

THE RIO NEWS.

PUBLISHED EVERY TUESDAY.

VOL. XIX.

RIO DE JANEIRO, NOVEMBER 8TH, 1892.

NUMBER 45

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

RIO DE JANEIRO, NOVEMBER 8th, 1892.

The simple fact that the business men of this city, who comprise one of the most conservative classes of society, have found it necessary to meet and protest a second time against the incompetent and prejudicial administration of the Central railway, is a circumstance the government should not ignore. There is no petty political intrigue, nor personal animus in such a protest. As a rule, the merchant avoids mixing politics with business. He wants a certain amount of freedom and security for his transactions, and he wants the laws to be equitable and well administered. His business is to buy and sell, and it is quite as essential to him that means should be provided for the delivery of his sales, as for the receipt of his purchases. When, therefore, he finds it necessary to complain against certain transportation agencies we may feel certain that something is very wrong. For a long time the Central railway has failed to carry the merchandise offered to it for transportation, and the result is that an enormous accumulation now exists in this city. The effect of this is to financially embarrass the merchant, for he cannot collect before delivering, consequently he cannot meet his own obligations. Were there a general suspension of payments in this city to-day, it would be solely due to the bad management of the Central railway. In view of the further circumstance that this block on the railway has existed for some eighteen months and more, and that complaints have been made again and again, we may assume that the present director is unable to solve the difficulty. In that case, his substitution by a practical man, like Dr. F. P. Passos, ought not to be delayed one moment. The government has no right to consider the pride, or convenience of one man before the interests of the two or three millions now suffering loss and inconvenience through the maladministration of this road.

The continued abuses committed against commerce and the travelling public and the antagonism not infrequently shown by one nation against another through the imposition of quarantines, render it essential that some agreement should be entered into between the commercial nations of the world to regulate and control this important and sometimes most prejudicial restriction on trade. While we do not contest the right of any nation to adopt restrictive measures to prevent the introduction of a contagious disease, we can not admit the right to employ excessive, or unnecessary rigor, nor the right to impose quarantines without just cause. In our opinion a government has no more right to injure or destroy life and property under the plea of quarantine, than it has under any of the excuses resorted to on land. If a government should destroy the lives and property of foreigners on land, even during unavoidable military operations, it would be promptly presented with a claim for damages. Under certain conditions the state may seize and destroy property, but the property must be paid for and full justice rendered to those who suffer loss through its act. And, in our opinion, this principle should be carried out to the fullest extent in the case of quarantines. A nation may impose and enforce a quarantine, if it pleases, but not without incurring full

responsibility for all the prejudices caused. If a steamer is detained through some matter of pique, as was the case of the Tamar at Buenos Aires, or through some feeling of petty hostility as is now the case at Buenos Aires against Brazil, then the government should be required to pay damages for the delay to all the parties concerned—the steamship company, the passengers, and the merchants. If also a nation imposes absurd and extra prejudicial regulations, as has been the case on the Brazilian coast where vessels have been compelled to come down to Ilha Grande for inspection before entering such a distant port as Pará, then the government should be held responsible for all unnecessary delays and costs. We assume that if such an international arrangement should be made and enforced, no state would impose quarantine without good reason—which is not always the case at present—and no state would require ships to incur expenses and delays beyond what are absolutely necessary. It is unjust to impose a single shilling of expense on a ship beyond what the case requires, and it would not be done were the authorities held responsible. The last quarantine declared against New York was wholly without justification, and the government should therefore be held responsible for all the expenses and delays occasioned by compelling the American steamers to bring all their northern ports cargo down here to Ilha Grande. It is a simple principle of right and equity which is involved and its enforcement would detract even less from the independence and dignity of a nation than is the case with war claims, such as have been presented to Chili. For the decision of disputed claims, or of complaints against a nation for unwarranted restrictions, an international commission could easily be formed. In time such a commission would regulate the whole question and declare quarantines whenever necessary. At present, however, it could be of immense service to the whole commercial world by restricting and punishing the insensate methods employed by many countries for protecting unscrupulous quarantine jobbers, and for injuring the commerce of a neighboring state.

AN ACKNOWLEDGMENT.

Ship Crown of Austria, Rio de Janeiro, Nov. 5th, 1892.

Mr. M. LOWRIE, Ballast contractor, &c.

Sir,—Allow me in the behalf of self and owners to thank you for the celerity and despatch with which you have ballasted this ship. The inward cargo was fully discharged at 4 p. m. Saturday, Oct. 29th, last and on Tuesday, Nov. 1st at 4 p. m. she had received all her ballast, 1,500 tons of sand and stones, and was ready to proceed on her voyage. This, I think, almost, if not quite, unprecedented in the annals of the port and you deserve every credit for the smart way in which the work was done. Not only that but the ship was put down to her marks and with the quantity first agreed upon, viz., 1,500 tons, without a question.

Wishing you every success in your future engagements,

I remain, Sir, Very truly yours, THOMAS J. GREENBANK, Master.

P.S.—You are at liberty to make any use of this note which you may think proper.

REGARDING CHOLERA.

Sir Edwin Arnold, who has seen much of the cholera in India and Japan, proclaims cheerfulness, temperance, exercise and cleanliness to be the surest prophylactics. I believe, he says, from my own observation, that few diseases have less terrors for the healthy, the well-fed, the temperate and the sensible. How else is it that in mixed communities, such as exist in the East, you will see the poor and weaker natives die, and not one, or scarcely one European affected? Very sad, indeed, it is to say so, but it is just the ill-fed, the ignorant, the unwashed, the intemperate and the young who succumb. I do not believe that the germs ever pass by the atmosphere, at any rate from man to man. They would then be ubiquitous and inevitable, and we should not see nurses and doctors and the like escape, as they do. Water and milk and the exterior surfaces of foods and vegetables seem to be the carriers of the germs, together with clothes, rags, etc., but only so far in regard to the latter as the unwashed hands may convey what is on them to the lips and mouth. Those Europeans in the East, of whom I have spoken as so constantly and surely enjoying immunity, are persons drinking aerated beverages, tea, boiled milk and eating carefully cooked and washed food. The victims in my observation have been thirsty soldiers drinking at the first town well, children fed on milk from infected localities, people drawing water from the tanks in such districts, and so on.

THE SOCIEDADE FRANZINI.

The present situation of this society, according to a statement handed to us by the director, is as follows:

Receipts for 13 months ending 31st Oct. 1892: 111758\$600. Expenses, same period: 131625\$050. Deficit: 2246\$450. Add. amount due: 1040\$000.

Total deficit: 3286\$450. General Franzini advises us that he has assumed this deficit as a personal obligation. Owing to the failure of his negotiations here with the Brazilian government, Gen. Franzini is about to return to Italy to place his affairs in the hands of his own government. He therefore withdraws from the active direction of the society, which has thus far been the means of doing much good. He claims to have distributed assistance to 22,000 persons during its existence, which is certainly a record worthy of all praise.

RIVER PLATE ITEMS.

—Buenos Aires possesses 238 associations formed for giving dances. The Italians head the list with 97. The English come fifth with only 8.

—Buenos Aires telegrams of the 5th state that the recently-purchased Mauser military rifles are defective, but the minister of war denies the statement.

—The gold premium at Buenos Aires is still going down—very slowly, to be sure, but still it is diminishing little by little. It was quoted at 301 on the 7th.

—Considerable indignation was created in Montevideo on the 5th because the editor of the French journal L'Union Française had published an editorial denouncing the Uruguayan government and Legislature.

—The railway report for 1891 shows a total extension of 7,310 miles in Argentina, having an aggregate capital of 776,900,000, carrying 10,820,000 passengers and 4,690,000 tons of merchandise during the year, the gross receipts being \$57,435,000 and working expenses \$39,260,000 currency during that period.

—A young Argentine has invented a machine which he assures us will effectually kill ants besides destroying nest and eggs. He will shortly give a practical exhibition of his invention to the public. If it really turns out to be all it professes it will be a wonderful boon to quinteros and others whose gardens are at the mercy of this pest.—Argentine News, Rosario, Oct. 15.

—A visitor went recently into a public school in Catamarca and found the schoolmaster teaching in his dress coat. He congratulated the master on the luxurious costume he was enabled to don, but was soon undeceived by the latter, who said that he had worn out all his clothes, and as there was no money forthcoming to buy more he had dressed himself from the bottom of his trunk.—Sport and Pastime, Buenos Aires.

—At a recent parade in Montevideo a colonel got angry at his horse and gave him a brutal beating with his sword in the presence of a great crowd of spectators. The society for the prevention of cruelty to animals at once addressed a protest to the chief of staff against such treatment of a poor wretched beast. Some one else should who prefer charges against Col. Anacleto for conduct unbecoming an officer and gentleman.

—It is consoling to notice that the iniquitous proposition made in the Chamber of Deputies to impose a tax on foreign banks and capital, has not found the least echo in our native contemporaries, and the few that think it worth mentioning only refer to it with unmistakable condemnation. This, however, is only what we expected, for the press is, as a rule, much more in touch with the interests of the people and the market than are the chambers.—Montevideo Times.

—The report of the English Literary Society of Buenos Aires shows that the revenue of the year ending August 31st last was \$11,026.21, which, with the balance of the previous account, made an available total of \$11,014.11. The expenditure amounted to \$10,952.01, and the balance in hand was therefore \$62.10. There are now 482 members, viz., 373 town members, 2 lady members, 62 camp members, 39 absent members and 6 honorary members.

—The Southern railway, finding itself short of deposit accommodation, commenced the erection of a store house 300 feet long 65 feet wide and two storeys high only seven weeks ago, and in six weeks part of it was occupied while the entire warehouse was finished in the short period of seven weeks. Moreover it is thoroughly well built and we venture to say that a like deposit has not before been built for anything like its cost in proportion to its size. Old rails and material have been used as never before, and in every way as good as could be desired. Even with this large deposit the company will not have room for its produce.—Buenos Aires Herald.

—The national health board is certainly in a complete state of demoralization. There is no system, and the service is upside down. Last week we mentioned the case of the ss. Garibaldi. This week the same has occurred to the passengers of the R. M. S. Tannoy; those who landed at Montevideo, arriving the next day in Buenos Aires by river boat, whilst those who remained on board have had to undergo 8 days quarantine. Another case is now reported: the 3rd class passengers of the Siria went bent at Marin Garcia three days after their quarantine had expired, and the vessel had nearly finished unloading in the docks. Some steps should certainly be taken to remedy these defects; perhaps the best would be to make a clean sweep of the gentlemen forming the board, especially as yellow fever has broken out at Santos, and from past experience we should say that the board are utterly incompetent for the services required of them. Now that cholera and yellow fever have to be guarded against, a more business-like set of men should be immediately named.—Review of the River Plate, Buenos Aires, Oct. 15th.

—The Uruguayan government has arranged a contract with Sr. Juan A. Barriga for the coinage of the \$3,000,000 silver readily anterior. The work will be done in the mint at Santiago, Chili.

—The new government has not by any means succeeded to a host of roses. The retired officers left behind them a few awkward pieces of business to arrange. One was a credit of nearly half a million dollars against the Entre Rios government the day before the new President entered into possession. Another was an acuerdo of \$200,000 to keep on the port works. The revolution in Santiago del Estero placed the new President almost in the position of the late President Grevy of France as his son-in-law was amongst the promoters of the movement. The Grambin contract is another delicate subject left to them to handle.—Sport and Pastime, Buenos Aires.

—Dr. Romero, our new minister of hacienda, has surprised the market by a measure no one anticipated, namely, the passing over of the liquidation of the National Bank to the Banco de la Nacion, which will result in a saving of close on 1,000,000 mas. a year to the government. The measure meets with such universal approval that it is supposed it will be passed by Congress without the least delay, and the only objectionable feature of the business is the large number of clerks that will be thrown out of employment, as a small office in the Banco de la Nacion with two or three clerks will henceforth, under the management of the board of directors of the Banco de la Nacion, conduct the liquidation. The Banco de la Nacion will continue under its present organization for another year, as Minister Romero will not introduce his bill to convert the bank into a joint-stock company before next May, when it is hoped that the condition of the bank will be so strong and its privileges so valuable that its transfer to a joint-stock company will be an easy matter for the government to redeem the currency.—Buenos Aires Standard.

—There happened yesterday, comparatively unnoticed, an event of considerable importance in the history of the republic, even perhaps of more importance than the realisation of a loan of such doubtful application as the establishment of a National Bank. The event we refer to was the arrival here of the ss. Albani, the first of the direct line of steamers between Rio Plata and New York, established by the U. S. and Brazil Mail Steamship Company. She came out in 22 days, including 2 days stay at Rio Janeiro. This puts us in practically closer communication with New York than we are with Liverpool or London, unless the English shipping companies, stimulated by this competition, take steps to shorten their voyages. At present, we believe, the intention is to run a steamer every 3 weeks, and before long a call will be made at one of the principal West Indian ports, at present only accessible by a lengthy and indirect route. Knowing the determination of the Yankees to consolidate the trade of South America, and their indomitable energy and push, it is impossible to say to what developments and changes this may ultimately lead, and we think we are right in calling special attention to the arrival as an event of the highest importance.—Montevideo Times, Oct. 27.

LEGISLATIVE NOTES

OCTOBER 29.—Senate.—The Senate voted in 2nd discussion the bill authorizing the government to alter the contract with the S. Paulo Railway Co. By a vote of 37 to 1 it rejected the amendment of the Chamber of Deputies to the bill on coast navigation. The bill requiring elections for filling vacant seats in Congress to be held within 90 days after the vacancies occur, was voted in 1st discussion.—Chamber of Deputies.—The Chamber passed by a vote of 71 to 26 the substitute currency bill of Deputy Glycero. In view of this result the budget committee resigned. The Chamber voted the resolution for prolonging the session to the 12th of November. Deputy Leopoldo de Bulhões read a letter from the minister of finance on the currency question, denying the opinions attributed to him by Deputy Matia Machado.

OCT. 31.—Senate.—There was offered an amendment to the budget of the department of agriculture, maintaining the present contract with the Amazon Steam Navigation Co. until the government can call for tenders for a new contract.—Chamber of Deputies.—The greater part of the sitting was consumed in explanations in regard to the vote on the currency bill. These explanations led to a heated debate. Deputy João de Siqueira said that the letter of the minister of finance read at the sitting of Saturday contained insinuations that he could not allow to pass in silence.

NOVEMBER 1.—Senate.—Senator Luiz Dellino warmly eulogized Victor Meirelles' panorama of Rio de Janeiro and asked the Senate to vote 25,000\$ for causing it to be exhibited at the World's Fair at Chicago. The amendment to the budget of the department of agriculture making this appropriation was, however, rejected.—Chamber of Deputies.—Deputy Valladares moved that the committee on police be instructed to report on the letter of the minister of finance for the purpose of ascertaining whether it can be permitted, in view of the language in which it is couched, to remain among the records of the house. Deputy Leopoldo de Bulhões defended the letter. Deputies continued to make explanations, interrupted by violent remarks and caustic retorts, in regard to the vote on the currency bill. Most of those not voting explained that they went out to prevent a quorum, while others wished to have it understood that they could not be present at a voting which they foresaw would be successful and which they believed would be of great harm to the country.

NOV. 3.—Senate.—The committee on finance reported on the revenue bill. Senator Pinheiro Guedes spoke warmly against voting the special appropriation for payment of expenses with the Matto Grosso retaining the word C. de C. de Fonce, he said, were not volunteers, but hiring bandits, consisting for the most part of Paraguayans, Argentines and Bolivians. The appropriation bill, however, was passed in 2nd discussion by a vote of 25 to 10. The bill authorizing the government to alter the contract with the S. Paulo Railway Co. was

also voted. An amendment of Senator Antonio Lobo confirming the contracts made to the Sorocabana, Mogiana and Paulista companies for extending their lines to Santos and S. Sebastião was rejected. Chamber of Deputies.—*Propos* to the suspension of the journal *Parahyba* by the state government was rejected. The vote was 10 to 10. The general attack on that government was also on the general government. He was frequently interrupted by Deputy Franca Carvalho, who, alluding to Deodoro's *compêndio* on Nov. 3rd, 1891, said: "You are celebrating the day." "If," retorted Deputy Epitácio, "whenever we complain of the abuses of the present government, we are to be met with allusions to those of the government that preceded it, then he could and declare at once that this is not a government of law and justice, but of retaliation and vengeance." Deputy Antonio Olynho made some statements to show that it was impossible for the committee on public works to comply with the resolution voted by the Chamber in regard to reports by official bureaus on different plans for port improvements. The resignation of the budget committee was accepted by a vote of 64 to 47. The amendment of Deputy Manhiés Barreto and others to the congressional apportionment bill was passed by a vote of 55 to 52. The Chamber also passed an amendment offered by Deputy Lamourette Goulart. These amendments refer to the congressional districts in the states of Rio de Janeiro and Minas Geraes. The special appropriation of 10,000,000 in gold for the navy was passed by a vote of 82 to 23. Several of the deputies voting against it placed on record a statement that they opposed it on the ground that the President of the republic had sent the Chamber no formal estimate of the expenses which this appropriation is intended to meet.

Nov. 4.—*Senate*.—Senator Quintino Bocuyana on behalf of the committee on finance, introduced a bill appropriating 200,000 for sanitary expenses. Senator Ubaldo do Amaral said that he does not think there is at the present time any pressing necessity for reorganizing the postal service, which was reorganized in 1888 and again in 1890. He nevertheless stated that he will have to be reorganized again next year. He thinks that Congress will do well to postpone this matter. Senator João Neiva said that if the postal service is reorganized as is proposed, the post-office building will not hold all the new employees. Senator Christiano Ottoni spoke against the bill granting F. Ducker the right to build a railway from Rio de Janeiro to Entre Rios. He offered a substitute bill, appropriating 1,000,000 for the surveys and commencement of the construction of another line of the Central railway between Rio de Janeiro and some point on the Parahyba river between Barra do Práby and Entre Rios.—*Chamber of Deputies*.—Barão de S. Marcos and others offered a substitute bill for making a special appropriation of 10,000,000 for the navy. The substitute bill increases that sum to 20,000,000. Deputy Retumba also offered a substitute bill, which was signed by himself and four other deputies, appropriating 12,000,000 for building two first-class cruisers and 10 torpedo boats, for finishing the monitors *Ternambuco* and *Maranhão* and for purchasing 4,000 Krupp shell cartridges and the necessary torpedo material. The Chamber refused to concur in the Senate amendments to the budget of the war department. The bill for an increase of 40% in the pay of the employees of the national printing office was voted in 3rd discussion, as was likewise the bill regulating the appointment and rank of federal judges. Deputy Vinhas said that the proposed appropriation of 10,000,000 for the navy is altogether insufficient. It is barely enough to buy one first-class cruiser, or to fortify the port of Rio de Janeiro. Deputy Valladares said that the director of the Central railway has thoroughly demonstrated his incompetence. He moved to inquire what steps have been taken by the government to overcome the transportation difficulties.

PROVINCIAL NOTES

—At S. José da Boa Vista, S. Paulo, beef is selling at 18500 a kilo.
 —In the month of October 3,500 immigrants arrived at the port of Santos.
 —The price of fresh beef in Uberaba, Minas Geraes, is 900 reis per kilo. And yet it is thought by Rio politicians that cattle should be brought down from that region and the beef sold here at a maximum of 600 reis.
 —An election occurred in Macio on the 1st for the municipal intendentes, and on the following day another general election occurred for members of the Alagoas state legislature. It is said that the opposition kept away from the polls.
 —On requisition of the president of Rio Grande do Sul the president of S. Paulo has caused to be arrested José de Andrade Neves Meirelles on suspicion of his being an emissary of conspirators. Is it legal to arrest a man in Brazil on such a pretense?
 —The São Paulo state legislature has adopted a measure appropriating 500,000 for the construction of hospitals for contagious diseases in various parts of the state. In view of the frequent outbreak of fever and small-pox epidemics, this measure is both timely and necessary.
 —At 2 o'clock a.m. on the 4th inst. the cotton factory of the Companhia S. Paulo Fabril at Bom Retiro was found to be on fire. Although the building is fire-proof, it is said that considerable damage was done to the machinery for want of water for extinguishing the flames.
 —Mr. Frederic Haensel, a prominent member of the German-Brazilian colony of Rio Grande do Sul, who was shot when resisting arrest a few days since, died on the 5th inst. He was highly esteemed in Rio Grande and was worth the whole rabble of demagogues and cutthroats who are now trying to govern that state.
 —The friends of the governor of Santa Catharina say that the reason why he caused Dr. Paula Ramos to be arrested and sent to Rio was to keep that gentleman, who has enemies there, from being hurt. A governor, who will break the law to preserve a political enemy from personal injury, must be a very kind-hearted man.

—The value of the cattle exported this year from Uberaba, Goyaz, is estimated at 500,000\$.
 —Ex-Gov. Portella has adopted an attractive political programme, embracing ministerial responsibility, financial reform, local self-government and other acceptable ideas. Well, not to put too fine a point on it, St. Jacob reminds us of — the devil.
 "When the devil was ill,
 The devil a monk would be."
 —The Parahyba governor explains the suspension of the newspaper *Parahyba* in this way. Notices having appeared that the offices of that paper had been assailed, he ordered the chief of police to make an examination, which the editors resisted. At last the police succeeded in making the investigation and found everything intact and in good order. He considers that the reports originated in a purpose to oppose and discredit his administration.

—On the 1st inst. a party of roughs, said to be policemen in civilian dress, headed by a brother of the chief of police, attacked the printing-office of the *Parahyba*, an opposition paper in Parahyba. The assailants were resisted and driven away. On the following day the chief of police ordered the suspension of the paper, under penalty of arrest and imprisonment. The publisher, however, refused to take notice of such an order, which was given verbally, and resolved to continue publication. His office was thereupon seized and held by the police.
 —Deputy Epitácio says that the governor of Parahyba temporarily closed a school because the director had the impudence to send an account to one of the governor's relatives. He also says that the governor suspended from attendance at the Lyceum to pupils for playing "deposition." It appears that in the play the governor was deposed, Floriano was banished and a new provisional government was organized by Custodio. That governor does not seem a very keen man for noticing things so important as a school game.

RIO GRANDE DO SUL.

For some time a revolution has been expected in the state of Rio Grande do Sul.
 On the 24th ult. it was reported in Pelotas that that city was to be attacked, and the whole of the Castilhistas force there, said to number 800 men, was held in readiness, and reinforcements, to the number of 400 or 500, were expected on the following day.
 On the 1st inst. the *Gazeta de Notícias* of this city received from Porto Alegre the following telegram: "Through intercepted letters intelligence of a vast conspiracy has been received. In view of this the president of the state ordered the arrest of several federalists. Facundo Tavares, on being informed of the order for his arrest, resisted and killed several shots at Major Telles commander of the state brigade, wounding him and Ensign Marcel Ferreira. A fight ensued between the troops on one side and Tavares and his two sons on the other. The sons were killed and Tavares, after receiving many wounds, was captured. Frederico Haensel, who also resisted arrest, was killed. Several other conspirators have been arrested. The people are quiet, and the garrison, siding with the state government, is ready to fight the enemies of the republic. The republican party is in arms."
 A telegram received on the same day by the *Tempo* added that Gen. Tavares had made an irruption into the southern part of the state and that the movement of the revolutionary movement in the northern part were Visconde de Pelotas, Gen. Barreto Leite and Facundo Tavares.
 Telegrams published by the *Paiz* on the 4th state that the revolutionary plot was discovered by means of letters found in possession of Capt. Felisberto Barcellos, who was arrested at Santa Maria, where he arrived on the 2nd at Porto Alegre under the guard of 20 men. These letters, says the telegram, reveal the intention of the revolutionists to exterminate the Castilhistas. Revolutionary movements broke out at Cruz Alta, S. João de Canaquama, S. Lourenço, S. Gabriel, Alegrete and Soledade; but, according to the *Paiz* telegrams, were all suppressed. At Cruz Alta Col. Evaristo Amaral was killed.
 A part of the 28th battalion of infantry passed through Porto Alegre on the 2nd on its way from Rio Pardo to Pelotas.
 At Porto Alegre many arrests were made, among them those of the following persons who were interrogated and afterwards released: Gaspar Rechstomer, Lieut.-Col. Masson, Landelino Barcellos and Father Lam. Dr. Victor de Brito was also arrested.
 The newspaper *Reforma* suspended publication. At Rio Grande Dr. Wenceslau Escobar, editor of that paper, and Dr. Cunha Bittencourt, member of the federalist executive committee, were detained on board the steamer *Sant' Elmo*.
 Many of the federalist leaders were said to be hiding in order to escape arrest.
 Gen. Tavares was said to be at Rivera at the head of 1,000 men.
 A telegram of the 3rd from Montevideo to the *Jornal do Commercio* said that Fidélis, a federalist leader, attempted to take Livramento, but was repulsed by Col. Ribeiro. The 12th battalion of infantry had arrived there for the purpose of garrisoning the town. Along the whole frontier line there were bands of armed federalists, and it was reported that the crew of a gunboat belonging to the Rioflora had declared against the state government.
 On the 5th the *Paiz* published a telegram contradicting the report of the arrest of Drs. Escobar and Bittencourt. The latter is said to be on his way to this city and the former is said to have made his escape to Artigas in Uruguay. About 30 persons have been arrested at Porto Alegre and it is stated that the state government has given orders for their trial.
 The president of Rio Grande has telegraphed to Dr. Julio de Castilhos in this city a copy of alleged intercepted letters of Facundo Tavares. According to these letters Gen. Tavares was to enter the state on the frontier and advance rapidly into the interior so as to prevent the Castilhistas from assembling

while at Porto Alegre Facundo, Barreto Leite and Visconde de Pelotas were to head the revolutionary movement in the northern part of the state. The letters are addressed to Nery Fortinho, whom Facundo asks to hasten the movement in event of his being arrested. He had already been informed that orders had been issued for his arrest.
 On the 3rd inst. a cabinet meeting was held, and the government, it is said, decided to send the gunboat *Cariacás* to the Grand part of Sul.
 It is also said that Gen. Floriano Peixoto has sent a congratulatory telegram to Dr. Fernando Albot, governor of the state, and secret instructions to Gen. Pego to aid the Castilhistas with the federal troops.

RAILROAD NOTES

—Two men were killed on the Central railway in the suburbs of this city on the 3rd. Accidents of this kind are becoming terribly frequent.
 —Extensions of the Paraná line have recently been opened. Traffic from Serrinha to Porto do Amazonas was formally inaugurated on the 1st inst.
 —The Norte station agent at São Paulo has telegraphed to have the shipments of merchandise for Mogiana line stopped, as no more goods are being received for that destination and the warehouse is full of packages which can not be forwarded. Will the Mogiana people explain how it is that its traffic is so much behind?
 —The minister of agriculture visited the several stations of the Central railway on the 3rd inst. to see why merchandise had been delayed. It is to be regretted that all the activity thus far displayed by Minister Serzedello has resulted in no measure whatever for the improvement of affairs at the Central railway. The people are beginning to feel that all this activity is intended to throw dust in their eyes.
 —Now that Congress has passed the bill authorizing a contract with the S. Paulo Railway Co. for a duplication of its line, there ought to be no further delay in bringing that most important business to a satisfactory conclusion. The one thing to be done is to grant all necessary privileges to the company to duplicate its line and to open a double metre-gauge line between Santos and Jundiahy, but to require the execution of the work in the shortest time possible.
 —Investors who want to make money had evidently better turn their attention to the sounder Brazilian railway properties. No one believes that the railway will long remain at its present low figure. It has already risen considerably from the lowest point touched, and with each rise the Brazilian railways will benefit immensely. That the country is now transacting an enormous business is shown by the half-yearly statement just issued by the Southern Brazilian Rio Grande do Sul Company. Although the loss by exchange, comparing the exchange rates of 1891 and 1892 together, has costed from 38,312 dols. [2 milles.—E. N.] to 105,041 dols., the company actually makes a better net return for the period just closed, the gross receipts in currency having increased from 355,464 dols. to 440,156 dols.; while, on the other hand, the expenditure has merely risen from 359,784 dols. to 351,191 dols. One and all of the Brazilian roads, it may be said, are telling the same story. The currency depreciation has worked for good in one respect. It has suited producers, and led to a marked development in the export trade, and by the time the national finances are straightened out—not an early contingency, by the way—it will be found that business in the republic has been established on a considerably wider basis.—*Nancy*, London, Oct. 8th.

BAHIA AND S. FRANCISCO.

At the ordinary general meeting of the Bahia and San Francisco company in London on the 17th ult, the chairman, Hon. H. G. Campbell, made the following remarks upon the situation of affairs at that road and its administration:—
 "I am glad to report that you have before you what I think, be considered a very satisfactory one. We are able to return to our normal dividend of 6 per cent. for the main line, and we have increased the dividend of the Timbó branch undertaking from 3 per cent. to 3½ per cent., and in both cases we are able to carry a substantial sum forward to the next account. The prospects of the low rate of exchange which has prevailed for some time has had a very serious effect upon the poorer classes of Brazil by causing a great rise in the price of food and of all other necessities, and it has caused discontent and strikes on many of the Brazilian lines. The workmen on our own line one day struck and demanded a rise of 30 per cent. The rate of exchange which has prevailed for some time has had a very serious effect upon the poorer classes of Brazil by causing a great rise in the price of food and of all other necessities, and it has caused discontent and strikes on many of the Brazilian lines. The workmen on our own line one day struck and demanded a rise of 30 per cent. There was very great tumult and confusion, but fortunately there was no actual stoppage of the traffic owing to the pluck of our superintendent, Mr. Tiplady, who himself mounted the engine and drove the train out of Bahia. As soon as the directors were informed of the state of affairs they called out to Mr. Tiplady giving him the necessary powers to arrange with the work people, and this, I have no doubt, he has done upon the best and most economical terms possible. Talking of our superintendent reminds me that at the last general meeting one shareholder, who, I am thankful to say, met with no support, thought it right to make remarks about the behavior of the superintendent, and complained that he held too

many appointments, mentioning that of resident engineer and superintendent of the locomotive department. Now, the facts of the case are these: Mr. Tiplady has been in the service of the company ever since its commencement in 1858. For many years he has acted as superintendent and principal resident engineer, but about two years ago he volunteered purely from motives of economy to undertake the additional duties of superintendent of the locomotive department. For this he has received no extra remuneration whatever, and he has represented the company in Brazil in very critical times with both tact and determination. Now, gentlemen, I need scarcely point out that it is not very encouraging to our staff in Brazil, which we believe to be an admirable one, and in which we have every confidence, to have injurious and derogatory remarks made upon them at a general meeting which are published and circulated in all sorts of newspapers. I do assure you, gentlemen, that the shareholders owe a deep debt of gratitude to Mr. Tiplady and the members of our staff in Brazil for the great courage they have shown upon several occasions, and for their devotion to the interests of the company."

HOSPITAL NOTES.

—The promise made by Vice-President Floriano Peixoto some time ago to visit the Strangers' Hospital, was carried into effect on Saturday last, the illustrious visitor being accompanied by the minister of interior, the acting inspector-general of hygiene, and an aid. The visit was wholly informal, and was made without warning by, which means the Vice-President was able to see exactly what is being done. After spending two hours in examining the buildings and grounds, under the guidance of Mr. E. B. S. Benet, of the building committee, and Mr. R. J. Callander, the supervising engineer and architect, the visitors expressed themselves as thoroughly satisfied with the site and the sanitary conditions of the place, as well as with the plans for the buildings and dependencies which the association proposes to carry out as speedily as possible. We are advised that they were much pleased with the sanitary arrangements of the main building, the closets and their drainage being wholly outside and the ventilation being carefully arranged to keep the air fresh and pure in all the rooms. The beds, furniture and other accessories also elicited their hearty commendation. In view of the approval so frankly expressed by the Vice-President and the officials accompanying him, the controversy over the opening of this hospital may now be considered as terminated. To be sure, the sanitary authorities have warmly approved and encouraged the scheme, and no official notice has ever been served upon the directors that the hospital would be suppressed, but as long as opposition existed and the government listened to the complaints, however unfounded they may have been, there has always been some doubt as to the final outcome. Thanks to the courtesy and justice of the Vice-President, those doubts are now set at rest. Within a very short time the Strangers' Hospital will be opened, and will, we trust, win a prominent position among the hospitals of this city.
 —We should like to remind our friends that a large number of shrubs and plants are needed at the Hospital. They can be purchased of course, but it may be possible to save some expense in that direction through donations.
 —Owing to the opposition made to the opening of the Hospital and the prevalent belief that the Misericórdia would prevail upon the government to issue orders to that effect, all solicitations for annual subscriptions have been for some time suspended. Now that this question is happily settled, we trust that every American and Englishman in Rio will at once send in a generous subscription. The Hospital must be liberally supported until it is fairly on its own feet and able to take care of itself.

LOCAL NOTES

—Invitations have been issued to the Brazilian press for sample copies of newspapers for exhibition at Chicago.
 —Minister Serzedello was warmly congratulated by his subordinates in the department of agriculture on his returning to his post on the 3rd.
 —The "editing" (engrossment) of the Glycerio banking measure was approved in the Chamber on the 3rd and was at once sent to the Senate.
 —The government has appointed Dr. Samuel D. Rambo, an American surgeon-dentist of this city, a non-salaried member of the Brazilian commission to the Chicago exposition.
 —Beginning with this month the alternate steamers of the Pacific Mail will go direct from Lisbon to Montevideo to avoid the usual quarantines against Brazil.
 —It is said that the Vice-President will soon nominate a minister of agriculture, when Lieut.-Col. Serzedello will devote his whole attention to the portfolio of finance.
 —There was an interview between the Vice-President and Minister Serzedello on the 2nd, which resulted in the latter's withdrawing his proffered resignation.
 —One factory of artificial wreaths for funerals and cemeteries, that situated on Rua do Passio, sold 52,600\$ worth of these articles during the month of October and first two days of November.
 —Although the sessions of Congress are not yet concluded, several senators and deputies have already left for their homes. Absenteeism is an evil in Brazilian legislative work which can not fail to do much harm.
 —The Chamber accepted the resignation of its budget committee on the 3rd, and a new committee was promptly nominated—probably more in harmony with the views of Mayrink, Lopes, Glycerio, Mata Machado & Co.

Total foreign clearances of Coffee from Rio for four months of crop-years:

Table with columns: DESTINATION, 1892-93, 1891-92, 1890-91. Rows include UNITED STATES, EUROPE, ELSEWHERE, and various sub-regions like New York, Baltimore, Richmond, etc.

The movement during the last fortnight of October was the following:

Stock, Oct. 16th..... 54,000 lbs.
Receipts since..... 15,350 "
Sales and withdrawals..... 69,350 "
Stock, Oct. 31st..... 50,000 lbs.
Pitch Pine.—Receipts nil, and brokers continue quotations of 65,000—70,000 per doz. Last month receipts were 1,452,691 feet, against nil in October last year.

VESSELS AFLOAT & LOADING FOR RIO.

Table listing ship names, destinations, and dates. Includes vessels like Anson, Anson, Anson, Anson, Anson, etc., with destinations like Cardiff, Pensacola, Shields, Baltimore, Liverpool, Newport, etc.

DEPARTURES OF FOREIGN STEAMERS.

Table with columns: DATE, NAME, WHERE TO, CARGO. Includes ships like Magalhães, Borduas, Napoli, etc., with destinations like Southampton, Genoa, Santos, etc.

FOREIGN SAILING VESSELS IN THE PORT OF RIO DE JANEIRO, NOVEMBER 7th, 1892.

Table with columns: NAME, FROM, TO, CONSIGNEE. Lists various foreign sailing vessels and their destinations, such as American, British, Danish, Dutch, French, German, Italian, Norwegian, and Portuguese.

DAILY RECEIPTS AND SHIPMENTS OF COFFEE AT RIO DE JANEIRO.

Table showing daily receipts and shipments of coffee. Columns include Date, Receipts, Shipments, and various categories like Total, Average price, etc.

White Pine.—There are no receipts and the market is firm at 205—210 rs. per foot.

Swedish Pine.—Nothing new. Receipts last month were nil, against 1,374 doz. in the same month last year.
Spruce Pine.—Receipts in October last year were 487,000 feet. There is nothing to report to-day.
Kerosene.—Receipts are 300 cases per Regina from New York. Quotations are unchanged at 6800—68300 per case and the market is still reported flat.

SHIPPING NEWS.

ARRIVALS OF FOREIGN VESSELS.
NOVEMBER 2.
NEWPORT.—Br bk Katahdin; 1145 tons; Crossley; 62 ds; coal to Brazilian Coal company.
NOV. 3.
CARDIFF.—Br bk Monmouthshire; 1261 tons; Thomas; 48 ds; coal to Wilson Sons & Co.

DEPARTURES OF FOREIGN VESSELS.

NOVEMBER 1.
PORTLAND.—Br bk Dundale; 1113 tons; Lamont; ballast.
NEWCASTLE.—Br ship Venera; 1173 tons; Stevens; do.
—Br ship Kate Thomas; 2720 tons; Hughes; do.

ARRIVALS OF FOREIGN STEAMERS.

Table with columns: DATE, NAME, WHERE FROM, CONSIGNED TO. Lists steamers like Patagonia, Vigilance, etc., with their origins and consignees.

CLEARED AND READY FOR SEA.

CAPR TOWN.—Nor hg Larken; coffee.
SAN FRANCISCO.—Br ship Flindt; ballast.
BARBADOS.—Aber bk S. R. Beare; do.
—Nor hg Meteor; do.
—Swed bk Margaretha; do.

Imports.
The markets have been somewhat unsettled by the fluctuations in exchange, and there has not been much doing during the week. Flour, however, has shown rather more animation and prices are higher, with a much better demand.
We have received no pine and the markets are firm, but nominal in the absence of business. Kerosene is still flat, but Lard is just a little better; the receipts of both articles are small. Rice is flat; the quantity about for this port is now very considerable. Codfish shows a little more movement, but quotations are unchanged. Receipts of Italian corn have been free, and prices for River Plate are lower; Hay also shows a decline, for the receipts last month were very large. The other articles we quote show little, if any changes. Exchange has been flat all through the week, and dropped to 12 1/2 on Saturday; as goods are now arriving here ordered on a belief in rates of 10c, and over, the outlook is not very bright. On the 3rd a numerous attendance meeting of jobbers and importers was held to make another effort to straighten-up traffic on the Central Railway. Strong resolutions were passed, and it is hoped some effect will be produced by them.
Flour.—Receipts since our last report have been:
Regina, from New York..... 6,500 bags,
Georgie, from River Plate, 50 bags..... 25 "

STOCK AND SHARE LIST.

October 29th, 1892.

GOVERNMENT BONDS.

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

DEBENTURES.

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

BANKS.

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

HYPOTHECARY NOTES.

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

SHIPPING.

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

INSURANCE.

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

RAILWAYS AND TRAMWAYS.

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

MILLS.

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

MISCELLANEOUS.

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

Shipping.

THOMAS NORTON'S OLD REGULAR LINE OF SAILING PACKETS BETWEEN THE UNITED STATES AND BRAZIL PORTS Established in 1865 Loading Berth: Covered Pier No. 17, East River For Freight and General Information apply to Thomas Norton, 104 Wall St., New-York.

Steamships.

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

TABLE OF DEPARTURES, 1892

Table with columns: Date, Steamer, Destination. Includes entries for Thames, Trent, Tagus, and another Thames.

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:

Table listing ship names and dates for New York sailings: Naamth, Couvier, Archimedes, Strabo.

New Orleans:

Table listing ship name and date for New Orleans sailing: Delambre.

Antwerp and London (via Bahia and Southampton) Hevelius, Wordsworth.

Valparaiso, Callao and West Coast Ports: Copernicus.

Intended sailing from Santos to New York:

Table listing ship names and dates for Santos to New York sailings: Pascal, Flaxman, Herschel, Strabo.

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 1ª de Março.

For passages, parcels, specie, etc., to the Agents - NORTON, MEGAW & Co., 82, Rua 1ª de Março.

PACIFIC STEAM NAVIGATION COMPANY.

ROYAL MAIL STEAMERS.

DEPARTURES for LIVERPOOL. Calling at Lisbon, Bordeaux and Plymouth.

Table listing ship names and dates for Liverpool departures: Aconcagua, Lusitania.

These popular steamers are fitted with the electric light and all modern conveniences. Insurance policies may be taken out at the agency on merchandise, baggage and values.

For freights apply to W. C. Peck, No. 1 A, Rua de S. Pedro; and for passages and other information to Wilson Sons & Co., L'd., Agents, No. 2, Praça das Marinhãs.

WILLIAM SAMSON & CO.

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BRANCH AGENCIES:

Table listing branch agencies in various cities: Nictheroy, São Paulo, Bahia, Campos, Porto Alegre, Buenos Aires, Rosario, Montevideo.

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The fine Steamer

SEGURANÇA

Captain BEERS will sail for NEW YORK calling at

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Friday 25th November at 10.0 a.m.

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Table showing passage rates to Liverpool and New York, including rates for cabin and steerage.

For cargo to W. C. Peck, No. 1 A, Rua de S. Pedro.

and for passages and information apply to E. C. Baker, Manager, 42 Rua do Ouvidor.

NEW ZEALAND SHIPPING Co., L'd.

ROYAL MAIL STEAMERS.

HOMEWARDS-RIO TO LONDON.

Due at Rio de Janeiro.

Table listing ship name and date for New Zealand shipping: Rimutaka.

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Passengers and cargo for all ports of the different lines accepted.

Table showing passage rates for various routes: Rio-Antwerp, Bremen, Vigo, Lisbon.

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

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Advertisement for St. Jacobs Oil, featuring an image of a man carrying a large fish on his back. Text: ST. JACOBS OIL. THE GREAT REMEDY FOR PAIN. CURES Rheumatism, Neuralgia, Sciatica, Lumbago, Backache, Headache, Toothache, Bone Pains, Swellings, Sprains, Bruises, Burns, Scalds, Frost Bites, etc.

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