# NEWS.

PUBLISHED EVERY TUESDAY

Vol. XXI.

RIO DE JANEIRO, JANUARY 22ND, 1895.

NUMBER 4

#### []/ILSON, SONS & CO. (LIMITED)

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MERICAN CONSULATE GENERAL. Nº 8,6, Run Theophilo Ottoni. Wm. T. TOWNES, Consul. General. BRITISH CONSULATE GENERAL. Nº 8, Travessa de D. Manoel. Wm. GEO. ABBOTT, Consul General.

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HENRY BUSINESS, STATEMENT OF THE STATEME

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A. TRAJANO, Pastor.

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Residence: Rua do Bispo No. 33.

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JOÃO M. G. DOS SANTOS, Pastor.

#### Medical Directory

#### Miscellaneous.

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Rua da Assembléa.—H. C. TÜÜKER, Agent.
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books, tracts, hymns, in Portuguese.

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LOCAL DIRECTORY:
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Office in Rio de Janeiro .

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A large assortment of English novels, of the Tauchnitz Edi-ons, of the Franklin Square Library and of the Lovell Library onstantly on hand.

Views of Rio and neighbourhood.

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Dealers in Atkinson's, Piesse & Lubin's and Royal Perfumeries and Pear's Soap

No. 67, Rua do Ouvidor.

## 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 Espirito 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. We see by our American exchanges that mr. 15. 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 Psychouse and was its good anative. Exchange and was its second president.

- A dispatch from the City of Mexico of Dec. — 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 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.

#### HAWAHAN COFFEE.

The coffee industry of the islands is still in an experimental stage. There are a number of plant-ations, a few of which will obtain a small crop this season. In North Hilo, a plantation of thirty season. In FORTH TIME, a plantation of inter-acres, in different stages of growth, will yield over a ton of coffee. In this neighborhood there are 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 balk are from three months to two years old. months to two years old. The oldest trees, topped at four and a half feet and set six feet apart, are at four and a half leet 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. Ricroft has thirty-five be tested. In Hilo a Mr. Ricroft has thirty-five acres of trees three years old and fifteen acres just planted. He expects to gather two tons of coffee this senson. 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 Hamakua a number of Portuguese have many trees more or less neglected.

The Kukajan planticas endeavents.

The Kukaiau plantation embraces sixty-five cres set at two different elevations, one part 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 hear-ing, 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 tomped at six feet in height, and is incomand 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 indus-try is started, views differ as to methods of cultivation, and Hawaii is no exception to the rule. vation, and Hawani 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 :

Year .	Net imports.	Value, p	
1880	. 440,128,838	59,416,196	8.78
1881		52,388,833	8.25
1882		42,815,027	8.30
1883		38,155,251	8.91
1884		46,955,394	9.26
1885		43,389,270	9.61
1886		40,145.304	9.36
1887		53,416,200	8.53
1888		58,670,737	6.81
1889		72,139,897	9.16
1890		76,750,979	7.83
1891		94,628,119	7.99
1892	601,264,639	106,735,226	9.25
1893	535,412,886	83,315,549	8.00

#### THE RIO NEWS PUBLISHED WEEKLY.

A. J. LAMOUREUX, Editor and Proprietor.

A. J. LAMOUKEUX, Editor and Proprietor.

Contains a summary of news and a review of Brazilian afairs a list of the arrivals and departures of foreign weeks, the commenced report and price current of the market, tables of stock meaning the dealy confer report from the and chatters, a sum any of the dealy confer report from the chatters, and mary of the dealy confer report from the conference of the confere

79, Rua Sete de Setembro.

POSTOFFICE ADDRESS:—Caixa 360.

RIO DE JANEIRO, JANUARY 22nd, 1895.

Although one month only has passed since we have recommenced the publica-tion of this journal, we have received more complaints in regard to its nondelivery than we ought to have received in a whole year. In some cases the papers have not been delivered at all; in other they have been delayed in the postoffice. In this city, we find that it takes from one oth this city, we find that it takes from one to two days for the postoffice clerks to distribute the papers among the boxes, although they have clearly printed labels to guide them. It is perhaps useless to complain. The native papers are full of complaints, and nothing is done. What, therefore one of ferriting is done. complaints, and nothing is done. What, therefore, can a foreign paper expect to do? And yet, were we to remain silent, it would be interpreted as an expression of satisfaction. We have no intention to permit any such interpretation of our feelings toward the postoffice of this city. It is our private opinion that this public department is not only inefficient in the performance of its work, but that it is criminally negligent. It is so thoroughly disorganized and demoralized through the administration of its present director-general, that all discipline and responsibility have been lost. It is crowded with clerks, who do less work than one-half their number do less work than one-half their number ought to do. Letters and newspapers are lost and no one is able to trace them. ought to do. Letters and newspapers, are lost and no one is able to trace them. If a complaint is made, the whole talent of the concern is employed to show that either the complainant himself is the one to blame, or that no reason ever existed for the complaint. What the unfortunate editor is to do with such a public service, we can not imagine. He can not deliver his own papers, nor can he compel the postoffice to do it properly. He is dependent upon this public department, but has no power to exact prompt and efficient service. The public, however, possesses the means of correcting this abuse, and should use it. It can hold the government itself responsible for so great a neglect of duty, and can turn the men out of office who protect such an abuse. The whole country has an intimate interest in an efficient postal service, and if the official in charge of that service, shows himself incompetent or untrustworthy, the people have a perfect right to demand his removal. If they fail to de this then them nimsell incompetent or untrustworthy, the people have a perfect right to demand his removal. If they fail to do this, then they must take the consequences. We can not deliver our papers in São Paulo and Minas Geraes, and we are not in any manner responsible for the public agency which undertakes to perform this service for us. If the service is badly done, the public itself must stand the loss and discredit self must stand the loss and discredit.

THE quarantine complications at this THE quarantine complications at this port, we regret to say, have not improved. If anything, they are worse than ever. By degrees, the sanitary authorities are assuming discretionary powers, and as they are absolute masters of the situation they not only do as they please, but they even give little or no information on the subject. In this respect the consignees and agents of the ships held in quarantine are in the same fosition as ourselves. For they are not nerposition as ourselves, for they are not permitted to communicate with their ships nor will the quarantine officials assist them. In will the quarantine officials assist them. In this particular the Brazilian officials are even worse than the Argentine — and that is saying a great deal. For aught the consignees know, their ships may be destitute of the commonest necessities of life, the officers and crew may all be seriously ill or dead, or they may be free from all disease and held unjustly in quarantine. In other matters, the owner of so valuable a property could not legally be denied all knowledge of its state and condition, nor could he be

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. If he wishes to assist those in charge, he is forcibly prevented. Like all other phases of this barbarous custom, every right of life and property is disregarded, and any prejudice, or loss, is inflicted upon third parties that the authorities think best. Quarantines are an anomaly in the civilization of the day, and ought not to be tolerated another moment. Regarding the situation at Ilha Grande we know almost nothing. No definite news has been received from any of the ships detained there. The Olympo is now anchored within fifty yards of a gunrefused communication with his represennow anchored within fifty yards of a gun-boat, and will be sunk if she again attempts to escape the terrible fate to which she has been condemned. On Saturday last the Lamington was permitted to come up to Lamington was permitted to come up to discharge her cattle, but had to report a death off Santa Cruz and was immediately ordered back to Ilha Grande, A pass-enger who was at Ilha Grande a few days enger who was at Ilha Grande a few days ago, says that the health doctor never visits these ships; he simply goes alongside, within hailing distance, and makes his inquiries and gives his orders at long range. He is a coward, and is not ashamed to show it. The cattle on board these ships are suffering terribly, and are dying off at a rate which ought to arouse some sentiment of pity for the poor brutes. The dead animals are slung over the ship's side to wait for a launch sent to convey the carwait for a launch sent to convey the car-cass out to sea, and it is not uncommon to see a half dozen of them swinging alongside at a time. One captain signalled for permission to steam out and throw them all overboard to end their sufferings, but alongside at a time. One captain signalled for permission to steam out and throw them all overboard to end their sufferings, but the humane quarantine official could not think of such a thing. He prefers to let them die on board, without food and water, surrounded with filth, and poisoning the ship to such an extent that it is almost impossible for men to live on board. And just here arises a question which we would like the sanitary authorities to answer. Who knows to a certainty that cholera exists on board these steamers? Where are the proofs? Who will say that the disease among the cattlemen is not caused by the heat and filth in which they are living? They come up in ships crowded with cattle, under a blazing sun. It is impossible to keep the ships clean. They are then condemned to lie at anchor of Ilha Grande for days, waiting the slow discharge of the ships arriving before them. Food and water become scarce and bad. Naturally they fall ill, and. having no medical aid, they die. What else can we expect? Fevers are developed under such conditions which are as deadly as cholera itself. An unfeeling, unchristian, barbarous sanitary board concludes to call it cholera, and that, too, without the pretence of an examination. Upon that board, then, rests the responsibility. It is not the plague, nor Providence, nor any thing else that is intangible and irresponsible. It is the sanitary board of the port of Rio de Janeiro which is responsible for the deaths now occurring off Ilha Grande! One thing more; we are informed that the quarantine station there is amply provided with baseitha accommedations and that the deaths now occurring on line Granue:
One thing more; we are informed that the quarantine station there is amply provided with hospital accommodations, and that the sick could easily be landed and treated. Why is this not done? Is there one physician in Brazil who will dare to defend the inhuman treatment enforced there by cian in Brazil who will dare to defend the inhuman treatment enforced there by keeping the quarantine hospital empty and closed, and compelling the sick cattlemen to remain on board, breathing an insupportable stench. languishing for food and water and dying without medical aid? It is a crime against humanity! It is a stain on the reputation of this country that will never wash out! It is an exhibition of cold-blooded cruelty selfishness and coward. cold-blooded cruelty, selfishness and cowardice that is without parallel in the history of modern times!

From the Jornal do Commercio, January 16th. 004.260\$000.

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; the director of the railway in defending himself could not deny the fact that in one order of 10,000 tons—in less than what the railway consumes in one month—the state spent 80,0008 more than it would have done had it received the coal which had been contracted in Europe, he concluded his defence by advising us to be careful in throwing stones at him, in defence of the Treasury, as they might fall on the skylight of our own edifice, or break through some of our neighbor's roofs. Next day we asked through one of our "Variars" if the Colonel was alluding to the business of the Brooks locomotives. The virtlence with which they replied to us, in three columns, those who wrote and compiled, for Colonel Vespasinoo, that totant of insults, made it our duty to inquire into the conditions under which the republic acquired the saxy engines referred to. For that purpose we asked Marshal Jardim, who had, just no time charged with the direction of the railway, to supply us with certain explanations as to the number, class and price of the locomotives, the conditions of payment and edivery, and date of the contract. The Marshal gave instructions to the chief of the locomotive department, Engineer Farras, that our questions should be answered, and we wish to say ment and edivery, and after of the locomotive excepting, house hore points, an employed of the English out only tirough the amiability which is natural to him, beth ouse here which represents the Brooks factory, came to see us.

Desiring to have official, not ex-parte information, and the surface of the conditions of the colonity with the saturation of a public enterprise in which we all have the most legitimate interest to which we all have the most legitimate interest. In this manner, therefore, we are to-day prepared to bring before the public one of the greatest exhaujamentos (s

is a decided advantage in always employing the same type of locomotive;—and such were the ideas of the former administrators of our principal railway.

Lately, in consequence of the great increase of traffic, the state decided to provide the Central railway with new solling stock, and on 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, and, on the other hand—as has been alleged—the railway had urgent necessity for all the sixty hocomotives. Well, it was on this occasion that Colonel Vespasiano committed the grave error of contracting the purchase of no less than sixty locomotives made by a house not yet tested, or, if it were tested, still not well known in Brazil. We can understand that the administration of the railway should wish to try a new type of locomotive, and that, of the sixty purchased, it should have ordered what would have been sufficient for a lair trial; but this extraordinary even for the largest railway in the world—should never have been given to a house-which, until now, has never been cognizant of our special conditions.

No merchant would proceed in this way and change his supply of goods, proved to be of the best, for another not known and which does not provide him with so many advantages as to price, quality, promptitude in the delivery, etc.; and, by the way, this was just what Colonel Vespasiano did. What objection could he have had against the Baldwin locomotives not to have provided the railway with at least one, among the sixty which he bought?

It would be interesting to hear his opinion on this matter, in opposition to that of the distinguished engineers 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? Certainly not: for not only is this establishment also American, but Brooks' local agents are Engl

important a change, involving so much responsibility?

We must say that we cannot understand what he meant; it was certainly not because of the superliority of the Brocks locomotives over the Baldiwins; it was certainly not owing to more prompt delivery, as we are officially informed that the Baldiwin factory agreed to deliver the whole sixty engines within eleven weeks after receipt of the order; it was certainly not on account of the easier management of the new machine, which, hesides being very heavy (and therefore they will damage the rails), are not so well known by the divers as the old ones.

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, for 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; because these locomotives, not yet tested, ordered means (galore), to use a popular phrase, and not offering the same guarantee of the engines well known and in use on the railway since its

inauguration, such locomotives, we say, have cost much more than the others.

Let us examile thacts:

Colonel Vespasiano ordered sixty locomotives, forty for the broad gauge and twenty for the narrow rauge.

forty for the broad gauge and twenty for the marrow gauge.

Of the first forty there were:

15 "Consolidation",

25 "Suburbanas" at.

And those of the narrow gauge:

15 "Consolidation" at.

\$11,000

5 "Passengers" at.

\$11,000

Thus, this order amounted to \$770,000 (dollars) in American gold, which at the rate of exchange on the date of the contract, (June 1894) was worth the contract, (June 1894) was worth the state of the contract, (June 1894) was worth the state of the contract, (June 1894) was worth the state of the contract, (June 1894) was worth the state of the contract, (June 1894) was worth the state of the contract, (June 1894) was worth the state of the contract, (June 1894) was worth the state of the contract, (June 1894) was worth the state of the contract, (June 1894) was worth the state of the contract, (June 1894) was worth the state of the contract, (June 1894).

in American gold, which at he rate of exchange on the date of the contract, (June 1804) was worth (\$\$\frac{1}{2}\$\$ per dollar) \$4.142,000\$ in Brazilian currency.

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, 26 E, at. \$10,400
25 "8, 26 E, at. \$8,000
And on these prices a reduction of 4 %.

Thus the Baldwin house would have supplied the 60 locomotives for \$627,000, or, at the above mentioned exchange, 3,732,360\$. Bedding the 4 °/c, the total cost would be 3,228,340\$, against that of 4,142,600\$ which Colonel Vespasiano compromised himself to pay for the locomotives which his friends made him order.

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 for 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 ational Treasury, by buying 60 locomotives from a factory not yet tested there, for 900,000\$ more than the cost of the engines already used on the railway, the final ourselves to pointing out this scandalous fact for yould prove why and how this order was made; but, for the present, we limit ourselves to pointing out this scandalous fact for public condemnation, and to ask Colonel Vespasiano, and the chief engineer discomotive department of the railway or the locomotive department of the railway or the locomotive department of the railway specific the mesteves.

This accusation is very simple a

THE RIO GRANDE QUESTION.

Piratiny, Rio Grande, December 31st, 1894.

The pale moon is setting beyond the white wave, And time is setting with me O! Farewell false friends, faise lovers farewell, I'll nae mair trouble them nor thee O!

Til næ mair rouble them nor the O?!

With some such despairing sentiment as Burns expressed in the above verse, must 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 lailure; in fact, as bd as a year could possibly be. Hope, however, which still springs eternal in our human breasts, urges us, even against our mature judgment, to trust that '95 will be kinder and better, especially to the Rto News, to whom I wish every prosperity and success on its resuscitation.

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.

accustomed to be grateful for the smallest or mercies.

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 in 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 concennences.

affairs, or the causes that produced the pre-sent anarchical condition, and their logical consequences.

Empassant, I may be allowed to observe that the News itself is too much inclined to base its generalisations, as far as Rio Grande events are concerned, on insufficient second-hand information, often of suspicious origin, instead of having its own agents to supply the unadulerrated facts on which alone deductions can be safely lounded, (\*) I have always thought that foreigners, and especially Englishmen, attached far more importance to the empire as a monarchical institution in Brazil than it deserved; and that the desire often expressed to see it re-established is due more to habit than to any real respect for the institution as it existed. The very same spirit of contempt of everything Brazilian, which we observe in the sneers at the republic and odous comparisons with its predecessor, existed in the time of the empire; the only difference is a change of lase, the tactics and method of attack remaining the same; the comparisons instead of being drawn between two distinct civilisations, Brazilian and European, are now between two phases of national life, sufficiently distinct to present virid contrasts.

That monarchy was in Brazil, as in all America, an exotic institution, bound to perish at the first serious combination of adverse circumstances, and fin 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 we want to the control of the control

think long patent even to the least observant. The disappearance of one was bound to be followed by the destruction of the other. By this I do not wish to insinuate that the crown fixel in any way supported or favored slavery; on the contrary, we know that the Emperor was a strenuous sholltonist, and mainly instrumental in its total disappearance, but also know that this very action on his part was practically political suicide, destroying as itself, the only party or combination interested in supporting the only party or combination interested in supporting the only party or combination interested in supporting the his monarchical form of government, under which alone slavery could continue to exist.

The very fact that it was possible for a military faction to upset a monarchy of 60 years standing, and not only to oust a populate Emperor with the greatest case, but afterwards to terrorize the whole country, constitutes I think the greatest charge that can be brought against the empire itself, in so far as in place of checking the mischlevous military spirit that culminated in the 15th November, and has caused such widespread misery and disaster, for private and interested ends it attually encouraged the growth of that mischlevous class that has been fatal to the liberties, and thrown back the civilization of every country in the world, where it has been allowed to assume any importance. Long before the final catastrophe the Emperor discovered what a broken reed he leant upon, but too late either to save himself or his country from the sufferings that his own short-sighted policy had for years been preparing.

That the logical sequence of a long and successful foreign war should be a great increase in the military class to a subordinate and for years been preparing must be laid to the account of the Emperor and his advisers whose want of prescience and decision failed to check the ever-growing insolence of the military class to a subordinate and insignificant position must be subordinated, as until it is fully

ministration, yet I must confess it might he worse and some excuses must be made for a particularly difficult situation.

Just a year ago the "federalista" fortunes were at their climax; the "battle" of the Rio Negro produced a situation, which taken at the flow might easily have led no to fortune, but the want of energy and determination, and absence of skill and any properly combined plan of action, that have characterized the movements of the "federalista" from the first, destroyed all the advantages this decided success bestowed, and ever since, as if in protest against the atrocities there committed, the "federalista" fortunes have declined, until their operations are now reduced to the incursions of small bands of armed bandits, whose only object seems to be to lift cattle and horses. For a description of the horrors of the Rio Negro massacre I refer you to a pamplet by Germano Hassiocher, a Germano-Brazilian of some literary ability, until lately one of the most andert followers of Silveira Martins, and member of the revolutionary committee in Buenos Aires. After its perusal I expect you will feel as little enthusiasm for the "fiberators" of Rio Grande as myself.

The miserable failure of the "federalista" army, 3,000 men, to take Bagé, defended for two months by 400 men, the Indicrous attempt of Custodio de Mello and Saigado on the city of Kio Grande, and finally the death of the only "federalista" who displayed anything like energy or military ability, Gumercindo Saraiva, have thoroughly demoralized their adherents in the province, who only now pray to be delivered from their friends. In truth every one is tired of the everlasting marching and counter-marching without ever coming to close quarters, and both the "federalista" and the government come in for equal share of blame. At the, rate and the way things are going on, there is no reason the revolution should not last a hundred years, if only the owas will hold out.

The government forces have no cavalry and no horses, and if they acquire any, as th

THE RIC

"lifted" by the "federalistas" from under their very noses. In consequence the "federalistas" are well mounted, and always well prepared to run away, and pop over the frontier if the enemy appear within five leagues.

The state of the southern camps is lamentable: not a horse or cow to be found. The "federalistas" and the "Castilhistas" estanciar, whilst the "Castilhistas" do ditto for the "federalistas," and so strike a balance. In consequence histes are cheap.

The railway to Bagé (Southern of Brazil) is really the most injured party in this struggle, as all the energies of the "federalistas" are directed to pulling up rails and burning bridges, though with what object it is impossible to say, as directly after accomplishing one of these exploits they immediately clear over the frontier again.

At the present moment I am writing from Piratiny, a station some 8 leagues from Pelotas, where an important railway bridge spans the river of the same name. For the last month or so a group of 500 or 600. "federalists" have been camped about 9 miles off, avowedly waiting for a convenient opportunity to destroy the bridge. There is a small garrison of 50 men who are supposed to be defending it, but it does not seem to have entered into the imagination of the military genuss that directs the operations of the government troop that, instead of awaiting an attack, it would be possible to carry the war into the enemy's camp.

The federalists on their side don't seem to be in any hurry, as they have altempted nothing so far, further than lifting to government thorse, though there really is nothing to prevent, I don't say 500, but one man of sufficient energy from blowing the bridge to blazes whenever he pleases. It is precisely this one man that is missing, and has been all along!

From what I have observed, I should be sorry to see Brazil engaged in a foreign war, and can now clearly understand how it was the Paralyusyan war lasted seven years!

In confirmation of my description of the war operations carried on, I

portune correspondence:

\*\*Bag!.\*\*

\*\*Ilim. Sr. M. Collares:.—Your passage by the railway has been signalized by the burning of the Rio Negro bridge. I should like to know what advantage this can possibly be, either to you or the revolution! You must by this time be convinced that in this revolution you have never really fought except with the railway, in this respect placing yoursell on a par with Barcellos, the only difference between you being that his occupation as a revolutionist consists in robbery, and yours in burning bridges! You hadn't courage enough to attack 200 of my men at Palmas with your 700 bandits a few days ago, but have plenty of courage to burn bridges! You hadn't courage enough to attack 200 of my men at Palmas with your 700 bandits a few days ago, but have plenty of courage to burn bridges. However, I give you clearly to understand that things can't go on always like this, and so I have made up mind to order you to present yourself an otoce at these headquariers!" (very likely). "If you accept my invitation" (like the spider to the fly! "and make up your mind to leave off these habiis, and present yourself immediately, promising not to have anything more to do with this idiotic war, I give you my word of honor to guarantee you security and liberty. If, however, you refuse, I shall take all your family and relations prisioners and send them to Porto Alegre. And as you are so fond of fires I will order all your houses, barns and send them to Porto Alegre. And as you are so fond of fires I will order all your houses, barns and send them to Porto Alegre. And as you are so fond of fires I will order all your houses, barns and send them to Porto Alegre. And as you are so fond of fires I will order all your houses, barns and send them to Porto Alegre. And as you are so fond of fires I will order all your houses, barns and send them to Porto Alegre. And as you are so fond of fires I will order all your houses, barns and fences to be burned, and your cattle to be slanghtered for the poor of this c

Palmas who serve were great the property of the burned.

If you want a fire-war, there it is lor you, Obstinate revolutionis's that prefer to be bandits have no right to property. Make your choice then surrender and you shall be guaranteed, or don't surrender and I'll polish off everything that believe to work.

I await your early answer to know what to do.

Carlos Telles,

Lawait your early answer to know what to do. Carlos Telles.

Commander of the garrison, Bagé."

This is scarcely a model of literary style, but displays some energy and a good deal of iritation; in point of fact, it must be very annoying to Col. Telles to have his bridges burned so constantly, and communications stopped with Rio Grande; but it does not seem to have occurred, even to him, that the best way to secure the bridge, which is only a few kilometres from Bagé, would be to either guard it properly, or go for the obnoxius Collares me corpor with, instead of going for his family and parentes? Mr. Collares, however, dan't see it, and replied he might take his family and confiscate as much of his property as he jolly well pleased, but that wouldn't stop him from burning the Rio Negro, or any other bridge whenever he took a fancy; that he had won his spurs at the battles of Inhanduhy, Rio Negro, etc., and wasn't going to accept any guarantees just at present.

The disincination that both sides have shown to come to close quarters has only been equalled by the ferocity displayed when by some unaccountable accident an encounter really occurred. This wretched revolution, if it entailed no consequences on posterity, would be of little real importance, and only cause a certain amount of misery and privation to the present generation, but the atrocities committed, and injustice displayed, and want of all common humanity and good faith, are laying by a store of rancorous hate that will reduce the country to the condition of a second Uruguay, where vendettas are handed down from generation to generation, and revolutions hailed as admirable opportunities for gratifying private revenges.

This is the most disheartening feature of the miserable struggle, and which makes it almost impossible for the federalista chiels to return to their homes and families, and live quietly and peaceably, as I have no doubt many would gladly do if they dared: but they know that even if the guarantees the government would be powerless to p

federalists, to whom he happened to hold a grudge, if he conveniently and safely could. In consequence many of the combatants remain in arms, banded together in simple self-adjones, fearing to trust the guarantees of a government too weak to enforce its decrees, and unwilling to punish its own partizans.

Such then is the condition of the province and situation of the contending parties. It is evident that coercion has failed, and must be abandoned. Pacification, the only alternative, is equally impossible if left to the dominating Castilhista party to effect. The only course to pursue therefore is to attempt it by the direct and independent intervention of a completely neutral power, that should be by the federal government itself, acting in this case as I believe has been done on several occasions in similar situations in the United States, notably in Louisiana after the war.

The intervention to be effectual must be complete and absolute, suspending entirely the autonomy of the state for a period of two or three years. The whole administration would then he vested in the hands of the interventor named by the federal government, who would substitute for all the existing judicial and executive authorities, including the municipal, his own nominees chosen from elements foreign to the state and its party passions.

In this way alone would it be possible to ensure justice to Castilhists and federalists alike, and at the end of the term hold elections which should be free from all official intervention, and decide the vexed question of supremacy of the majority whilst ensuring the representation of the minority.

On such terms, were the federal governe.

the vexeci question of the minortive.

On such terms, were the federalists chefer once
convinced of the bona-fides of the federal government, it is probable that the revolutionists would
be glad to abandon the wearisome struggle which
they continue without hope of success, but from
the absence of any alternative.

To realize such a programme no sacrifice of
personal susceptibilities or interests would be too
great, and no party considerations allowed to
stand in the way. The aim and boast of the
new government should be to hand over to its
successor a Brazil happy free, prosperous and
united, which will never happen unless the Rio
Grande problem is successfully and peacably solved.

J. P. WILEMAN.

J. P. WILEMAN.

RIVER PLATE ITEMS

-Great agitation is reported from Paraguay or account of the impending elections.

—The best monument the Argentines can raise to the memory of Lucio V. Lopez, who was re-cently killed in a duel, will be a prison with Col. Sarmiento inside it for ten years.

—A Buenos Aires telegram of the 16th says that suspected cases of illness are reported from the ships at anchor in that port. It is probably only a nightmare of the sanitary board.

ships at auction in title, part.

a nightmare of the sanitary board.

—Every foreign paper criticises the hostility shown by the Argentine government to foreign capital and companies. This may be regarded as of little importance by the officials who doit, but they or their successors will learn in the end that its rather a serious matter. —Bueno: Airest Herald.

—Telegrams from Buenos Aires of the 26th report a ministerial crisis, all the ministers resigning but one. It was reported in one dispatch that Searce Penn himself would resign, but this was contradicted in a second dispatch. Up to to-day the President has found an one willing to organize a new cabinet.

a new cabinet.

—Montevideo telegrams of the 20th state that cases of cholera are still appearing at Rosaro and Corrientes, and that the Buenos Aires authorities are rigorously disinfecting the clothes of sailors in that port. On the other hand, a Buenos Aires telegram of the same date says that the sanitary state there and in Rosario is salisfactory.
—Telegrams of the 21st from Buenos Aires and Montevideo announce that President Saenz Pena has resolved to resign. He has been enturely abandoned by his friends and supporters unable to organize a new cabinet and has no alternative left but resignation. The discretilit of such a situation falls upon the country as well as upon the man.

left but resignation. The discredit of such a situation falls upon the country as well as upon the man.

—The Uruguayan government has resolved to issue Treasury certificates to pay the deficits on each month's current expenses. All accounts must be paid in the first ten days of the succeeding month, and then if the cash runs short these certificates will be issued. They will be in denominations of \$5, \$10 and \$50, and will really form a new kind of currency.

— Notwithstanding the aliget panic of the sanitary authorities over the alleged cholera, we have not yet seen evidence or record to their having taken one active measure for the better sanitation of the city, beyond, perhaps, the common lodging-houses. They almost seem to be unaware of the existence of any measures other than quarantine ad its. — Montevides Times.

— During the month of November the sales of real estate in this city comprised 371 properties with a superficial area of 406,497 square metres which realised \$3,415,203. One hundred and fifty-five properties were mortgaged for \$1.850,237. During the same month the nine tramway companies carried 63,715 passengers and 144,104 tons of cargo. — Times, Buenos Aires.

—The chief of police of Montevides has applied to the minister of government for authority to arrange with the Brazilian, Argentine and Paragagyan police for a mutual police service on river and coasting steamers, both to prevent crimes and robbeties on board, and to assist in noting the movements of known criminals. For this puriose it is proposed to give free passages to authorized the police of morters. Would it not be better to left the police and sanitary buccaneers run the beats all by themselves? The purious difference in the beats all by themselves? The purious difference in the source of the service on fine and source of the service of

The Busnos Aires journal El Tiempo accuses the government of concealing the existence of cholera in Cordoba. It says there have been 5t cases in Cordoba and soo in Rosario.

—A Montevideo telegram of the 5th reports the wreck of the American steamer Freshfield at Flores island. The currents are very strong at that place, and are considered particularly dangerous. A telegram of the 20th, however, reports that the steamer has been saved.

—It being reported that there were four cases of cholera on board the steamer Billaura, the sanitary officers withder her in haste and found that two of the men were suffering from Boargin and one from plearing and that the other had been hart by the winch!—Buenor Aires Herald.

—The December receipts of the Montevideo

that two of the men were suffering from Boca gin and one from pleurisy and that the other had been hurt by the winch!—Buenox Aire Herald.

—The December receipts of the Montevideo custom-house were \$850,412.03, a decrease from the receipts of 1893. The total customs receipts in Uruguay for the year (estimating those of the departments for December) amounted to \$10,256,902, against \$8,970.09 in 1893, showing an increase of \$1,286,802.

—We, and nearly all our contemporaries, were hoased on Friday (Innocents' day) by the publication in the Diario of what purported to be a decree of the national government closing the ports of Sants Fé, Rosario and Colastiné, on account of cholera having been officially proved to exist there. The joker may have good cause to "laugh on the other side of his mouth," for the government has issued a decree declaring the absolute fasily of the one that appeared in the Diario and that the publication of it was a crime punishable by the law, and ordering the public prosecutor to institute criminal proceedings against the author of the feitilious decree and all his accomplices.—Buenos Aires Heald.

—There is no necessity whatever to maintain the present excessive quarantines against Buenos Aires. The people there have ceased to believe in any epidemic, and such few cases as there have been of cholerins or whatever the disease may really be, are daily becoming fewer and less severe. Nevertheless the authorities here continue to talk about an "invasion of cholera," that really exists only in their imagination, and so far from relaxing their imagination, and s

are helping to bring about in what should be one of the busiest months of the year.—Montevide Times.

—The Buenos Aires Standard has the reputation of always taking a very roseate view of all the situations in Argentina, from a revolution to the loss of a white hat. It is with some surprise, therefore, that we find, the following pessimistic expressions in its columns: "There is something so truly sad and sorrowful in the story that it intensifies our distrust in the present state of things in this country. Misfortunes come in phalanxes; and what with a perennial cabinet crisis in our government, a rapidly declining traile, a scandal under the name of prostitated law, such as that which we all witnessed at the Great Southern railway station yesterday, and one of our most rising young men shot through the helly in a duel which was forced upon him, the fatal truth stares us in the face that this country is rapidly retrograding, and will, before another generation, be a pure and simple South American nullity."

—The very imperfect and unsatisfactory arrangements at the office of direct taxes for the sale of fiscal stamps continues to be a source of annoyance and trouble to huriness men. Every new quarter there is a block for the purchase of the new stamps, simply because no one in the office has common sense enough to place them on sale a few days in advance, and then business is hindered because the stamps cannot office refusal to take silver or copper above certain small amounts. This monstrosity of a national office refusal to take silver or copper above certain small amounts. This monstrosity of a national office refusal to take silver or copper above certain small amounts. This monstrosity of a national office refusal to take silver or copper above certain small amounts. This monstrosity of a national office refusal to take silver or copper above certain small amounts. This monstrosity of a national office refusal to take silver or copper above certain small amounts. This monstrosity of a national office refu

### PROVINCIAL NOTES

-A Pernambuco telegram of the 20th says that an American engineer has discovered a mine of amianthus on the island of Fernando de Noronha.

—The Santa Catharina legislature has begun the discussion of a scheme to revise the constitution of that state. Better spend the time in developing its resources!

-Late advices from Rio Grande are to the ef-fect that the insurgent chief Victorio Guerreiro had attacked the garrison of Cacimbinha, compel-ling it to retire. The government force lost four officers,

—It would seem that Minister Monteiro has re-cently struck a laise chord in Uruguay. He wrote a letter to the press denying the reported invasion of Uruguayan territory by Brazilian troops, and in this he took occasion to refer to the protection given to revolutionists by Uruguayans. This has called down upon him a perfect storm of reproaches and criticisims.

and criticisims.

The Pais has evidently several subscribers at Recreeo, on the Leopolduna line. The people of that little place, alarmed by the reports of cholera at Porto Novo, tore up the track and stopped traffic. The officials of the road have since succeeded in repairing the damages and have resumed business, but no one can tell when the panic will again appear. At any moment the Pais may launch a "graviistimo" on us, and then the timid will again be goaded into some desperate act.

- —A telegram from Pará says that the scarcity of food there is becoming worse, and that there are but few cattle in the interior.

  —A Pará telegram of the 16th announces the arrival there of the disinfecting furnaces and other apparatus ordered out from Europe by the governor of that state.
- —The naval vessels which stopped at Santos for repairs, after a cruise of about twenty-lour hours, did not leave for Rio Grande until the 18th.
- 18th.

  A subscriber of ours, residing at Redempção, São Paulo, writes us that not a single copy of this paper has been delivered to him thus far. Will the postoffice authorities investigate the matter?

  —A Montevideo telegram of the 21st says that large numbers of Beszilians are emigrating from Rio Grande to the Uruguyan department of Artigas, to escape the depredations of the bandits who are devastating that state.

  —Telegrams of the 20th from various noiste on —
- who are devastating that state.

  —Telegrams of the 20th from various points on the Rio Grande frontier represent the revolutionists without recourses and greatly demoralized. The singular unanimity of these dispatches from points widely separated, leads to the belief that they are the product of the Montevideo literary bureau.

  —A Para telegram of the 16th says that the British steamer Aros which had been ordered to Ilha Grande, had returned to the anchorage, it having been learned that the port of Antwerp is considered "clean." The Para officials explain that the national board had not advised them of this,

- considered "ciean." The rara omusas expansion that the national board had not advised them of this.

  —A Bahia telegram of the 16th says:—"The American transport of war Rivenne Cutta has arrived from Barhados." Funny language, this English, is n't it? After achieving a headache over it, we have come to the conclusion that "Rivenne Cutta" means "revenue cutter," and anothing more. The description "transport of war" is merely a fresk of the imagination. Possibly a World reporter may be on board.

  —The municipal inspector of Juis de Fora, Dr. Penna Filho, advises the Pais that cholera appeared there on the 5th inst, the first cases occurring in the immigrants korpedaria. In the city there was one case on the 7th, one on the 8th, two on the 13th and one on the 2th. Of these five cases, four were fastal. The illustrious medico does not tell us of the result among the immigrants. From another cource we learn that a majority of the immigrants have been sent away.

  —The action of the Pais in publishing reports of the appearance of cholera at various points in Minas, has at last produced a dangerous panic. At Recreio the people recently tore up rails on the railway to stop communication with Porto Novo, and at the station of Conselheiro Paulino on the Nova Friburgo branch the same thing has happened. At S. Fidelis the people are trying to stop traffic and have threatened to destroy the railway bridge across the Parashyba. The Serraria branch has also been closed by a mob, and at Cardoso Moreira, on the Caragola line, the same thing has happened. The Leopoldina line has also been closed by on Parto Novo heause of exported cases at S. Geraldo.

  —The Flotianistas having quarreled among themselves in Parasha, the public is now having themselves in Parasha, the public is now having
- asso been closed beyond roto Novo because or exported cases at S. Geraldo.

  —The Florianistas having quarreled among themselves in Paraná, the public is now having some very interesting disclosures. The Jornal of the 17th reproduces an article from the Republica, of Curlybas, of the 10th, signed by a person named Chagas Pinheiro, himself a supporter of the government candidates, in which he charges Colonel Lacerda, opposition toilet, with being the bearer from Rio in July last of orders for the shooting of twenty-two persons. At Curlyba his courage failed him, and he did not give the list to Gen. Ewerton Quadros to have the orders executed. The accusation gives the names of the men who were to be abot. In those days justice was administered in Rio very much as it was in the bloody days of the French revolution.

### RAILROAD NOTES

- The União Sorocabana e Ituana Company recently signed a contract for the purchase of tons of rails, etc., the delivery to begin has recently significant specific significant specific sp

- within 90 days.

  The November receipts of the União Sorocabana e Ituana lines amounted to 564,753\$050, and the working expenses to 270,028\$523, teaving a net balance of 294,723\$550.

  The S. Christovão company has re-established its evening Tijuca express train, which leaves the Largo de San Francisco at 4,20 p. m. This will be warmly appreciated by Tijuca residents.

  It would be interesting to know why the Central railway administration sent to of its new locomotives up to Lafayette to be mounted, where there are no facilities for doing the work quickly and well.

  The good citizans of New York 2000.
- and well.

  —The good citizens of Nova Friburgo and São
  Fideis have recently resolved to do a little quarantining on their own account, so they have tora
  up the rails and otherwise obstructed the Leopoldina railway in order to suspend communication
  with those parts of Minas infected with Paris choleva.
- leta.

  —Although the Officinas of the Central railway have been provided with all the best machinery and with every facility, they are practically unable to keep the locomotives and rolling-stock of that road in good repair. We are informed that locomotives have been writing over two years in these shops for repairs. Would it not have been cheaper to repair these than to buy new ones?

  —The government has granted a two months.
- cheaper to repair these than to buy new ones?

  —The government has granted a two months leave of absence to Dr. João José Dias de Faria, chief of locomotion and superintendent of the repair shops of the Central railway. In a letter to the Jonal do Commercio of the 18th, Dr. Faria says that he alone is responsible for the purchase of the 60 Brooks locomotives which is now attracting so much attention. He does not state, however, that the order was first given to a personal friend who alterwards came to an understanding with the agents. As for the dispute over the prices, that ought to be settled easily by a reference to the correspondence.

### LOCAL NOTES

- -The new President of France is to be in augurated to-morrow.
- Three more bodies of the victims of the Terceira disaster were found on the 17th, three
  on the 18th, and one on the 19th.
- -The new consul-general at New York, Sr. A. Fontoura Xavier, left for that city on the 17th, going via Europe.
- —Steps have only just been taken for the urgent works and repairs asked for by the director of the Jurujuba hospital.
- —It is announced that the Cidade do Rio will reappear March 1st under the editorial manage-ment of José do Patrocinio.

- ment of José do Patrocinio.

  The Puis hears that Fort Villegaignon is to be transformed into a fixed department, because of the expense which must be incurred to repair it.

  Another modification in our local lottery regulations was promulgated by decree on the 17th inst. The lottery consumes allogether too much of the time and talent of those in power.

  It is said that when the passengers from the French str. La Plata were landed at Ilha Grande, they found the place closed up. They were not expected and nothing was ready for them.

  The Puis is now invading Minas Geraes with its cholera scares. Having been at fault so many times, one might conclude it time for the Puis to exercise a little more judgment in its efforts to create a larm.

  Would it not be well for the sanitary inspectors.
- create alarm.

  —Would it not be well for the sanitary inspector to inquire into the mineral water and watered mil industries of the city? The wretched stuff callemilk which is supplied here, ought to be very care fully examined.
- As we anticipated the trial of Antonio Paula de Mello Barreto on the 17th, for responsibility in the Companhia Geral swindle of 1891, resulted in his unanimous acquittal. It would appear that the swindle organized and propagated itself, and that the victims are the only ones who deserve punishment.
- punishment.

  The captain of the port has advised the ferry company to provide for each ferryboat two life raits for 20 persons each, four raits of the model used on war ships, 60 metres of rope, and to modify the seats, using lighter woods, so that they can be broken up and transformed into rafts. He also recommends the acquisition of fire pumps and leather buckets for the extinction of fires.

  An executive decree of the 15th inst., published on the 15th, revokes the decree of 25th April, 1894, by which Villegaignon and Cobras islands were transferred to the control of the minister of war. It is explained that the department of marine requires reorganization and that as these islands contain much material belonging to that department which can not readily be removed, it is essential that they remain under its jurisdiction.

  Some days ago an anonymous writer signing
- is essential that they remain under its jurisdiction.

  —Some days ago an anonymous writer signing himself "Mario," published an article in the Jornal do Commercio in which he ridiculed some of the "Abyssinians"—those who worship the rising sun and throw stones at the setting sun. It is curious to note that many who usually scorn to notice an anonymous denunciation, are now rushing into print to deny the charge. No names were mentioned, but the shoes seem to fit a goodly number of patriots.

  The Division that from the control of the control
- number of patriots.

  —The Pairs says that from the 2nd to the 17th inst. 30 persons were sent to the Jurujuha hospital as suspected cases of cholera. Our neighbor then adds, with his customary clearness, that of these "some have come out convalescent and others have died." As we now know that cases of every description have been sent there, even including drunkenness, by frightened sanitary inspectors, it would be interesting to know the particulars of the cases in question, especially of those who died.
  —Telegrams from Russon 4.
- those who died.

  —Telegrams from Buenos Aires on the 18th says that the sanitary situation there has become serious. Cholera has broken out with violence in the port, and cases have appeared in the insane asylum. The sanitary authorities at Montevideo are taking greater precautions to prevent the importation of the disease. In our opinion, the outbreak in Buenos Aires is another unanswerable proof of the little real value of quarantine regulations. The Argentine authorities think of nothing else, and yet the infection slips through in spite of them.
- them.

  The Jornal do Commercio is informed that the non-appearance of the Dictator at the festivities in honor of the Uruguayan commission and at the inauguration of the President, his successor, was not because of illness, but because of news from Paris to the effect that four Brailians had come here with the express intention of assassinating him. They were said to carry an air gun as a cane, which could be fired at him in the street without making a noise. To defeat this desperate plan, the Dictator withdrew wholly from the public gaze.

  The news received here on the 16th they.
- lic gaze.

  —The news received here on the 16th that President Casimir Perier had resigned the presidency of France, caused the greatest surprise. It had been believed that he was a man of great firmness, who would not be disturbed in the exercise of his duty by the chronic dissensions in the Chamber. On the 17th the general assembly met at Versailles and elected M. Felix Faure, minister of marme in the last cablinet, to the vacancy. The new President is a man of long experience in public life and his election has been generally received with satisfaction.

  —It is now amounted that the ex-Dictator has
- generally received with satisfaction.

   It is now announced that the ex-Dictator has again changed his plans. He first arranged to go to Barbacena, where a house was rented for him. Then he resolved to go to Pogos de Caldas, where a house was also rented, and arrangements were made by the governor of S. Paulo for his journey, Now, says the Jornal, he has again changed his mind and has resolved to go to Cambuquira, near Lambary, for the mineral waters of that place. He is still at Tres Bicas, however, and will probably change his mind again before leaving. Possibly he may resolve to go across country to Alagoas.

- -Frequent complaints are made of the bad state of the fresh meat offered for sale in the markets of the fresh of this city.
- —The minister of interior is arranging a ti the state of Parana. It is thought that the ister of foreign affairs will accompany him.
- There was no gunpowder burnt in honor of our patron saint, St. Sebastian, on the 20th. The city was 338 years old on that day—and looks it, too!
- The supreme military tribunal is considering the question whether the recent amnesty decree includes the naval students who joined the
- —Chili has abolished the quarantine imposed apon Argentine arrivals. The whim was aparently too costly and troublesome to be continued.
- The British gunboat Barracouta arrived here on the 17th, and left again on the 19th, under sealed orders. The destination of the gunboat was not to be known until after leaving this port.
- The telegraph lines have been torn down at various points in Minas and Rio to impede the progress of cholera. It would be interesting to know if our sanitary board considers a telegraph message as infectious.
- —The islands of Cobras and Villegaignon were formally delivered over to the marine authorities on the 19th. It is said that orders have been issued for the suspension of repairs on the forti-fications of the two islands.
- —The minister of marine has ordered that the Brazilian bgn. Softaar shall go to Ilha Grande to be used as a floating hospital. If it takes as long for the ship to go, as it did to decite upon her going, the sick will all be dead before she reaches that place.
- —On the 16th a young midshipman (aspirante) arrived here from Montevideo, having been assured by some influential personage that he would not be molested as the annesty decree covered his class. On arrival here, however, he was promptly placed under arrest and is now a prisoner on the Michaeroy.
- —Among the passengers who passed through this port last week on the Royal Mail steamer Danube, was Admiral C. S. Norton, of the United States navy, who comes to take command of the South Allantic squadron. On arrival at Monte-video he will hoist his pennant on the cruiser Netwark.
- The course pursued by the Pais during the past eighteen months has not been altogether in the interests of peace and harmony. What one newspaper thinks of that record may be seen in the Correio da Tarde of the 19th, whose editor took of his gloves when he began on the subject. The Pais will now know exactly what the Correio thunks, and what many others think also.
- thinks, and what many others think also.

  —The Jornal do Brazil has begun publication of "Episodes and documents for the history of the naval revoit." It will be very difficult, we fear, to write a true history, owing to the policy parsued by the government of concealing all reverses and losses and of magnifying its successes. There was so much deliberate faisehood in the records of the day, and so persistent an effort to deceive and misrepresent on the part of the government organs, that it will now be difficult to write a true and correct history of the affair.

  —It would seem that we can act and face for
- and correct history of the affair.

  —It would seem that we are not yet free from the violence of the jacobins—the men who believe that the destruction of life and property is a legitimate means of repressing those who hold opinions different from their own. The coarse pursued by the Jornal dei rown. The coarse pursued by the Jornal dei rown. The source arranged to attack that paper on the 18th inst. The intention was disclosed in time, however, and the chief of police took prompt measures to repress the disturbance. The affair did not come off, however, its promoters evidently not wishing to have a conflict with the authorities.
- to have a conflict with the authorities.

   The Jonal of the 19th relates the following incident. The manager of the Cooperativa de Comestiveis stores discovering signs of an attempt to break into his establishment, went to the nearest police station, at the foot of Rua Sete de Setembro, to give information. The officer in charge refused to take notice of the complaint and referred him to the office of the night watchmen, a private association. The manager, in reply, said that he was not a subscriber to that association, whereupon the official asked what then he expected him to do. Sure enough! What can we expect the police to do?

  —There was a street fight on the 19th he-
- enough! What can we expect the police to do?

  There was a street fight on the 19th between a large group of laborers from the marine arsenal and the Portuguese porters stationed at the foot of Rua Viscoude de Inhaima. Two or three Portuguese were seriously wounded, one of them from the indispensable razor. There were many others who received slight! injuries, and some of the shops in the neighborhood were damaged. It would seem that the trouble has been promoted by certain vagabonds and loafers who have been spreading false reports on both sides, and who have been inciting the laborers to attack the foreigners. The police were able to repress the disturbance without trouble, and have some of the men implicated under arrest.

  A daily colleague denounced a police outrarest.
- and have some of the men implicated under arrest.

  —A daily colleague denounced a police outrage the past week which ought to be punished most severely. The police inspector of the 14th district had a dispute with a man named Machado, who refused to obey an illegal intimation. The inspector then secured the assistance of some armed capangas, with whom he attacked Machado's house, wounding him with a revolver shot and beating Machado's wife and mother. Machado has since died. It is time that these brutal aggressions were suppressed, and we know of no other way than that of severely punishing the officials who use their positions to tyrannize over poor people. Ten years at hard labor would probably convince this inspector that he is quite as amenable to the law as others.

- -There were two deaths in this city from yellow
- The Pais will permit us to observe that very little confidence can be felt in the statements of a sanitary inspector who sends a drunken man over to Jurujuha as a suspected cholera case, or who visits a ship with illness on board by simply coming alongside in his launch and shouting his directions to those on board. The chances are decidedly against such men, and the most of us will hesitate to accept their conclusions on any subject.

#### JUDICIARY EXPENSES.

The salaries and other expenses with the federal judiciary of this district, not including the Supreme Federal Tribunal, have been fixed at 648,660\$ a year, as follows:

Corte de Appellação:	
President	16,800\$000
Vice-President	16,250 000
10 judges, at 15,600\$	156,000 000
Procurador	15,600 000
Secretary	7,800 000
Other employés	14,300 000
Total	226,750\$000
	220,750\$000
Tribunal Civil e Criminal:	
President	15,600\$000
2 Vice-Presidents, at 14,300\$	28,600 000
9 judges, at 13,000\$	117,000 000
Sub-Procurador	13,000 000
Promotor Publico	6,720 000
Secretary	6,240 000
Other employés	9,230 000
Total	196,390\$000
Judge of Municipal Treasury Affairs	
(Feitos da Farenda Municipal)	13,000\$000
The jury officials	24,360 000
Pretorias:	-4,300 000
21 Pretores (parish justices) at 7,-	
200\$ each	151,200\$000
200\$ each	23.520 000
2 curators, at 6,720\$ each	13,440 000
Total	188,160\$000

### Business Notes

- -A good advertisement is like the merchant's hips-it bringeth abundance from afar.
- -The Lloyd steamer Aymoré was formally delivered over to her owners on the 20th. The government still retains possession of the Santos and S. Salvador.
- -During the past year 128 patents were issued by the department of industry. In addition to these 26 provisional guarantees were issued. The majority of the patents issued were to foreign
- -The Amazon Steam Navigation Co. has asked permission to increase its tariff, and the minister of industry says the company must wait until the re-sult is known of the call for tenders for the continuation of its service.
- uation of its service.

  —The authorities having withdrawn permission for the Danube to call off this port for passengers and mails, we are advised by Mr. Anderson that the Tigan will receive her own and the Danube's passengers about the 30th inst., at 8 a. m., and proceed to Ilia Grande, where the Danube's passengers will be transferred. The latter then sails directly to Europe, while the Tagus makes the customary calls at northern ports.
- customary calls at northern ports.

  —At the meeting of the consignees of live cattle from the River Plate, held on the 14th inst., it was resolved to request the Argentine minister to solicit permission from the government to discharge cattle off the entrance to Jurajuba bay, when no sickness has occurred on board. In case of sickness, however, they will discharge outside as heretofore. After discharge the steamers will go to Ilha Grande. The consignees hope in this way to avoid the delays which occur outside when the weather is bad.
- weather is bad.

  —It is said that the cattle brought ashore in the launch Mercedes Dourado some days ago, were not only kept on board several days but were eventually killed on board and the meat sent to the public markets. It is incredible that such a tining could have happened in this port and at a time when the sanitary inspectors are so busy trying to shut out improper food. Possibly it may have occurred while the inspectors were engaged at the market sorting out rotten potaces, but we prefer not to believe even that hypothesis.

  —On Sounday morning last the stangard Levi-
- we prefer not to believe even that hypothesis.

  —On Saurday morning last the steamer Lamingdon came up from Ilha Grande to discharge cattle, but was ordered back because of a death on board. The effort to send a steamer, the Mariidow, to Ilha Grande to take off the cattle from the steamers Twickenham and W. C. Mitchell has failed because the crew of the Mariidow refuses to go alongside the quarantined steamers. The situation of those unfortunate boats must be terrible, crowded with cattle, probably short of water, and no one to look after them. The Ilha Grande quarantine is making a reputation for itself, surely!

  —The financeal socretiesy of the case of Mine.
- antine is making a reputation for itself, surely!

  —The financial secretary of the state of Minas Geraes is advocating the idea of creating agricultural schools in that state for the instruction of young men and as models for agriculturalists. He also advocates a reduction in freight rates, so that the products of that state can compete with the outside world. The agricultural school is not a new subject; it generally comes any for discussion at least once every ten years. It does no good, however, for the sons of planters prefer literature, or medicine, or law, and no one but the poor man's son, who has no ambition, cares to have anything to do with the school.

## FINANCIAL NOTES

FINANCIAL NOTES

-Within a few days the Rio de Janero City Improvements Co. is to receive the sum of 1,044-203\$500, the amount due the company for drainage service during the last six months of 1894.

-The December receips of the Rio Grande custom-house were 920,103\$67, against 408,954\$310 in the same month of 1803. The state's meta december of the Six of the same month, against 107,673\$505 in 1893.

-Visconde de Guahy, vice-president of the Banco Nacional, left for Europe on the 17th inst. on the Royal Mail steamer Cytée. It is said that he is going to raise money for the projected railway between Minas and Espirito Santo.

-The minister of industry has requested the minister of finance to issue the necessary orders for the payment of \$124,929.41 to Messrs. Quayle, Davidson & Co., corresponding to 40 per cent of the cost of 20 Brooks locomolives furnished to the Central railway.

-The syndicate which took over the residum of the Western of Minas loan, one-half firm and the other half on an option running to the end of the year, has had, it is said, a great push to get rid of the firm half. It does not intend to exercise the option on the other half ont a scrap of Minas. By the way, these bonds have been nearly two years before the public, and not a scrap of information has ever been given as to the railway, or where it is or what it is doing. For all that the bondholders know, the Brazilian government may have spent the money on ironclads, or in holstering up the rate of exchange. -The Rialle, Dec. 22.

### COMMERCIAL

	R	io de Jane	iro, Jas	uary 22	nd, 1895.
Par valu	e of the Braz	ilian milrei	f (1\$00	), gold.	₽7 d.
ao	do coin at	do \$4.86,65 p	do i	1 U. E.	
do	\$1,00 (U. S.	coin) Bra	zilian g	old	54 75 CI
do	of £1 stg. in	Brazilian	gold	•••••	8 890
Bank rat	e of exchange, o	official.on 1	London	to-day to	V d
Present	value of the Br	azilian mil	reis (ge	old)	25634
do	do		do (pa	per) 2	So is. gol
do	do		do in I		<b>B</b>

## EXCHANGE.

PARTHAGE.

Annuary 15.— The banks opened with the rates at 10% which remained throughout the day. Transactions took place in loank paper at 10½ – 10½ and Private paper and approved bills at 10½ – 10 gift. These were market, bank bills were quoted at the certain constitutions, and private paper and approved bills at 10½ – 10 gift. The official rates for the day were not the constitution of the constituti

with private paper at 10½. Sovereigns were quoted at 23\$500.

January 16. — The official rates of 10½ at which he manket cheedy sesterday, were the opening rates for to-day, 
the cheedy existeday, were the opening rates for to-day, 
the cheedy existed the cheedy of the cheedy of

Debentures.
185 E. F. Leopoldina (100\$ 4%).......

Miscellaneous

Banks.

Miscellaneous, 

24 co

itéj - 10½ on banken, and 10½ - 104½. Sovereigns were at 13½ on banken, and 10½ - 10½. Sovereigns were at 13½ on London and during the forencon the banks drew they would do legitimate beneficie, with problem of the 10½ on London and during the forencon the banks drew they would do legitimate bank paper being sported at 10½ - 10½ of London and private paper at About mid-day business was done in private paper at About mid-day business was done in private paper at 10½ - 10½ of London, business was done in private paper at 10½ - 10½ of London, private paper at 10½ - 10½. Sovereigns west up to 13½ of London and Brazilian bank expend with the rest at 10½ of London and Brazilian bank caped with the rest at 10½ of London and Brazilian and London and Kiver Plate banks faced their ruses at 10½ - 10½. The manker and the London and Hrazilian and London and L

compared to the second of the

		THE	RIC	D NEWS.
		SALES OF STOCKS AND SHAR	ES.	MARKET REPORT.
		January 15.		Rio de Janeiro, 22nd January, 1895.
	10		1,015\$000	Exports.
	1			Coffee Business continues rather slack, still caused
	4	do + °lo (gold)	1,215	by the irregular traffic from the interior by the Central
	74	1889 LOAH	1,545	Railway, and is bound to continue thus as long as this unnecessary suppression of traffic continues.
	200	Banks,	17\$000	Prices rose a little during the past week due to the gradual
	10 600	Constructor Nacional Brazileiro Paris e Rio. Republica do Brazil	214 36	fall in exchange.
	22	Republica do Brazil	164	Sales for the week amount to about 58,000 bags and advices from Santos report market firm. Receipts for the past
		Railways,		week were 47,903 bags.
	100	V. Ferrea Sapucahy	10 500	Brokers' quotations for other coffees were.  per arroba.  per arroba.
	101	Miscellaneous. Brasil Industrial.	235\$000	No. 6, nominal No. 8 12\$596
	50 93 180		230 233	7 do 9 11 915
	180 60	do Construcções Urbanas Ind. de C. de Papeis Pintados. Loteria Nacional	4 #50	Vessels cleared with coffee during the last week were :
	100	Loteria Nacional	70	United States: bags, Jan.14 New York Sorrento
		Debentures.	39	16 Baltimore Amy 5.509 17 do White Wings 6,887
	10		68\$000	Europe:
	1	anuary 16.		Jan.12 Hamburg Patagonia. 917 17 London, Clyde 500
	15	Apolices 5%	1,0158000	1,500
	49	do	1,013	Elsewhere:
	50	Brazil e Londres	25\$000	Jan. 16     Montevideo     Danube     248       16     Buenos Aires     1,065       18     Cape Town Robert     3,500
	100	Kep. do Brasil. do do do do and s.	164	18 Cape Town Kobert. 3,500
	120	do	164 500 166 000	Constituise:
	-00	Kailways	76 090	16 Pernambuco Brandenburg 1,390
	500	Viação Ferrea Sapucahy	10 500	
	35	Tramways.  Jardim Botanico	130\$000	Parto Alegre   Hancura   040   050   17   Porto Alegre   Hancura   903   17   Pelotas   04   154   17   Rio Grande do Sul do   184   17   Autonina   05   17   Autonina   05   18   19   Autonina   05   18   18   18   18   18   18   18   1
	•	Miscellaneous.	1304000	17 Rio Grande do Sul do
	40 800	Dates - Udana	135\$000	17 Faranagua do
	50	Cons. Urbanas (buyers op. to 30th April) Loteria Nacional.	5 78	DAILY RECEIPTS AND SHIPMENTS
	300	Melhoramentos no Brazil	79 500 40 500	DAILY RECEIPTS AND SHIPMENTS OF COFFEE AT RIO DE JANEIRO.
	300 138	do Alliança Mercantil	40 41	Rece Shipp Total Total N. V. Recei
	J	an. 17.		Shipments U. States Emple Emple Cape Cape Cape Cape Cape Castesie Stock N. Y. Spri quet. No. 6 No. 7. do No. 7. do No. 7. Kecepta at Santon. Recepta at Santon. Recepta at Santon.
	#4	Apolices of 5º/o	1,015\$000	ments U. States. Europe. Cape.
	41	do	1,014	ts U. States.  Tope
	4	do (500\$)	1,000	States. States. States. Pale, etc. see ents. ont. No. 6. 7. out. No. ht. 5-6 pp antos.
	7	do (500\$)	1,215	
	1	do do	1,213	bage bage
	50	Nacional Brazileiro	208\$000	
	310	do	210	L::::: L::::::
	26 21	Rural e Hypothecario, 2nd s	136 166	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
	134	do and s	164 77	58 - ZZZ 3 -   -   -
		Railways,	"	Jan. 1 17,921 4,782 1,13
	150	Sorocabana (prolong.)	24\$000	
	500	Miscellaneous,	4\$500	6,135 6,135 10,623 9:8 1,240 1
	400	S. Legaro (50 °[]. Construcções Urbanas Loteria Nacional  do (for 31st) M. de Linha Estrella (60 °[]) Melhoramentos no Brazili	81	
	1000	M de Links Fatalla (6. 0. )	85	3.673 11,013 15 410 11,438 410 11,438 11,438 11,438 11,438 11,438
	115 178 50	Melhoramentos no Brazil	55 40	Jan. 16 3,673 11,013 11,438 215,488 215,488 Nom. Nom. Nom. 10,3688
	30	Debentures.	40 500	28.949/ 20/ 20/ 10/ 10/
	100	E. F. Leopoldina (100\$ 4%)	#3\$500	\$   4   2   2   5   5   5   6   7   7
	30	Kink (factory)	100	
	too	Hypethecary Bills Banco C. R. do Brasil (paper)	57\$000	3,757 7,891 7,049 7,048 14,983 195,469 Nom. Nom. Nom. Nom.
		anuary 18.	2,7400	50 50 50 50 50 50 50 50 50 50 50 50 50 5
	13	Apolices 5 Dio	1,013\$000	Jan. 1 5.45 4.48 3.79 3.79 Nom. Nom. Nom.
	63	Apolices 5 °10	1,000	Jan.19 5.453 4.485 3.797  8.383 3.797  8.383 8.788 Nom. Nom. Nom.
	18 36	1868 loan. do of 300\$	2,150 2,150	
		Banks,	10	4
	50	Lavoura e Commercio	160 000	Totals
	109 57	Republica do Brazil	164	
		do and	163 77	w
		Rural e Hypothecario	240	For since 18 since 18 1,564,1
	100	U. Sorocabana and Ituana (25°10)	93 000	8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8
	25	Miscellaneous.	376.	- 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1
	500	Brazileira de Loteria dos Estados	430 000 45 46 500	Imports.
	100	Construcções Urbanas Loteria Nacional	46 500 4 850 82	
		Debentures.	0.7	Codfish.—Receipts for the last week were 2,714 barrels per Unido, and 2,169 per Red Rose from Gaspe, &c cases per Danube from Southampton and 1,205 cases per Curi.

		_			_	
	In	po	rts	•		
nhReceipts	for	the	last	week	were	2. 7

Guinne	ess' Stout	16\$000
Danist	Carlsherg case	56 000—58\$000
do	Crystal	58 500
do	Einbeck ,,	E9 000 - 18 ann
Lard.—	This market received during the per Straho from New Y 30 - 740 rs. per fb for P. S.	ng the past 7 day

Demagny Isigny (small tins)	2\$150-2\$180
do do (assorted tins)	2 140-1 150
do (large tins)	2 080-2 100
J. Lepelletier (assorted tins)do (large tins)	2 000-2 100
Bretel Frères (assorted tins)	2 000
Anatole terranal	1 800-1 820
Anatole (assorted)	1 800-1 820
Danish, according to assortment	1 820-1 840
Hallan, A. Faccioli, (assorted)	. 0
do Eagle (do)	1 700-1 800
	1 500-1 560
Different marks (French)	1 600-1 600
Corn.—Supplies consisted only of 3.0	Sed b 01

do and	nominal
Baltimore 1st	93 000-23 500
do and	22 500-22 750
Western and Interior	22 500-23 500
Trieste	25 500
River Plate	17 000-18 000
City Mills	22 000-24 000

DAILY RECEIPTS AND SHIPMENTS OF COFFEE AT RIO DE JANEIRO.															
Receipts at Santon	Exchange on London	N. Y. spot quot. No	do No. 7	N. Y	Average price No. 6.	Stock	Total shipments	" Coastwise	" River Plate, etc.	Cape	,, Europe	Shipments U. States.	Receipts		
1		7	:	5		:	bags	:	:	:	:	:	hags.		

per Red Rose from Gi thampton and 1,205 ca The quotations for 1 orwegian cases and 3, and. Stock was calcul

Seer.—Since last report amounts received come to sees per Mozari from Liverpool, 583 cases per Curityban Hamburg and 200 barrels per Satellite coast eise.

Butter.—Receipts of this article come to only 960 case or Colonia and 1,381 per Colombia, both from Havre

Flour. - No receipts. Stock on the 15th was calcu-

Rosin.—No receipts, since last report. Prices are 148—
118500 per barrel.

Coal.—Receipts amount to 1,219 tons per Brilliant,
1,448 per Meurevia, 1,210 per Loucher Catife, 1504 per
Metrin, 188 per Meurevia, 1,210 per Loucher Catife, 1504 per
Metrin, 180 per Girminda, and 1,448 per Meurevia
Cardini and from Newport the Darwin brought 150
Metrin 1,851 tons from Newport.

Cement.—No receipts.

Quotations are:

| Quotations are 1 | Note | No

Bran .- No receipts : quotations at 3\$200 - 3\$500 per

bag.

Swedish Pine.—No receipts and prices nominal.

Spruce Pine.—No receipts prices being 705000 per dox.

American Pine.—Receipts were only 416, 370 ft. per HurNew York: prices were quoted at 190—800 rs.

Bath.—New York: prices were quoted at 190—800 rs.

Pitch Pine .- No receipts. Prices were firm at 70\$000-

## SHIPPING NEWS.

#### ARRIVALS OF FOREIGN VESSELS.

JANUARY 16.
GASPR-Br bg Red Rose: 145 tons; J. Williams; 60 ds; codfish to P. S. Nicolson & C.

7AN. 17.

GASPR—Rt by Union; 182 tons; A. Briard; 46 ds; codfish to P. S. Nicolson & Co.

P. S. Nicolson & Co., 7AN. 18.

BANGKOK—Br bl. Maiden City: 1,197 tons; M. S. Montgomery: 126 dis rice to order.

RANGOON—Br ship Criccitth Castle; 1,877 tons; J. Parry; rice to Norton Megaw & C.

#### DEPARTURES OF FOREIGN VESSELS.

JANUARY 15.
BURNOR AIRES-Br bk Auriga; 859 tons; William Richards:

ballast.

— Ang bk Cosmopolita, 50 tons; J. W. Felton; ballast.

— Br bk Belgium; 438 tons; James Thomas; ballast.

— Port bk Agnes; Arnoldo Soares; ballast,

— Port bk Agnes; Arnoldo Soares; ballast,

yAN. 16

BALTIMORS — Amer bk Amy; 663 tons; J. Blackford; coffee,
RANGOON—Br bk Frieda Main; 650 tons; H. Staben; ballast.

Bunnos Aires-Ger bk Kormos; 1.96 tons; H. Engel; BALTIMORE - Amer bk White Wings; 650 tons; R. M. Davidson; coffee.

7AN. 18.

CAPE TOWN—Swed ship Robert; 311 tons; J. H. Ferreira;

coffee
ADRAIDR—Br bk Serial Wyn: 1,167 tons; C. Meyer: ballast
Br bk Fauemeuth; 960 tons; W. Ross; ballast.
JAN: 19.
Baltinone—Amer bk D. Pedro II; A. Hudgins; coffee.
Simon Bay—Bi bk Balaklava; 1,273 tons; R. W. Hammond;
ballast.

7 A.N. 80. Diamond Bland—Br bk Royal Alice; 1,199 tons; Thomas-D. Jones; ballast, MacAo—Amer bg Hattie M. Bain; B, M. Gould; 371 tons; hallast

PARANAGUÁ -It ship Maria: 330 tons; Giacomo Magdoni;

#### ARRIVALS OF FOREIGN STEAMERS.

TANUARY 15.

Southampton\*-Br str Danube; G. M. Hicke; 18 ds; al Mail Co. Montevideo via Ilha Grande-Br str Clyde; A. E. Bell; 6 ds; Royal Mail Co.

Royal Mail Co.

7AN 17.

Southampton\*—Br str Tagus; F. Messervy; 27 ds; 21 Mail Co. Montevidee via Ilha Grande-Br str King Codinalion; E. Baker; 8 ds. Norton Megaw & Co. Santos-Br str Imperial Prince; W. S. Jameson; 37 hss.; Quayle Davids on & Co.

ntevideo – Br cruiser Barracouta: J. Foley: 5 ds. 7AN. 18.

Manchester' - Br str Mozart; A. Mutheson; 29 ds; Nor-Megaw & C. Santos - Fr str Cordoba; A. Themaz 19 hs. Cardif - Br str Harvesttol; 25/4 ds; J. L. Swin; coal Lage Brothers.

Sontos-Gr str Santos; Kroger; 18 hs; Edward John-

N. ...

JAN. 20.

Montevideo via Ilha Grande—Br str Avis; M. Innes;
Friss Hermanus. 74N. 21

Hamburg\*—Gr str Campinas; A. Simonsen; 22 ds; Ed. Johnston & C.

Johnston & C.

Rantos—Gr str Köelu; F. Koanso; 20 hs; Herm. Stolte.

#### DEPARTURES OF FOREIGN STEAMERS.

YANUARY 16.

River Plate-Br str Danube; G. M Hicks; sundries.
Northern Ports-Br str Brandeburg; J. O. Orethon;

Santos-Fr str Colonia; Lequeux; sundries.

Anton - YAN. 17.

Outhampton\*—Br str Clyde; H. E. Bell; sundries and

Buenos Aires'—Br str Baron Glamis; Durkes; sundries.

Santos—Gr str Coritiba; Birch; sundries.

Desterro—Ger str Venus; Wolf, sundries.

Porto Alegre'—Nor str Norte; H. L. Lorentzen; sun-

JAN. 18. Buenos Aires-Br str Blackheath; D. B. Peters; coal

ast.

7AN. 19.

New York—Br str Imperial Prince; S. Jameson; coffee.

Havre:—Fr str Cordota; Thomas; coffee and sundries.

Santos—Br str Tagus; F. Menerry; sundries.

Br str Flaxman; W. Royer; sundries.

JAN. 20. Hamburg\*—Gr str Santos; J. Kroger; sundries. New York—Br str Strabo; Fischer; coffee.

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

List of	sailin	g vessel	at a	chor	in t	he bay of	Rio	de Janeiro 20th Janua	ry, 1895.	
NAME	1	Tons. A	laster	Ent	er <b>e</b> d	From		Consignees	Destina	tions
ug Moses B. Tower bg Hattie M. Bain bk D. Pedro H. bk Lillian bk Monrovia bk Doris Montreal bk C. Southard Hubl shp. Alsmeda bg. W. C. Hutching	••••	605 Frei 371 Gou 465 Hud 587 Will 443 Kan 896 Ban 1117 Grec 1036 Sout 1400 Otis 428 Arm	as d gins ey e eer ne hard	Dec	13 15 18 27 29 30 2	Cape Ve New-Yor To do New York Parahyba Baltimore New-York New-York		Fo order Cempanhia Industria Watson, Ritchie & Co. V. W. Gimmarfas & C. Companhia de Tecidos Alli Wilson & Co. Fo order do	Macás, Baltimore iança	
	8	428 Arm	drong		11	Parahyba		C. W. Gross & Co.	In distress	
Argentine										
bk Bartholomenbk Mercedes A. Teza bk Luiza Cascaccslp Felix		480 Silva 573 Barre 125 Aren 137 Silva	s as	July Dec. Jan.	19 9 15 5	Itajahy Montevideo S. João Barr Santos	a	Santos Abreu & Co. L. Podestá & Filho Camuyrano & Co. Fo order		
bk Josef		490 Braz		Dec.	8	Marscilles		C. F. Keller & Co.	Santos,	
British										
shp Lizzie Burill she Cambismethan shp Annie Maud shp Annie Maud she Alice ble Shener ike Dindale she Shener ike Dindale she percent she Rene she Annie Eingay she Sam Mendel she Castor she Perthenia		1185 Rice 1367 Hugl 1993 Lock 11999 Rup 1173 Shept 1173 Shept 1174 Trove 859 Just 1462 Treth 854 Otton 1403 Menz 220 Con 991 Sande 995 Mitch 1403 Mich 1403	ed na am owan	Nov.	19 20 26 24 20 30 30 6 9 11	Pensacola Bangkok Cardiff Rangoon Antwerp Rangoon do Newcastle Newcastle Sangkok Cardiff Paspebiac Cardiff Newcastle do Cardiff		Belmiro Rodrigues & Co. Ch. Hecksher & Co. To order To or	S. Francis Newcastle, Buenos Ay A Bay D.	D.
ns Fathenia and Sph Powers Hall Shop Newmon Hall Shop Newmon Hall Shop Lennie Burill. Shp Lennie Burill. Shp Lennie Burill. Shp Lennie Burill. Shp Singeld She Shp Singeld Shp	1 1 2 2 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	334 Blagd 396 William 398 Evans 398 Lenis 393 Mann 395 Lenis 395 Mann 396 Herve 396 Spence 397 Mann 398 Grand 393 Graffid 397 Cad 397 Cad 397 Cad 397 Chalun 397 Chalun 398 Philips 399 Philips 398 W. W. W. 399 Philips 399 W. W. W. 390 Thomas 390 Thomas 391 Gautia 392 Hand 393 Gautia 393 Gautia 394 Butel 358 Oberts 358 W. & W. & W. 369 W. W. W. W. 358 W. & W. & W. & W. 358 W. & W. & W. & W. 358 W. & W. & W. & W. & W. 358 W. & W. & W. & W. & W. & W. 358 W. & W.	r th	an.	13 15 19 22 41 15 19 22 44 15 19 22 24 5 10 10 10 10 10 10 10 10 10 10 10 10 10	Cantiff da Hall da Hall Mew-York New-York New-York New-York Mew-York Mew-Yo	T T T T T T T T T T T T T T T T T T T	Ousyle, Davidson & Cu- dibution Rodingues & Co.  do b.  S. Nicolson & Co.  Los Co.  Richie & Co.  Rearray, Solainha & Co.  Perray, Solainha & Co.  Rearray, Solainha & Co.  Rearray, Solainha & Co.  Los Co.  Los Co.  Los Co.  Los Co.  Los Landestria  Los Co.  Los Conques  Los Co.  Los Co.  Los Conques  Los Co.  Los Co	Santos,	
Danish										
bk Wilhelminebk Oigabk Daniabk Daniabgn Union	30	Nidefar Schmidt Nelson Ankerse	No De	C. 1	S Pe	ndres nsacola acajú unburg	C	alter Christiansen & Co. G C e Industria n. Heckscher & Co. glter Christiansen & Co.		
German										
bgn Adler. bk Ohmarschen. bk Olganschen. bk Olganschen. bk Fritz von der Lanken. bk Gothar. ship Fitz Reuter. ship Charles Dickens. bk Brilliant. ship Khio.	78 147 132	r Steenken o Saolzer o Kauffmar t Heydma 5 Rumpff 5 Hansen Schut t Kessal 6 Wittmus	October 10 Dec	C. 15 14 25 24 25	Car S. Wi Car	liz Cruz sby diff o o	So C. Be	intos, Abreu & Ca, ax. Nothmann & Co, acedo Junior & Co, uza Alves & Co, G. C. e Industria huiro Rodragues & Co, ilson Sons & Co, do ax. Nothman & Co.	P. Elizab. D	
Italian bk Giuseppe Cappadona	6	Hariello	Dec							
bgu Maria	230	Mignoni	Jan			rseilles semirim	To	order lo		
Norwegian										
bgn Solveig bgn Argun, bk Manninga bk Manninga ship Sambidd. ship Prince Robert. bk Leide. bgn Frode. ship Prode. ship Phose Arthur. ble Wrace Arthur. ble Mance Arthur. bk Cascell. bk Horoth.	156 472 1306 2654 394 264 1552 1556 539 672	Andersen Guholhan Kristense Hoie Hansen Knudsen Rundruse Johnston Pande Borresen J. Olsen Mathieser Torjesen	Dec	25 28 20	Ant Pen do Arac Carc New Han do Wisl	Grande: werp sacola cajú liff cport	To C. To Beli To Beli Roy To Her	order order order G. C. e Industria order order mito Rodrigues & Co. order mito Rodrigues & Co. yal Mail Co. order m. Stoltz & Co. order do	Barbados.	i,
Portuguese										E
bk Nova União		Fernandes		15	do		J. A	i. G. Santos & Co.	Pernambuco	_
ship Carl Hendricbk Harmonia	1067 465	Sevanstron Lundberg	Dec.	28 30	Card Nord	iff koping.	Braz C.G.	ilian C-al Co C. e Industria		re

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

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nance.

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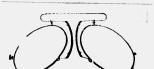
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#### Missing Friends.

Information wanted at the British Consulate General, No. 3, Travessa D. Minnel, as to death or whereathous of the following:

EDWARD LEAY, 72 years of age; has resided 35 years

WILLIAM DAVIS, deserted on the 20th September 1850, at Rio de Janeiro, from haupe Hertamoga.
CAMERON MACINTOSH, 23 years of age; last head of on locard of the British ship Tennat Court.

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

Rio de Janeiro, 22nd December, 1894.

C. F. Ancell, Acting British Consul General.

#### Shipping.

Geo. R. Penton.

Frank H. Norton

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TABLE OF DEPARTURES,

- (0)	Cianmar	1895 Destination
Date	Steamer	
1895 Jan. 27	Thames,	Montevideo and Buenos Aires.  Bahia, Macció, Pernambuco, Las Palmas, Lisbon, Southampton. Lisbon, Vigo, Southampton, and Antwerp.
., .99	Danube	Lisbon, vigo, Southampton, and Times
This C	Company w	ill have steamers from and to England

three times per month.

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Mozart	26th 2nd F	January ebruary
	For New Orleans:	
Holbein	Valparaiso, Calláo and Coast Ports:	anuary Wes <b>t-</b>
Chaucer.	31st	January

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Bellarden 2nd February

For New Orleans:

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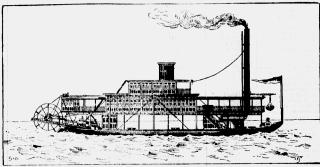


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