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(Caixa 108)

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COFFEE NOTES

—The coffee planters of Barra Mansa have made a formal protest against the iniquitous manner in which the taxes on coffee are being collected.

—The export tax on coffee in Rio de Janeiro and Minas Geraes is 11 per cent on the market price, in Espírito Santo it is 12 per cent, and in Bahia it is 18 per cent. The taxes are for account of the state treasuries.

—We see by our American exchanges that Mr. B. G. Arnold, the oldest coffee merchant in New York, died in that city on the 10th ult. Mr. Arnold was 82 years of age and retired from active business only five years ago. He was one of the founders of the New York Coffee Exchange and was its second president.

—A dispatch from the City of Mexico of Dec. 12 says: The Custom House returns show that the exports of coffee during the fiscal year just closed amounted to over 7,500,000 pounds, which realized at wholesale about \$1,180,000. The United States received the largest amount of the coffee exported, much of which was raised and handled by American coffee planters and buyers. A large percentage of the abundant coffee crops of the present harvest season is in danger of being lost by the lack of labor in certain districts.

HAWAIIAN COFFEE.

The coffee industry of the islands is still in an experimental stage. There are a number of plantations, a few of which will obtain a small crop this season. In North Hilo, a plantation of thirty acres, in different stages of growth, will yield over a ton of coffee. In this neighborhood there are about 30,000 trees out. In Kona about 10,000 pounds is estimated as the crop from the wild groves located there. In Kailua, on the plantation of the Hawaiian Coffee and Tea Company, the coffee trees are in fine condition. The company has 160 acres in coffee, of which a small portion has trees three years old. The bulk are from three months to two years old. The oldest trees, topped at four and a half feet and set six feet apart, are quite full of fruit, and a considerable number in the large fields have quite a sprinkling of berries on them, and they promise well for the next crop. These are set wider apart, and will be topped higher.

In some localities the soil is not of the right sort; in others its capacity for growing coffee is to be tested. In Hilo a Mr. Kiroft has thirty-five acres of trees three years old and fifteen acres just planted. He expects to gather two tons of coffee this season. In Olan about 300,000 trees are out and more being set out. The trees and young plants show a vigorous and healthy growth. There are no trees over two years old at present, and very few have yet attained that age. In Kau there is land adapted for coffee, but not much has been done. In Hanakua a number of Portuguese have many trees more or less neglected.

The Kukui plantation embraces sixty-five acres set at two different elevations, one part being 1,400 feet and the rest 2,000 feet, in both of which the coffee looked very well and compared favorably with any seen, both in growth and bearing, although a little wind-blown on the lower tract on the exposed ridges. This coffee is from two to three years old, planted seven by eight feet and being topped at six feet in height, and is just coming into bearing, and will possibly yield two tons of coffee.

As in all countries where a new planting industry is started, views differ as to methods of cultivation, and Hawaii is no exception to the rule. The proper height for topping, distance of setting the trees apart, and shade, are all matters about which planters differ. One grower, with 1,500 trees, costing \$300, expects to get 1,500 pounds from the patch this year.

—The American Grocer publishes the following table of coffee imports into the United States during the last 14 years:

Table with 4 columns: Year, Net imports (Pounds), Value (Dollars), Per capita population (Pounds). Rows include years 1880 to 1893.

THE RIO NEWS PUBLISHED WEEKLY.

A. J. LAMOUREUX, Editor and Proprietor.

Contains a summary of news and a review of Brazilian affairs...

Subscription: \$5.00 per annum for Brazil. \$10.00 or £5 abroad...

SINGLE COPIES: 500 reis; for sale at the office of publication...

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

POSTOFFICE ADDRESS: -Caixa 96.

RIO DE JANEIRO, JANUARY 22nd, 1895.

ALTHOUGH one month only has passed since we have recommenced the publication of this journal, we have received more complaints in regard to its non-delivery than we ought to have received in a whole year.

THE quarantine complications at this port, we regret to say, have not improved. If anything, they are worse than ever.

refused communication with his representative in charge. Here, however, his rights are summarily ignored, and the control of his property is violently taken out of his hands.

From the Jornal do Commercio, January 16th.

We wish to call the attention of the taxpayers and all who interest themselves in the moral administration of our country to a case of wastefulness...

made enjoyed certain influence in official circles. Now about that time we accused the same director of having procured supplies of coal at an exaggerated price and in an irregular manner...

Draining in the official, not ex-parte information, however, we preferred to wait patiently until the matters being so highly, the railway companies are obliged to make use of real frames...

Lately, in consequence of the great increase of traffic, it is decided to provide the Central railway with new rolling stock, and on a large scale. Now, with regard to locomotives, it would appear reasonable that they should try to obtain the same type already adopted, above all when the labor crisis had become so aggravated...

It would be interesting to hear his opinion on this matter, in opposition to that of the distinguished engineer who preceded him, and to that of those who have studied this branch of engineering. Could it be to punish (as has been rumored) the English house which acts as agent for the Baldwin factory?

What we must say that we cannot understand what he meant; it was certainly not because of the superiority of the Brooks locomotives over the Baldwin; it was certainly not owing to more prompt delivery, as we are officially informed that we have agreed to deliver the whole sixty engines within eleven weeks after receipt of the order...

Could the advantage have been in the price? Certainly not; and it is on this point that we should like to concentrate the attention of the reader and taxpayer for a few moments. Admitting, in the sake of argument, that the new engines are equal in every way to the Baldwins (which we deny), we think that Colonel Vespasiano was in no way authorized to make the acquisition of the Brooks locomotives, having in view their greater cost...

Let us examine the facts: Colonel Vespasiano ordered sixty locomotives, forty for the broad gauge and twenty for the narrow gauge. Of the first forty there were: 15 "Consolidation" at \$15,500; 25 "Suburbiana" at 13,000; and those of the narrow gauge: 15 "Consolidation" at \$11,000; 5 "Passengers" at 9,500.

inauguration, such locomotives, we say, have cost much more than the other. Let us examine the facts: Colonel Vespasiano ordered sixty locomotives, forty for the broad gauge and twenty for the narrow gauge.

If the same order had been given to the Baldwin factory which as we have shown, has always supplied the railway with locomotives, it would have cost much less.

We are informed that this accredited house offered to supply the government with identical locomotives on these terms: 15 Class 10, 36 E, at \$13,000; 25 " 8, 30 C, at 10,400; 15 " 8, 26 E, at 8,800; 5 " 8, 22 C, at 8,500.

We see then that by this order there was a difference of no less than the considerable sum of 904,260\$, which represents, in our opinion, one of the most bare-faced scandals ever seen in the administration of our country. It is useless for Colonel Vespasiano, or his friends and protectors—perhaps the same ones who participated in the profits of this transaction—to try to gloss over the truth of the question in discussion.

We accuse Colonel Vespasiano for having given this order without absolutely respecting the material interests of either the railway or the national Treasury, by buying 60 locomotives from a foreigner not yet tested here, for 900,000\$ more than the cost of the engines already used on the railway.

THE RIO GRANDE QUESTION. Pirating, Rio Grande, December 31st, 1894.

The pale moon is setting beyond the white wave, And time is setting with the sunset's glow, Farewell false friends, false lovers farewell, I'll nee mair trouble them no more O!

With some such despairing sentiment as Burns expressed in the above verse, most poor old '94 lie expiring at this moment, with none so poor to do him reverence, or make him believe that in Brazil, at any rate, he has proved anything but a fraud and failure; in fact, as bad as a year could possibly be.

In the total absence of reliable information, and the conflicting, and evidently inspired, versions of all occurrences in this part of the country, that appear in the native press, it must be particularly difficult for Englishmen, the rest of Brazil to form any definite conception of the true state of affairs, or the causes that produced the present anarchical condition, and their logical consequences.

In Rio Grande things have not been very comfortable this last year; but on the other hand they might easily have been worse, and we are now accustomed to be grateful for the smallest of mercies.

That monarchy was in Brazil, as in all America, an exotic institution, bound to perish at the first serious combination of adverse circumstances, and in fact only continued to exist at all contemporaneously with the other exotic, slavery, was I

We are well aware of the uncertain character of the news received from Rio Grande, no matter from what source it comes. But what can we do? We know how utterly untrustworthy is the so-called official information, and also how difficult it is to obtain reliable news from any other source. Even the outsiders contradict each other flatly in regard to the incidents of the struggle.

List of sailing vessels at anchor in the bay of Rio de Janeiro 20th January, 1895.

Table with columns: NAME, Tons, Master, Entered, From, Consignees, Destinations. Lists various ships from American, Argentine, Austrian, British, Danish, German, Italian, Norwegian, Portuguese, and Swedish categories.

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

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EDWARD LEAVY, 72 years of age; has resided 35 years in Brazil. WILLIAM DAVIS, deserted on the 20th September 1893, at Rio de Janeiro, from laqueio Heteranoga. CAMERON MACINTOSH, 25 years of age; last heard of on board of the British ship Jeanat Court.

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TABLE OF DEPARTURES,
1895

| Date | Steamer | Destination |
|---------|-----------|---|
| 1895 | Jan. 27 | Thames... Montevideo and Buenos Aires. |
| Jan. 28 | Tagus... | Bahia, Macrao, Pernambuco, Las Palmas, Lisbon, Southampton. |
| Jan. 29 | Danube... | Lisbon, Vigo, Southampton, and Antwerp. |

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| | |
|---------------|--------------|
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| Herschel..... | 2nd February |
| Holbein..... | 31st January |

For Valparaiso, Callao and West-Coast Ports:

| | |
|--------------|--------------|
| Chaucer..... | 31st January |
|--------------|--------------|

Intended sailings from Santos for New York:

| | |
|-----------------|--------------|
| Bellens..... | 27th January |
| Fleaman..... | 26th January |
| Bellardien..... | 2nd February |
| Holbein..... | 27th January |

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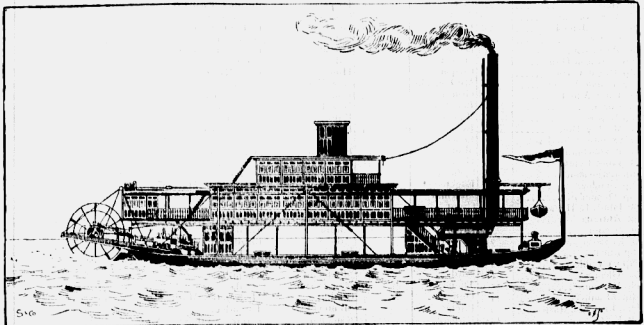
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