

THE RIO NEWS.

PUBLISHED EVERY TUESDAY

VOL. XXI.

RIO DE JANEIRO, JULY 2ND, 1895.

NUMBER 27

WILSON, SONS & CO. (LIMITED)

2, RUA DE S. PEDRO
RIO DE JANEIRO.

AGENTS OF THE
Pacific Steam Navigation Company
Shaw, Savill & Albion Co., Ltd.
The New Zealand Shipping Co., Ltd.

Repairs to Ships and Machinery

Having large workshops and efficient plant we are in a position to undertake repairs of all descriptions to ships and machinery.

Coal.—Wilson, Sons & Co. (Limited) have depôts at St. Vincent, (Cape Verde), Montevideo, La Plata and at the chief Brazil Ports; and, among others, supply coal under contract, at Rio, to:

The Brazilian Government;
Her Britannic Majesty's Government;
The Transatlantic Steamship Companies;
The New Zealand Shipping Companies,
&c., &c.

Coal.—Large stocks of the best Cardiff steam Coal always kept in Rio depôt on Concoção Island.
Tug Boats always ready for service.
Ballast Supplied to ships.

Establishments: Wilson, Sons & Co. (Limited), London, Cardiff, St. Vincent, (Cape Verde), Rio, Bahia, Pernambuco, Santos, S. Paulo, Montevideo, Buenos Ayres and La Plata.

W. R. CASSELS & Co.

11 Rua Primeiro de Março, RIO DE JANEIRO,
and 32 Rua do Commercio, SÃO PAULO,

Importers and Agents for Manufacturers.

Further Agencies, suitable to their lines of business: Hard ware, Domestic goods, Specialties, etc., etc.—are respectfully solicited.

WILSON & CO.

21 Rua Conselheiro Saraiva,
Rio de Janeiro.

Importers, Exporters
and General Commission Merchants.

AGENTS OF THE
Northern (Fire) Assurance Company, London.
Telephone No. 193. P. O. Box. No. 167

DR. FRANCISCO PEREIRA

(American Dentist)

RUA DA QUITANDA 37

(1st floor)

Office Hours: from 9 a. m. to 5 p. m.

→ PURE CEYLON TEA ←

THE FINEST IN THE WORLD

Orange Pekoe — black.
Gun powder — green.

SOLE AGENTS,
CAMBIASO & Co.
58 & 60, Rua do Ouvidor

→ AO PREÇO FIXO ←

HOTEL CARSON

Is now open under entirely new management.

Newly furnished and completely renovated throughout.

Cuisine of the highest order.
Prices moderate.

158, RUA DO CATTETE, 158
Bonds pass the door.

QUAYLE, DAVIDSON & Co.

119, Rua da Quitanda

CAIXA NO CORREIO 16

Representatives of

FLINT & Co., New York

AGENTS FOR

BROOKS LOCOMOTIVE WORKS;

NATHAN MFG. Co.—Monitor Injectors, lubricators, etc.;

HALE & KILBURN MFG. Co.—Car Seats;

And various builders of railway cars: passenger and freight;
also manufacturers of railway supplies, machinery and all articles
of American manufacture.

BALDWIN LOCOMOTIVE WORKS, PHILADELPHIA, PENN.

(Established, 1831.)

BURNHAM, WILLIAMS & Co., Proprietors.

These locomotive engines are adapted to every variety of service, and are built accurately to standard gauges and templates. Like parts of different engines of same class perfectly interchangeable.

Passenger and Freight Locomotives, Mine Locomotives, Narrow Gauge Locomotives, Steam Street Cars, etc., etc.

All work thoroughly guaranteed.

Illustrated catalogue furnished on application of customers.

Sole Agents in Brazil: *Norton, Megaw & Co. L'd.*
No. 58, RUA PRIMEIRO DE MARÇO, Rio de Janeiro.

Grand Hotel International

SITUATED ON THE PICTURESQUE
SANTA THERESA HILL,
Rua do Aqueducto No. 108,

and served every 15 minutes by the tram-cars line from the town (Plano inclinado, rua do Riachuelo) to this hotel, and Silvestre.

This establishment, the first in Brazil, for its elegance, comfort and situation amidst forests and enjoying the most magnificent scenery views of the mountains, town, the harbor and high seas, is the most suitable for families and gentlemen of distinction.

Excellent restaurant, always ready.

Finest wines and liquors. Numerous shower and warm baths. Purest air, temperature bracing and invigorating. No health resort in the world is better.

For further information apply to F. MENTGES,
ASSEMBLÉA 72. TELEPHONE 2018.

George's Restaurant.

8, Rua do General Camara.

New, centrally-located, clean and well-equipped in every respect.

The proprietor—formerly manager of Whyte's Hotel (Tijuca), Hotel Cintra and the Restaurant Silva gives his personal attention to the catering.

The service and kitchen are of the best.
GEORGE SCHNEIDER, Proprietor.

HOTEL DE CINTRA

Parlors and Rooms for Families

RESTAURANT

of the highest order with moderate prices.

Manceo Pereira Ribeiro
33, Rua do Ouvidor, 1st and 2nd floors.
Rio de Janeiro.

THE WESTINGHOUSE AIR BRAKE COMPANY, PITTSBURG, PA., U. S. A.

MANUFACTURERS OF THE

WESTINGHOUSE AUTOMATIC BRAKE

The Westinghouse Automatic Brake is now in use on 26,000 locomotives and 390,000 cars. Freight Cars.

The Westinghouse Air Brake Co. are prepared to fill orders for one to one thousand sets of Air Brakes for Freight Cars, at one hour's notice.

For further particulars apply to their Sole representatives in Brazil:

Norton Megaw & Co. L'd.

58, Primeiro de Março,
Rio de Janeiro.

THE HARLAN AND HOLLINGSWORTH COMPANY.

Wilmington, Del.

MANUFACTURERS OF

Every description of Passenger Cars for broad and narrow gauge Railways.

Special attention given to the Sectional Construction of Carriages for shipment to Foreign Railways.

Sole Agents in Brazil:

Norton, Megaw & Co., L'd.

Commercial Employment.

A man of many years' Experience in English houses in this port, and thoroughly conversant with Import and Export trade, Coffee shipping, Consignments and Agencies of shipping—is open to an engagement in Rio de Janeiro, Santos or S. Paulo. Good penmanship and accustomed to Books and Correspondence.
Address: R. L. H. Caixa C-creio 131. Rio de Janeiro.

AMERICAN Bank Note Company,

78 to 86 TRINITY PLACE,
NEW YORK.

Business Founded 1795.
Incorporated under Laws of the State of New York, 1850.
Reorganized 1870.

ENGRAVERS AND PRINTERS OF
BONDS, POSTAGE & REVENUE STAMPS,
LEGAL TENDER AND NATIONAL BANK
NOTES OF THE UNITED STATES; and for
Foreign Governments.

ENGRAVING AND PRINTING,
BANK NOTES, SHARE CERTIFICATES, BONDS
FOR GOVERNMENTS AND CORPORATIONS,
DRAFTS, CHECKS, BILLS OF EXCHANGE,
STAMPS, &c., in the finest and most artistic style
FROM STEEL PLATES.

With SPECIAL SAFEGUARDS TO PREVENT COUNTERFEITING.
Special papers manufactured exclusively for
use of the Company.

SAFETY COLORS. SAFETY PAPERS.
Work Executed in Fireproof Buildings.
LITHOGRAPHIC AND TYPE PRINTING.

RAILWAY TICKETS OF IMPROVED STYLES,
Show Cards, Labels, Calendars.

JAMES MACDONOUGH, President.
AUG. D. SHEPARD, } Vice-Presidents.
THO. H. FREELAND, }
JNO. E. CURRIER, Ass't Sec'y.
J. K. MYERS, Ass't Treas.

Pears' Soap, Tooth Brushes, Perfumery.

White P. K. Neckties.

Black Satin scarfs

35%

below any house.

S. STANLEY JACOBS,

Rua Sete de Setembro, 73

600 For Stamp Collectors BRAZIL POSTAGE STAMPS

Brazil—Sets for sale:

20 Varieties, Rs. \$600 50 Varieties, Rs. \$800
30 Varieties, Rs. 1800 60 Varieties, Rs. 10800
40 Varieties, Rs. 4500 80 Varieties, Rs. 20800
100 Varieties, Rs. 50800

All Brazilian and Foreign Stamps sold separately.
Rareties—New Issues.

Illustrated Catalogue of all Brazilian Postage Stamps from 1843 to 1894. Rs. \$50.

English-spoken. **CASA PHILATELICA,**
1A, Travessa S. Francisco de Paula
Rio de Janeiro, near Largo S. Francisco.

AUX TUILERIES

Will in this month show their winter
importations of dress goods,
blankets and ladies
underwear.

Have also a fine collection of French
velvets and silks.

Quirino Irmãos & C.¹¹
Quitanda 62.

THE ALLISON MANUFACTURING COMPANY.

Philadelphia, Penn.

MANUFACTURERS OF

Every description of Freight Cars
for broad and narrow gauge Rail-
ways.

Sole Agents in Brazil:

Norton, Megaw & Co., L'd.

NECTANDRA AMARA
see page 7.

Insurance.

THE EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES.

Assets \$185,044,310.—Surplus \$37,479,802. Branch Office in Brazil: Rua Primeiro de Março, No. 41, Rio de Janeiro.

LOCAL DIRECTORY: Barão de Sampaio Vianna, Chairman. Dr. J. M. Leitão da Cunha, Counsel. Dr. Rodrigues Lima, Medical-Directors. Carlos Pereira Leal, Managing-Secretary, William P. Massie, Accountant.

Correspondence to be addressed to the Managing-Secretary.

PHENIX FIRE OFFICE. Established 1782. Authorized by Imperial Decree No. 3,057 of March 24th, 1881. Insures against risk of fire, houses, goods and merchandise, and offers the best of guarantees with the most favorable conditions. G. C. Anderson, Agent. 3, Rua Primeiro de Março —1st floor.

COMMERCIAL UNION ASSURANCE COMPANY, LIM'D. Fire and Marine. Capital £2,500,000. Agents for the Republic of Brazil: Walter Christiansen & Co. No. 115, Rua da Quitanda.

THE MARINE INSURANCE COMPANY LIMITED. Capital £1,000,000 sterling. Reserve fund £500,000. Agent in Rio de Janeiro: G. C. Anderson. Rua 1º de Março, No. 73.

ROYAL INSURANCE COMPANY, LONDON AND LIVERPOOL. Capital £2,000,000. Accumulated Funds £6,000,000. Insures against the risk of fire, houses, goods and merchandise of every kind at reduced rates. John Moore & Co. agents. No. 8, Rua da Candelaria.

LONDON AND LANCASHIRE FIRE INSURANCE Co. Capital (fully subscribed) £4,447,500. Reserve fund £675,315. Agents in Rio de Janeiro: Watson Ritchie & Co. No. 25, Rua de Theophilo Ottoni.

NORTHERN (FIRE) ASSURANCE COMPANY. Established 1836. Capital £3,000,000. Accumulated funds £4,057,000. Agents in Rio de Janeiro: Wilson & Co. No. 21, Rua do Conselheiro Saraiva.

BRITISH & FOREIGN MARINE INSURANCE COMPANY, LIM'D. Capital £1,000,000 sterling. Reserve fund 1,328,751. Uncalled capital 2,400,751. Agent: P. E. Swanwick, 4, Travessa do Conselheiro Saraiva.

GUARDIAN FIRE AND LIFE ASSURANCE CO., LIM'D. Agents in Rio de Janeiro: Smith Youle & Co. No. 35, Rua 1º de Março.

THE BRAZILIAN COAL CO. LIMITED. Representatives of GORY BROTHERS & Co., Ltd., London. A constant supply of fresh steam coal "Cory's Merthyr" always on hand. Prompt delivery at reasonable prices. Tugboats always ready for service. OFFICES: Praça do Commercio, Salas 26 and 27. Entrance: Rua Gen. Camara. DEPOT: Ilha dos Ferreiros

CHARLES HUE JUNR & CO. Ship Chandlers and Commission Merchants. Rua Fresca No. 8. Caixa 892. RIO DE JANEIRO. Water supplied on short notice.

HOGG & MURLY. GENERAL AND COMMISSION MERCHANTS. SHIPPING AGENTS. No. 71, Rua 1º de Março.

WILLIAM SMITH, ENGLISH SHOEMAKER. The best material used and all work guaranteed. No. 5, TRAVESSA DE SANTA RITA. RIO DE JANEIRO. 1st floor.

ASK FOR NECTANDRA AMARA Nobel's Explosives Co., L'd. GLASGOW. Manufacturers of No. 1 DYNAMITE, GELIGNITE and GELATINE DYNAMITE, under Government inspection. Packed in cases of 50 lbs. each, nett weight. Works: ARDEER, Ayrshire; POLMOUT, Stirlingshire; Scotland. Stocks of above goods always on hand in Rio magazines, and also of Detonators and Safety fuses suitable for all workings. All information concerning the above can be had on application to the Agents in Brazil: Watson Ritchie & Co. 25, Rua Theophilo Ottoni, Rio de Janeiro.

Official Directory. U.S. LEGATION.—Petropolis, THOMAS L. THOMPSON Minister. BRITISH LEGATION.—65, Rua 1º de Março and Petropolis, EDMUND C. H. PHIPPS, Minister. AMERICAN CONSULATE GENERAL.—No. 66, Rua Theophilo Ottoni, T. TOWNES, Consul General. BRITISH CONSULATE GENERAL.—65, Rua 1º de Março. E. NICOLINI, Acting Consul.

Church Directory. CHRIST CHURCH.—Rua do Esprito da Veiga. Morning service every Sunday at 11 a.m. Evening service during cool season according to notice. Holy communion after morning service on 1st Sunday in the month and on 3rd Sunday at 9 a.m. Baptisms after morning service, or at other times by special arrangement. HENRY MOSLEY, M.A. British Chaplain. Rua das Laranjeiras.

METHODIST EPISCOPAL CHURCH.—Largo do Cattedo. English services: at 12 m. Portuguese services: at 10 a.m. and 7:30 p.m. Sundays 7:30 p.m. Wednesday.—E. E. JOINER and JOSE DA COSTA REIS, Pastors. Sunday School 11 a.m. at Fabrica Centosa, Sunday Evenings 6 p.m. Rev. João Tavares.

PRESBYTERIAN CHURCH.—N. 15 Travessa da Barreira. Services in Portuguese every Sunday at 11 a.m., and 7 p.m. Sundays; and at 7 p.m. Thursdays. A. TRAJANO, Pastor. W. B. BAGBY, Pastor. Residence: Ladeira do Senado No. 22.

BAPTIST CHURCH.—Rua Barão de Capanema No. 13. Services in Portuguese every Sunday at 11 a.m. and 7 p.m.; and every Wednesday at 7 p.m. W. B. BAGBY, Pastor. Residence: Ladeira do Senado No. 22.

Medical Directory. Dr. William Frederick Eisenlohr, German Physician. Office: 28, Rua General Camara. Consulting hours from 12 to 3 p.m. Dr. Cleary, Physician and Surgeon. Office 55, Rua Theophilo Ottoni. Hours, from 12 to 10 p.m. Residence, Rua da Real Grandeza No. 33, Botafogo. Telephone 1250.

Miscellaneous. AMERICAN BIBLE SOCIETY'S AGENCY.—No. 96, Rua da Assembléa.—H. C. TUCKER, Agent. BRITISH AND FOREIGN BIBLE SOCIETY'S AGENCY.—Rua Sete de Setembro No. 71.—On sale, the Holy Scriptures in Portuguese, English, French, German, Italian, Spanish and other languages. Also Evangelical books, tracts, hymns, in Portuguese. JOÃO M. G. DOS SANTOS, Agent.

BRITISH SUBSCRIPTION LIBRARY AND READING ROOM.—113 Rua da Assembléa.—Open from noon to 6 p.m. on days applicable to Librarian. RIO SEAMEN'S MISSION.—First and Reading Room.—35, rua da Saude, 1st floor; HENRY BRAWNERT, Missioner. Gifts of books, magazines, papers, etc., also of left-off clothing, will be gratefully received at the Mission or at No. 25, rua Theophilo Ottoni. IGREJA EVANGELICA FLUMINENSE.—Rua Largo de S. Joaquim, No. 129.—Divine service in Portuguese on Sundays: Prayer meeting at 10 a.m.; Worship at 11 a.m. Biblical class to study the Holy Scriptures, at 5:45 afternoon. Gospel preaching, at 7 p.m. on Wednesdays. Biblical study, and preaching, at 7 p.m. JOÃO M. G. DOS SANTOS, Pastor.

WEST COAST ITEMS. The Ministry of public works in Chili has made an important concession to people who have large consignments of freight to despatch or receive. They have approved of a resolution of the state railway council to allow private persons to run their own freight cars on the state lines. According to the newspaper, La Estrella, the railways will load, clean, and oil the cars. Owners of cars having sidings into their properties will not be required to convey their freight to a station. They will be entitled to a reduction of 25 per cent. on tariff rates; but they will be required to pay the cost of sidings, and the cars will have to be built according to plans to be furnished by the railways. Transpoit, June 7th.

The Chilean government has resolved to colonize the island of Juan Fernandez. According to the Chilean Times the inducements which are to be held out to settlers have not yet been made public, but if the attempt to colonize the island should succeed, and there is no reason why it should not under proper management, a hotel or hotels will follow, and Juan Fernandez will become, what it ought to have been long ago—a bathing and summer resort. Juan Fernandez is from 20 to 22 kilometres in length, and from nine to ten in width in the centre, and it is distant from Valparaiso 670 kilometres. A sierra runs through the centre, the loftiest peak of which is called El Yunque, from its resemblance to an anvil, and is 900 metres in height.

The twelve cases of hibles and other books of the American Bible Society which arrived in Callão in the month of October, 1893, have at last been despatched in accordance with a decree of the supreme government dated 17th May, 1895. In effect it will have in each of those countries whence we all hope to see capital flow in and colonists come to our shores, the first named to develop the national resources of this country and the latter to fill gradually with busy laborers those beautiful and fertile parts of the interior which may be said to be today almost entirely without population.—Peruvian Mail, May 25.

The Santiago correspondence of the Valparaiso Western Courier, of June 2, contains the following:—A reward of two thousand was offered for the capture of the authors of the robbery of which the Banco de Chili was a victim, and which I treated in my last. In his anxiety to secure this reward one of our commissaries of police, Don Avila Money, made wholesale arrests, and extorted confessions (!) from his prisoners by torture! So far two cases have been made public. Two Italians were taken prisoners on suspicion of being concerned in the crime, and were tortured to make them confess it. They were starved, pounded, and had their arms twisted behind their backs until their shoulders touched, while the brutes that tortured them plied them with questions. And now it turns out that these two shamefully tortured individuals are innocent! It is said that diplomatic action will be taken in the matter, but it is to be hoped that this will be unnecessary for the authorities must punish this scandalous and inhuman crime, which otherwise, from being an individual offense on the part of a brutal officer of the law, would become a national disgrace.

ANTOFAGASTA RAILWAY. The following is from a consular report issued by the Foreign Office on Bolivia:—The trade routes to Bolivia from the sea coast of the Pacific are from Antofagasta to Oruro, a distance of 600 miles by means of the Antofagasta railway; by means of Mollendo to Arequipa, Puna and Lake Titicaca to La Paz, by rail, steamer and coach, a total distance of 280 miles; and by Arica to Tacna by rail, thence by mules to La Paz, a journey of 47 miles by railway and 245 miles on mule back. Of the three routes Antofagasta is the most convenient, both as regards shipping facilities and direct communication to a central point in Bolivia, when compared to Mollendo, Arica is gradually losing all Bolivian trade, the cost of transport by that route being in excess of the other two. From the Atlantic side there are also three routes, namely, by the Argentine railways, the Paraná river and the steamer to Pará. The cost of transport by way of the Argentine republic precludes the idea that this route can ever become important, while the Paraná route needs railway communication before it can be made available as an outlet. It, therefore, comes to this—that the bulk of the export and import trade of the republic must be carried over the Antofagasta railway. The mineral wealth of Bolivia is very great, and only needs development. Silver is the most important; the amount to be shipped this year is estimated at 15,000,000 ounces, whilst the total output of the mines will be about 22,000,000 ounces. Of the total production 10,000,000 ounces will be contributed by the Huanchaca Mining Company. This company appears to have an unlimited supply of ore, and the amount of silver is sufficient to last, at the present rate of work, for over five years. The cost of production does not exceed 15d. per ounce, the wage-rate not having risen since the heavy depreciation in the value of silver. Many rich mines in other districts have been prevented from working owing to the cost of carriage, but the opening of the Antofagasta railway to Oruro is, to a great extent, removing these obstacles, and a large output is expected. Next in importance to silver comes the tin industry, and here, also, increased supplies may be looked for by the improved transport to Antofagasta. The excessive freights, ranging from £12 to £24 per ton, to and from the Pacific coast have retarded the industry, but the cost of production is greatly reduced by the fall in the value of silver, that being the wage-paying medium in Bolivia. The export of the metal scarcely exceeds 4,000 tons per annum.

CHILIAN FINANCES. The Chilean Congress was formally opened on June 1st by President Montt, the representatives meeting for that purpose in the Santiago university. In his review of public affairs President Montt gave the following resumé of the financial situation in Chili, the translation of which we extract from the Western Courier. In order that Congress and the country may form a clear idea of the condition of the national finances, the statements given in connection with the revenue and expenditure are calculated in dollars of 1895. The ordinary revenue in 1894 amounted to \$83,436,000, or an excess of \$9,993,000 over 1893. There was in 1894 an item of extraordinary revenue amounting to \$4,554,000, the proceeds of the sales of nitrate properties, which went to augment the conversion fund. The expenditure in 1894 amounted to \$78,482,000. To form a correct statement of revenue for 1894, there must be added to the actual revenue of that year, the surplus, amounting to \$10,606,000 of 1893, and this gives a total of \$94,042,000. From this sum there is to be deducted, firstly, the portion of customs duties, amounting to \$4,922,000; and secondly, the expenditure, amounting to \$8,482,000, and this leaves a surplus of \$10,608,000 for 1895, exclusive, of course, of the sum just mentioned as being applied to the conversion fund. The ordinary revenue for 1895 is estimated at \$77,354,000, which added to the surplus just mentioned gives a total of \$85,836,000. From this sum there is to be deducted the portion of the conversion fund, amounting to \$10,606,000 of 1893, and the estimated ordinary expenditure amounting to \$78,583,000, thus leaving a surplus of \$7,046,000 for 1896. The ordinary revenue in 1896 is estimated at \$80,500,000, which added to the surplus from 1895 will give a total of \$87,546,000. The estimated expenditure for 1896 is \$74,104,000, or \$4,479,000 less than the year, which gives a surplus of \$13,442,000 for 1897. In 1893 the value of the imports amounted to \$68,235,874 of 1895; and the value of the exports to \$74,245,114. In 1894 the value of the imports was \$54,483,616, and of the exports \$74,040,416. The production of nitrate in 1893 amounted to 20,655,161 Spanish quintals, in 1894 to 23,810,283 quintals, and the estimated quantity for the current year is 26,000,000.

—Governor Maciá has struck a brilliant idea. He has stopped the stipend to the deputies who form the opposition in order to bring them over to his political views by way of their stomachs. The remedy appears to meet with the approval of the directors of the national party. Opposition on that principle will soon vanish from all legislatures, and liberty of political opinions will thus constitute another instance to the glorious liberty enjoyed in the republic in general.—Times, Buenos Aires, June 15.

—The governor of Catamarca in his message to the legislature states that the provincial revenue of 1894 was \$201,312 besides the national subvention of \$91,650, and the expenditure amounted to \$284,410. The public schools educated 7,000 children, but there are 19,000 who are left undecated. There are in the province 15,251 properties, valued at \$17,636,188. The cattle exceeded 800,000 head. Last year 200,000 hectolitres of wine were produced, the value being \$4,000,000. Alfalfa was grown on 40,000 hectares of land and cereals on 27,534. The business houses have a capital of \$3,000,000.

—The Siglo has denounced an affair that, it thinks, may well be qualified as extraordinary. A short time ago, Sr. Daniel Muñoz, jefe politico of Florida, pointed out to the minister of government that it was both costly and troublesome to send an employe of the jefatura to the capital every time there was any business to transact at headquarters, and suggested that it would be convenient to have a permanent employe as intermediary between the government and all the departmental jefes. The hint was harmless enough, but not so the manner in which it has been acted upon. The post was forthwith created, each of the departments was mulcted in the sum of \$30 the month to contribute to it, making a salary of \$450 the month, say \$1,080 the year, and this handsome salary, for which there is very little to do, has been delivered to Don Emilio Herrera, one of the numerous brothers of the ex-President and the minister of government, but hitherto an undistinguished and obscure member of the family. The affair has been much commented upon, and yet, in the face of such things as this, the government wonders that there is such little interest in its predecessors, and still less in the Herrera domination! Further comment is superfluous.—Montevideo Times.

—The new contract given to Sr. Devoto for purveying for the police has already become the object of criticism. The Siglo has pointed out that Sr. Devoto's name does not figure amongst the tenders originally presented for the job, of which it gives a list, but only as making a tender for purveying for the penitentiary prisoners, which is a distinct matter. It also says that the contract has been made for \$1,000 a month, whereas only some \$50 are on service, and it asks who pays for the balance. Other papers are also alleging that the purveying is already proving little or no better than that of the previous contractor about which there were such constant complaints. Another charge is that Sr. Devoto has been conceded \$1,000 monthly for the purveying for the prisoners in the cabildo (central police station), the highest sum previously paid for this purpose having been \$300. These are all serious charges and it is said that a reply or explanation will appear in the Nacion. It is curious, to use no other word, that the contracts for purveying issued here, such as those for the Flores island lazaret, the police, the prisoners, etc., should each and all become surrounded with such suspicions—and occasionally certainties—of jobbery.—Montevideo Times, June 6.

—Our Cañada de Gomez correspondent writes: The extremely wet and muggy weather is causing much anxiety to the colonist in every part of the district. They have ploughed and cross-ploughed and ploughed again, but the "cehadilla negra" is in many places half a foot high, and a fresh plough must be resorted to before the wheat can be sown. This is not the complaint of one man, it is a serious universal fact, and one which will cause an endless amount of trouble, and for which there is unfortunately abundant cause. Opinion is general that with a continuance of this weather, the wheat already sown will grow into what the colonists call "vicios," that is, as understood, that it will run to straw, and if sown now it must follow the same route unless dry weather comes. It is openly spoken that these men could not, in a great number of instances, meet their accounts after last year's crop had been sold, and if this year is to be a bad one, of which there is every prospect, God help them. Many will have to give up farming altogether, and lose entirely the expected and deserved result of their toil and little capital. In the district more nearly related to Armstrong the colonists have now sold out entirely, and in some few cases have undoubtedly done well at the latter end of the market, but the greater amount was parted with at the earlier prices to cover outstanding accounts. What little wheat now remains unsold is the balance of that held for seed, but this is hardly worth serious consideration. Wheat still stored in the Armstrong galleons is about 70,000 bags, but this is already sold, and only held for convenient shipment. The price, to-day, Sunday, is quoted steady at \$7.—Sport and Pastime, June 19.

WHY "FREE SILVER COINAGE" MEANS.

What "free coinage" means and what its results will be, have been very clearly set forth by Secretary Carlisle, of President Cleveland's cabinet. His statement should be carefully studied, for it is dealing with one of the most dishonest and dangerous fallacies "that the world has known since Law's famous South Seas scheme." Secretary Carlisle's definition of "free silver" is as follows:

"Free and unlimited coinage of full legal-tender silver dollars at the ratio of 16 to 1 means that our law shall be so changed that any owner of silver bullion may send it to the mints and have it coined, at the public expense, into dollars each containing 412½ grains of standard silver, the dollars when coined to be delivered to the owner of the bullion, and all the people of the United States to be compelled by law to receive them as dollars in the payment of debts, although not in practically worth

more than 50 cents each. The 25.8 grains of standard gold contained in a gold dollar is worth 100 cents or the equivalent of one hundred dollars in the world, in silver-standard countries, as well as in gold-standard countries, and it is worth just as much before it is coined as afterwards; but the 412½ grains of standard silver contained in a silver dollar are not worth anywhere in the world more than about 60 cents. Or, to state the statement in a different form, sixteen pounds of silver cannot be exchanged for one pound of gold anywhere in the world, but it requires about thirty-two pounds of silver to procure one pound of gold everywhere. But some one may say that this is not a fair statement, because it measures the value of silver by gold. The answer to this objection is that the statement does not attempt to measure the value of either of the metals, but simply to compare them, one with the other, and that for the purpose of making the comparison the value of gold is determined by its purchasing power in the markets of the world, and the value of silver is determined the same way. Sixteen pounds of silver bullion will purchase only about one-half the quantity of commodities anywhere that one pound of gold bullion will purchase, and this purchasing power is the true test of their actual and relative values. In the United States sixteen pounds of silver, coined into dollars, will now purchase as much as one pound of gold coins, but this would not be the case under a system of free and unlimited coinage on individual account. The coins as gold or silver dollars here has been limited by law for the purpose of preventing an excessive issue, and they have been coined by the government on its own account and paid out for public purposes as dollars of full value, and, consequently, the government is bound by every consideration of good faith to say nothing of the positive declarations contained in the statutes, to keep them as good as gold, or, in other words, to maintain the parity of the two metals; and this it has done and will continue to do as long as the present system exists. But if the present system is to be abolished and a new one established, so that private individuals and corporations can have their own bullion coined at the public expense and have the coins as good as gold to them for their private use, the government would be under no obligation whatever, legal or equitable, to keep them as good as gold, and, in fact, it would be impossible for it to do so, because the coinage would be unlimited and the volume of silver circulating would become so great in proportion to the gold, the government could procure that the attempt would necessarily fail.

From the New York Journal of Commerce, May 17

SOUTH AMERICAN QUARANTINES.

The quarantines imposed at the ports of the Argentine, Brazilian and Uruguayan governments is the source of much interest to shipping circles here, though opinion differs as to the extent to which the commerce of the United States is affected.

Mr. Norton, of Norton & Son, when questioned about the situation at quarantined ports, said: "Reports reaching this port are not exaggerated. The quarantines are simply outrageous, as there is no call for them. If we touched ports quarantined we would not be able to do business, but fortunately our steamers sail direct from River Plate ports to New York. If we had to stop at Rio on our way up we would be put to a considerable loss of time and great expense. We have a small steamer running regularly between Plate ports and Rio, and even that has put us to considerable expense, because we have to load and unload in the ocean in order to save time. Montevideo has lifted her quarantine from Argentine commerce and I think Brazil ought to do the same."

"It is not a question of disease with these republics. They trump up rumors about cholera and fever in order to have an excuse to vent their spleen. Each studiously observes every available opportunity by which it can put a stumbling block in the way of the commerce of the other republics. It is nothing but spite and, besides being outrageous, is ridiculous."

"I cannot calculate what the loss to the commerce of these countries has been through these quarantines, but I know it must have been great."

A representative of Bask & Jevons, the agents of the Lamport & Holt Line to Brazil, Montevideo, Buenos Ayres, etc., said it had not interrupted American commerce, but on the other hand has benefited us. "The quarantine against the Argentine republic cut off supplies to a great extent, and the Brazilian and Uruguayan republics have had to turn to the United States for supplies. He said: "There is a fight going on among these republics at all times and we never know where we stand, but we always adjust our service to the situation and where we lose at one end we make up at the other. I don't think we need fear anything. The quarantines do not affect us or European countries, and it might be said that these little fellows down there are biting off their nose to spite their face."

"The active season at all ports affected is about over, and the republics are trying to annoy each other as much as they can. The whole thing is ridiculous."

Another firm largely interested in the commerce of the South American republics is much concerned over the situation. A member when conversed with said: "It is hard to tell what the several governments are going to do next. Our latest advices report a deplorable condition in local traffic, and the continued enforcement of quarantines by the health boards is something outrageous. We had ship loaded at a River Plate port which has had to sail over 1,000 miles out of her way down the coast in order to discharge her cargo. Our intermediate service is hampered and cargoes are discharged and taken only at great expense. Direct shipments between this port and the quarantined ports are not interrupted. The loss of trade will be felt severely by Argentina, as a large quantity of supplies have been shipped from this country to Brazil and Uruguay."

"Just how matters stand at present I am unable to state, but it will be a relief when the three republics cease to worry each other with quarantines."

FRIEDR. PORDO FORWARDER

Goods forwarded and insured to and from all parts of the world.

30, Rua da Candelaria, 30 P. O. Box 227.

"MILD, MELLOW AND MATURED" SCOTCH WHISKY



SOLE AGENTS HOGG & MURLY 71, Rua 1.ª de Março, 71

S. Paulo

OSWALD EVANS, Import and Commission Merchant.

Lubricating Oils, Plows, Hardware, etc. No. 9, RUA DA BOA VISTA, SÃO PAULO. P. O. Box 527. Telegraphic Address: "EVANS." Agencies and Correspondence solicited.

VICTORIA STORE

8 B, Rua de São Bento SÃO PAULO NEWSAGENTS, BOOKSELLERS and COMMISSION AGENTS.

Assortments of English Novels, Books, Shoes, Lincolns and Bennetts Hats, Pen's soaps, and nearly every English article of general use, on hand. Agents for Lipton's teas, of which there is always a good stock.

VICTORIA STORE Caixa O. São Paulo.

CHALK & Co.

IMPORTERS AND COMMISSION MERCHANTS.

Telegraphic Address: DESPATCH.

P. O. Box 374.

No. 4, TRAVESSA DO COMMERCIO, S. PAULO.

Agents for

Messrs. THOMAS FORD & Co. SWANSEA (England)

Correspondence invited.

Hyland, Huggins, Hammond & Co. ENGINEERS.

Railway Contractors, Importers of all Kinds of Machinery Railway Material, Portable Railways, Coffee Machinery.

31, RUA SÃO BENTO, 31 SÃO PAULO. Caixa do Correio, 291.

Against Sea-sickness NECTANDRA AMARA

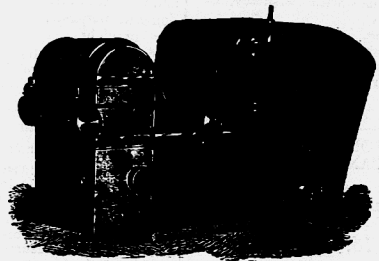
SPINNING AND WEAVING MACHINERY.

HOWARD & BULLOUGH, LIMITED

SPECIALISTS IN SPINNING;

HENRY LIVESEY, LIMITED,

SPECIALISTS IN WEAVING.



(PATENT HOPPER FEEDER)

SOLE AGENTS IN BRAZIL:

HENRY ROGERS, SONS & Co.

Engineers and Contractors,

77, Rua da Alfandega,

RIO DE JANEIRO.

HEAD OFFICE: Wolverhampton, England.

Mill Sundries always in Stock in Rio. Plans and estimates on application to Agents.

THE RIO NEWS

PUBLISHED WEEKLY.

A. J. LAMOUREUX, Editor and Proprietor.

Contains a summary of news and a review of Brazilian affairs, a list of the arrivals and departures of foreign vessels, the commercial report and price current of the market, tables of stock quotations and sales, a summary of the daily coffee reports and all other information necessary to a correct judgment on Brazilian trade.

(Cash invariably in advance)

Subscription: 25000 per annum for Brazil. \$10.00 or £2 abroad (30\$ when paid here).

SINGLE COPIES: 500 reis; for sale at the office of publication, or at the English Book Store, No. 67 Rua do Ourador, and at the Victoria Store in São Paulo.

All subscriptions should run with the calendar year, or terminate on June 30th and December 31st. Subscriptions and advertisements will be received by George H. Phelps, Esq., 154 Nassau St., NEW YORK; Messrs. Street & Co., 50 Cornhill, LONDON; Frost & Co., 33 New Bridge St., and at the Victoria Store, SÃO PAULO.

EDITORIAL AND PUBLICATION OFFICES:— 79, Rua Sete de Setembro. POSTOFFICE ADDRESS:—Caixa 360.

RIO DE JANEIRO, JULY 2nd, 1895.

It is worthy of note that a motion was made in the Chamber on the 26th for a revision of the tariff in the interests of protection. It is not enough, apparently, that the country is already heavily burdened with high prices and expensive parasites, threatened with famine and plague, crippled and impoverished with depreciated currency, and harassed with ever-present fears of revolution; it must be provided with another calamitous burden in the shape of a protective tariff! What it has to protect, it is difficult to understand. Brazil can never be a great manufacturing country, for she lacks the principal elements necessary for such a career; but she can do something in agriculture and mining. For this reason, it would seem, the political tyros who are now trying to shape the destinies of the country, are resolved to develop the former and neglect the latter. To develop industries which must depend largely upon importations of fuel, raw material, machinery and labor, they will impose heavy protective duties on the imported articles, and thus increase their cost to every consumer in the country. To enrich the favored few, they would impoverish the many, and burden the nation with a tyrannical and inquisitorial policy which will require an army of officials to enforce it. Agriculture, mining and stock-raising can all be developed, and will enrich the whole country, for they will require no protection, and no importation of the principal elements on which they exist. And they will not increase the costs of living, nor augment the burdens of government. So simple and clean a life, however, has no attractions for the political agitator, for it affords no opportunities for his eloquence and services. And what is worse, it affords no opportunities for the patriotic speculator to enrich himself at the expense of the public. It would be well, in our opinion, for the Brazilian people to consider this question carefully before taking another step in the direction of protection. And it would be good policy to count well the cost of these projected exotic industries. In our opinion, Brazil can not manufacture, beyond a limited extent, except at a heavy cost, which will require extremely high tariff rates. These will of course increase the prices of all such protected goods to the consumers. Then will follow corresponding additions to the costs of all other lines, except where governed by outside competition, with higher rents and wages. Discontent will ensue, and other branches of industry will demand favors, and so it will continue indefinitely. There has never yet been a government wise enough to adjust these favors to the satisfaction of all, nor ever will be. Consequently, the principal fruits of the system will be chronic dissatisfaction, favoritism, and unequally distributed wealth. And it should be understood that there are but few countries in the world which can support so ill-balanced a system, of which Brazil is certainly not one.

One man's life may be considered as nothing in the political growth of a country, and it may be assumed therefore that the death of Saldanha da Gama in Rio Grande do Sul will exercise but little influence upon the course of events in that state. It is difficult to believe, however, that the savage and mercenary government which oppresses that state, can offer any advantage to Brazil in compensation for the life of Saldanha da Gama. He was an

officer who was honored and respected by all who came in contact with him, and he was a man who was esteemed and beloved by a wider circle of friends and admirers than any other officer in Brazil. He was never a politician and never would accept a political office, and he had therefore nothing of the parasitic following which is so often the scourge, as well as the strength, of officers ambitious of securing political honors. He was attached to his profession, and he studied its development with the devotion of a student to the end of his life. That he was honest, conscientious and single-minded, no one will deny. He did not favor the overthrow of the monarchy, because he believed that Brazil was not ready for such a change and that the new form of government could not promote and protect the interests of his countrymen, and he was honest and sincere enough to say so. When the naval revolt of 1893 occurred, he was placed in a most difficult position. He did not favor the ideas and conduct of Custodio de Mello, nor could he conscientiously support the government of Floriano Peixoto, which, like many others, he believed to be illegal. Believing that the conflict would be of brief duration, he tried to remain neutral, but it was an untenable position, situated as he was between the two opposing forces, and he was finally compelled to cast in his fortune with the revolt. Hemmed in as he was, he maintained his position in this bay with skill and courage until his ammunition and provisions were exhausted, and he was then compelled to give up the fight. In Rio Grande, his adherence to the cause of the federalists was simply a continuation of the struggle against the measures which drove him into revolt in this harbor. He was sincere in his opinions, and he had the moral courage to defend them, even to the risk of his life. It is to be said that his death has been deeply felt in every part of the country, even by those who did not approve his course. And his memory will be a heritage for the Brazilian navy to treasure, for it is that of an officer of courage and honor, whose life was unblemished and whose end was glorious.

The death of Marshal Floriano Peixoto has naturally created a profound impression throughout the country. It was not wholly unexpected, perhaps, for his long and continued illness had in some measure prepared the public mind for a fatal termination. Still, so much pains had been taken to conceal the gravity of his illness in order that his name might be used by his followers as a menace to all opponents, that his death unquestionably came like a surprise to many, and has been deeply felt by those whose political fortunes were so closely associated with his dominating influence in the government. As to the part which he has played in the government of this country, history will undoubtedly assign him to his proper place when the passions and prejudices which now influence us are at rest. It was his fortune to occupy a prominent official position at the time when the government of Brazil was changed from a monarchy to that of a republic, and it was his fortune also to take a prominent part in the disturbed events which have followed. He was not a statesman, nor a great organizer and administrator. His knowledge of civil government was of a very limited character, as the acts of his administration clearly prove. He was tenacious in purpose, however, and reckless of consequences. Unhappily, his advisers were not the men who could be depended upon for wise and prudent counsels, and he was encouraged and led by them in paths which the student of civil government will find it most difficult to justify. At the moment it is impossible to discuss the character of his public acts and their influence upon the country, for there is much danger in plain-speaking. Time, however, will soften the passions of his followers, and the prejudices of his enemies, and then we may hope that full justice will be done to his name.

In the correspondence, which has just been published, between the Brazilian government and the French legation, the latter makes the following important statements in regard to the case of Buette and Muller: That the Brazilian minister of foreign affairs did not hesitate to declare that the circumstantial evidence of the death of Buette and Muller is conclusive; that Col. Moreira Cezar, on being asked for information on the subject, had at first failed to answer, and

afterwards, so thoroughly was he convinced of the illegality of the shooting of the two Frenchmen, had not even attempted to defend it, but had invented the story of their escape, which on its very face was so improbable that the Brazilian minister had said that it was not worth the while to discuss it; that on the 20th of September, 1894, the Brazilian government through its representative in Paris had officially declared that no one had been shot in Santa Catharina, or Paraná; that Admiral Jeronimo Gonçalves, after making use of the services of Buette and Muller and promising to employ them at the navy yard in Santa Catharina, and after they had floated the *Aquidaban*, which the Brazilian minister acknowledged to be an important service to the country, had broken his promise by delivering them to Colonel Moreira Cezar and had deviated from the truth by saying that after a few hours' trial he had found Buette's services to be worthless; that after killing the two French engineers, Col. Moreira Cezar had attempted to deceive his government, the French legation and the public; that in the opinion of the legation, the good name of the Brazilian government and of the Brazilian army and navy demands that such crimes should not go unpunished. After such serious statements from so elevated a source, is not the sense of honor in Admiral Jeronimo Gonçalves and Colonel Moreira Cezar sufficiently strong to induce them to demand an investigation of their conduct? If not, will not some Brazilian officer of the army, or navy, in his zeal for the honor of the service, seek to remove the stain by preferring charges against the two officers who are accused, in an important official document, of having been guilty of such shameful behavior?

THE MONROE DOCTRINE.

There has been so much discussion and so much misapprehension of the so-called "Monroe doctrine" that it may not be out of place to reproduce the declarations, word for word, from which it is derived. The Monroe doctrine is not a law, nor a parliamentary resolution, nor even the subject matter of a treaty. It is simply a statement contained in the annual message of President James Monroe, which was read at the opening of the United States Congress on December 2nd, 1823. It was simply an expression of President Monroe's opinion as to the course which the United States government should pursue in case the Holy Alliance should undertake to assist Spain in recovering her lost colonies.

Singularly enough this declaration really originated with Mr. Canning, who had already expressed his opposition to an interference in American affairs by European powers, and who sought to strengthen his position through some positive declaration from the government of the United States. When the declaration in question was made, it was cordially endorsed by many of the most prominent British statesmen of the day, of both parties, and was accepted as a proper and satisfactory policy on the part of the United States. As then understood and as since interpreted by successive American secretaries of state, it has never been the subject of protest or criticism from the government of any European or American state, so far as our information goes.

This famous "doctrine," in a nutshell, is this. The United States considers that the American continent should not be made an object of European conquest and colonization, as is the case in Africa to-day. It was never designed to protect any American state against the consequences of bad government, or of misconduct toward any foreign power. Nor was it intended to interfere with any people in the choice of whatever form of government might suit them best. It recognized the right of the Mexican people to establish a monarchy under Iturbide of their own free will, but would not permit France to establish one under Maximilian. It never interfered in the affairs of the Brazilian monarchy, nor in the colonies still held in this hemisphere by Spain, Great Britain, France, and Holland. It simply declares that an attempted conquest would be the "manifestation of an unfriendly disposition toward the United States."

That the declaration in question may be better understood, we reproduce all that part of President Monroe's message in which it is to be found.

At the proposal of the Russian imperial government, made through the minister of the Emperor residing here, a full power and instruction have been transmitted to the minister of the United

States at St. Petersburg to arrange, by amicable negotiation, the respective interests of the two nations on the north-west coast of this continent. A similar proposal had been made by his imperial majesty to the government of Great Britain, which has likewise been acceded to. The government of the United States has been desirous, by this friendly proceeding, of manifesting the great value which they have invariably attached to the friendship of the Emperor, and their solicitude to cultivate the best understanding with his government. In the discussions to which this interest has given rise and in the arrangements by which they may terminate, the occasion has been judged proper for asserting, as a principle in which the rights and interests of the United States are involved, that the American continents, by the free and independent condition which they have assumed and maintain, are henceforth not to be considered as subjects for future colonization by any European powers.

It was stated at the commencement of the last session that a great effort was then making in Spain and Portugal to improve the condition of the people of these countries, and that it appears to be conducted with extraordinary moderation. It need scarcely be remarked that the result has been so far very different from what was then anticipated. Of events in that quarter of the globe, with which we have so much intercourse, and from which we derive our origin, we have always been anxious and interested spectators. The citizens of the United States cherish sentiments the most friendly in favor of the liberty and happiness of their fellowmen on that side of the Atlantic. In the wars of the European powers, in matters relating to themselves, we have never taken any part, nor does it comport with our policy to do so. It is only when our rights are invaded, or seriously menaced that we resent injuries, or make preparation for our defence. With the movements in this hemisphere we are of necessity more immediately connected, and by causes which must be obvious to all enlightened and impartial observers. The political system of the allied powers is essentially different in this respect, from that of America. This difference proceeds from that which exists in their respective governments. And to the defence of our own, which has been achieved by the loss of so much blood and treasure, and matured by the wisdom of their most enlightened citizens, and under which we have enjoyed unexampled felicity, this whole nation is devoted.

We owe it, therefore, to candor and to the amicable relations existing between the United States and those powers to declare that we should consider any attempt on their part to extend their system to any portion of this hemisphere as dangerous to our peace and safety. With the existing colonies or dependencies of any European power we have not interfered, and shall not interfere. But, with the governments who have declared their independence and maintained it, and whose independence we have, on great consideration and on just principles, acknowledged, we could not view any interposition for the purpose of oppressing them, or controlling in any other manner their destiny, by any European power, in any other light than as the manifestation of an unfriendly disposition toward the United States. In the war between these new governments and Spain we declared our neutrality at the time of the recognition, and to this we have adhered, and shall continue to adhere, provided no change shall occur which, in the judgment of the competent authorities of this government, shall make a corresponding change on the part of the United States indispensable to their security.

The late events in Spain and Portugal show that Europe is still unsettled. Of this important fact no stronger proof can be adduced than that the allied powers should have thought it proper, on a principle satisfactory to themselves, to have interposed by force in the internal concerns of Spain. To what extent such interposition may be carried on the same principle is a question to which all independent powers whose governments differ from theirs are interested, even those most remote, and surely none more so than the United States. Our policy in regard to Europe, which was adopted at an early stage of the wars which have so long agitated that quarter of the globe, nevertheless remains the same, which is, not to interfere in the internal concerns of any of its powers; to consider the government de facto as the legitimate government for us; to cultivate friendly relations with it, and to preserve those relations by a frank, firm, and manly policy; meeting, in all instances, the just claims of every power, submitting to injuries from none. But in regard to these commitments, circumstances are eminently and conspicuously different. It is impossible that the allied powers should extend their political system to any portion of either continent without endangering our peace and happiness, nor can any one believe that our southern brethren if left to themselves, would adopt it of their own accord. It is equally impossible, therefore, that we should behold such interposition, in any form, with indifference. If we look to the comparative strength and resources of Spain and those new governments, and their distance from each other, it must be obvious that she can never subdue them. It is still the true policy of the United States to leave the parties to themselves, in the hope that other powers will pursue the same course.

THE PACIFIC COMPANY AND ITS PIONEERS.

At the recent annual general meeting of the Pacific Steam Navigation Company, the chairman, Mr. Robert Rankin, in feeling words alluded to the death of their old colleague, Mr. William J. J. who for half a century had been connected with the line. Mr. J. and Captain Peacock were the original active and energetic workers in the establishment of steam navigation between Liverpool and the western coast of South America. One was a good organizer and the other a first class nautical adviser. Both have departed this life; but their successors, from long and practical experience, have worthily sustained the reputation of the company. Mr. J. must have seen great changes in his time. The Pacific Company started in 1840 with two paddle-wheel steamers of 600

tons each, named the Chile and Perù. Valparaiso was made the head-quarters, and from that port the service to Panama was inaugurated. In 1861 a new Peru, of 1,377 tons gross and 360 nominal horse power, in 1863 another Chile, of 1,672 tons and 400-horse power, made their appearance. They were iron built and side-wheelers. The Bolivia, of 773 tons, was registered in 1849; the Valparaiso, of 1,660 tons, constructed in 1856; the Callao, of 1,062 tons, built in 1858; the Bogota, of 1,508 tons, added to the fleet in 1859; the Morro, of 132 tons, in 1859; the Talcaño, 708 tons, in 1862; the Peralta, of 622 tons, in 1860; and the Payta, of 1,344 tons, in 1864, were also paddle-wheel boats, and suited to coasting navigation. The Great Britain, of 3,599 tons and 500-horse power, constructed in 1849, and subsequently purchased by Liverpool owners in 1855, was propelled by a screw; and the Barney, of 252 tons, built in 1846, and the property of W. D. Applebee, of Liverpool, another screw vessel, might have been seen on the Mersey. In 1856, however, the company ventured upon a trial of the screw, and the San Carlos, of 652 tons gross and 270 nominal horse power, and the Guayaquil, of 671 tons and 250-horse power, put in an appearance. The number of ports to call at necessitated frequent additions to the fleet, and the flag of the Pacific Company became at last so thoroughly well known. Trade grew rapidly, and it was therefore resolved to connect the Pacific service with what was called the "Strait Line." The route from Liverpool and the Straits of Magellan to Valparaiso was commenced in 1868 by the steamers Pacific and Panama, and those boats were followed by a number of others. The introduction of such ships as the Acocagua, Anson, Britannia, Cordillera, Colopaxi, Galicia, Iheria, Hilmami, John Elder, Liguria, Magellan, Patagonia, Potosi, Sorata, and Valparaiso, which latter was three times the tonnage of the first boat of the same name. By modern improvements the speed of some of these boats has been increased, and the latest acquisitions are up to date in every respect. From a couple of comparatively small steamers the fleet of the company on the Pacific station has been doubled about 20 times in the course of 50 years, and, therefore, the late Mr. Just must have witnessed many changes in the course of his extensive management. When the pioneer boat entered Valparaiso the arrangements for loading and discharging cargoes, or the landing of passengers, consisted in open boats and beaching. Valparaiso is situated in the bend of an open bay, and is sheltered by the foreland to the south, but vessels are much exposed from northerly winds during the winter. We once saw a French barque which had been driven from her anchorage by a gale high and dry on the beach. Her cargo was nearly out, and she had to be launched. Vessels are moored with their heads to the north in the winter, and three bowers anchors and 270 fathoms of chain are required. When ships are not provided with mooring gear those requisites have to be hired at a cost of \$1 to \$4 per day, according to tonnage. There is now a wharf at Valparaiso, and the mole is 305 metres in length by 14 1/2 metres in breadth. The depth of water at the outside berths is 12 to 14 metres, and outside 8 to 9 metres. The two floating docks are capable of receiving vessels of 3,000 tons. There are tug boats to be had, and the town is in telegraph touch with Europe. Mr. Just and Captain Peacock saw no evidences of these items of civilisation in the early days of their steamship operations. They, perhaps, heard sailors call the three rolling hills to the south, the Fore, Main, and Mizentops, and have had trouble to get them from the houses on the Mizentop. Those places of resort are said to be not so bad as they were formerly. Most seaport towns have respectable quarters, and much has been done towards the providing of places where seamen can meet with pleasurable and innocent recreation. The chief commercial city of Chili is destined in the not very distant future to be the railway terminus from the east, and then Valparaiso may have to enlarge her shipping accommodation in order to facilitate the shipments from Argentina, Uruguay, and Brazil. Mr. Just may have foreseen this emergency, but he was cut off too soon for visible contemplation. Coquimbo would make a better port, but merchants and capitalists are located in Valparaiso; besides which Santiago, the Chilean capital, is only thirty miles distant, and is easily reached by train. The Pacific Company must have contributed largely to the prosperity of Valparaiso and all the numerous ports of call. The directors are satisfied with the performances of the Oropesa and the Orissa, their latest acquisitions, though the stranding of the Oraya in the Bay of Naples, and her recovery and repairs may reduce the sum credited to insurance. We have traced the Pacific Company from its inception to its present position as a big and well conducted shipping enterprise. Ancient colleagues are bound by the law of nature to give place to younger heads, however much we may miss them and regret the cause of their disappearance. The competition was not felt when Mr. Just did his best to lay the foundation on which a prosperous structure was ultimately to be raised. He lived long enough to contemplate the assistance he had rendered to his countrymen.

LEGISLATIVE NOTES

JUNE 25.—Senate.—Senator Gonçalves Chaves presented a petition from professors of the mining school at Ouro Preto asking for an increase in their pay. The Senate voted the bill for a bridge over the river Quarayú with an amendment declaring that, in case the military authorities should at any time find it necessary to destroy the bridge temporarily, the Great South American Company would not be entitled to compensation. The bill retiring Col. Pedro Paulino da Fonseca with pay from the office which he now holds was voted in great discussion. The Senate voted the 1st article of the bill from the Chamber of Deputies for exempting coal mining machinery from duty. Barão do Lacerda said that the impunity with which crimes have been committed by military and civil officers greatly contributes to promote insubordination. He thinks that the manifesto recently issued by the military club of which Gen. Evertton Quadros and Rear-Admiral Gaspar Rodrigues are president and

vice-president, is a dangerous document, especially in the present state of the country, whose situation, in his opinion, was never more critical. He offered a motion asking for the names of the prisoners who have been incarcerated since the beginning of April, 1894, in the Fortress of Santa Cruz, the names of those who are still there and information as to what has become of the others. He also moved to learn from Lieut. Lins, who commanded the calets that guarded Barão do Hatoy and others, the names of these calets and, in case of their having received an order for shooting prisoners, the name of the person who issued the order and also what he had heard and seen in regard to the shooting that is said to have occurred in Santa Catharina after or before the state fell into the hands of the government troops. He also moved to ask for a copy of the official correspondence in regard to the shooting which occurred at kilometre 65 on the road between Curitiba and Paranaguá. He said that by means of the information obtained through successive motions he had been able to trace the Santa Catharina prisoners to the fortress of Santa Cruz and the object of one of the present motions was to learn what had become of them after their incarceration in the fortress. In regard to the military situation in Paraná, he read a letter from Baroness do Sero Azul, from which it appears that the Baron was the victim of the treachery of Col. Pires Ferreira, who pretended to be his friend. It also appears from this letter that the families of the victims were forbidden by the military authorities of Curitiba to make any display of mourning. Senator Vicente Machado expressed his disapproval of the crimes committed in Paraná. These crimes, he said, were committed without his knowledge, and, when the news reached him, he had at first been unable to believe it. When he discovered, however, that there could be no doubt on the subject, he hastened to publish in the *Republica* of Curitiba a manifesto condemning in the strongest terms those crimes, which only served to discredit the institutions of the country.—*Chamber of Deputies.*—Deputy José Carlos pointed out irregularities that have occurred in the retirement of public employes from service. He also spoke in regard to affairs of the navy department and moved to ask for information on several points. The Chamber passed by a vote of 112 to 13 a substitute for Deputy Martins Junior's motion on affairs in Pernambuco. The substitute refers the matter to the joint committee of the Senate and Chamber of Deputies, which is required to report thereon as speedily as possible. Deputy Lauro Müller spoke on the bill making a deficiency appropriation of 600,000\$, and Deputies Serzelello, Aureliano Barbosa and Augusto de Freitas on the bill for reorganizing the law schools.

JUNE 26.—Senate.—The committee on war and marine reported against the bill from the Chamber of Deputies for maintaining the rank of the warrant midshipmen. Senator Correia de Araujo tendered his resignation as member of the joint committee for framing a bill regulating the execution of Art. 6 of the constitution. He stated that he is personally interested in the Pernambuco question, and in his opinion the committee should be composed of members having no personal interest in local questions in that, or in any other state. The Senate refused to accept his resignation. Senator Pires Ferreira defended his conduct towards Barão do Sero Azul, contradicting the statements made in the letter of the Baroness. He said that reports unfavorable to his character circulated in person who had no personal criminal attempt to get possession of public money in the state of Paraná. He is willing, he asserted, to go before the courts and be tried for the crimes of which he is accused. If it is proved that he has committed, or authorized, any illegal act, he will resign his seat in the Senate. Senator Moraes Barros introduced an agricultural bill, declaring at least the policy of retirement so urgently demanded by the minister of finance is alone in relation to the army, it is useless to hope for any reduction in public expenditure in the coming year. He offered an amendment reducing the number of enlisted men from 28,160 to 20,118. Senator João Neiva also spoke on the army bill, stating that during the naval revolution the war department had spent 1,500,000\$ on bags and cartridges for 400,000 men.—*Chamber of Deputies.*—Deputy Aristides de Queiroz made a speech in favor of protection and offered a motion, which was adopted, for the appointment of a joint committee for revising the tariff and reporting on the manufacturing interests of the country. Deputy Leovigildo Filgueiras offered amendments to the bill on pig skins. Deputy Junqueira Ayres spoke in favor of a coinage law, and proposed a bill for promoting the union of all Brazilians. He opposed the idea of enacting a law at the present time for regulating the execution of Art. 6 of the constitution. Deputy Erico Coelho argued to prove the necessity of such a law. He does not, he stated, consider it advisable to await the report of the joint committee and is in favor of beginning at once the discussion of the bills that have already been framed on the subject.

JUNE 27.—Senate.—Senator Domingos Vicente said that the custom-house at Victoria has not sufficient capacity for the storage of merchandise received at that port, and he introduced a bill authorizing the purchase of warehouses for that purpose. Senator Almeida Barreto said that the war and navy committee could not accept Senator Oliveira's proposal to reduce the number of soldiers to 20,118. He offered an amendment from the committee reducing the army to 24,118 men and the number of military cadets to 800. Senator Pires Ferreira opposed any reduction of the army, or of the number of cadets. Senator Catunda defended the committee's amendment. Senator Gomes de Castro said that what Brazil requires is a small army, well organized, properly equipped and thoroughly disciplined. It is impossible, he asserted, to form a large army in this country by voluntary enlistment, and to resort to impressment is unconstitutional. Senator Quintino Bocayua moved to inquire whether the President of the republic considers it expedient to reduce the army to 24,000 men.—*Chamber of Deputies.*—Senator João Mariano ridiculed the assertion that the opponents of Gov. Barbosa Lima had attempted to poison him. He accused the governor of having intercepted and read confidential telegrams from Marshal Floriano Peixoto. He read telegrams he

had just received from Pernambuco, containing an account of recent arbitrary measures of the governor, who is arresting his political adversaries and forcing opposition journals to suspend publication. Among the persons incarcerated is a student named Banderia who was thrown into prison for saying, in the hearing of the governor's spies, that the poisoning story is a farce. The speaker appealed to the President of the republic to grant relief to the people of Pernambuco before they are forced to resort to revolution. Deputy Paulino de Souza Junior moved to refer to the committee on legislation the two bills for regulating the execution of Art. 6 of the constitution. Deputy Erico Coelho opposed the motion and tendered his resignation as member of the committee, which, he said, had already reported on one of the bills and had nothing more to say on the subject. Deputy Eduardo Ramos regretted the delay in passing a bill for regulating the aforesaid article of the constitution, from which he expects beneficial effects in checking turbulence and disorder in the states.

PROVINCIAL NOTES

—The Bahia police bill fixes the number of men in the force at 2,200, which may be increased to 3,000 at the will of the governor.
—In S. Paulo on the 25th ult. there was a fight between Portuguese and Jacobins. One of the Portuguese was arrested by the police.
—Bahia telegrams of the 28th ult. announce the adjournment of the two opposing legislatures until the political conflict in that state is settled.
—The cold southerly wind of the 24th, which brought rain in Rio, brought a heavy frost to São Paulo. The day was clear and cold, and on the following morning everything was covered with white frost.
—The disease among the cattle which made its appearance some time ago in S. Paulo, has extended into Minas Geraes, where the mortality is said to be very great. It is also reported from the neighborhood of Taubaté.
—On the 27th ult. in the Bahia chamber of deputies there was offered a motion congratulating Gen. Innocencio Galvão on the victory of the government troops in Rio Grande do Sul. The debate on this motion was postponed.
—The *Pharol* of Juiz de Fora, of the 23rd, says that the notices of the cattle plague in Minas are increasing. The disease is most contagious and is spreading rapidly. On one *fazenda* alone, near São, 200 animals are afflicted with it, and it is said that the mortality is very large.
—An epidemic of small-pox has broken out at Mogy das Cruzes, S. Paulo, and the people there are clamoring for help. They have even telegraphed to the director of the Central railway, asking him to intercede with the state government of S. Paulo for a medical commission.
—Telegrams of the 26th ult. state that the Pernambuco chamber of deputies has voted a resolution condemning the alleged attempt to poison the governor of the state. It is also stated that there have again been hostile demonstrations against printing offices, some of which were obliged to close and to suspend the publication of the respective journals.

—According to the report for 1894 of the sanitary board of Santos, the total mortality in that city during the year was 1,440, the population being estimated at 27,000, which is probably much exaggerated. The deaths from yellow fever numbered 72. Compared with 173 gastric complaints in 193. Combined with preceding years the death from yellow fever were relatively few, there having been 1,668 in 1893, 1,823 in 1892 and 1,019 in 1891.

RIO GRANDE DO SUL.

On the evening of the 25th ult. the public was startled with the report of the death of Rear-Admiral Saldanha da Gama. This report has been confirmed by subsequent telegrams, which give the following details:
At Campo Osorio, situated at the apex of a triangle of Rio Grande territory penetrating into that of Uruguay, 374 men under the command of Saldanha da Gama were surrounded and attacked on the 24th ult. by 1,200 government troops under João Francisco and Azambuja. There ensued a desperate struggle, which lasted for 14 hours and during which the assailants were five times repulsed. At last the revolutionists, having exhausted their ammunition, set fire to their camp and made an attempt to break through the enemy's lines. In this attempt Saldanha was killed, but in regard to the manner of his death accounts differ. According to one statement, after being dangerously wounded, he committed suicide to avoid being taken alive. A second account states that he was killed while resisting capture, while, according to a third version, after being disabled he was captured and murdered.
The loss on both sides is believed to have been heavy, though the Castilhistas assert that only four of their men were killed and 14 wounded. It is stated that 150 revolutionists were killed, no prisoners having been taken by the Castilhistas. The naval battalion alone is said to have lost 70 officers and cadets, but it has not yet been possible to learn the names of those who were killed.
It is charged, and apparently with foundation, that in order to surround Saldanha a part of the Castilhistas force marched through Uruguanay territory. The description of the locality in which the engagement occurred justifies this belief. If the supposition is found to be correct, international complications may arise, although it is justifiable to wink at irregularities on the border in consideration of a promise to permit the free navigation of Lagoa Mirim.
On hearing of the death of his brother, Dr. Sebastião Saldanha da Gama, who resides at Montevideo, telegraphed to President Buarque de Moraes asking for the body, and the President answered that he had issued orders for its delivery. Brazilians in Montevideo have appointed a committee to go to Rivera to receive it; but it is believed

that the Castilhistas will find a pretext to evade compliance with the order in their desire to prevent the confirmation of the statement that the body has been horribly mutilated.
The death of Saldanha da Gama is certainly a heavy blow to the revolutionists, whose cause was considerably strengthened by his prestige, his gallantry and his ability as an organizer. It sometimes happens, however, that the shock resulting from a great calamity seems to arouse the passions of a cause and to stimulate them to renewed exertions, and this may be the case in the present instance, not only with the Rio-Grandenses, but also with their sympathizers throughout Brazil. Among the latter there prevails a belief that the hopes of the whole country are centered on the struggle in Rio Grande and that, if that state is allowed to be crushed, the Brazilian people will have to submit, for a period whose termination no one can foresee, to the disastrous consequences of military rule. It is possible that those who think thus will now begin to understand the necessity of giving more efficient support to the cause.

Telegrams state that many of the revolutionary leaders have already declared their intention of continuing the struggle and it is said that the aged warrior Gen. Tavares has once more assumed the command of the revolutionary forces.
The tragic event which has thus closed the glorious career of one of the most eminent of Brazilians and which carries sorrow to so many homes, has made a deep impression on the public mind, which has now a clearer conception of the horrors of anarchy, strife and civil war. In this city and in many other parts of the country school masses are said to-day for the soul of the fallen hero, and others will follow as soon as correct information is obtained in regard to the names of his companions who perished with him. All this will doubtless contribute to induce the advocates of peace to exert themselves more strenuously in asking the government to put an end to the war by withdrawing its support from a usurping governor whose tyrannical sway can be maintained only by violence and bloodshed, and by the sacrifice of some of Brazil's best men.
A Montevideo telegram of the 30th ult. states that on the battle field of Campo Osorio, which is now said to be occupied by revolutionists under Messrs. Revorbel, Chiquete and Costa Mendes, 51 corpses have been found and buried, including that of Lieut. Luiz Theodoro Pereira da Rosa, which, like many others, had been barbarously mutilated, by having the throat cut, etc!
The other naval officers who are supposed to have been killed, are Lieutenants Fernando Pinto Ribeiro and Tranguilino de Alcantara and Midshipman Carvalho. The naval cadets Adolfo Chaves, Alberto de Sá, Durval Moraes, Luter and Scherier are also said to have been killed.
The hospital at Livramento is full of wounded, which shows that the loss of the Castilhistas was much greater than that which they acknowledge. The Castilhistas are said to have buried only their own men. Notwithstanding the President's orders, the body of Saldanha da Gama has not been delivered to his friends.

RAILROAD NOTES

—According to a telegram from São Paulo on the 28th ult. an English syndicate has offered £2,000,000 for the Sorocabana railway.
—The *Democrata Federal* inquires whether it is prohibited to ship fowling-pieces by railway. A merchant in S. Paulo has found it impossible to send one to Botucatu.
—The new station of Pedro Leopoldo, on the Central railway, is 647 k. 365 m. from this city. It is expected that in August the road will be in operation as far as Matosinhos, which is 10 k. 500 m. beyond Pedro Leopoldo, and in January as far as Sete Lagoas, which is 27 k. 600 m. beyond Matosinhos.
—A telegram of the 28th ult. says that the offer made by an English syndicate for the Mogyana property, and refused by the directors, was at the rate of 1 share. In view of the present condition of the line, this is now offer. We are advised, however, that the offer has not been received, as stated.
—Many and bitter are the complaints up country of the scarcity and dearth of flour, owing to the difficulties and costs of transportation over the Central railway. A barrel of imported flour, costing about 26\$ 1/2 lardle here, pays 18\$ freight for a very short distance on this road. State ownership is a grand benefit, surely.
—The governor of Minas Geraes has signed the bill voted by the state legislature for regulating the service of transportation on the Leopoldina railway. This bill authorizes the state government to make any agreement which it may deem advisable with the Leopoldina company, or to take over the part of the road in Minas territory, and to transfer or lease it, if it is found expedient to do so.
—The receipts of the railways belonging to the Macabé and Campos company amounted in the year 1893-94 to 2,307,414\$60, against 3,075,548\$-502 in the previous year, there being consequently a decrease of 668,133\$922, which the board of directors attributes to the naval revolution. The operating expenses amounted in 1893-94 to 1,923,100\$974, against 1,839,508\$887 in 1892-93, thus showing an increase of 83,580\$987. Messrs. Louis Cohen & Sons have consented to accept the interest on the sterling debentures for two years in Brazilian currency at the rate of 18 1/2 per cent.
—We regret to say that an inexplicable topographical blunder in our last issue made us say that the statement of the minister of finance that the loan issued in London by the Minas and Rio railway should now be added to the foreign debt of the nation, at last confirms what we said at the time in regard to the transaction. The item should have read "the Oeste de Minas railway." A reference to the extracts from the minister's report which appeared on another page will of course indicate the mistake and correction, but this does not relieve us from the necessity of making this correction and apologizing for the blunder.

-In a note on the São Paulo and Rio Grande railway line which he approves, the editor of the South American Journal (June 8th) takes occasion to say:—"It (the railway) will form one of the links for uniting Brazil with Chili, Uruguay, and the other River Plate countries."

-One of the bondholders of the Rio de Janeiro and Grão Pará railway writes to the Financial News of June 6th advocating the union of the small bondholders to act independently of Messrs. Morton Rose & Co. for the protection of their interests through foreclosure proceedings against that company.

-L'Industrie Electrique publishes an interesting table showing that considerable progress has been made in the application of electricity to traction in Europe. During 1894 a sixteen number of railway and tramway lines worked by electricity increased from 43 to 70, their total length being from 190 to 435 miles, and the number of automatic carriages or locomotives from 538 to 1,236.

-An American correspondent writes, drawing attention to a new method of propelling electric railway cars, which he thinks is likely to interest the readers of Transport. The inventor is Mr. Elias E. Ries, of Baltimore, who, in his description of the system, says one of its principal features is the fact that there is no communication between the motor and the source of electricity. The cars are operated by electro-magnetic induction from conductors carried just under the street surface, and making no contact whatever with the track rails or motor car.

-The career of Admiral Luiz Felipe de Saldanha da Gama was confined almost exclusively to his chosen profession. He was born in Campos, Rio de Janeiro, on April 7th, 1846, and was therefore only 49 years of age at the time of his death. He was a graduate of the D. Pedro II college, and entered the naval service in 1861. He served through the Paraguayan war with distinction, gaining the rank of lieutenant-commander in 1869. He was a member of the official commissions sent to the Vienna and Philadelphia exhibitions, naval attaché on the first special mission sent to China (1879), member of the commission sent to Sandy Point in 1882 to observe the transit of Venus, besides serving on many and various other commissions connected with his profession.

LOCAL NOTES

-At 7 o'clock a.m. on the 25th ult., the engineer and fireman of the low-haul Victoria were wounded by an explosion of the boiler.

-The Senate army and navy committee has very properly reported against the bill sent up from the Chamber in regard to the rank of midshipmen granted to certain cadets and cancelled by the minister of marine.

-Owing to the appearance of small-pox at the suburban stations of Meyer and Engenho de Dentro, on the Central railway, the municipal sanitary authorities have taken steps to promote vaccination in those localities.

-Cases of small-pox having appeared among the policemen, the whole brigade is to be vaccinated. It is to be hoped that the roughs and toughs of the city will considerate enough for a few days not to hurt Bobby's sore arm.

-Dr. Fernando Abbott has resigned his seat in Congress. If the other members from the present Rio Grande delegation fail to follow his example, they will certainly lose a valuable opportunity of rendering the country an important service.

-The war department has granted leave to Gen. Solon, who is suffering from beri-beri, to come to Rio. The disease, we presume, was contracted by the General during his incarceration as a political prisoner in the Casa de Correção.

-The Brazilian organ in Paris Le Brésil, of June 2nd, reproduces the same press interview with Minister Salvador de Mendonça which we published in our last issue. It will be seen from this that Mr. Mendonça has not been misrepresented in these columns.

-The career of Admiral Luiz Felipe de Saldanha da Gama was confined almost exclusively to his chosen profession. He was born in Campos, Rio de Janeiro, on April 7th, 1846, and was therefore only 49 years of age at the time of his death. He was a graduate of the D. Pedro II college, and entered the naval service in 1861. He served through the Paraguayan war with distinction, gaining the rank of lieutenant-commander in 1869. He was a member of the official commissions sent to the Vienna and Philadelphia exhibitions, naval attaché on the first special mission sent to China (1879), member of the commission sent to Sandy Point in 1882 to observe the transit of Venus, besides serving on many and various other commissions connected with his profession.

-The Commercio de S. Paulo says that in view of the information it has received, it arrives at the conclusion that all the efforts made by the government to conciliate the Florianistas have proved fruitless, and that the breach between the Prudentists and Florianistas is growing wider and wider every day.

-Among the passenger arrivals by the Nile were Bishop and Mrs. J. C. Granbery, and Dr. H. C. Morrison, secretary of the board of missions of the Methodist Episcopal church. Bishop Granbery has come to reside at the annual conference of the church which takes place this month. He will preach at the Methodist church, Largo do Catete, on Sunday next at 12 m.

-The partisans of military rule are evidently determined that there shall be no reduction in the expenditure with the army and they are apparently able to enforce their wishes, to which their adversaries seem too timid to make vigorous opposition. This, of course, means the continuation of the present system of extravagance, misrule, burdensome taxation and impoverishment of the nation.

-If it is true that Senator Vicente Machado, when governor of Paraná, condemned publicly the military assassinations at "kilometre 65", and that he considered that they would serve "to discredit the institutions of the country", how is it that he favored the legislative approval of all the acts of Marshal Floriano and his agents? Is there not something strangely inconsistent in these declarations of the Paraná senator?

-On Saturday night there were disturbances on Rua do Ouvidor. The furniture of the Café de Londres was damaged and an attack was made on the printing-office of the Cidade do Rio. The arrival of a strong police force put an end to the disturbances. The assailants were of the jacobin persuasion, who were excited over the death of Floriano Peixoto. Among the parties attacked by them were some naval cadets and Editor Patrocínio of the Cidade do Rio.

-The reputed mind-reader Onofroff, whose entertainments for a time attracted so much attention in Buenos Aires and were then suddenly terminated by an exposure, has arrived in Rio. He gave a special entertainment to the press on the 26th, and we are under obligations for the invitations sent to this office. As we have no burning curiosity in regard to Onofroff's methods and no desire to know what movements are to be discovered in the mental works submitted to his inspection, we did not attend.

-In a note on the retirement of Mr. Abbott as British consul-general at this port, the South American Journal of June 8th speaks of a probable successor as follows:—"Mr. Wagstaff, who will, there is every expectation, go out to Rio as consul-general, is a bluff, jolly fellow, whose very air convinces you that he has walked the quarter-deck. As a fact, Mr. Wagstaff was destined by his most excellent progenitors for the navy, and it was as a sailor that he was present at the bombardment of St. Sebastian. At that time he seemed to be wedded unalterably to the navy, but after the Crimean war, and when his lot had been cast in piping times of inglorious peace, he longed for some new sphere."

-On Saturday evening news was received in this city of the death of Marshal Floriano Peixoto at Divisa, Minas Geraes, at 5:20 p. m. Information had been received earlier in the day that he was dying. The cause of death was a cancerous scirrhus of the liver. The deceased was born at Pióca, Alagoas, on April 30, 1839, and was educated in this city at the S. Pedro d'Alcantara and military schools. He entered the latter in 1857. He served through the Paraguayan war, reaching the grade of lieutenant-colonel at its termination. He was adjutant-general of the army in 1889 when the monarchy was overthrown by a military revolt, and was elected vice-president by Congress on February 25, 1891. On November 23 of the same year he became President through the deposition of Marshal Deodoro da Fonseca by a naval revolt, and continued in that office until November 15, 1894. The body was embalmed and brought down to this city on Sunday, and the funeral ceremonies are to be held to-day.

-Some time ago a man named Luiz Moreira called on the vicar of Jacaraguá, whom he wished, he stated, to say mass for the soul of Moreira's father. In the conversation which ensued Moreira displayed such a pious spirit that he completely won the heart of the good vicar, who invited him to call again with his family and spend the day. On the 23rd ult. Moreira returned, accompanied by two men, two women and a boy, carrying with them food and wine for a picnic. The vicar was absent, but the family which takes charge of the chapel of Nossa Senhora da Pena received the callers, who decided to await the vicar's return. Availing themselves of an opportunity which presented itself during the day, two of the men entered the chapel, leaving the boy to watch and Moreira and the women to divert the attention of the family. After the callers had taken their departure it was discovered that the chapel and the vicar's apartment had been robbed of money and other valuables to the amount of 17,000\$. Information was given to the police, who have succeeded in effecting the arrest of Moreira and his accomplices. The indignant vicar has excommunicated Moreira, informing him that only the Pope has power to remove the curse.

MARRIAGE

SYM-DAVIES.-At No. 2 Rua São Francisco, Niteroy, on the 29th inst., THOMAS A. SYM, only surviving son of James Sym, of Glasgow, to ANNE B. DAVIES, eldest daughter of William Davies, of Niteroy, Rio de Janeiro. Glasgow papers please copy.

COFFEE NOTES

-In the interior of S. Paulo coffee trees have been injured by frost.

-A S. Paulo telegram of the 28th ult. says that "the future coffee crop is appraised at about thirty millions. Thirty millions what? It is to be presumed that nothing is referred to, but it would be well to make it" such statements precise.

-The Diario Popular of São Paulo says that the recent cold weather was exceptionally severe at Sorocaba, the thermometer marking one degree below zero (Cent.). There were heavy frosts, and it is said that the coffee plantations have suffered severely.

-The Cyclon Observer of May 9th says:—"Mr. J. H. H. Gibson sums up the condition of Klang (Strait Settlements) as a field for coffee in his annual report by showing that 2,740 acres have been taken up by Europeans during the year, while 3,810 acres have been surveyed and will shortly be offered for sale. Coffee is, in fact, King of Klang."

-We are in receipt of a letter from Messrs. Rose & Knowles, proprietors of the "Mecca" coffee-cleaning mills of Araraquara and Santos, stating that the reported coffee disease on the plantations in the west of Paulo, is absolutely untrue. They say:—"The plantations in the west and especially in the vicinity of Araraquara were never in better condition than at present." Our note in a recent issue was taken from a São Paulo paper, which not only reported the existence of the disease, but gave the name of the man sent to investigate it.

-The Cyclon Observer publishes the following extract from a private letter from Serdang, Sumatra, in regard to coffee:—"The coffee here is appraised at 20 months old I have counted on different bushes 2,400 fruit and upwards. Experiments proved that 2,200 cherries=1 cattie=clean coffee: ergo at 435 trees per acre, this coffee will return more than 4 piculs per acre before it is 36 months old! Of course, all are not the same: but the old plantation will give, all round, considerably over a picul an acre before it is 3 years old. And you can hardly find leaf disease."

BUSINESS NOTES

-The sum of 100,000\$ has been subscribed for constructing a cotton factory at Rio Novo in the state of Minas Geraes.

-At Cachoeira Grande, near the new station of Pedro Leopoldo, there is in construction a cotton factory belonging to a company with a capital of 550,000\$.

-The Jornal do Commercio says that the subscription of the Empresa Funeraria under the direction of Conde de Herzberg has been sold for 250,000\$.

-We should like to ask the director of the postoffice if anything can be done to protect the public against the inexcusable blunders of his subordinates. Three times now have certain important letters directed to us been delivered to another party, who is thus placed in possession of our business correspondence. The letters were plainly addressed, and had our box number plainly written on them. We took the trouble to complain on one occasion, and the offending clerk admitted his fault, but we see that he is still occupying the same position. From this we infer that faults are not punished, and gross negligence is not even discouraged.

-The controversy over the passage of a bill by Congress obliging foreign life insurance companies to invest in the country the assets representing their insurances here, has placed the New York Life in a peculiar position. The Equitable claimed that this bill if passed would drive the two American companies out of Brazil. To this the general manager of the South American branch of the New York Life, who is in Europe, we believe, replied by cable: "Report circulated that the company will retire is entirely false. Company will remain even when the project of law is approved." This was published June 29th. This morning the general manager of the Equitable company received the following telegram from New York: "With the consent of McCall you can deny statement telegraphed by Sanchez in violation of instructions. The New York Life will withdraw." Mr. McCall is the president of the New York Life, and Mr. Sanchez is the manager of the South American branch. This apparently settles the question as to the effect of the proposed legislation on foreign companies.

FINANCIAL NOTES

-The custom-house of this port collected 808,697,356 last month for account of the state of Minas Geraes.

-The budget committee of the Minas legislature estimates the revenue receipts of that state next year at 16,055,160,000\$.

-The hospital tax collected from the ships on entering this port and paid to the Misericórdia, amounted last month to 49,315,175\$.

-An appropriation of 2,500,000\$ has been made by the state government of S. Paulo for continuing the water and sewerage works at the capital.

-The President signed a message to Congress on the 26th asking for a supplementary credit of 104,036\$ for works on the police brigade's quarter in this city.

-The budget commission of the Chamber has consented to hear the representatives of the banks of issue, who are not satisfied with the decision of the minister of finance.

-In Paris the Senate has amended the budget bill passed by the chamber of deputies. In its present form the budget fixes the expenditure at 11,390,000,000 and estimates the revenue at 11,500,000,000\$.

-The São Paulo and Rio Grande Railroad of Brazil offers for subscription in Paris 500,000 5 per cent. obligations of 500 francs each at the price of 405 francs. The capital of the company is 24,000,000 francs, in shares of 200 francs each, of which 60,000 shares are fully paid, and 60,000 shares are 10 per cent. paid. The prospectus states that the Brazilian government guarantees the interest in gold for a period of 30 years. No information is given as to how much of the road has been constructed. Indeed, it appears that nothing yet has been done, the intention evidently being to build the line with the proceeds of the bonds.—The Statist, June 8.

COMMERCIAL

Rio de Janeiro, July 1st, 1895.

Table with 2 columns: Description of Brazilian milreis and exchange rates, and numerical values.

Table with 2 columns: Bank rate of exchange, official on London to-day, and numerical values.

Table with 2 columns: Value of 100 milreis in gold and paper, and numerical values.

EXCHANGE.

June 25 - There was a good deal of animation in the market, which advanced steadily during the day, somewhat shaking the nerves of the more conservative element, and a fair amount of repassed commercial sterling was reported. The Banco da Republica opened at 9 1/16, and the other banks at 9 1/16, but very little money came out at the higher rate, and early in the day the Banco da Republica banks posted 9 1/16, the market advancing rapidly until bank sterling was freely done at 9 1/16, and even 9 1/16 was mentioned. In the morning repassed paper found some money at 9 1/16, but 9 1/16 for the rate of the day, and this business was done both for prompt delivery and in "futures". The extreme rates were 9 1/16-9 1/16 for bank and 9 1/16-9 1/16 for ready repassed bills, with from 9 1/16 to 9 1/16 reported in "futures", including September delivery. There was less firmness at the close, when three of the banks were lower than opening rates, for there was money at 9 1/16 for ready commercial or other sterling. There were no bids for sovereigns at the close, and on the other hand there was quoted at 24 1/2.

June 26 - One of the daily papers declared that 20,000,000 sterling had been arranged in Paris by Visconde de Guahy for Minas railways. The market opened very firm and advanced steadily until it was reported in bank sterling, but a good deal of money came out at this rate and during the afternoon there was a decidedly flatter tone. The London & River Plate Bank posted 9 1/16 d, and the others 9 1/16, with business reported at 9 1/16 to 9 1/16 for paper for 10 months, but all commenced to draw freely at 9 1/16, then at 9 1/16 and finally at 10, with commercial or repassed sterling done at 9 1/16 for short delivery. There was a fair movement, and the Banco da Republica accompanied the market, the business reported comprising bank sterling at 9 1/16, a special transaction at 9 1/16 for repassed paper for 10 months, and at 9 1/16 to 9 1/16 for ready delivery, at 10 1/16 for July and at 10 1/16 to 10 1/16 for September. At the close the Banco Nacional was drawing small sums at 10, the other banks were at 9 1/16 and there was money for repassed paper at 9 1/16. Sovereigns closed at the Bolsa with buyers at 24 1/2, sellers at 24 3/4; on the street Brazilian gold was quoted at 26 1/2 and sovereigns at 24 1/2.

June 27 - The market opened irregular and rather flat, but became firmer during the day and closed with an upward tendency. In the morning repassed paper found money at 9 1/16, even for August, and there was obtainable nearly everywhere at this rate. The London & River Plate at 9 1/16 and the others at 9 1/16, but at mid-day all the banks commenced to draw freely at 9 1/16, the British Bank then posted 9 1/16, and bank paper at 9 1/16, and repassed paper everywhere at 10. There was a good deal of business done and the banks generally showed some unwillingness to buy September contracts, the reported extreme rates being 9 1/16 for bank sterling, 9 1/16 to 9 1/16 for ready repassed paper, 9 1/16-10 1/16 for July and August and 10 1/16-10 1/16 for September. At the close bank sterling was reported at 10 1/16, repassed paper was offered at 10 1/16 and there were takers for ready bill at 10 1/16. Sovereigns closed at the Bolsa with sellers at 24 3/4, no buyers; on the street 24 1/2 was quoted.

June 28 - The banks all posted to shortly after the market opened, and rates advanced steadily to 10 1/16 for bank and from 10 1/16 to 10 1/16 for other bills, but in the afternoon there was a fall, and for a time 10 1/16 was obtained at all the banks. The Banco da Republica continued to furnish 10 1/16 for official rate, and the market closed with the British Bank and the two Brazilian banks drawing their other ready bills quoted at 10-10 1/16. There was a fair business done at the extremes of 9 1/16-10 1/16 for bank and 10 1/16-10 1/16 for other sterling, with 10 1/16 reported for July and 10 1/16-10 1/16 for September and October. About 2 o'clock the London & Brazilian and Brasilianische banks withdrew, and just before the close the latter posted 9 1/16. Sovereigns closed at the Bolsa with buyers at 23 1/2, sellers at 24 1/2; on the street 23 1/2 was quoted.

SALES OF STOCKS AND SHARES.

Table with 2 columns: Date (June 25) and list of stocks/shares with prices.

Table with 2 columns: Date (June 26) and list of stocks/shares with prices.

Table with 2 columns: Date (June 27) and list of stocks/shares with prices.

Table with 2 columns: Date (June 28) and list of stocks/shares with prices.

Table with 2 columns: Date (June 28) and list of stocks/shares with prices.

MARKET REPORT.

Rio de Janeiro, 1st July, 1895. Exports.

Coffee.—Including some old business, only now given in the market during the past week were about 150,000 bags. The market has been almost normal all along; although some of the brokers have estimated to quote No. 3 at 150c per arroba, it is generally supposed that a part, at least, of the sales realized were upon a basis of not over 150c. The factors have shown a good deal of firmness, even with the steady advance in the gold value of the milreis, which reaches nearly 60 during the week, but as neither dealers nor exporters hold coffees, the result of this struggle is likely to be a dividend for the factors, over the generally conceded opinion that the gold cost of coffee is not excessive, as is proved by the very slight fluctuations in spot coffees at New York.

With the close of the crop year, the figures furnished by the committee of factors, as accepted, it appears that about 500,000 bags are carried over to supplement the 1,750,000 bags estimated for 1895-96. At the best the supply from Rio and Santos will show a sharp reduction on the 6,500,000 bags the last crop produced, and although with the actual condition of the trade in Rio, when dealers frequently content themselves with the profit on the bag, a serious advance in currency prices seems very doubtful, it certainly looks, to an outsider, as if prices had been too low during the past year in consuming markets, and that the producing centers were now entitled to some compensation.

The shipments during the week have been: 7,445 bags for the United States, 1,132 " Europe, 1,132 " Cape, 45 " Rio de Janeiro, 45 " Santos, 24 " Coasting.

The vessels sailed with coffee are:

Table listing vessel names, destinations, and dates. Includes River Plate, Frigate, and others.

Receipts during the past week were 35,127 bags, against 42,775 bags for the preceding week and 41,461 bags for the week before. The receipts during the crop year were divided as follows:

Table showing weekly coffee receipts in bags for various months from January to June.

The official quotations on the 25th ult. were, per 100 lbs. Washed 12,700; non-washed 12,700; regular 12,700; ordinary 12,700; and inferior 12,700.

There was nothing doing this morning, and factors were steadily resting the threatened decline in prices. Stocks this morning were estimated to be 154,225 bags.

DAILY RECEIPTS AND SHIPMENTS OF COFFEE AT RIO DE JANEIRO.

Large table with multiple columns showing daily receipts and shipments of coffee at Rio de Janeiro from June 1st to June 27th. Columns include date, quantity, and other details.

COFFEE SHIPPERS IN JUNE

Table listing coffee shippers in June, including names like Levering & Co., Arnick's Brothers, and others, along with their respective quantities.

Imports.

There is still very little movement reported in the markets and impositions are again very small. We have received no flour, and our usual note is lacking this week, which was fairly four working days, and we presume that nothing of interest has transpired. Lard, and pork, and codfish are unchanged; the first is rather flat, and the last is steady, as new Norwegian fish is now arriving. The pine market was quiet, but firm, and about steady for White. Pitch pine is dearer, and the cargo arrived during the week has been sold on private terms. Keroseene, turpentine, resin and cement are unchanged, with small, or no, receipts. A moderate quantity of River Plate maize has arrived, and no changes are made in quotations. The other articles we quote show no changes, and with little doing. During the week the principal outlet from our market still appears to be coastwise. The advance in exchange may possibly bring River Plate maize in flour within reach, but we have heard of no important shipments from that quarter.

Flour.—There have been no receipts during the week and our usual note has not been received, probably because there is no material change in the market.

Lard.—Receipts nil and the dealers are now quoting George's lard at 725-740 and other marks 700-720, per lb.

Codfish.—The Santos brought 1,430 cases of Norwegian fish, and there are no changes made in quotations of about 45000 per ton for Canadian and 45000-47000 per case for Norwegian.

Rice.—Receipts nil. Dealers have advanced their quotations to 13500-14500 per bag.

Pork.—There have been no receipts, save 350 lbs. per case of Prime. Retail quotations are about 18000 for American and 17500-18500 per kilogramme, according to quality, for native pork.

Pitch Pine.—The Premier brought 956,646 feet from Penzance, which have been sold per 100 ft. Brokers report the market firm at 65000-70000 per d. z.

White Pine.—Receipts nil, and the market may be considered steady at 185-190 per foot.

Swedish Pine.—Three cargoes are advised as cleared or leading. White deals are firm, but quotations are nominal in the absence of business.

Keroseene.—Receipts nil and the nominal quotation of 11000 per case, at the retail, may be continued.

Turpentine.—The Creole Price brought 100 cases from New York. Retail quotations are still about 800-850 per kilogramme.

Resin.—Receipts nil and we may continue dealers' quotations of 15000-20000 per lb. according to quality.

Cement.—There are no receipts and dealers continue to quote: British, 15000-15500; German and Belgian 10000-10500; and French 12000-12500, per ton.

Indian Corn.—Receipts 10,127 bags per Cito from the River Plate, and this quality is still quoted at 10500-10800 per bag, by dealers. Native corn is quoted, according to quality, at 8500-10500.

Bran.—Receipts nil and no change in quotations, viz: 35000-38000 per bag for River Plate and 25000-35000 for local mills.

Hay.—There are still no receipts and dealers' quotations are about 75-78, per kilo.

Cocoa.—Receipts, omitted in our last report, are: 15,6 tons, per Large Bay, from Cadiz, 1,482 " Oban Bay, do 1,593 " B. F. Ceceon, from Greenock.

All to dealers and companies.

SHIPPING NEWS.

ARRIVALS OF FOREIGN VESSELS.

Penzance.—No ship. Premier, 1482 tons; Wash 65 dt; pine to order.

Oporto.—Port bk Adonia, 552 tons; 51 dt; sundries to order.

Penzance.—No ship. O. F. Trygvaen, 500 tons; Gjertsen, 61 dt; pine to order.

Caniz.—Ger. bk Maruy, 918 tons; Gwahl, 57 dt; salt to Macedo Jr. & Co.

DEPARTURES OF FOREIGN VESSELS. JUNE 21. ILLA DE MALD.—Port bk Ventadora, 333 tons; Ld. ballast.

ROSAARIO.—Swed. bk Berkinke, 374 tons; Olsen; do. BACON; sundries.

NEW BEDFORD.—Amer. bk Stockholm, 381 tons; Cleveland; ballast.

ANTONIA.—Dan. bk Waterfall, 352 tons; Mathiasen; sundries.

BARBADOS.—Amer. bk Agate, 605 tons; Robertson; ballast.

NEWCASTLE.—Bk Onygen, 7132 tons; Sulfur; do.

PARAGUAY.—Nor. lug Steff, 427 tons; Knudsen; sundries.

ROSAARIO.—Brig. Mercury, 953 tons; Christians; ballast.

LA PLATA.—Amer. ship Charger, 1272 tons; Goodell; ballast.

MADRAS.—Br. ship Sierra Cordoba, 1321 tons; Royan; ballast.

VESSLS AFLOAT & CHARTERED FOR RIO

Table listing vessels afloat and chartered for Rio, including ship names, destinations, and dates.

Table listing arrivals of foreign steamers, including ship names, origins, and arrival dates.

ARRIVALS OF FOREIGN STEAMERS.

Table with columns: DATE, NAME, FROM, CONSIGNED TO. Lists arrival dates and ship names.

DEPARTURES OF FOREIGN STEAMERS.

Table with columns: DATE, NAME, WHERE TO, CARGO. Lists departure dates and ship names.

* Touching at intermediate ports.

FOREIGN SAILING VESSELS IN THE PORT OF RIO DE JANEIRO, JUNE 30th, 1895

Large table listing foreign sailing vessels in the port, including ship names, ports of origin, and consignees.

Last Quotations of Stocks and Bonds--July 1st.

Table showing last quotations of stocks and bonds as of July 1st, including various financial instruments and their prices.

MARVELLOUS DISCOVERY.

ALL THE INHABITANTS OF THE UNITED STATES OF BRAZIL AND FOREIGN COUNTRIES CAN NOW VERY EASILY OBTAIN IT.

To all places where a postal-agency exists, the salutary NECTANDRA AMARA PILLS, which contain the exact doses of Nectandra, well packed in small and resistant tin boxes, can be forwarded with the greatest dispatch and thus serve instead of Wine, Elixir, or Tincture of Nectandra Amara, the Paulista remedy, as the latter, on account of being liquid, can not be sent by mail. The effect produced by the Nectandra Amara pills is exactly the same.

Here are some of the innumerable testimonials with regard to this wonderful medicine:

From a mother.

Mr. Joaquim Bueno de Miranda.—Having been very ill, suffering from a dyspeptic complaint, I came very near dying and leaving my five children as orphans; my good luck, however, would that I read one of your Nectandra Amara pills advertisements in the journal *O País*; I bought some and the result was very prompt; after a few days I was completely re-established. I write you this letter purposely, so that you can make any use of it you desire. Yours gratefully ANNA EMILIA DE SOUZA MACHADO. Rio de Janeiro, 12th June 1894.

From a father.

The undersigned certifies herewith that his daughter suffered for a long time from an intestinal complaint, and after having been treated by very capable physicians without result, was completely re-established by the use of the Nectandra Amara pills. Rio de Janeiro, 18th September 1890. ANTONIO A. C. BARRADAS, Doctor in Sciences.

From a sufferer.

I, the undersigned, declare herewith, that having suffered a long time from dysentery, and having used your Nectandra Amara pills by the advice of a good friend, find myself happily re-established; one single box was sufficient to effect my cure. 241, Rua do Hospício, Rio de Janeiro, 22nd April 1894. J. DO PAZO.

From a doctor.

I certify herewith that I have frequently employed in my practice the Pills, Elixir and Tincture of Nectandra Amara with admirable results in cases of diarrhoea, dysentery and inflammation of the bowels. Which I affirm and swear upon the faith of my professional reputation. Capivary, 14th March 1890. DR. JOSÉ VIEIRA DA COSTA VALENTE.

A business man from the interior

writes us as follows: State of Minas Geraes, S. João Baptista da Terra Branca, 15th May 1891. Having obtained a very good result by the use of the box of Sr. Antero Leivas' Nectandra Amara pills, which you sent me by mail, I now enclose herewith 4\$000 and beg you will forward to my address two more boxes of your precious medicine for the cure of dyspeptic complaints. With many regards, yours, etc., ANTONIO THEOPHILO DOS REIS.

From a planter of the interior.

S. José do Bom Jardim, 8th February 1894.

Sr. Joaquim Bueno de Miranda—Enclosed find the sum of 4\$600 for which please send me by registered mail two more boxes of Nectandra Amara pills; the result obtained by our patient with the last box received has been highly satisfactory. Yours etc., MANOEL TEIXEIRA DE PAIVA ARAUJO.

THE ABOVE transcribed letters and testimonials show the great efficacy of the Nectandra Amara pills in cases of complaints of the stomach or disarrangement of the bowels and the great facility to obtain them wherever a postal agency exists. It is a remedy with which every family, father, or chief of establishment in distant parts of the country, where no prompt medical assistance can be obtained, should be provided, because this remedy is just for those complaints which occur most frequently, and from which, when neglected, ensue very often fatal consequences.

N. B. — In cases of impoverishment of the blood, weakness in the legs, swollen feet on getting up, convalescence after serious illness, the pills should be ground and diluted in a small glass of superior Port wine, and taken on rising from bed and at the meals.

For sea-sickness, three pills should be taken the evening before going on board. In case of sea-sickness on board, the pills should be ground and diluted in a small glass of water or good Port wine and taken until the disposition to vomit has passed. For children, half the dose is sufficient.

All persons, who have no correspondents here and desire to provide themselves with these most useful pills, should write direct to the proprietor who will remit them by registered mail to any part of Brazil or foreign country, by enclosing with the order the amount of Rs. 2\$300 for one box, 12\$600 for 6 boxes and 20\$800 for one dozen boxes; the fractions represent the amount paid to the Post Office for registering.

Address: JOAQUIM BUENO DE MIRANDA,
N.º 72, — RUA S. PEDRO, 1ST FLOOR.
RIO DE JANEIRO

CRASHLEY & Co.,

Newspapers and Bookellers.

Subscriptions received for all the leading English and American newspapers and periodicals. Agents for

The European Mail.

A large assortment of English novels, of the Tauchnitz Editions, of the Franklin Square Library and of the Lovell Library constantly on hand.

Views of Rio and neighbourhood.

Orders received for Scientific and other books.

Old Brazilian stamps bought

Collections of stamps purchased

Agents for Longstreth's Rubber Stamps.

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

No. 67, Rua do Ouvidor.

DANISH OPTICAL STORE

The only store making a speciality of optical goods

HIGH GRADE GLASSES A SPECIALITY.

Waldemar F. Matthiessen
75 Rua Sete de Setembro 75

All chronic diseases are cured by the physiatric method.

All kinds of fevers and diseases of children are treated according to the latest and surest methods, massage and treatment by electricity a speciality.

49 & 51, Rua da Urugayana, 49 & 51

1st floor

Consulting hours from 12 to 3 p. m.

Dr. Carlos Rudolfo von Schoeler

FILTROS

PASTEUR

FILTROS

VENDE-SE NO DEPOSITO
DOS UNICOS AGENTES
de la Société anonyme du
FILTRE CHAMBERLAND
SYSTÈME PASTEUR
PARIS
Para o Brasil
EMANUELE CRESTA & C.
44, rua da Quitanda, 44
RIO DE JANEIRO

Missing Friends.

Information wanted at the British Consulate General, No. 65, Rua 1º de Março, as to the following:

OSWALDESTON PETER.—Information is desired as to the value and disposition of the Estate of this gentleman who died at Rio about 1854 or 1856. It is supposed that he arrived here about 1793 or 1794.

FILomena CALLUS GENOVESE desires news of her brother who was a Restaurant Cook in this City in 1859. Rio de Janeiro, 17th June 1895.

AN ENGLISHMAN with several years' business experience, thorough book-keeper, and speaking Portuguese seeks appointment in an English house. Highest possible references. Letters to D. O. H. L. Caixa do Correio, 1154.

AZEVEDO, MURRAY & Co.

Curitiba (Brasil) and Branch Office at Buenos Aires.

Agencies: Rio de Janeiro, Montevideo, Rosario, Valparaiso.
Exporters and Commission Merchants.

Agencies and correspondence solicited.

Preparers and exporters of best Brands and qualities of Matté (Paraguay Tea.)

AVERAGE MONTHLY SHIPMENTS 600 TONS.

Samples forwarded on application to any part of the world, Respectable agents required.

Bankers:—LONDON AND RIVER PLATE BANK, LD.

TELEGRAMS—INDOBANCO.

C. S. BONTECOU & Co.

REPRESENTATIVES

- Pittsburg Locomotive Works,
- Borne & Serymsler, Lubricating Oils,
- National Saw Company,
- Smith Premier Typewriter Co.,
- Lestrade Bros., Cheese and Butter,
- Carter, Macy & Co., Teas,
- Cone Export and Commission Co., Dry Goods,
- Consolidated Dental Mfg. Co.,
- Corbin Cabinet Lock Co.,
- W. & B. Douglas, Pumps,
- Berry Bros., Varnishes, etc.

AGENTS FOR

some of the principal Export Manufacturers of the United States.

Supplies for Mimeographs and Typewriters of all kinds.

RUA 1.º DE MARÇO N.º 2

P. O. Box N.º 1055.

Caixa Address: BONTECOU—Rio.

Lambary and Cambuqira Mineral Waters.

These natural mineral waters are well known in all parts of Brazil and have produced admirable results in treatment of gastric, intestinal and genital urinary diseases.

They are also the best table waters.

Sole Agents

M. BUARQUE DE MACEDO & Co.
25, RUA GENERAL CAMARA,
P. O. B. 1175. Telephone. 161.

TRY
NECTANDRA AMARA



WREXHAM

EXPORT PILSENER LAGER BEER

brewed by the Wrexham Lager Beer Co. Wrexham, England, and imported by Messrs. Zenha Ramos & Co.

PURE and WHOLESOME

One of the finest light beers brewed for export.

LOUIS BELLEZA, Gl. Agent.

RUA S. PEDRO 86. CAIXA 1091. RIO DE JANEIRO

STOUT ON DRAUGHT

Everybody knows how enjoyable this is and how difficult to obtain in a hot climate.

Try M. B. Foster & Sons'

bottling of Guinness' Stout and you will have the nearest possible approach to Draught Stout.

Sole Agents:

HOGG & MURLY.

71, RUA 1.º DE MARÇO, 71

Shipping.
 Geo. R. Pepton, Frank H. Norton
 ESTABLISHED 1865.
THOMAS NORTON & CO.
 Ship Brokers and Commission Merchants.
 Old regular Line Sailing Packets to
RIO DE JANEIRO & SANTOS.
 104, Wall Street. **NEW YORK.**

Steamships.
**ROYAL MAIL
 RSTEAM PACKET COMPANY.**

Under contracts with the British and Brazilian Governments for carrying the mails.

**TABLE OF DEPARTURES,
 1895**

Date	Steamer	Destination
1895		
July 9	Nile	Montevideo and Buenos-Ayres.
" 11	Thames	Southampton and Antwerp, calling at Bahia, Pernambuco, Lisbon and Vigo.
" 14	Magdalena	Montevideo and Buenos Aires.
" 16	Nile	Southampton and Antwerp, calling at Bahia, Pernambuco, Lisbon and Vigo.

This Company will have steamers from and to England three times per month.
 Insurance on freight shipped on these steamers can be taken out at the Agency.
 For freight, passages and other information apply to
 73, Rua Primeiro de Março, 1st floor.
 G. C. Anderson, Superintendent.

LIVERPOOL, BRAZIL AND RIVER PLATE MAIL STEAMERS.

LAMPART & HOLT LINE
 PASSENGER SERVICE FOR NEW YORK
 The Steamer

HEVELIUS
 (electric light throughout)
 will sail for

BAHIA, PERNAMBUCO

AND
New-York
 20th inst.

Taking 1st and 3rd class passengers at moderate rates.
 Surgeon and Stewardess carried.
 The voyage is much quicker than by way of England and without the inconveniences of transfer.
 For freight apply to the Broker

Wm. R. McNiven,
 87, Rua 10 de Março.
 For passages and other information apply to the
 Agents: **NORTON, MEGAW & Co. Ltd.**
 58, Rua 1º de Março

PACIFIC STEAM
NAVIGATION COMPANY.
ROYAL MAIL STEAMERS.

DEPARTURES FOR LIVERPOOL.
 Britannia..... July 10th
 Orellana..... July 24th
 These popular steamers are fitted with the electric light and all modern conveniences. Insurance policies may be taken out at the agency on merchandise, baggage and values.
 For freights apply to F. D. Machado,
 No. 4, Rua de S. Pedro;
 and for passages and other information to
 Wilson Sons & Co., L'd., Agents,
 No. 2, Rua de São Pedro.

NEW ZEALAND
SHIPPING Co., L'd.
ROYAL MAIL STEAMERS.
HOMEWARD--RIO TO LONDON.
 Date at Rio de Janeiro.

Rimutaka..... July 6th.
 These steamers are first-class in every respect and are celebrated for quick homeward passages and superior accommodations. Call at TOWERHAM and PLYMOUTH; passengers may land at latter port.
 For freights apply to F. D. Machado,
 and for passages and other information to
 Wilson Sons & Co., L'd., Agents,
 No. 2, Rua de S. Pedro.

WILLIAM SAMSON & CO.
 Steamship Agents
 AGENTS OF THE

ALLAN LINE OF STEAMERS
HOWDEN LINE OF STEAMERS
GELLATLY LINE OF STEAMERS
 Rio de Janeiro, Rua S. Pedro No. 1, P. O. Box 1113
 Buenos Aires, Calle Cayo No. 429 " " " 905
 Montevideo, Calle Zabala No. 30, " " " 253
 Rosario, Calle Bajada No. 156, " " " 54
 Cable Address: SAMSON.

LEA & PERRINS'

OBSERVE THAT THE
 SIGNATURE

Lea & Perrins IS NOW
 PRINTED
 IN BLUE INK
 DIAGONALLY ACROSS THE
OUTSIDE WRAPPER

of every Bottle of the
ORIGINAL WORCESTERSHIRE

Sold Wholesale by the Proprietors,
 Worcester;
 Crosse & Blackwell, Ltd., London;
 and Export Oilmen generally.
RETAIL EVERYWHERE.

SAUCE.

COMMERCIAL PRINTING

OF EVERY KIND AND DESCRIPTION AT
 No. 79 Rua Sete de Setembro
 1st floor.



ST. JACOBS OIL
 TRADE MARK
**THE GREAT REMEDY
 FOR PAIN.**

CURES
 Rheumatism, Neuralgia, Sclerotic,
 Lumbago, Backache, Headache, Toothache,
 Sore Throat, Swellings, Sprains, Bruises,
 Burns, Scalds, Frost Bites.

Sold by Druggists and Dealers everywhere. Fifty Cents a Bottle. Directions in 12 Languages.
THE CHAMBERLAIN & CO.,
 Builders, 24, U.S.A.
W. R. Cassels & Co., Agents for Brazil.

**NORDDEUTSCHER LLOYD,
 BREMEN.**

Capital. . . 40,000,000 Marks.
 Regular Lines of Steam Packets between
 Bremen - United States
 " Brazil
 " River Plate
 " China, Japan
 " Australia

Departures from Rio de Janeiro on the 8th and 23rd of each month to
 Bahia, Lisbon, Antwerp and Bremen.

Passengers and cargo for all ports of the different lines accepted.
 Passage Rates:
 Rio-Antwerp, Bremen..... 1st-cl. 300/-cl. 400/-
 " " " " 2nd " 200 " 250
 " " " " 3rd " 100 " 120
 " " " " 4th " 50 " 60
 For further information apply to
HERM. STOLTZ & Co., Agents.
 Rua da Alfandega, No. 63. Rio de Janeiro.

SHAW, SAVILL & ALBION Co., LIMITED.
ROYAL MAIL STEAMERS.
 BETWEEN

NEW ZEALAND AND LONDON.

HOMEWARDS--Due at Rio de Janeiro.
 Ionic..... Aug 16th
 Steamers superior in every respect and fitted with every convenience for the comfort of travellers. Call at TOWERHAM and PLYMOUTH; passengers may land at latter port.
 For freight apply to F. D. Machado,
 No. 4, Rua de S. Pedro;
 and for passages and other information to
 Wilson, Sons & Co., L'd., Agents,
 No. 2, Rua de São Pedro.

RUBBER HAND STAMPS.

and
Metal-Bodied Rubber Type.
 S. T. LONGSTRETH,
 Office and works: 18, Travessa do Ouvidor, 1st floor.
 NB.—Special attention given to large stamps (trade-marks) and large type for marking coffee bags.
Business Signs Engraved

House to be let.
 A house with 4 Rooms, garden and water in kitchen, situated at Rua Alcazar No. 15, desirable to be let from beginning of 1st June next. Apply to Pereira, Rua 12 de Maio No. 97.

LONDON STORE

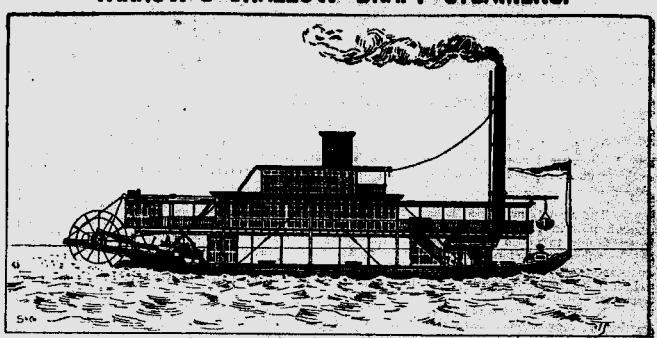
This new establishment has always in stock a large assortment of English, American, French, Portuguese and Brazilian preserves, Wines, Liqueurs and Grains.

Orders carefully attended to and the quality of every article is guaranteed.

Catalogues sent postfree on request.

Alfredo Mendes & Marques
 Ouvidor No. 34.

YARROW'S SHALLOW DRAFT STEAMERS.



STERNWHEEL STEAMERS have been found by experience to be the best type of vessel for shallow river navigation, and of these Messrs. Yarrow have constructed a large number of successful examples for all parts of the world. Vessels on this system are constructed when required, to draw as little as 6 fathoms. Messrs. Yarrow lately built the sternwheelers "Mosquito" and "Harati" for the British Government, for service on the Zambezi. They were constructed in floatable sections (capable of shipment), which were simply bolted together, avoiding thereby the costly and difficult process of riveting up and launching.
 For full particulars apply to—
YARROW & CO., Shipbuilders,
 POLAR, LONDON.

**V. A. WENCESLAU
 GUIMARÃES & Co.
 WINE MERCHANTS.**

Importers of
 Oporto, Douro and Lisbon wines of the best qualities bottles, or in casks, and under the private marks of the house
Sole Agents for
BLANDY BROTHERS & Co.,
 Exporter of Madeira Wines
 G. PELLER & Co., Bordeaux,
 Exporter of Bordeaux Wines;
 E. Remy Martin & Co.,
 Exporter of Cognac
Dealers in:
 Burgundy, Rhine and Mosel wines, Sherries, Champagne
 Cognacs and Liqueurs of the best brands.
Rua da Alfandega, 83.

G EPP, EDWARDS & Co.
 General and Commission Merchants.
SHIPPING AND STEAMER AGENTS.
 AGENTS FOR

Companhia de Fiação e Tecelagem Carioca
Companhia de Navegação Carioca
Coasting Steamers.
The Alliance Insurance Co.
 64, Rua 1º de Março.
 P. O. Box 741. Rio de Janeiro.

NECTANDRA AMARA
 for the disarrangement of the bowels.
SUPERIOR HUNGARIAN WINES

Recommended brands:
 Villányi,
 Hungarian Claret,
 Château Palugyay.
TOKAY WINE
 is the best reconstituent for convalescents from fever and climatic diseases; recommended by most of the medical authorities, especially for females and children.
 Sole Importers:
Rombauer & Co.
 78, General Camara. Rio de Janeiro.

**NEW
 VICTORIA
 STORE**

Luiz A. da Silva
PROPRIETOR

Commission Merohan
ORDERS RECEIVED FOR AND FROM PETROPOLIS
 Order boxes in Rio de Janeiro at
N.º 46 and 67, RUA DO OUVIDOR

Dealer in all products of the country, candles, soap, kerosene, provisions of all kinds and descriptions, finest Wines and Liqueurs, preserved goods in tins and glasses; MELLIN'S FOOD, PEARS SOAP, PERFUMERY, Biscuits and all other articles appertaining to this line.

Receives constantly fresh frozen meats, fish, etc from New Zealand and England; Guinness Stout and Whiskey.

Receives subscriptions for all foreign papers.
**Nº 14, AVENIDA 13 DE MAIO
 PETROPOLIS**