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Information wanted at the British Consulate General, No. 8, Travessa D. Manoel, as to death of whereabouts of the following: EDWARD LEAV, 72 years of age; has resided 35 years in Brazil.

WILLIAM DAVIS, deserted on the 20th September 1890, at Rio de Janeiro, from barque Hectora.

CAMERON MACINTOSH, 23 years of age; last heard of on board of the British ship Tanager.

REUBEN SAYERS, seaman on board the barquentine Brunette which loaded at Imbituba for Rio de Janeiro, June, 1891.

Mrs. LOBO, daughter of Mrs. Kitten, whose husband was supposed to be in command of the Brazilian vessel Guanabara.

Rio de Janeiro, 22nd December, 1894. C. F. Antell, Acting British Consul General.

SOIÉTÉ AN.ª Empreeza Estivadora. TRAVAU ET D'ENTREPRISES AU BRÉSIL. 79 RUA 1.ª DE MARÇO 79 RIO DE JANEIRO.

IF PHILIP DAVID BENJAMIN,

late of 86 Westbourne Terrace, Hyde Park, London, (son of David Benjamin Esq., deceased), who was last heard of at the Hotel du Dragon d'Or, Aix-la-Chapelle on 1st September 1892, will communicate with the undersigned, he will hear of something to his advantage, and any person giving such information as will lead to his discovery will be rewarded.

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PUBLISHED WEEKLY.

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

RIO DE JANEIRO, JANUARY 1ST, 1895.

The epidemic which has been reported from various points in the states of São Paulo, Minas Geraes and Rio de Janeiro, seems to be rapidly disappearing. A few cases are still under treatment at Barra do Pirahy, and possibly at one or two neighboring places, but aside from these, and an occasional case in São Paulo, of which we have no certain news, nothing remains of the epidemic. On the Central railway, the authorities are still restricting traffic and subjecting travellers to a multitude of unnecessary annoyances. Of course, innumerable complaints have been made, but without avail. The service of disinfection has been made unnecessarily severe and prejudicial, and that, too, under the supervision of medical men who ought to know better. Cholera is a disease which is not propagated through the atmosphere; consequently the disinfection and fumigation of persons and articles which have not been in actual contact with the disease, is quite unnecessary. The destruction of clothing and other articles of travellers who have simply ridden through the suspected districts in closed railway coaches, is a wanton abuse of authority. While we have counseled a cheerful obedience to all regulations imposed by the sanitary authorities, in view of the threatened danger, we do not imply that an uncomplaining submission should be rendered to such abuses of authority as these. In all probability, however, the restrictions will very soon be removed, for there will be no epidemic to fear. From Argentina there is no longer contestations of the existence of cholera. There, as here, the disease seems to be of the mildest character, and the indications are that it will be easily repressed.

ONE of the very first reforms which the minister of finance should introduce into the department under his control, is that of strict accountability. Every *vintem* paid out should be for an authorized purpose, and not one should be paid for purposes not expressly covered by an authorization. In such matters the Treasury should not be considered a political factor in the govern-

ment, but a business factor pure and simple. It is the custodian of the public revenues, the accountant of public expenditures. Its operations should be as carefully entered and audited as those of the cashier of a bank, and as the minister of finance is a public employé his books and balances should be open at all times for public inspection. In no case and at no time should he be permitted to use an arbitrary discretion as to the funds under his control. The money does not belong to him, nor to the government of which he forms a part. It belongs to the whole nation, and it is entrusted to his guardianship for certain specified purposes. Beyond that he has no right to go. It is the duty of Congress to determine how this money shall be used, and it is its duty to make every appropriation specific. If this is not done, then there can be no check on the executive and no proper fiscalization of expenditures. It was the practice under the monarchy to permit a very large discretion in the use of these public funds and this practice, we regret to say, has been continued unchanged. During the past two years, we have even seen vast sums used for secret and unauthorized purposes even during the sittings of Congress. And we have also seen the public debt increased and public obligations incurred, at the same time and in the same way, through the illegal and unauthorized issue of paper money. It is needless to say that there can be no real confidence in a country which practises such acts, nor confidence in a people which permits them without protest. The financial world may condone an occasional outbreak of reckless and wild financiering, but when it has to deal with chronic irregularities of this kind, and with absolute insensibility and apathy on the part of the people in regard to them, the case will be quite different. If the people show no interest in such irregularities, no shadow of indignation over breaches of trust, abuses of authority and other illegal acts on the part of their servants, and no interest whatever in the strict and honest administration of their business affairs, then the outside world will infer that such a people are lacking in conscience and trustworthiness, and their credit will suffer accordingly. Confuse the question as we may with finely spun theories about the privileges and attributes of government, the same principles of right and wrong which we apply to individuals are equally binding upon those in authority. If it is wrong for a bank cashier to pay out money on an uncertified draft, then it is equally wrong for the treasurer of a nation to pay cash for an unauthorized service. And if the one is held legally responsible for his act, then the other is equally guilty and deserving of punishment. We are sure that the President and minister of finance will agree with the general principles to which we have called attention, and to the desirability of giving them effect in the future administration of the country, but they will probably urge that all things can not be done at once. A beginning, however, can be made at any time, and no better step in this direction can be taken than the immediate initiation of a system of thorough accountability on the part of every custodian of the national revenues. To secure this, let us have at least one published balance-sheet a month from the national Treasury and from all its branches. Let us know at least once a month how much the revenues are yielding, how much has been expended, and how much cash there is on hand. Let nothing be concealed, for in concealment lie the opportunities of those who would rob the Treasury and overturn the liberties of the people.

The first, if not the only point to be considered by the government in all questions of freight rates, is that of the public good. By this we do not imply that the transportation companies should be sacrificed, nor that they should be required to carry on an unremunerative service; we mean that the authorities should place the interests of the public before everything else, and that their chief object should always be to develop the productive and commercial interests of the country. When, therefore, a question arises like that just decided in favor of a subsidized coastwise steamship company, by which the freight tariff is increased thirty per cent, the government ought to exhaust every alternative before approving the higher rates. It is a matter of common knowledge that the company in question has been most extravagantly managed, and that its salary account is more than double what it should be. If its business is not profitable, then let it cut down these extravagant salaries and dispense with all unnecessary directors and employes. And then, although the company receives a heavy subsidy, the government exacts various services and conditions from it in return, which nearly counterbalance the benefit. The regular sailings are postponed by the national and state governments for the accommodation of officials, and the company is required to perform many services free, or with considerable abatements from schedule rates. A modification in these exactions could also be made. And then, there are many expensive requirements in the working of the steamers, and a multitude of burdensome charges and taxes — all of which could easily be modified, or set aside, rather than increase already excessive freight rates. As an illustration, the government is even exacting a transmission-of-property tax in England on the builder's delivery of a ship to the parties ordering its construction — a tax clearly unwarranted in law and heavily burdensome upon the companies engaged in the uncertain venture of transporting produce and merchandise on the Brazilian coast. If this business is so unprofitable that a subsidized company can not continue without an increase of 30 per cent in its freight rates, then why should not the government waive its pretensions to so questionable a tax as this? The plain truth is, the government and the company are both engaged in the same game — that of fleeing the public. They are both unwilling to surrender a particle of the salaries and revenues which they are extracting from the people, and are both eager to see if something more can not be extracted from the same source. They fail to see that overcharges will decrease traffic, and that overtaxation will drive men into the ranks of non-producers. And they are apparently blind to the logical results of such a policy — the impoverishment of the country and its final reduction to a position of humiliating dependence upon its neighbors. It is a short-sighted policy at best, even were it less perilous to the higher interests of the state. At the present moment the whole country is painfully aware that Brazil has become largely dependent upon Argentina and Uruguay for some of the prime necessities of life — beef, bread, maize, hay, etc. An effort to impose a rigorous quarantine against a cholera outbreak in Argentina has failed, because of our dependence upon those countries for beef. No one will dispute the assertion that a position like this is disgracefully discreditable to a country like Brazil. Instead, therefore, of cultivating this dependence, the government should devote its best energies to the correction of so abnormal a situation. Brazil is not without

favorable districts for stock-raising, for maize, rice, and many other food products. Encouragement should therefore be given to the small industries which will give the country its own food, and which will release it from the danger of famine in case of war or pestilence. And it should not be forgotten that cheap transportation is an important factor in the development of such industries. All the small states, like Parahyba, Rio Grande do Norte, Alagoas, Sergipe, Espirito Santo and Santa Catharina, can contribute greatly to this desirable result, but only through an efficient and cheap transportation service along the coast. It would be infinitely better for Brazil and for the development of these small states that the coastwise trade should remain open to foreign competition, rather than that this policy of high transportation charges should be continued.

To such extent have quarantine abuses been carried on this coast, that the commercial nations of the world ought not to ignore them longer. Other questions of international relationship have been discussed and settled, to the satisfaction of all, but that of quarantines still remains. Every nation establishes its own regulations and imposes restrictions without the slightest regard to any general principle, or to what its neighbors have done. It results, therefore, that the most trifling pretenses are made to serve, that a wide variety of regulations are imposed, that quarantines are frequently duplicated, and that no responsibility whatever is admitted for their results. The injustice done is simply incalculable. Heavy losses have been sustained by shippers and merchants, travellers have been subjected to delays, losses and bad treatment, and endless recriminations have arisen between neighboring states over the arbitrary action of irresponsible boards of health. The whole subject is one mass of contradictions, ignorant customs, jealousies and fears. There is almost nothing in the quarantine laws of the day, outside of the recent action of the British authorities, to command our confidence and respect. In other matters the civilized world has made more or less progress, but in quarantines we are just where the middle ages left the subject. In a majority of cases the lazarettos of to-day are scarcely better than those which helped to create disease five centuries ago. And, to our shame be it recorded, we are as brutal, mercenary and ignorant to-day in our treatment of those who fall into our quarantine lazarettos as were our ancestors in the days long before America was discovered. We are accustomed to compliment ourselves on the progress we have made since then, on our civilization and humanity, on the sacredness of life and the rights of property which have been won for us in modern times, on the softening and refining influences of Christianity, on our intelligence and scientific progress, and all that — and then we go out with shotguns and cannon to close communication against some unfortunate plague-stricken spot, and we even shoot down the fugitives who try to cross the line so arbitrarily and heartlessly drawn. And then, to show that we are willing to do something for the unfortunate, we build sheds and barracks in the most inconvenient places we can find, often unhealthy, always dirty, unsanitary and badly managed, and always let out to mercenary contractors, and call them quarantine stations where the traveller must purge himself of the pestilence. Some of these pest-holes are notorious breeding-places of typhoid fever, diphtheria, bronchial troubles, and many other diseases of a contagious character. Our sense of justice also leads us to detain ships for days

and weeks, or turn them back, without supplies of food and water, to destroy merchandise, buildings and other property, and to further injure and destroy property by ignorant processes of disinfection. And for all this, we offer none but the selfish excuse that "self-preservation is the supreme law," and we pay no one for losses sustained and indignities suffered. There is now more justice for the helpless victim of a savage war, than for the victim of quarantine regulations. We do not discuss the question as to the value and necessity of quarantines, although Great Britain is now proving their uselessness and one international sanitary congress has pronounced against them; we simply wish to urge the necessity of common, international regulations to govern them, greater humanity and scientific knowledge in their administration, and full responsibility on the part of every state for the losses and annoyances caused. If it is for the general benefit of a nation, or community, that certain property should be destroyed, or injured by disinfection, then the loss should fall upon those benefitted, and not upon the person whose property is thus treated. If likewise, it is for the good of a country that arriving passengers should be detained for a time in quarantine, then they should be treated well, all their expenses should be borne and their losses paid. At present, all the inconvenience, prejudice and loss is thrown upon the helpless victim, and the public even declines to consider the harsh treatment which he has received at the hands of petty officials and mercenary contractors. The whole system is barbarous and unjust, a disgrace to our intelligence, an anomaly in our nineteenth-century civilization, a travesty on all our theories and codes of justice. In this one respect we have no right to call ourselves even half-civilized.

RIVER PLATE ITEMS.

—Gold was quoted at 368 in Buenos Aires on the 26th, and at 358 yesterday.

—At Montevideo the quarantine against Argentine ports has been increased to 20 days.

—In the Ricardone colony in Santa Fé the wheat is giving from 12 to 20 quintals per square and lined as much as 30 quintals. A square contains about four acres.

—During the first eleven months of the current year, 1,104,075 frozen sheep carcasses have been exported through the port of Buenos Aires, as against 719,322 in the same period of 1893.

—A telegram to the *Pais*, dated the 28th ult., says that an official declaration from the Argentine government has been published, recognizing the existence of cholera at Rosario, Colastiné and Santa Fé. Quarantines against these places have been declared.

—A duel was fought in Montevideo on the 28th between Col. Sarmiento and Dr. Vicente Lopez, and to everybody's surprise the latter was badly wounded in the abdomen. This mishap is generally considered an accident, as it is a violation of the "code" for combatants to hurt each other. Dr. Lopez has since died.

—We are told that so much as seven dollars a day and food have been offered to labourers on some colonies, but four and five dollars a day seem to be the general wage. Of course, for such wages it is only natural that men readily leave their less remunerative situations in or near town and flock up to Santa Fé. How the colonists can afford to pay so high a price for their labour we cannot understand, and it surely will swallow up a great part of their hard earned profit, if there is any profit at present prices.—*Sport and Pastime*.

—Taxation is carried to such an extreme in the city of Buenos Aires that practically nothing escapes. This year the bicycle comes in for a license tax of \$5.00—and is therefore on equal terms with the dog, which pays the same. A 4-wheeled cart, over 1.44 m. wide, must pay \$100, while a similar cart under that width must pay \$50. All mutton, beef and pork introduced into the city from other places within the country must pay respectively 15, 20 and 35 cents per 10 kilos. Every telephone and telegraph post in the city is taxed \$3 a year.

—It is said that the Argentine press is showing considerable alarm over the recent acquisition of armament in Chili. The recent purchases of Mauser rifles and ammunition by the Argentines of course mean nothing!

—An Asuncion telegram of the 28th says that disorders have occurred in various places on account of the senatorial election. Perhaps some one wished to vote against the "general" who is now playing dictator in that unhappy little country.

—The press in Rio proposes that Brazilian doctors should be carried on all steamers arriving from Argentina; why not? Uruguay should claim the same privilege and steamship owners should be made to pay all the loafing doctor's fraternity of the three republics, heavy fees. All those doctors should be allowed to take their families for an occasional sea-airing and builders should be forced to supply special accommodation in all steamers for the doctoring fraternity. Verily these South American republics are becoming altogether too utterly absurd.—*Times of Argentina*, Dec. 13.

—The gold-seeking fever is spreading in this country and each day brings reports of fair amounts being obtained even by unscientific means and poor appliances. A gentleman, just returned from Chilecito, says that round about that neighbourhood several people are engaged in this industry with fairly paying results, but that want of capital sadly handicaps them. Perhaps the time is not far distant when we shall have a regular Californian rush in the Argentine and the merry days of the boom will once more reign in the land.—*Times of Argentina*.

—Montevideo telegrams of the 29th confirm the advice of the preceding day that the Argentine government had announced the existence of cholera at Rosario, Santa Fé and Colastiné, and had closed those ports. A Buenos Aires telegram of the same date says that new cases had appeared in the province of Santa Fé. On the 31st, however, a telegram to the *Jornal do Commercio* says that the decree published, announcing the existence of cholera in Santa Fé, is apocryphal, and that the government will prosecute the authors. We must confess that we fail to comprehend the situation in Argentina.

—The immigration returns for November show 10,527 arrivals, the highest monthly figure for 5 years except in January 1890, when the figure was 11964, thanks to the assisted passages. For the eleven months of the year the arrivals are 46,950, against almost exactly the same number last year, 34,000 in 1892, and only 25,000 in 1891, for the eleven months. It is quite evident that European immigration to this country is reviving very rapidly. 4918 emigrants also arrived via Montevideo which makes a grand total for the month of 12,445! No wonder there are now plenty of hands in Santa Fé.—*Buenos Aires Herald*.

—All Brazilian ports not mentioned in the decree 30th of November ult., are decreed to come under the category of suspected ports, and arrivals are therefore subject to quarantine here. This new measure will affect all vessels having sailed from Brazilian ports on or after the 7th instant.—*Times of Argentina*, Dec. 18th. This is a fair sample of the fairness and intelligence of the Argentine sanitary officials. Why should a coast line of 3000 miles be brought under restrictions aimed at a focus of infection lying back two ports only? Why should Pará, Maranhão, Pernambuco and other distant ports suffer for what exists only in the vicinity of Rio and Santos?

—Dr. Costa will to-day transmit to Rio by cable the official medical report received from Rosario, Colastiné and San Nicolas de los Arroyos, from which it is evident that in these places not a single case of cholera morbus has occurred. The government is of opinion that in view of this report and the information transmitted by the Brazilian representative here, the quarantine imposed on vessels proceeding to Brazil from this port will now be raised. We understand that the Brazilian government has been assured that the sanitary condition of this country is excellent.—*Times of Argentina*, Dec. 17th. And yet, at the same time the authorities were isolating patients and restricting communication with the localities suspected. About one week later, it was officially acknowledged that cholera existed at certain points in the province of Santa Fé.

—The *Razon* of Rosario publishes a miserable story which we fear may be taken as a sample of the officialdom in Santa Fé province. The station master at Ceheno, on the Cordoba and Rosario railway, was unfortunate enough to have a small difference, of the most trivial kind, with a gentleman who was a friend of the *juez de paz*. He was attacked while dining with some friends by the party who considered himself aggrieved and having his goods unloaded just when he desired them. Luckily, his friends were able to disarm the assailant, for murder might have been done. Presently, however, the *juez de paz* sent for the two combatants, and had them locked up in the same cell, having previously had the forethought to provide his friends with a heavy whip, which he used for the purpose of committing a murderous assault on the unfortunate stationmaster. When the castigation was considered sufficient, the friend of the *juez* was released, and a couple of hours later, his victim was allowed to crawl away and reflect on the danger of offending any one who was in favor with the powers that be. We do not suppose that any punishment will be inflicted either on criminal or accomplice; the judge will probably remain to administer justice until two or three more instances like the present have proved him worthy to be called to a higher sphere.—*Review*, Buenos Aires.

—The *Prensa* of Buenos Aires publishes an interview with Admiral Saldanha da Gama, who declares that the revolution seeks to change the present government in Brazil to a representative parliamentary form. He censures the present government for seeking to follow in the footsteps of Floriano, and in regard to Rio Grande do Sul. He insists that the revolutionists possess resources sufficient to insure their triumph.

—Thanks to the heavy revenue taxes imposed by the finance minister, the only wood match factory in the country, La Sud Americana, has been brought under the auctioneer's hammer, the usual ending up of everything in this country. This factory was established when Dr. Romero held the finance portfolio, and was taxed 4 cent per box, the firm paying about \$1000 a month. Dr. Perry has now raised the tax to 1/2 cent per box, and the firm not being able to stand this heavy increase has been obliged to close its doors.—*Review*.

—A proposal is being circulated amongst the English-speaking community in Buenos Aires to guarantee to Don Cesar Ciacchi, the well-known impresario, a sufficient number of "abonos" to warrant his bringing out next winter a really first-class English company, to give thirty representations of comedy and light opera. Those who subscribe will pay one half of their "abonos" now into the London and River Plate Bank, where it will remain until it is seen that the guarantee is filled, in which case the other half will become due when the company arrives, but if the guarantee is insufficient, the bank will return the money to the subscribers. This seems to us a fair and reasonable proposal, and surely our English-speaking community is large enough to warrant the venture, which will afford them rational amusement during the long winter evenings. The price of the "abonos" for boxes is \$900 c.l., and for stalls \$180 c.l.—*Review*, Buenos Aires, Dec. 15th.

—The Argentine crank whose bugbear is the foreigner, is always with us. He was in the Senate the other day when the formation of a permanent council on secondary education was under discussion, and he was most anxious that the danger of foreigners being allowed to sit on this council should be provided against. He supported his contention by the exceedingly lame argument that it should not be difficult to find suitable men among Argentines, either native or naturalized. We do not doubt it, but it might also happen that some resident here possessed eminent qualifications, and in such a case the mere fact of his being a foreigner should not cause his services to be lost to the country. It is certainly a desirable thing that the citizenship of Argentina should be recruited from the best of the foreign residents, but measures such as that just passed by the Senate are disagreeably suggestive of a feeling that citizenship is a penalty that must be imposed on all who would seek to be of use here.—*Review*, Buenos Aires.

—To-day the shareholders of the Paraguayan Central railway will have an opportunity of discussing an agreement proposed as a basis of settlement between the company and the government of the republic. The guaranteed interest was \$241,622 at April 30—the date to which the accounts are made up—and with a gold premium ranging between 520 and 620 per cent, there seems no great likelihood that the government will ever be able to pay the arrears. The Paraguayan legislature has approved a contract relieving the government of the guarantee liability until 1909, in return for the resumption of the \$210,000 of preference shares held by the government. This contract, which includes an arrangement for an extension of the line, will be submitted to-morrow, and no doubt both share and bond holders will come to the conclusion that there is no course open for them but to accept it. The terrible depreciation of the Paraguayan currency makes the future of the company exceedingly dubious. In 1893-94 a gross increase of \$145,499 was earned; but the expenditure rose \$165,405, absorbing \$745,816 out of gross receipts of \$754,680, so that net revenue was virtually non-existent.—*Financial News*, Dec. 3.

USELESS IMMIGRATION.

A decree has been issued from the ministry of foment applying the law of June 19, 1890, in so far as it applies to useless immigration. The following immigrants are declared rejected; those suffering from any contagious disease, mendicants, those incapacitated for work by organic vice or physical defect, those more than 60 years old, Asiatics, Africans and gypsies or Bohemians. All these are forbidden to disembark in ports of the republic when arriving as 2nd or 3rd class passengers from Argentina or Paraguay, or as 3rd class from Brazil or other foreign port. Exception is made in favor of sexagenarians when members of a family of not less than four persons capable of work, or when able to show means of subsistence without appeal to charity. The direction general of immigration shall appoint from among its staff an inspector, who shall cooperate with the port and sanitary authorities in the examination of all immigrants for the above purposes. The maritime authorities shall notify all agents of steamers and sailing vessels of a prudential term for the enforcement of this decree. The Uruguayan consuls abroad shall also be notified, in order that they may not lend any authority or assistance to the arrival of such immigrants.—*Montevideo Times*, Dec. 12.

From the *Shipping and Commercial List*, New York, Nov. 24.

THE INFLUENCE OF THE NEW YORK CHAMBER OF COMMERCE.

The whole country owes a debt of gratitude to the New York Chamber of Commerce for its active influence in guiding the minds that control the world of finance, the barometer of business, and the field of politics. Many leading merchants, who were present at the recent banquet, took occasion to congratulate the members on their recent achievements. Composed as that body is of the most influential and substantial business men in the state, if not in the country, it is not strange that their wishes are respected not only by the national and state governments, but by the people at large. This nonpartisan and conservative association, representing the best minds in the business community, has influenced action in the Treasury department, protected the shipping and other interests through appeals to Congress, suggested reforms in public departments, prevented the depression in mercantile circles from reaching more serious results, and in fact has been a safety bulwark on all occasions of difficult problems and times of distress. May the New York Chamber of Commerce continue to grow in importance and influence, is the wish of every believer in commercial progress.

From *The Montevideo Times*, Dec. 12.

AGRICULTURAL SCHOOL, ETC.

The executive has signed and promulgated the law for the establishment of an agricultural school and experimental farm, just passed by the chambers. The establishment is to be controlled by the ministry of foment and situated on the state property at Toledo, department of Colonia. In the school there is to be taught the programme of education of the third grade, in so far as it is not superfluous to agriculture, and in addition the following studies,—principles of natural history, zoology and veterinary practice, agricultural botany and the diseases of cultivated plants, agricultural meteorology, agriculture, arboriculture and viticulture, mathematics, algebra, geometry and plane trigonometry, general, analytical and agricultural mechanics, physics, the management of agricultural machinery, landscape and market gardening and rural building, rural industries, drawing, rural economy and legislation, agricultural accounts. The farm is to be devoted to the experimental cultivation of cereals, pasturage, fruit and forest trees, and industrial plants of all descriptions, experiments in new cultures, analysis of soils and manures, and experiments with the same, experiments with destructive insects and the means of combating them, plantation of American and other imperious vines either in the farm or elsewhere deemed convenient, raising of seed-plants or cuttings for propagation throughout the republic, advising the government, agriculturists and stock-breeders on all agricultural or farming matters. A monthly journal and an annual report are to be published, containing the result of the studies and operations and the general movement of the establishment, pupils and boarders may be taken, the latter not to exceed 50. Scholarships are to be instituted, open to public school pupils, one for each department of the republic. Agricultural apprentices, not more than 25, may be taken for two years each. The technical staff shall consist of a director and sub-director, a professor of natural history, veterinary, etc., a professor of third grade education, and such assistants as the development of the establishment may require, whilst the general administration is confided to an honorary committee of three persons appointed by the executive. \$8000 is allowed for expenses of installation and \$15,142 for the yearly budget of expenses. The executive is authorised to engage from abroad a person competent to instal and direct the establishment, for not more than six years and at a yearly salary of \$3600.

From the *Times of Ceylon*, Nov. 9th.

LIBERIAN COFFEE UNDER SHADE.

Curiously enough we have just received a letter from a planter, who has a considerable acreage in Liberian coffee, advertising to the very subject alluded to by us yesterday, namely, the desirability of trying Liberian coffee under moderate shade. He says:—
"I read your remarks on Liberian coffee in your issue of the 6th with interest. That we were far too hasty in getting rid of the trees to make room for tea I am convinced. I did not destroy all mine, but left them in a hollow where they were doing remarkably well, and I have had no reason to regret it. Not only so, but I am taking steps to extend my acreage, but only under light shade. I fully believe in shade for Liberian, but it must not be heavy shade. In my case rubber trees planted very widely apart afford capital shade for the coffee. If the shade is too thick the trees grow up spindly and without stamina. Moreover, I do

The cruiser Santos and torpedo boats Silvado and Pedro Afonso left for Rio Grande on Monday last. It is said that these vessels are charged with some important government commission.

The resignation is announced of Dr. Raphael Vieira Souto as director of public works in this city. It is reported that the vacancy will be filled by the appointment of Dr. Adolpho del Vecchio.

The Gazeta says that, contrary to the current belief, Gen. Roberto Ferreira will soon leave for Par  to take command of that military district. There seems to have been considerable hesitation on his part, however.

A telegram was published in Baenos Aires on the 18th ult. as follows:—"Rio Janeiro, December 17.—Twenty-four cases of cholera were reported yesterday in this city." The Puz editor should take note of this item.

The activity shown by the Castillistas in this city, in the celebration of conferences with the President and his cabinet, would indicate that no accord will yet be reached in the Rio Grande difficulty. There are generally two sides to every agreement.

Ten more soldiers of the 23rd battalion went up to Barra do Piraj  on the 29th ult., to assist in maintaining sanitary restrictions. Let us hope that they will give us a better example of discipline and steadiness, than did the first detachment sent up to that point.

The President has appointed Dr. Francisco Furquim Werneck de Albuquerque prefect (mayor) of this city. Dr. Werneck, though a strong partizan, is a man of ability and high standing. It may be considered certain that he will make a good mayor, and will contribute much toward the improvements and good administration which this city so much needs.

A decree of the 31st ult. abolishes the general superintendency of immigration in Europe, which has been costing Brazil 77,200\$ gold up to the present. In future the fiscalization of contracts for the introduction of immigrants will be made by special agents in Portugal and Italy, which will cost only 24,000\$ gold a year, 2,000, or three-fourths, of which will be paid by the Companhia Metropolitana.

A New York telegram of the 30th ult. says that the Rio correspondents of the Herald and World have telegraphed that a conspiracy has been discovered, having for its object the deposition of Prudente de Moraes and the restoration of Floriano Peixoto to the presidency. The telegrams said that the chiefs of the conspiracy, who are naval officers, were arrested. That officers of the navy could conspire for the restoration of Floriano Peixoto, is a feat of imagination possible only to reporters of the Herald and World, and is but one more sample of the work done by them in this country.

The Puz is deeply moved over the false telegrams sent to the New York Herald and World in regard to the discovery of a Florianista conspiracy, and condemns the defamatory news sent to these newspapers from the River Plate. But, neighbor, your New York telegram says these dispatches came from Rio de Janeiro, and for aught we know, they were sent by men not long since ardent friends of the dictator. If we are not mistaken the editor of the Puz was himself a correspondent of the Herald! And it is not so long ago when the correspondents of these great New York dailies were considered deserving of all credit, even to an official recognition of their worst falsehoods, and one of them was honored with a complimentary banquet. You should be consistent, colleague, even if it does hurt!

THE DESTROYER.

According to a letter published in the Jornal do Commercio a few days ago, the celebrated Destroyer which never destroyed anything, is at last a total loss. The vessel was bought in New York for \$15,000, to form a part of that celebrated dummy fleet which was sold to Minister Mendonca toward the end of 1893. It was provided, in the bill of sale, that should the Destroyer do anything effective with her sub-marine gun, a further sum of 50,000\$ should be paid for her.

The vessel was finally towed to Pernambuco at a cost of 25,000\$, and then to Bahia for 5,000\$ more. Being in a very leaky condition, the vessel was run into an improvised dock, where she was allowed to sink. Recently and at considerable expense the unfortunate vessel was floated, but only for a little over six hours. Being in a ruinous condition, the hull suddenly broke into three pieces and everything went to the bottom again. The gun, from which Edison expected so much, is now lying on the bottom of the bay of All Saints, loaded for action with a projectile 14 feet long. It is estimated that the Destroyer, or Fradinho as she was called on arrival in this country, has cost Brazil fully 200,000\$ from first to last.

BUSINESS NOTES

We are indebted to the Singer Manufacturing Co. for one of their attractive calendars.

The general receipts bill imposes a tax of 10 centimes gold per word on all telegrams dispatched over the Brazilian Submarine cables.

We are under many obligations to Messrs. Ribeiro Macedo & Co., the well-known printers and stationers of No. 72 Rua da Quitanda, for copies of their useful counting-room calendar.

According to a letter from the director-president of the Banco da Republica, that bank does not intend to permit the affairs of the Lloyd Brasileiro company to fall into the hands of its former managers, who, according to Dr. Rangel Pestana, do not know how to administer such a business. As the bank, for itself and the state, is a large creditor of the company, its directors will of course intervene in the administration of the Lloyd.

The Jornal do Commercio of the 28th ult. says:—"We know that the Armstrong house orders from the government to the amount of a million pounds sterling." Quos deus vult perdere, prius dementat.

Messrs. Norton, Megaw & Co., of this city, announce the transformation of their firm into a limited liability company under the title of Norton, Megaw & Co., Limited. The capital is 1,100,000. The firm of Norton & Megaw, of London and Manchester, remains unchanged.

A small steamer was successfully launched at the Forjas e Estaleiros shipyard, at Ponta d'Aerica, Niterov, on the 29th ult. The steamer is 70 feet in length, 12 1/2 feet beam and will have a draught of 5 feet. She is designed for the sanitary service of the port, and will be called the Felix Martius.

When Admiral G. ngales bravely entered this port on March 13th last, when it was known that the enemy had retired, he cut the cable laid across the bay by the Niterov telephone company. The company thereupon petitioned the government to have the cable repaired, to which the director of telegraphs replies that he does not possess the material and facilities for such a job. The Niterov cable must therefore wait for a Western and Brazilian cable ship before it can be put in working order.

An executive decree of the 29th ult., published on the 28th, promulgates the act of Congress authorizing a contract with Richard J. Reilly, or others, for a sub-oceanic cable between Par  and Manaus, with branches to various points on the Amazon between those two cities. The act authorizes a privilege for 30 years, with an annual subsidy of 17,125 for 20 years. One curious condition is that preference must be given to official and press telegrams, both of which are to enjoy an abatement of 50 per cent.

On November 26th there was launched from the Cleveland dockyard at Middlesbrough, a very fine steel screw steamer, the Homer, which had been built to the order of Messrs. Lamport & Holt, of Liverpool, for the Liverpool, Brazil and River Plate Steam Navigation Company, Limited. The vessel has been specially designed to suit the South American trade and is exceedingly well fitted in every department. She is of the spar deck type and will carry a deadweight cargo of over 4,000 tons on a light draught of water.

The minister of industry has authorized the Lloyd Brasileiro company to increase its tariff 30 per cent. on freights and 25 per cent. on passengers. The new rates to begin on the 1st inst. At the same time the statement on the rates charged immigrants' children under 10 years of age is fixed at 50 per cent. In view of the fact that the consular tariffs have been generally much too high for the encouragement of trade between the states, we may confidently expect that these new rates will be an additional obstacle to the development of this important branch of commerce.

The government has agreed to the payment of an indemnity of 250,000\$ to Pedro Denis & Co., of Montevideo, on account of losses incurred on a shipment of jerked beef which was denied admittance into Brazil in 1886. Hearing that cholera had appeared in Montevideo, all entries from that port were prohibited. Before this decision was made known, on Dec. 10th of that year, Messrs. Pedro Denis & Co. shipped a large cargo of jerked beef in the Centauro, which cleared for Rio before the news of the closing of this port reached that city. The cargo was stowed out and was sold at a loss in Montevideo. The shippers claimed 325,000\$ damages, but the government has adjusted the claim with the French minister for 250,000\$. The President now asks Congress for a supplementary credit for that amount and purpose.

FINANCIAL NOTES

A supplementary credit has been opened for the minister of finance for a total of 908,172\$480, on account of the items "exercicios findos" and "eventos."

The minister of finance redeemed the apolices of the 1868 loan last month, which his predecessor failed to do in October last in accordance with the provisions of law.

The President has asked Congress for a supplementary credit of 995,000\$ to meet the expenses of the postoffice to the end of the current year. The appropriation of 1,732,000\$ in the budget has proved largely insufficient.

The news from Paris on the 26th was to the effect that the credit for 3,000,000 had been arranged. In view of this exchange went up at once to 11 1/4. This credit, we believe, was granted only for foreign engagements and no part of it will come here.

The Diario Official of the 28th ult. publishes the executive decree of the 24th ult. sanctioning the lucrative credit of 27,000,000\$ gold for the purchase of war material. The decree specifies that of this sum, 12,000,000\$ are destined to the navy and 15,000,000\$ to the army.

The influence of the three millions credit seems to have been quickly dissipated, for exchange began falling again the day after the credit was made known. In time, perhaps a little short of extremity, it will be understood that good financial credit can only exist on something worthy of confidence.

On the 23th ult. the following notice was posted at the Bolsa: "With the authorization of his excellency the minister of finance, the president of the brokers' camera syndical announces that the government has accepted the offer which the Banco Nacional Brasileiro made to it for the opening of a credit up to the sum of 3,000,000."

The supplementary credit of 908,172\$480 for the minister of finance for the items "exercicios findos" (arrear) and "eventos," which received the President's sanction on the 27th ult., will cover the following overdue accounts: American Bank Note Co., 234,391\$900; Administration of the French Postoffice for transportation of the mails from 1889 to the first half of 1892, 353,780\$500; liquidation of the debts of the Lloyd Brasileiro company, 300,000\$; eventualities of 1894, 20,000\$.

A friend advises us that when he wanted to take exchange at 11 1/4 on Friday last, according to the rate maintained by one of our local banks, the manager refused to accept the business. The other banks were operating at 10 1/2, and the higher rate was therefore a desirable one for him. It would seem from this that the 11 1/4 rate maintained for so many days in this particular bank, was largely para ingles ver. To post a rate and then refuse to accept business on that basis, is even worse than operating for a fall.

The news that the Brazilian government has ordered four new cruisers from a continental dockyard is a pretty clear indication that, so far as the boycotting of English manufactures is concerned, the new Brazilian administration intends to perpetuate the policy of the old. When the revolt rendered it necessary to strengthen the Brazilian fleet, the government went to the United States for ships, and had no reason to congratulate itself on the purchases it made. When thirty-six first-class locomotives were required for the Central railway, which is a government line, the order was placed in the United States. It is pretty evident, therefore, that no English manufacturers can apply for Brazilian government orders, and English investors, if they are asked to provide the 60,000,000 which the Brazilian government so badly needs, will do well to bear the fact in mind. —Financial News, Nov. 29.

THE BUDGET.

The budget estimates for 1895 fix the receipts at 270,198,000\$ and the expenditures at 275,691,678\$88. The estimates for the separate departments are as follows: Justice and Interior..... 15,639,484\$975 Foreign affairs..... 1,887,692 000 Marine..... 17,826,354 197 War..... 30,735,684 661 Industry, Public Works, etc., 40,029,256 070 idem (national capital).... 3,726,378 874 Finance..... 99,573,418 685

In addition to the foregoing are the many extraordinary and supplementary credits already decreed, and the others which the executive is empowered to open.

COMMERCIAL

Rio de Janeiro, December 31st, 1894.

Par value of the Brazilian milreis (1\$000), gold, 27 d. do do do at 86,65 per 1\$ stg. 54 75 cts do \$100 (U. S. coin) Brazilian gold.... 1\$327 do of 1\$ stg. in Brazilian gold..... 8 890

Bank rate of exchange, official on London to-day 10 13 1/2 d Present value of the Brazilian mil reis (gold).... 2\$468 do do do do (paper).... 405 rs. gold do do do do in U. S. 21 88 c coin at \$4 80 per 1\$ stg. 21 88 c Value of \$1.00 (\$4.80 per 1\$ stg. in Brazilian currency (paper)..... 4\$572 Value of 1\$ sterling " " 2\$443

EXCHANGE.

December 25.—Christmas Day. December 26.—The market opened very firm, and some important transactions were consummated during the day. The Banco Nacional opened with the rate of 10 1/2 and the foreign banks at 10 1/2. The Banco Nacional then quoted 11 1/2. The fiscal rates were: London 10 1/2, Paris 9 1/2, Hamburg 11 1/2 at 90 days and New York 4\$895 at sight. Sovereigns 21\$890.

December 27.—The Foreign Banks opened with the rates of 11—11 1/2 on London. The Banco Nacional quoted 11 1/2. The rate, later in the day was raised to 11 1/2 for Bankers bills. By mid-day there was a little reaction, the rate fell to 11 1/4. Later in the afternoon the market grew firmer. The Banco Nacional drew freely at 11 1/2. Business was pretty brisk during the day, with many buyers open sellers in January. The extreme rates for approved bills were 11 1/2 to 11 3/4 for the end of January. The market closed somewhat weak. The official rates were, on London 11 1/2, Paris 9 1/2, Hamburg 11 1/2 at 90 days, New York 4\$465 at sight. Sovereigns 21\$890.

December 28.—The Banco Nacional opened with the rate of 11 1/2 on London, at which quotation there were many takers during the day. The foreign banks quoted 11—11 1/2 early in the morning but before mid-day reduced their rates to 10 1/2—10 3/4. The Brasilische Bank withdrew its table. During the morning some business was done for bills 1 1/2 the North, otherwise the prospectus of the day were small, owing to the uncertainty of the market. Just before 3 o'clock the London and River Plate Bank drew at 10 1/2 and the London and River Plate Bank drew at 10 1/2 for legitimate buyers. The other banks quoted for approved bills at 11 1/2. The following were the closing official rates, on London 10 1/2, Paris 9 1/2, Hamburg 11 1/2 at 90 days and New York 4\$313 at sight.

December 29.—The Banco Nacional opened with the rate of 10 1/2 on London. The Banco Nacional quoted 10 1/2. The rate, later in the day was raised to 10 3/4 for Bankers bills. By mid-day there was a little reaction, the rate fell to 10 1/2. Later in the afternoon the market grew firmer. The Banco Nacional drew freely at 10 3/4. Business was pretty brisk during the day, with many buyers open sellers in January. The extreme rates for approved bills were 10 1/2 to 10 3/4 for the end of January. The market closed somewhat weak. The official rates were, on London 10 1/2, Paris 9 1/2, Hamburg 11 1/2 at 90 days, New York 4\$313 at sight. Sovereigns 21\$890.

December 31.—The Banco Nacional continued to sue for legitimate business transactions at 10 1/2. The foreign banks opened with a rate of 10 1/2. The London and Brasilische and Brasilische banks later on lowered their rates to 10 1/2. During the afternoon the Brasilische Bank again drew at 10 1/2 and the foreign banks quoted 10 1/2. The extreme rate of the day was 10 1/2 for Bankers bills 10 1/2 and for approved bills 10 1/2. The market closed at 10 1/2. The market was very uncertain. The official rates were on London 10 1/2, Paris 9 1/2, Hamburg 11 1/2 at 90 days, New York 4\$313 at sight. Sovereigns 21\$890.

SALES OF STOCKS AND SHARES.

Table with multiple columns listing various stocks and shares, including Apolices, Banks, Railways, and Debentures, with their respective prices and values.

DAILY RECEIPTS AND SHIPMENTS OF COFFEE AT RIO DE JANEIRO.

Table with columns for ship names, arrival dates, and coffee quantities. Includes entries for Rangoon, Bangkok, Cardiff, and various other vessels.

Imports.

Text detailing import statistics for various goods including rice, codfish, beer, cement, flour, kerosene, butter, and different types of coffee. Includes prices and quantities.

SHIPPING NEWS.

ARRIVALS OF FOREIGN VESSELS.

ARRIVALS OF FOREIGN VESSELS. DECEMBER 24. RANGOON—Br bk Janet Court; 996 tons; Hewert 100 ds rice to order. Br bk Sabrina; 746 tons; Torrie; 115 ds rice to order. Br bk Nordbörn; 1,033 tons; Mann; 104 ds rice to order. BANGKOK via Cape of Good Hope—Br bk County of Angles; 785 tons; Lewis; 140 ds rice to Hermann Stoltz & Co. CARDIFF—Br bk Larginore; 1,786 tons; Spencer; 36 ds coal to Com. w. g. des Messageries Maritimes. DEC. 26. CARDIFF—Br ship Stanley; 2,103 tons; Edgett; 38 ds coal to Lago Brothers. Ger ship Frita Reuter; 1,437 tons; Hansen; 50 ds coal to Ramiro Rodrigues & Co. Top ship Phoe; 1,552 tons; Johnson; 31 ds coal to Belmino Rodrigues & Co. HULL—Br ship Dominant; 2,270 tons; Meredith; 44 ds coal to Gas company. QUEIROZ—Br bk James S. Harwood; 488 tons; Grant; 50 ds lumber to Companhia Comercio e Industria. DEC. 27. CARDIFF—Br ship Blackheath; 1,674 tons; Peters; 24 ds coal to Lago Brothers. Ger ship Charles Dickens; 1,321 tons; Schut; 41 ds coal to Wilson Sons & Co. Br bk Alenfor; 593 tons; Griffiths; 35 ds coal to order. BRUSWICK—Br bk Antigua; 735 tons; Stolnes; 54 ds lumber to order. NEWBURY—N br bk Prince Arthur; 1,555 tons; Paule; 41 ds coal to Royal Mail Co. PARAHYBA—Am bk Moura; 433 tons; Keene; 9 ds sundries to Companhia Tecidos Alliana. DEC. 28. CARDIFF—Br bk Kirkloch; 755 tons; Casson; 42 ds coal to Brazilian Coal Co. Swed ship Carl Hindrik; 1,067 tons; Swanson; 17 ds coal to Brazilian Coal Co. HAMBURG—Nor bk Rachel; 539 tons; Borresen; 75 ds sundries to order. BALTIMORE—Am bk Doris; 892 tons; Bomer; 29 ds sundries to Messrs. Wilson & Co. BANGKOK—Br ship Zuleika; 1,091 tons; Chalmers; 142 ds rice to K. J. Henderson & Co. DEC. 30. NEW YORK—Am ship City of Montreal; 1,117 tons; Greene; 45 ds sundries to order. HULL—Br ship Crescent; 2,400 tons; Wilson; 43 ds coal to Gas Company. HAMBURG—Nor bk Carl Pitt; 674 tons; Olsen; 49 ds sundries to Heim Stoltz & Co. NORKBERG—Sw bk Harmonia; 465 tons; 8 ds sundries to Companhia Comercio e Industria. WISBY—Nor schr Angot; 290 tons; Mathisen; 82 ds lumber to order. DEC. 31. RANGOON—Nor bk Hirotha; 499 tons; Tejesen; 124 ds; rice to order. MONTVIDEO—Br schr Glumera; 488 tons; Card; 19 ds sundries to order.

DEPARTURES OF FOREIGN VESSELS.

DEPARTURES OF FOREIGN VESSELS. DECEMBER 26. PORT PHILLIP—Br bk Dunston; 1,537 tons; Roberts; ballast. DUNKERK—Br ship Nithadar; 1,148 tons; Gedds; sundries. DEC. 27. GUAM—Br ship Turvet Ball; 1,376 tons; Boyd; coal. NEW ORLEANS—Port ship America; 181 tons; Castanheira; ballast. NEW CASTLE—Br bk Lola; 1,539 tons; Claxto; nt ballast. DEC. 28. NEW CASTLE—Br bk County of Pembroke; 1,004 tons; Roberts; ballast. ROSARIO DE SANTA FÉ—Ger bk Hyon; 1,140 tons; Duker; ballast. DEC. 29. SYDNEY—Br ship Canada; 2,137 tons; Munro; ballast. YIGO—Br bk Keaper; 137 tons; Suenz; do. DEC. 30. RIVER PLATE—It bk Peppino; 407 tons; Patezzo; ballast. CHARLESTON—Nor bk Herman Lehmbki; 1,236 tons; Thorsen; ballast. SANTOS—Br bk Sabrina; 746 tons; Torrie; rice to order.

ARRIVALS OF FOREIGN STEAMERS.

ARRIVALS OF FOREIGN STEAMERS. DECEMBER 25. LIVERPOOL via S. Vicente—Br str Bessell; 24 ds. SANTOS—It str San Gollardo; 23 hours. DEC. 26. NEW YORK—Br str Imperial Prince; 40 ds. DEC. 27. HAMBURG—Ger str Corrientes; 28 ds. BREMEN—Ger str Rein; 31 ds. SANTOS—Ger str Lisiano; 21 hours. DEC. 29. HAVRE—Fr str Cordoba; 35 ds. DEC. 30. BORDEAUX—Fr str Dardogne; 31 ds. NEW YORK and INTERMEDIATE PORTS—Ger str Catalina; 23 ds. VALPARAISO—Eng str Orellana; 15 ds. DEC. 31. SOUTHAMPTON—Br str Clyde; 16 ds. ANTWERP—Br str Baron Glumes; 38 ds. HAMBURG—Ger str Patagonia; 25 ds.

DEPARTURES OF FOREIGN STEAMERS.

DEPARTURES OF FOREIGN STEAMERS. DECEMBER 25. NEW YORK—Br str Moorish Prince; 40 ds. PORTO ALMONTE—Ger str Bahitanga. DEC. 26. GENOA—It str Rd Umberto. SANTOS—Ger str Sorrento. DEC. 27. MARSILLERS—Fr str Himoloustan. RIVER PLATE—Br str Belina. SANTOS—Br str Obors. DEC. 28. GENOA—It str San Gollardo. BURNOS AIRES—Br str Afghan Prince. DEC. 29. HAMBURG—Ger str Lisiano. SANTOS—Br str Parahyba. DEC. 30. HAVRE—Fr str Don Pedro. LISBON—Por str Peninsular. DEC. 31. LIVERPOOL—Br str Orellana.

List of sailing vessels at anchor in the bay of Rio de Janeiro 29th December, 1894.

Table listing sailing vessels at anchor in the bay of Rio de Janeiro on December 29th, 1894. Columns include Name, Tons, Master, Entered, From, Consignees, and Destinations. Lists vessels from various countries including American, Argentine, Austrian, British, Danish, Dutch, German, Norwegian, and Portuguese.

N. B. The letter D on the margin indicates that the ship has been despatched.

VICTORIA STORE advertisement. Located at 8 B, Rua de São Bento, SÃO PAULO. Text includes 'The very finest spectacles and Eye Glasses from the best. European Factories. Eyes tested free of charge. 75, RUA SETE DE SETEMBRO between Ruas dos Ourives and Gonçalves Dias. Caixa O. São Paulo.'

Shipping.

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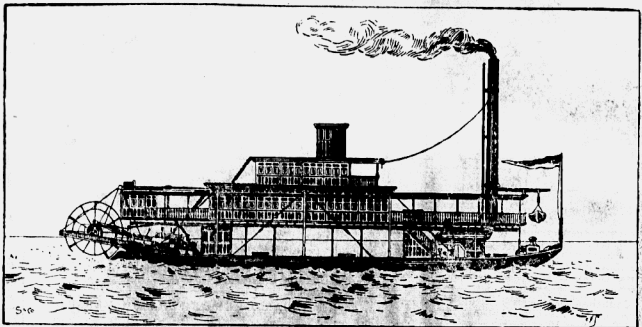
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