANGE.

September 27.—The banks opened at 13 1/2 on London, and the British Bank maintained the rate during the day. About mid-day the market weakened, and some of the banks withdrew their tables, and business in bank sterling was reported at 12. In the afternoon the market became firm, and at the close of business bank bills were reported at 13 1/2. In repressed paper business was done at 13 1/2—13 1/2; and commercial sterling was reported at 13 1/2—13 1/2. The official rates at the banks were: 13 1/2 on London, 7 1/2—7 1/2 on Paris and 888 on Hamburg; at 90 1/2; 375—385 on New York at sight. Sovereigns closed with buyers at 18 1/2, sellers at 18 1/2.

September 28.—The banks posted 13 1/2 on London, and this rate was maintained during the day. The market was very quiet, but firm during the morning, and closed rather easier under some speculative taking. The business done was in bank sterling at 13 1/2—13 1/2, with repressed paper reported at 13 1/2—13 1/2, and commercial sterling quoted at the extremes of 13 1/2—13 1/2. At the close the banks were drawing at 12 1/2, and there were takers for commercial sterling at 12 1/2, with some trading transactions reported at 12 1/2. Sovereigns closed with buyers at 18 1/2, sellers at 18 1/2.

September 29.—The banks were all officially at 13 1/2 on London, but the market was irregular during the morning, with commercial sterling reported at 13 1/2, when the banks were drawing at the same rate on head offices. In the afternoon the tone was firmer, and at the close the banks were drawing freely at 13 1/2, with no money offered for commercial sterling under 13 1/2. There was very little doing; bank sterling was reported at 13 1/2—13 1/2, repressed paper at 13 1/2—13 1/2, and commercial sterling at 13 1/2—13 1/2. Sovereigns closed with buyers at 18 1/2, sellers at 18 1/2.

September 30.—The banks posted 13 1/2 on London, and were drawing at 13 1/2—13 1/2 in the morning of the market, and in the afternoon 13 1/2 on bankers, and 13 1/2 on head offices, were the rates for business. There appeared to be a fair movement in the market, with repressed paper quoted at 13 1/2—13 1/2 and commercial sterling at 13 1/2—13 1/2. There were neither buyers nor sellers for sovereigns at the Banks, but "on the street" business was reported at 17 1/2—18.

October 1.—The banks opened at 13 1/2, and about mid-day the Banco Paris e Rio posted 13 1/2. In the forenoon the market was strong, but rather quiet, and rates were advanced until 13 1/2—13 1/2 on bankers, and 13 1/2 on head offices were quoted. In repressed paper something was done at 13 1/2, and commercial sterling was reported at 13 1/2—14. At the close the banks were still drawing at 13 1/2—13 1/2; but there was market money for commercial sterling at 13 1/2—14. Sovereigns closed with sellers at 17 1/2, 20, or 30 buyers.

October 3rd.—The banks posted 13 1/2 on London at opening, and the market was very firm during the day, but without any great animation. The business done was in bank sterling at 13 1/2—13 1/2, with repressed paper quoted at 13 1/2—14 and commercial sterling at 13 1/2—14 1/2. For delivery in November "approved bills" were reported at 14 1/2. The market closed steadily with the Brazilian Bank drawing on bankers and the English Bank on head offices at 13 1/2, and money offered in the market at 14 for commercial sterling. The official rates were: 13 1/2 on London, 6 1/2—6 1/2 on Paris and 8 1/2 on Hamburg; at 90 1/2; 385—386 on New York at sight. Sovereigns sold at the Banks at 17 1/2, and closed with buyers at 17 1/2, sellers at 17 1/2. A sale of French gold was made at 670 rs. per franc.

SALES OF STOCKS AND SHARES.

September 25.

| | | | |
|-------------------|------|--------------------|---------|
| 5 Apolices, 58... | 1024 | 36 Anal.Minas, 6% | 659 |
| 15 do | 1024 | 500 del'd'Ana, 4% | 14 |
| 31 do | 1025 | 100 u. Ind.S.Sel. | 105 |
| 6 do | 1026 | 200 h. n. Cr. Real | |
| 1 do | 1027 | do Brazil, gold | 193 |
| | | 17 u. Un. Agric. | 53, 590 |

Bank's.

| | | | |
|--------------------|-----|---------------------|----|
| 100 Brazil..... | 278 | 39 Lavoura e Com. | 84 |
| 40 Commercio | 263 | 4910 Republica..... | 83 |

Miscellaneous.

| | | | |
|--------------------|------|-----------------------|-----|
| 200 Melh. no Braz | 40 | 50 Torres..... | 47 |
| 43 Apolices, 58... | 1025 | 30 del. Geral, 2% | 2 |
| 14 do | 1026 | 300 S. Lazaar (mills) | 100 |

Bank's.

| | | | |
|---------------------|--------|--------------------|-----|
| 33 Commercial..... | 250 | 500 Republica..... | 83 |
| 1000 Republica..... | 80 | 500 do bo 30 Oct | 83 |
| 1450 do | 87 | 10 Rural, 28..... | 149 |
| 3000 do | 87 3/4 | | |

Miscellaneous.

| | | | |
|---------------------|------|---------------------|-------|
| 75 Faj's e Est..... | 13 | 150 Tenens..... | 47 |
| 37 Apolices, 58... | 1023 | 500 del. Geral, 2% | 2 500 |
| 5 do | 1025 | 100 u. U. Ind.S.Sel | 70 |
| 1 do | 1026 | 75 u. O. Pub. 2% | 70 |
| 47 h. Un. Agric. | 84 | | |

Bank's.

| | | | |
|---------------------|-----|----------------------|-------|
| 100 do | 275 | 100 Constructor..... | 43 |
| 70 do | 280 | 100 do | 42 |
| 200 do | 281 | 100 Inciador..... | 9 500 |
| 50 do | 138 | 500 Republica..... | 87 |
| 202 Commercial..... | 250 | 1000 do bo 30 Oct | 83 |

Miscellaneous.

| | | | |
|---------------------|------|--------------------|-------|
| 140 S. Christ. tram | 220 | 740 Melh. no Braz. | 39 |
| 2 Apolices, 58... | 1025 | 38 Gold 4 1/2% | 1,140 |
| 7 do | 1023 | 10000 Apol Rio Jan | 100 |

Bank's.

| | | | |
|----------------------|-----|--------------------|--------|
| 150 Brazil..... | 133 | 530 Republica..... | 83 |
| 200 Constructor..... | 41 | 850 do | 83 500 |
| 40 Rural..... | 288 | 200 do | 84 |
| | | 400 do | 84 500 |

Miscellaneous.

| | | | |
|----------------------|------|---------------|-----|
| 100 Oeste del.M.R.R. | 85 | 5 Argos Flam. | |
| 50 V. F. Sapatyba | 5 50 | insce. | 410 |

September 23.

| | | | |
|--------------------|------|------------------|----|
| 22 Apolices, 58... | 1025 | 20 del. Sapatyba | 55 |
| 15 do | 1026 | | |

Bank's.

| | | | |
|--------------------|-----|---------------------|--------|
| 125 Brazil..... | 272 | 2100 Republica..... | 83 500 |
| 64 do | 281 | 1100 do | 84 |
| 50 Commercial..... | 250 | 1000 do bo 30 Oct. | 86 500 |

Railways and Transways.

| | | | |
|--------------------|--------|------------------|-----|
| 130 V. F. Sapatyba | 10 | 24 Jar. Botanica | |
| 745 do | 10 500 | tram. | 185 |
| 50 do bo 15 Oct | 10 500 | | |

Miscellaneous.

| | | | |
|-----------------------|-------|--------------------|--------|
| 130 Lactidos, 8 1/2% | 5 | 215 Lactidos 120% | 7 |
| 100 do del. Geral, 2% | 40 | 40 del. Sarcoclama | 70 |
| 150 do | 2 500 | 65 h. Un. Agric. | 83 500 |

Bank's.

| | | | |
|---------------------|-----|---------------------|--------|
| 35 Commercio..... | 255 | 2230 Republica..... | 83 500 |
| 50 Constructor..... | 41 | 800 do | 86 |
| 48 Rural..... | 288 | 1000 do bo 30 Oct. | 86 |

Miscellaneous.

| | | | |
|-------------------|-----|--------------------|-----|
| 40 Jar. Bot. tram | 185 | 65 Prog. Ind. mill | 145 |
|-------------------|-----|--------------------|-----|

MARKET REPORT.

Rio de Janeiro, October 3rd, 1892.

Exports.

Coffee—The market has been quiet during the past week and prices have been irregular, in sympathy with a rather uncertain exchange market. On the 26th brokers put quotations back at 14800 for No. 7, but the next day an advance of 700 rs. was reported, followed by declines of 300 rs. on the 29th, 400 rs. on the 30th and 500 rs. again on the 1st inst; the decline on our last quotations is from 300 rs. per arroba on No. 6, to 200—800 rs. on the lower qualities. At the close the factors seemed disposed to resist a further decline, and it must be confessed that the reduction in quotations has been abrupt, and out of proportion to the higher rates of exchange. Receipts are larger, but some 15,000 bags costwise during the week were agreed assistance, while shipments continue few and stocks are lower again by some 15,000 bags. From published reports of some of the agricultural companies it appears that a good deal of coffee was carried over from last crop. Under normal conditions of transportation, this would be an important factor in the market, but whatever may be the quantity of coffee up-country, it is evident that the Central Railway cannot bring to market over 180,000 bags per month. The shipments since our last report have been:

| | |
|------------------------------------|--|
| 55,482 bags for the United States | |
| 13,383 " Europe | |
| 2,600 " Cape of Good Hope | |
| 1,868 " River Plate and West Coast | |
| 4,541 " Constarie | |
| 84,695 bags. | |

The vessels cleared with coffee are:

| | |
|---|--------|
| United States | 6,152 |
| Sept. 27 New Orleans Dr str <i>Condonand</i> | 18,496 |
| Galveston do | 5,000 |
| Oct. 1 New Orleans Dr str <i>Marcin</i> | 18,276 |
| Europe: | |
| Sept. 22 Trieste Ital str <i>Andrea Doria</i> | 2,700 |
| 23 London Big str <i>Leitha</i> | 400 |
| 24 Havre Fr str <i>Ville de Rouen</i> | 1,400 |
| 30 Hamburg Ger str <i>Amos</i> | 2,000 |
| 30 Antwerp Belg str <i>Wardsworth</i> | 3,000 |
| Oct. 1 Mitternager Ital str <i>Attilio</i> | 2,750 |
| 1 do " <i>Alfredo Brazos</i> | 950 |
| Europe: | |
| Sept. 22 River Plate Fr str <i>La Plata</i> | 1,527 |
| 23 do " <i>Condonand</i> | 754 |
| 27 do Big str <i>Madagascar</i> | 455 |
| 30 do Dr str <i>Tenar</i> | 650 |
| Oct. 1 Port Elizabeth Bel str <i>Ulrich</i> | 2,000 |

Receipts for the past week were 71,806 bags, against 64,199 bags for the preceding week and 73,392 bags for the week before. Receipts in Santos for the week were about 75,000 bags.

Stocks are estimated to be 187,011 bags, in all hands.

Brokers' quotations this morning were:

| Types | per arroba | Type | per arroba |
|-------|------------|-------|------------|
| No. 6 | 165.00 | No. 8 | 137.00 |
| " | 14.50 | " | 13.40 |

at which the market was about steady.

There was no change made in the *putas* on Saturday and it remains at 94 rs. per kilogramme.

Vessels loading and to load.

| Vessel | To | Days |
|--|----|------|
| New York Br str <i>Holstein</i> | do | do |
| do " <i>Chilina</i> | do | do |
| do " <i>Sirius</i> | do | do |
| do " <i>Albani</i> | do | do |
| do " <i>Amerst Francis</i> | do | do |
| Baltimore Br str <i>Severn</i> | do | do |
| do " <i>Amerig Glad Tidings</i> | do | do |
| New Orleans Br str <i>Flaminius</i> | do | do |
| Havre Fr str <i>Colonia</i> | do | do |
| Antwerp and London Br str <i>Clyde</i> | do | do |
| do " <i>Rotterdam</i> | do | do |
| do " <i>Bremen Ger str West</i> | do | do |
| London Br str <i>Avon</i> | do | do |
| Liverpool " <i>Magellan</i> | do | do |
| Hamburg Ger str <i>Lissola</i> | do | do |
| Trieste Fr str <i>Borinquen</i> | do | do |
| Mediterranean Ital str <i>Manilla</i> | do | do |
| do " <i>Citad di Genova</i> | do | do |
| do " <i>Colombo</i> | do | do |
| do " <i>Fraser Espagne</i> | do | do |

DAILY RECEIPTS AND SHIPMENTS OF COFFEE AT RIO DE JANEIRO.

| Shipments | Receipts | Sept. 26 | Sept. 27 | Sept. 28 | Sept. 29 | Sept. 30 | Sept. 31 | Oct. 1 | Oct. 2 | Oct. 3 |
|-----------|----------|----------|----------|----------|----------|----------|----------|---------|---------|---------|
| Shipments | Receipts | 5,910 | 10,016 | 10,016 | 13,472 | 13,472 | 13,472 | 13,472 | 13,472 | 13,472 |
| Shipments | Receipts | 14,147 | 14,147 | 14,147 | 14,147 | 14,147 | 14,147 | 14,147 | 14,147 | 14,147 |
| Shipments | Receipts | 6,500 | 6,500 | 6,500 | 6,500 | 6,500 | 6,500 | 6,500 | 6,500 | 6,500 |
| Shipments | Receipts | 280 | 280 | 280 | 280 | 280 | 280 | 280 | 280 | 280 |
| Shipments | Receipts | 407 | 407 | 407 | 407 | 407 | 407 | 407 | 407 | 407 |
| Shipments | Receipts | 1,347 | 1,347 | 1,347 | 1,347 | 1,347 | 1,347 | 1,347 | 1,347 | 1,347 |
| Shipments | Receipts | 700,613 | 700,613 | 700,613 | 700,613 | 700,613 | 700,613 | 700,613 | 700,613 | 700,613 |
| Shipments | Receipts | 14,320 | 14,320 | 14,320 | 14,320 | 14,320 | 14,320 | 14,320 | 14,320 | 14,320 |
| Shipments | Receipts | 14,320 | 14,320 | 14,320 | 14,320 | 14,320 | 14,320 | 14,320 | 14,320 | 14,320 |
| Shipments | Receipts | 13,916 | 13,916 | 13,916 | 13,916 | 13,916 | 13,916 | 13,916 | 13,916 | 13,916 |
| Shipments | Receipts | 19,014 | 19,014 | 19,014 | 19,014 | 19,014 | 19,014 | 19,014 | 19,014 | 19,014 |
| Shipments | Receipts | 19,014 | 19,014 | 19,014 | 19,014 | 19,014 | 19,014 | 19,014 | 19,014 | 19,014 |

Imports.

There has not been much movement during the past week, and the steadiness in exchange has weakened prices, with a few exceptions. The supply of Flour has been moderate, but the market is reported quiet and weak, and stocks in first hands show some increase. A small shipment of White pine has arrived; the market is well maintained and quotations are unchanged. Kerosene is lower again, under a rather free supply, and Land is unchanged, but somewhat nominal. Rice has given away sharply and is flat; a cargo of Rangoon has arrived. Coffee is still dull, with quotations lower for Canadian than for New York cases. Rum also is lower for city mix, while Hay and Indian corn show no change in quotations. Turpentine, Rosin and Cement are unchanged; the supply of rosin has been large, but importations are now nearly all for account of soap-boilers. Exchange has been steady, and shows an advance on the quotations of a week ago. As goods ordered under the first symptoms of higher exchange rates will soon be coming on our market, a decline in quotations of imported articles seems inevitable.

Flour.—Receipts have been:

| | |
|----------------------|--------------|
| Sept. from Baltimore | 12,428 bbls. |
| Sept. from New York | 1,500 " |
| Total | 13,928 bbls. |

The withdrawals from first hands are only about 4,500 bbls, and brokers report the market quiet and weak at lower prices, viz:

| | |
|---------------------|---------------|
| Trieste | nominal |
| Richmond | 27,500—27,500 |
| do " | 21,000—21,000 |
| Baltimore | 21,000—21,000 |
| do " | 21,000—21,000 |
| Western R. Interior | 21,000—21,000 |
| River Plate | 21,000—21,000 |
| City Mills | 21,000—21,000 |

Stocks in first hands are estimated to be:

| |
|-----------------------|
| 20,000 bbls. American |
| 1,000 " River Plate |
| 21,000 bbls. |

Receipts in September were:

| |
|-----------------------|
| 25,950 bbls. American |
| 250 " Trieste |
| 5,214 " River Plate |
| 26,414 bbls. |

against 19,142 bbls in September last year.

Pitch Pine.—The *Alect* brought 650,275 feet from Pensacola, which were sold on private terms. The market is still firm at 67,000—69,000 per doz. Last month receipts were 17,000,450 feet against 13,944,775 feet in September, 1891.

White Pine.—Receipts are 37,065 feet per *S. R. Bearss*, from New York. Brokers continue to quote at 205 rs. per foot, and report the market steady. Receipts in September were 19,447 feet, against 25,318 feet in the same month last year.

Swedish Pine.—Receipts last month were 4,466 doz, against 3,470 doz. in September, 1891. Quotations are nominal.

Spruce Pine.—Another vessel is reported chartered for our port; otherwise there is nothing new.

Kerosene.—The receipts have been 5,103 cases per *Finance* and 20,000 cases per *S. R. Bearss*, from New York. The market is flat, and lower, at \$780—\$800 per case. In September receipts were 26,203 cases, against 22,750 cases, in the same month last year.

Lard.—Receipts are 550 kegs per *Severn* from Baltimore and 275 kegs from *Finance* from New York. Brokers quote George's land, in lots, at 450—600 rs. per lb, and other marks at 450—580 rs. Receipts last month were 1,500 kegs, 1 case, against 1,630 packages in September last year.

Rice.—Receipts are 750 bags per *Markeyne*, via London and 12,312 bags per *Sirius* from Rangoon. Quotations are sharply reduced, and the market is flat at 13250—14500 per bag. Last month receipts were 141,437 bags of foreign rice, against 62,085 bags in September, 1891.

Coffee.—Receipts are 634 cases per *Olinda* from Hamburg, 20 cases per *Kepher* from London and 100 tubs per *Finance* from New York. Stock is about unchanged at 12,000 packages and dealers report little demand and the market flat at 22500—28500 for Canadian tubs, 32500—34500 for barrels and 25500—37500 for Norwegian cases. In September receipts were:

| |
|-------------------------|
| 9,573 packages Canadian |
| 550 " American |
| 3,250 cases Norwegian |
| 15,373 packages |

against 13,956 " in September, 1891.

Bran.—Receipts last month were 6,480 bags of foreign, against 1,726 bags in September, 1891. River Plate bran is unchanged at 4500—4700 per bag, but city mills is lower at 3500—3800.

Indian Corn.—There were no receipts last month, against 12,050 bags in September last year. Brokers quote River Plate at 2500—2800 per bag, and dealers quote native corn at 2500—2800, according to quality.

Hay.—Receipts have been 3,682 bales per *H. H. Wright* from Baltimore and 205 bales per *Aberdeen* from Rosario. The quotations furnished us today are unchanged, viz: 100—120 rs. per kilogramme. Last month receipts were 46,064 bales against 21,125 bales in September, 1891.

Turpentine.—Receipts are 250 cases per *Cyprus* and *Finance*, and during September we received 374 cases, against 232 cases in the same month last year. No changes are made in quotations of 750—800 rs. per kilogramme.

Rosin.—Receipts have been 1,610 bbls. per *Chilina*, *Severn* and *Finance*. Brokers continue to quote at 12500—20500, according to marks. Last month receipts were 4,573 bbls., of which 60 from Europe, against 1,874 bbls in September, 1891.

Coal.—Receipts since our last report have been:

| |
|---|
| 1,650 tons per <i>Nice y Dos</i> , from Cardiff |
| 1,415 " <i>Gra</i> , do |
| 1,057 " <i>Sir Henry Lawrence</i> , do |
| 2,804 " <i>Drummond</i> , do |
| 2,801 " <i>Crestlake Castle</i> , do |
| 3,153 " <i>Avail Mand</i> , do |
| 1,268 " <i>Failla</i> , do |
| 3,051 " <i>Boston Rock</i> , from Glasgow |
| 2,450 " <i>Lynfire</i> , do |
| 1,213 " <i>Araby Mast</i> , from Leith |
| 1,002 " <i>Melgryn</i> , from Gloucester. |

All to dealers and companies.

In September receipts were 63,031 tons, all British, against 41,408 tons in the same month last year.

Cement.—Receipts are 1,000 bbls. per *Pharo* from Marseilles and 2,177 bbls. per *Régulus* from Antwerp. No changes are made in quotations. viz: British 15000—155, German 13500—14500 and French 15500—17500, per bbl. Receipts last month were:

| |
|---------------------|
| 5,727 bbls. Belgian |
| 50,110 " French |
| 2,120 " German |
| 2 " British |
| 11,059 bbls. |

against 20,218 " in September, 1891.

SHIPPING NEWS.

ARRIVALS OF FOREIGN VESSELS.

SEPTEMBER 25.
 IMA THERESA—Arg bk *Sigurd des Agnes*; 205 tons. Sval; 20 de surides to master.
 MESSAGER—Ger bk *Maria*; 210 tons. Schreiber; 25 ds salt to John Moore & Co.

SEPT. 27.
 CARNEY—Br ship *Crestlake Castle*; 1256 tons. Clement; 45 ds coal to order.
 ROSARIO—Swed bk *Ampelgryd*; 241 tons. Larsen; 20 ds hay to Gustavus Gudgeson & Co.

SEPT. 29.
 CARNEY—Br ship *Araby Mast*; 1923 tons. Locken; 44 ds coal to order.
 —Ger bk *Failla*; 524 tons. Noelholm; 45 ds coal to G. Trinks & Co.

OCTOBER 1.
 NEW YORK—Amer bk *S. P. Bearss*; 570 tons. Stowers; 27 ds surides to Gerai de Commercio e Industria Company.

GLASGOW—Br ship *Lynfire*; 1839 tons; Marshal; 60 ds; coal to Gas company.

RANGOON—Ger bk *Sirius*; 494 tons; Moeller; 118 ds; rice to order.
 MACAO—Nor bk *Meteor*; 440 tons; Jacobson; 25 ds; salt to order.

DEPARTURES OF FOREIGN VESSELS.

SEPTEMBER 28.
 PENSACOLA—Nor bk *Louisa*; 1120 tons; Aaral; ballast.
 SAND HEADS—Br ship *Carnarvonshire*; 1227 tons; Bowden; do.

SEPT. 29.
 PORT ELIZABETH—Nor bk *Ragna*; 281 tons; Reinertsen; coffee.
 CALLAO—Amer bk *B. Webster*; 564 tons; Pray; same cargo.

OCTOBER 1.
 BARBADOS—Amer bk *Henry A. Litchfield*; 622 tons; Dow; ballast.
 PERNAMBUCO—Nor bk *Nedo*; 316 tons; Thaleren; do.

OCT. 2.
 NEWCASTLE—Br ship *Arlife*; 1539 tons; Conner; ballast.
 PARANAGUA—Ger bk *Adler*; 234 tons; Steenken; do.

CLEARED AND READY FOR SEA.

NEW YORK—Br bk *Principality*; ballast.
 APALCHICOLA—Br bk *Dumbiane*; do
 BRUNSWICK—Br bk *Auriga*; do
 ARCHA—Br bk *Unio*; do
 POINT DE GALE—Br bk *Eduyfed*; do
 ANDLADE—Br bk *Cynurus*; do
 MORRO—Br bk *Gordon Bennett*; do
 PORT ELIZABETH—Br schr *Wild Rose*; coffee.

VESSELS AFLOAT & LOADING FOR RIO.

| Vessel | Company | Days |
|--------------------------|--------------|---------|
| <i>Aurora</i> | Cardiff | do |
| <i>Abana</i> | Pensacola | do |
| <i>Amaranth</i> | Shields | 6 Sept |
| <i>Amg</i> | Baltimore | do |
| <i>Atilla</i> | Liverpool | do |
| <i>Balthazar</i> | Liverpool | do |
| <i>Baltic</i> | New York | 10 Aug |
| <i>Balticville</i> | Philadelphia | do |
| <i>Blair Drummond</i> | Philacola | do |
| <i>Catherine</i> | Brunswick | do |
| <i>Claire Roberts</i> | Rangoon | 2 Sept |
| <i>Colombo</i> | Cardiff | do |
| <i>Cosmo</i> | Cardiff | do |
| <i>Dunfermlie</i> | Cardiff | 15 Aug |
| <i>H. W. Walford</i> | Cardiff | 6 Sept |
| <i>Engelhorn</i> | Cardiff | 24 Aug |
| <i>Eldon</i> | Goesburg | 5 July |
| <i>E. T. Greenock</i> | Greenock | 20 Aug |
| <i>Ester</i> | Cardiff | 18 Aug |
| <i>Elise Swarner</i> | Rosario | do |
| <i>Earl Dunraven</i> | Cardiff | do |
| <i>Fredrick</i> | Hamburg | do |
| <i>Fred. E. Scammell</i> | Cardiff | 17 Aug |
| <i>Firth of Lorn</i> | Leith | do |
| <i>Glasgow</i> | Pascegoula | do |
| <i>Gilnet</i> | Westwick | 13 Aug |
| <i>Gogla</i> | Westwick | 12 Aug |
| <i>Hubert</i> | Rosario | do |
| <i>Julia</i> | Brunswick | 8 Aug |
| <i>Julia Rollins</i> | Baltimore | 20 Aug |
| <i>Katahdin</i> | Baltimore | 5 Sept |
| <i>Katiahiki</i> | Newport | do |
| <i>Larkum</i> | Marseilles | 23 July |
| <i>Lock Shill</i> | Cardiff | do |
| <i>Lom</i> | Rosario | do |
| <i>Lion</i> | London | do |
| <i>Lough Neigh</i> | Rangoon | 19 July |
| <i>Lina</i> | Rangoon | 21 July |
| <i>Mina Helme</i> | Hamburg | 2 Aug |
| <i>Margaretta</i> | London | 1 Aug |
| <i>Mascif</i> | Rangoon | 27 June |
| <i>Mechanic</i> | Quebec | do |
| <i>Memphis</i> | Cardiff | 4 Sept |
| <i>Nancy</i> | Hamburg | 9 Aug |
| <i>Nor</i> | Cardiff | do |
| <i>Orville</i> | Cardiff | 25 Aug |
| <i>Peterhead</i> | Pensacola | 9 Aug |
| <i>Prince Rupert</i> | Cardiff | 6 Aug |
| <i>Persian</i> | Cardiff | do |
| <i>Ponck</i> | Hamburg | do |
| <i>Placemaster</i> | Quebec | do |
| <i>Primus</i> | Pensacola | do |
| <i>Rady</i> | Cardiff | 3 Sept |
| <i>River Barkers</i> | Cardiff | 4 Sept |
| <i>Sacred</i> | St. Simon's | do |
| <i>Safir</i> | Pensacola | do |
| <i>Saphia</i> | Oporto | 7 Aug |
| <i>Stackbridge</i> | Grimsby | 12 Aug |
| <i>Skenit</i> | Rangoon | 7 Aug |
| <i>Serran</i> | Rosario | do |
| <i>Scottish Isles</i> | Cardiff | 4 Sept |
| <i>Trompage</i> | Pensacola | do |
| <i>White Wings</i> | Baltimore | 17 Sept |

DEPARTURES OF FOREIGN STEAMERS.

| DATE | NAME | WHERE TO | CARGO |
|----------|--------------------|-------------|----------|
| Sept. 26 | V. de Rosario | Havre | Sundries |
| do | Sorata Br | Valparaiso | do |
| do | Chilian Br | Santos | do |
| do | Castore Aust | do | do |
| do | Lissabon Gr | do | do |
| do | Liguria Br | Liverpool | do |
| do | Dalton Br | New York | Coffee |
| do | Queenland Br | New Orleans | do |
| do | Maskeleyne Hlg | River Plate | Sundries |
| do | Itreague Fr | Santos | do |
| do | Cardouan Fr | River Plate | do |
| do | Wordsworth Hlg | Antwerp | do |
| do | Helios Orient | Montevideo | do |
| do | Finance Amer | Santos | do |
| do | Entre Rios Fr | do | do |
| do | Amazons Gr | Hamburg | do |
| do | Tamar Br | River Plate | do |
| do | Olinda Gr | Santos | do |
| do | Citta di Gen. Ital | do | do |
| do | Mat. Brazzo | Gerao | do |
| do | Attivia Ital | do | do |

* Calling at intermediate ports.

FOREIGN SAILING VESSELS IN THE PORT OF RIO DE JANEIRO, OCTOBER 3rd, 1892.

| NAME | TONS | ARRIVED | WEEK FROM | CONSIGNEE |
|--------------------------|------|---------|-------------|-------------------|
| American | | | | |
| <i>bk Wheatland</i> | 843 | Sept 10 | New York | To master |
| <i>bk A. C. Bean</i> | 551 | 10 Dec | Rosario | Gianelli & C |
| <i>lug. D. H. Spear</i> | 520 | 12 | Sabine Pass | F. Cannon & C |
| <i>lug Glad Tidings</i> | 627 | 13 | Baltimore | Walton, R & C |
| <i>lug H. H. Wright</i> | 286 | 15 | New York | Leaving of C. I. |
| <i>bk S. R. Beuse</i> | 572 | 21 | New York | Leaving of C. I. |
| Argentine | | | | |
| <i>bk Leopoldina</i> | 1451 | Nov. 3 | Macao | P. Bernades & R |
| <i>sch Leopoldo</i> | 215 | Dec. 6 | Rosario | Walton, R & C |
| <i>bk Belgium</i> | 650 | Sept 21 | Rosario | Phipps Bros & C |
| <i>bg Sg. dosApores</i> | 228 | 26 | L. Terceira | To order |
| British | | | | |
| <i>sp Harlan</i> | 2028 | July 16 | Cardiff | Lage Irmãos |
| <i>bk Lillian Morris</i> | 744 | 23 | Cardiff | In distress |
| <i>sp Antwerp</i> | 1306 | 23 | Cardiff | E. Ott & C |
| <i>sp Principality</i> | 1628 | Aug 13 | Cardiff | Wilson Sons & C |
| <i>sp Cliff Gardigan</i> | 1291 | 23 | Cardiff | Royal Mail |
| <i>bk Auriga</i> | 886 | 20 | Cardiff | B. Rodrigues & C |
| <i>bk Cynurus</i> | 764 | 22 | Grang mth | J. C. Pacheco & C |
| <i>bk Eduyfed</i> | 1037 | 23 | Cardiff | Walton, R & C |
| <i>sp Columbia</i> | 1327 | 27 | Cardiff | Lage Irmãos |
| <i>sp Viemeira</i> | 2163 | 28 | Cardiff | Order |
| <i>sp Celtic Queen</i> | 1738 | 28 | Cardiff | Alex. McManis |
| <i>bk Norfolk Isl.</i> | 1310 | 28 | Cardiff | Braz. Coal Co. |
| <i>bg Gordon Ben's</i> | 247 | 28 | Cardiff | W. R. McNeill |
| <i>sp Glenalbyn</i> | 2072 | 29 | Cardiff | Coal. Co. |
| <i>sp Federal Emp</i> | 1737 | 29 | Cardiff | Royal Mail |
| <i>sp Flintshire</i> | 1220 | | | |

STOCK AND SHARE LIST.

October 1st, 1892.

GOVERNMENT BONDS.

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

DEBENTURES.

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

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, etc.

INSURANCE.

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

RAILWAYS AND TRAMWAYS.

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

BANKS.

Table with columns: Capital, Capital paid up, Reserve fund, Name, Dividend paid, Nom. value, Last sale, Closing quotations. Lists various banks under 'RIO DE JANEIRO' and 'PROVINCIAL'.

HYPOTHECARY NOTES.

Table with columns: Present Amount, Interest payable, Rate %, Banks, Nominal value, Last sale, Closing quotations. Lists hypothecary notes from banks like Credito Real do Brazil, etc.

MILLS.

Table with columns: Capital, Capital paid up, Reserve fund, Companies, Dividend paid, Nominal value, Last sale, Closing quotations. Lists mill companies like Alianca, Brazil Industrial, etc.

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 Parapanema, etc.

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 OLD REGULAR LINE OF SAILING PACKETS
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Thomas Norton,
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Steamships.

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

TABLE OF DEPARTURES,

| Date | Steamer | Destination |
|---------|----------|---|
| Oct. 10 | Magdalen | Montevideo and Buenos-Aires. |
| " 19 | Tamar | Bahia, Pernambuco, Las Palmas, 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 out at the Agency.
 For freight, passages and other information apply to
 Rua de S. Pedro No. 1, Sobrado.
G. C. Anderson,
 Superintendent.

LIVERPOOL, BRAZIL AND RIVER PLATE MAIL STEAMERS.

LAMPORT & HOLT LINE

INTENDED SAILINGS FROM RIO.

New York:

| | |
|---------------|----------|
| Sirius..... | Oct. 8th |
| Donati..... | " 15th |
| Obers..... | " 22nd |
| Nasmyth..... | " 29th |
| Delambre..... | Nov. 5th |

New Orleans:

| | |
|----------------|------------|
| Flamsteed..... | Oct. 20/30 |
|----------------|------------|

Antwerp and London
 (via Bahia and Southampton)
 Maskelyne..... Oct. 20th
Valparaiso, Callao and West Coast Ports:
 Copernicus..... Nov. 1st

Intended sailing from Santos to New York:

| | |
|---------------|----------|
| Kepeler..... | Oct. 9th |
| Rosie..... | " 16th |
| Flaxman..... | " 23rd |
| Herschel..... | Nov. 6th |

For further information apply in Santos to
Messrs. F. S. Hampshire & Co., Agents.

In Rio
 For cargo apply to the Broker

Wm. R. McNiven,

89, Rua 1^o de Março.

For passages, parcels, specie, etc., to the

Agents—**NORTON MEGAW & Co.**

82, Rua 1^o de Março

WILLIAM SAMSON & CO.

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 Montevideo, Calle Piedras No. 35, " " 253
 Rosario, Calle Bajada No. 156, " " 54
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Calling at Lisbon, Bordeaux and Plymouth.
 Magellan..... Oct. 20th
 Britannia..... " 24th

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Wilson Sons & Co., L'd., Agents.

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BRANCH AGENCIES:

| | | | |
|--|--|------------------------------------|--------------------------------------|
| Nietheroy: 35 BB, Rua do Gen. Deodoro | São Paulo 14, Rua Florencio d'Abreu | Bahia: In front of the Elevator | Campos: 69, Rua 13 de Maio |
| Porto Alegre: 329, Rua dos Andradas | Buenos Aires: 137, Calle Maipú | Rosario: 43 G, 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.

THE AMERICAN EXPRESS.

[**WERTHEIMER & Co.**]

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 RIO DE JANEIRO.

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NEW ZEALAND SHIPPING Co., L'd.

ROYAL MAIL STEAMERS.

HOMEWARDS—RIO TO LONDON.

Due at Rio de Janeiro.

| | |
|--------------|-----------|
| Aurangi..... | Oct. 21st |
| Ruahine..... | Nov. 7th. |

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SHAW, SAVILL & ALBION Co., LIMITED.

ROYAL MAIL STEAMERS

BETWEEN

NEW ZEALAND AND LONDON.

HOMEWARDS—Due at Rio de Janeiro.

| | |
|-------------|----------|
| Arawa..... | Oct. 7th |
| Coptic..... | Nov. 4th |

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