

PHENIX FIRE OFFICE. Established 1782. Authorized by Imperial Decree No. 8,527 of March 24th, 1851. Insures against risk of fire, houses, goods and merchandise...

COMMERCIAL UNION ASSURANCE COMPANY, LIM'D. Fire and Marine. Capital £2,500,000. Agents for the Republic of Brazil: Walter Christiansen & Co.

THE MARINE INSURANCE COMPANY LIMITED. Capital £1,000,000 sterling. Reserve fund £500,000. Agent in Rio de Janeiro: G. C. Anderson.

ROYAL INSURANCE COMPANY, LONDON AND LIVERPOOL. Capital £2,000,000. Accumulated Funds £8,250,000. Insures against the risk of fire, houses, goods and merchandise...

LONDON AND LANCASHIRE FIRE INSURANCE CO. Capital (fully subscribed) £9,127,500. Reserve fund £670,355. Agents in Rio de Janeiro: Watson Ritchie & Co.

NORTHERN (FIRE) ASSURANCE COMPANY. Established 1838. Capital £3,000,000. Accumulated funds £4,570,000. Agents in Rio de Janeiro: Wilson & Co.

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.

GUARDIAN FIRE AND LIFE ASSURANCE CO., LIM'D. Agents in Rio de Janeiro: Smith Youle & Co.

THE BRAZILIAN COAL CO. LIMITED. Representatives of GORY BROTHERS & Co., Ltd., London. Idem Cardiff.

A constant supply of fresh steam coal 'Cory's Meritry' always on hand. PRAGA DO COMMERCIO, Salas 26 and 27. Entrance: Rua Gen. Camara. DEPOT: Ilha dos Ferreiros.

CONSOLIDATED DENTAL MFG. Co. NEW YORK. Manufacturers of Porcelain Teeth, Instruments, filling materials, etc. Guaranteed as good as the best, at lower prices. Get a sample set of teeth at: C. S. BONTECOU & Co. Representatives for Brazil: 2, Rua 1.º de Março.

W. & B. DOUGLAS MIDDLETOWN, CONN. Manufacturers of pumps, Hydraulic rams, pump chain, garden engines, Yard hydrants, street washers, etc. Sole representatives in Brazil, C. S. BONTECOU & Co. Caixa 1055. 2, Rua 1.º de Março.

STRANGERS' HOSPITAL, 110, Rua da Passagem. Now open for the reception of patients. Non-subscribers will be admitted on presentation of an Order of Admittance signed by any subscriber. The payment of a sum equivalent to a fortnight's treatment...

FOR SALE. A nice set of rustic furniture for garden or summer-house. Contains thirteen pieces: 3 tables, 1 sofa, 1 rocking-chair, and 8 other chairs. The set is new and will be sold cheap. Can be seen at No. 96, Rua da Assembléa.

PRIVATE LESSONS. Miss Marion Scadding having returned from England, will be glad to arrange for pupils at Petropolis, where she intends passing the summer.—80, Rua do Imperador.

SITUATION WANTED. An Englishman is open for an engagement in either Rio de Santos; 12 years experience in Manchester and Brazil. Address: Import and Export, c/o Editor, Rio News.

Official Directory. U.S. LEGATION.—Petropolis: THOMAS L THOMPSON Minister. BRITISH LEGATION.—No. 1, Rua Visconde de Itaboraí (opposite Custom House). Petropolis: EDMUND C. H. PHIPPS, Minister. AMERICAN CONSULATE GENERAL.—No. 66, Rua Theophilus Otoni. Wm. T. TOWNES, Consul General.

Church Directory. CHURCH CHRIST.—Rua do Evarista da Veiga. Hours of service until further notice. Morning service 9 a. m., on 1st, 2nd and 4th Sundays of the month, 11 a. m. on 2nd and 4th. Holy communion after morning service on 1st Sunday, and at 9 a. m. on 2nd and 4th. Baptisms after morning service, or at other times by special arrangement. HENRY MOSLEY, M.A. British Chaplain.

Presbyterian Church—No. 15 Travessa da Barreira. Services in Portuguese every Sunday at 11 a. m., and 7 p. m., Sundays and at 7 p. m. Thursdays. ANTONIO LINO DA COSTA, Pastor. BAPTIST CHURCH.—Rua de Sant'Anna No. 15. 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: 78, Rua General Camara. Consulting hours from 12 to 3 p. m. Dr. Ed. Chaput Prevost, professor of Histology, especially of Gynecology, and Surgery in the Faculty of Medicine. Office: 23, Rua da Quitanda; Hours from 2-4 p. m. Residence No. 3, Rua Alice, Laranjeiras.

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. JOAO M. G. DOS SANTOS, Agent. BRITISH SUBSCRIPTION LIBRARY AND READING ROOM.—113 Rua da Assembléa.—Open from noon to 6 p. m. For terms, apply to Librarian.

WEST COAST ITEMS. From the Chilton Times, Feb'y, 12. —A bill has passed both houses to admit duty free, for a term of five years, cotton, linen, and woollen yarns with the object of protecting a native industry which has been founded in Tiltill.

—At Saturday's sitting of the senate the bill to empower the government to lay a cable from Puerto Montt to Punta Arenas, at a cost of £186,000, was passed with only one dissentient vote.

—At the same sitting as the preceding a bill, already passed by the lower house, to make drainage service compulsory in all towns of five thousand inhabitants and upwards, was unanimously sanctioned.

—An important bill has passed both houses of congress, to empower the President of the republic to fix the quota of export duties to be paid in bills on London for the service of the debt and for other foreign expenditure.

—At Wednesday's sitting of the deputies the minister of finance, in reply to a question, stated that the estimate of the public revenues for the country had been defrauded of upwards of six millions of dollars, therefore, he said, the government had resolved not only to proceed to a rectification of the boundaries, but also to institute the corresponding civil action at law.

—Congress has just done a very wise thing in partly repealing that part of the act of December 22, 1891, which laid the organization and maintenance of the police on municipalities.

A WONDERFUL LIGHTHOUSE. In the lamphouse of the United States government lighthouse station at Tompkinsville, S. I., New York, is housed the most wonderful light in the world. The light itself stands 15 feet high, the face of its bull's-eye is 9 feet across, and its lenses are as much as 4 inches thick.

Two of the most interesting automations now working within the limits of the United States are those used by the government for punning and trying postal cards into small bundles. These machines are capable of counting 500,000 cards in 10 hours and wrapping and tying the same in packages of 25 each.

NO MORE BIRDS OF PARADISE. The bird of paradise most used in millinery is that obtained in the Papuan islands and New Guinea. Mr. Wallace, in describing the *Paradisaea apoda*, says: "From each side of the body, beneath the wings, springs a dense tuft of long and delicate plumes; sometimes two feet in length, of the most intense golden-orange color, which was glossy, but changing toward the tips into a pale brown."

CUBAN HISTORY IN BRIEF. Spain colonized the island in 1511. In 1534, and again in 1554, Havana was destroyed by the French. The first city to fall into the hands of the insurgents was San Juan de los Rios.

Banks.

LONDON AND BRAZILIAN BANK, LIMITED.

Capital..... £ 1,500,000
Capital paid up..... " 750,000
Reserve fund..... " 500,000

HEAD OFFICE: LONDON,

BRANCH OFFICE IN RIO DE JANEIRO
10, Rua da Alfandega

Draws on Head Office and the following Branches and Agencies:

- LISBON, OPORTO, PARÁ,
PERNAMBUCO, BAHIA, SANTOS, SÃO PAULO
CAMPINAS, RIO GRANDE DO SUL,
PELOTAS, PORTO ALEGRE, MONTEVIDEO,
BUENOS AYRES AND NEW YORK.

Also on:

- Messrs. Glyn, Mills, Currie & Co., LONDON,
Messrs. Mallet Frères & Co., PARIS,
Messrs. Schroder & Co., F. H. Schroder & Co., HAMBURG,
Messrs. Joh. Berenberg, Gossler & Co., HAMBURG,
Messrs. Granet Brown & Co., GENOA,

BRASILIANISCHE BANK FÜR DEUTSCHLAND.

Established in Hamburg on 16th December 1887 by the "Direction der Disconto Gesellschaft" in Berlin and the "Norddeutsche Bank in Hamburg," Hamburg.

Capital . . . 10,000,000 Marks.

BRANCH-OFFICE IN RIO DE JANEIRO.

Branch-offices in São Paulo and Santos

- Draws on:
Germany.....
England.....
France.....
Spain.....
Belgium.....
Italy.....
Portugal.....
United States.....
Uruguay.....
Argentina.....
and any other countries

Krah-Petersen, Directors.

THE LONDON AND RIVER PLATE BANK, LIMITED.

LONDON: Princes Street, E. C.

PARIS: 16, Rue Halévy.

Rio de Janeiro:
No. 20, Rua da Alfandega.

Authorized by Decree No. 591, of 14th October, 1891.

Subscribed capital. £ 1,500,000
Realized do " 900,000
Reserve fund " 950,000

BRANCHES:

Paris, 16, rue Halévy, Pernambuco, Pará, Buenos Aires, Montevideo, Rosario and Paysandú.

DRAWN ON:-

London and County Banking Co., Ltd.—LONDON.
Banque de Paris et des Pays Bas.—PARIS.
Banco de Portugal and Agencies.—PORTUGAL.
And on all the chief cities of Europe.

Also on:
Brown Brothers & Co.—NEW YORK.
First National Bank of Chicago.—CHICAGO.

THE BRITISH BANK OF SOUTH AMERICA, LIMITED.

HEAD OFFICE: 2 A, MOORCATE ST. London E. C.

Capital..... £ 1,000,000
Idem paid up..... " 500,000
Reserve fund..... " 350,000

Office in Rio de Janeiro:

31 A, Rua 1º de Março

Branches at:

S. PAULO, SANTOS, BAHIA, PARÁ, MONTEVIDEO, BUENOS AIRES AND ROSARIO

Agencies at Pernambuco, Ceará, Maranhão and Rio Grande do Sul.

Draws on its Head Office in London: The London Joint Stock Bank, Limited, LONDON.

Messrs. Heine & Co., PARIS.

Messrs. J. Berenberg Gossler & Co., HAMBURG.

and correspondents in Germany. Sig. Giulio Belinaghi

and correspondents in ITALY.

The Bank of New York, N. B. A., NEW YORK.

Receives deposits at notice or for fixed periods and transacts every description of Banking business.

BANCO NACIONAL BRASILEIRO. RIO DE JANEIRO.

Paris Branch: 5, Avenue de l'Opera.

Capital paid up: Rs. 10,000,000\$000

Board of Directors:

President: CONDE DE FIGUEIREDO,

Vice-President: VISCONDE DE GUATY,

Directors: PEDRO GRACIE, M. G. DUARTE

L. G. GOMES.

Manager of the Paris Branch:

M. Francisco B. M. Topin.

Correspondents:

Paris, Bruxelles, Amsterdam, Geneva:—BANQUE DE PARIS ET DES PAYS BAS.

London: Messrs. N. M. ROTHSCHILD & SONS.

Berlin and other German cities: DEUTSCHE BANK.

Portugal: BANCO DE LISBOA E AÇORES.

And in all the principal cities of Brazil.

From The Forum for February.

THE PRESIDENT'S MONROE DOCTRINE.

Among the fundamental rights of every state is that of Independence. Now, independence means the right to be let alone. In the exercise of its independence each state deals with every other as it sees fit: it fosters trade or restricts it; it quarrels or it makes friends. This is the rule; interference in the affairs of another state is the exception and needs to be justified. The necessity of self-defence is the most common excuse for such interference. The balance-of-power principle was based upon this, with the maintenance of the Ottoman empire and the Triple Alliance as its latest manifestations. Intervention to preserve the peace of Europe—such as that which carved a neutral Belgium out of the kingdom of the Netherlands—was based upon this. And it was this which called the Monroe Doctrine into being. Let us fix firmly in our minds at the outset, then, the undoubted fact that the declaration of President Monroe was an interference in the affairs of other states, to be justified only by the necessity of self-defence.

A new instance of interference in the affairs of other states has occurred. President Cleveland, in his Message to Congress of December 17, 1895, declares that he conceives it to be his duty to ascertain and lay down a boundary line between British Guiana and Venezuela, using every means in his power to enforce it. This, of course, is a threat of war. For this interference the President states that the Monroe Doctrine is his warrant. He believes that doctrine applicable to the case in question,

and a failure to enforce it dangerous to the safety of the United States.

Before taking up this question of applicability, however, there are several statements in the Message which invite comment and criticism, bearing strongly, as they do, upon the President's general position and argument. He says:—

"It may not be amiss to suggest that the doctrine upon which we stand is strong and sound, because its enforcement is important to our peace and safety as a nation, and is essential to the integrity of our free institutions, and the tranquil maintenance of our distinctive form of government."

Here he clearly puts the question of enforcing the Monroe Doctrine in the Venezuelan boundary dispute upon the proper ground,—the self-interest of the United States. We are to enforce it—supposing it to be applicable—because it is to our advantage to do so; because to neglect it would endanger our peace and safety, our free institutions and form of government. He bases his fresh use of the old doctrine on the original ground, that of self-defence. That this danger, which justifies our interference, really exists, I find it very hard to believe. It may well be asked whether our peace is most threatened by an unsettled boundary in South America, or by the Message itself. This question of our self-interest will be referred to later. What I wish to emphasize here is that the President admits that his action is based upon utility, not upon duty. And yet this warrant alone does not seem to satisfy him. He wants legal justification. Accordingly he argues that, though not perhaps "admitted in so many words to the code of international law," the doctrine is yet a part of it,— "since in international councils every nation is entitled to rights belonging to it; and when the United States is a suitor before the high tribunal that administers international law, the question to determine is whether or not we present claims which the justice of that code of law can find to be right and valid."

This is principally rhetoric. There is of course no "high tribunal," no "code of international law," except in a metaphorical sense. If the passage means anything—which is uncertain—it means that the Monroe Doctrine is a part of the body of international law because it is in harmony with its ideas of justice. This is an error. The rules of international law are founded upon the principles of natural justice, but everything consonant with its ideas of justice is not a rule of international law. The punishment of the slave-trade as piracy—a just rule and one laid down in many treaties—is a case in point. It is not a rule of international law, because it has never been made such by the common consent or agreement of nations. Even were the premise sound, the conclusion would therefore be false. In this contention the President has been led away by Lord Salisbury, and tries (and fails) to prove what is not necessary to his position,—that the Monroe Doctrine is a part of the body of that law which governs the relations of states. It is a policy, not a law, either national or international, and its application to each specific case—granting that action is justifiable at all—must be argued on grounds of policy alone.

"The Monroe Doctrine finds its recognition in the principles of international law, which are based upon the theory that every nation shall have its rights protected and its just claims enforced." Is it necessary to remark that there is no such theory? Every state has the right of self-defence. That is the first law of nations. But to say that every state has a right to be protected and to have its just claims enforced by some other state is simply ridiculous. No, it is more, it is monstrous. It is a plea for universal tranquillity at the expense of universal interference and disturbance. It is a plea in behalf of the status quo of the world, while inconsistently it threatens to disturb that status by enforcing the just claims of some states against others. The justice of the claim, it is natural to infer, will be decided by an ex parte commission.

There are other statements which are equally faulty,—as where it is said that the Doctrine was intended to apply to every stage of our national life, which is something that neither the President nor we can know; but I pass to the final sentence.

While deprecating the idea of war—a war which no one dreamed of until the Message threatened it—the President exclaims:—

"There is no calamity which a great nation can invite which equals that which follows a supine submission to wrong and injustice and the consequent loss of national self-respect and honor, beneath which are shielded and defended a people's safety and greatness."

Here is a complete mixing up of two persons: the one submitting to injustice,—namely Venezuela; and the one losing its self-respect,—that is, ourselves. Or does the President mean that we have a divine mission to follow Great Britain or any other state around and check its aggressions? Does he mean that we are knights errant, in search of wrongs to right, of injustice to repel, under penalty of losing our safety and greatness? Whichever version we adopt,—whether we merge our individuality in that of Venezuela, or tilt at windmills like Don Quixote,—it may be questioned if our safety and greatness are thus best preserved.

This is more than mere dialectics. The President has threatened Great Britain with war in a certain contingency; he has thrown business already into great confusion, and jeopardized the nation's finances, on the ground that our Monroe Doctrine is a binding law, is necessary to the safety of our institutions and form of government, and is applicable to the Venezuelan boundary dispute. If these contentions cannot be maintained, his action must be condemned as an offence to a friendly power, and a very serious blunder.

His argument for the applicability of the Monroe Doctrine is entitled to fair consideration and is a principal point at issue. It is as follows:—

Speaking of the allied powers, Austria, Prussia, Russia, and France (England having withdrawn), President Monroe said 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. . . . We could not view any interposition for the purpose of oppressing them (that is, the South American republics whose independence we had recognized) 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."

The President, with these words in mind, says:—

"If a European power, by an extension of its boundaries, takes possession of the territory of one of our neighboring republics, against its will and in derogation of its rights, it is difficult to see why thereby attempt to extend its system of government to that portion of this continent which is thus taken. This is the precise action which President Monroe declared to be 'dangerous to our peace and safety,' and it can make no difference whether the European system is extended by an advance of frontier or otherwise."

The argument is perfectly clear and needs no elaboration. An unsettled boundary dispute between a British colony and Venezuela, a disposition to "edge up" on the latter in the matter of territory, is an attempt to extend the European system to a sister republic and to control its destiny. On the face of it this is a possible interference, not only by emphasizing the letter —not the spirit and real intent—of Monroe's Message, and by almost a perversion of words. Apply the same language to our Maine boundary. The valley of the St. John was disputed ground. By the Ashburton compromise it was divided between the disputants. Is it a proper use of language to say that the success of Great Britain in acquiring the country north of the St. John River to the St. Lawrence watershed, which we had justly claimed, "extends a European system to the United States or controls its destiny"? Venezuela's is a perfectly parallel case. Were she to lose the whole region in dispute by arbitration or by aggression, in neither case would a new system be extended over her, or her destiny be controlled.

But let us look at the real spirit and intent of the Monroe Doctrine. One hesitates to repeat its origin, so often has it been related. The allied powers had twice tried their hand at intervention,—in Spain and in Naples. This intervention was in favor of absolutism, not of established government; for in Naples a liberal movement was put down, in Spain a royalist insurrection was helped up. Emboldened by success they then proposed to apply their new principles to this continent, and to restore to Spain those colonies of hers which were trying to gain or had gained their independence. Then Monroe declared that such intervention would be regarded by the United States as dangerous to itself. He announced a policy. That policy forbade the substitution of monarchical for republican forms of government on this continent by European force. It did not forbid the existence of monarchies here, as Don Pedro could testify. It did not forbid any step which the republics themselves chose to take, but simply what was forced

From the *Argonaut*, San Francisco, Cal.

OUR TRADE WITH SOUTH AMERICA.

Stanford University, January 8, 1896.
Editors "Argonaut."

In your issue of the sixth, in speaking of the political phases of the Monroe doctrine, you say that "Another and equally practical side of the question is this: if we are going to be such extremely good friends of the Spanish-American republics as to protect them in time of war, we think they ought to buy our goods in time of peace.... They buy almost everything from that monarchical Europe which they condemn, and almost nothing from the republican United States which they adore—theoretically."

I believe that eight years of residence and travel in South America, a pretty thorough acquaintance with the people, and a general interest in foreign trade and international relations have made me familiar with the facts that bear on the interesting and apparently puzzling case you suggest.

I believe the business firms that have made honest efforts to get what we are in the habit of calling "our share" of South American trade, know pretty well what the matter is, and give themselves no further concern about it. There is an impression through the country, however, that South America is either unexplored by our business men, or that there is some feeling there against American goods or American merchants, and that, as your editorial suggests, if they love us, they should buy our wares.

Now the South American markets are open to our manufacturers, exactly as they are to those of other nationalities; yet the natives do not buy of us. One naturally infers that it is either because our goods are inferior, or our prices are higher than those of European goods. In some cases these are the reasons that our goods are not bought; but they are not always the reasons, and they are not the only reasons. In many instances our American products are quite as good or even distinctly superior to those with which they come into competition.

Setting aside instances of inferior or otherwise unsuitable goods as out of the question in any market, we find that our best merchandise goes into these South American countries under one or the other of the following conditions:

- 1st. Suitable goods at too high prices.
- 2nd. Suitable goods at convenient prices, but so packed that the dealers can not dispose of them.
- 3rd. Suitable goods at convenient prices and conveniently delivered, but the terms of payment unsatisfactory.
- 4th. Suitable goods at convenient prices, conveniently delivered, and on mutually satisfactory terms.

It is unnecessary to dwell on the fact that business can be only when the conditions are those mentioned under the fourth head.

But the statement of this self-evident proposition does not satisfy those who think that the South American republics ought to buy of us, and they may fairly ask the reasons for high prices, improper packing, and unsatisfactory payments.

The high prices of our goods are, for the most part, the natural result of our high tariffs. Hitherto we have depended on home demand for most of our products; we have not been forced to produce cheaply in order to meet European competition, and, as a consequence, we have seldom been prepared to meet it.

Here is an interesting, and by no means an exceptional, instance that came under my observation. Several years ago an American manufacturer of sand-paper sent a consignment to a commission merchant in Rio de Janeiro. The goods remained for a long time unsold. The New York house made several calls for settlement, and finally demanded rather unpleasantly to know why the goods remained unsold. The Rio merchant reported that the American sand-paper could not compete with the English sand-paper—that the price was too high for the market. The New York house said flatly that such a representation would not pass muster; that they were shipping sand-paper to London, Manchester, and Birmingham, and driving the Englishmen out of their own markets. When they finally got to the bottom of the matter, after months of such delays, postponements, and irritating excuses as only a South American can devise, they found that the import duty on sand-paper at Rio was charged by

weight, and that, as the English paper was very thin, and the American paper very thick, the duty on one sheet of the American was distributed over several sheets of the English paper, leaving the American paper very dear and the English quite cheap to the consumers.

I mention this case as illustrating the absolute necessity of a knowledge of all the circumstances that affect trade if we mean to follow it seriously.

Take next the matter of packing. I must admit that to soberly give it out that the way bundles are done up is a matter of vital importance to national commerce smacks of the ludicrous, not to say the idiotic. But I never was more serious in a statement.

In the upper Amazon region I once found that all the shops kept flimsy English calicoes* and no American calicoes at all. Upon inquiry, I learned that the leading merchants knew of the superiority of American calicoes, but they declared that, while they would have preferred them, they could not sell them because they were put up in large bolts. I found that the people wanted their calicoes in bolts of ten metres. I suggested that it was easy enough to cut off ten metres from a bolt of forty metres; but that did not seem to answer the purpose. The country people liked the sound of saying they had bought a bolt of calico, and they always got the colored label with a dress pattern. Of course it was silly from our point of view, but the Americans would not put their goods up in ten-metre bolts, and so they did not get the trade.

There is a more serious side to this question of packing, however. South America covers an enormous area; it has comparatively few railways, and beyond the railway lines the roads leading into the interior are almost exclusively mule trails; over these trails goods are carried on pack-mules for hundreds, for thousands of miles, crossing forests, deserts, through swamps, over mountains—journeys that consume weeks and sometimes months. Now it is of the utmost importance—indeed, it is quite indispensable—that the merchandise so transported should be done up in packages of such weight, size, and shape that they can be readily carried on pack-horses.

We often complain that the South Americans are hide-bound; but I submit that they are not alone in their conservatism, so long as our manufacturers insist on packing goods to suit themselves instead of suiting their customers.

The last obstacle I shall speak of is unsatisfactory terms of payment. The people of South America never do anything to-day that they can put off till to-morrow, and least of all would they think of settling accounts. In addition to this general inertia, the wholesale dealers in the large cities must wait on the up-country dealers, and the up-country dealers must wait on the retailers, and the retailers must wait on their customers, and their customers must wait for next year's coffee crop, or rubber yield, or cotton, or something else. Now, every one acquainted with American trade knows that this sort of thing will not suit our manufacturers. The time they are willing to wait for their money is expressed in days, not in years.

The European merchants know of these peculiarities of the South American markets, and are ready and willing to meet them; our merchants are neither ready nor willing. All the share we have, or can ever expect to have, in South American trade must be obtained by legitimate business methods. Yankee "smartness" has already brought the name of the American goods and business into disrepute, and new-comers must meet and overcome this prejudice. And our people must go into that field with the intention of studying the market, of meeting European competition openly, of building up a business they can stay with generation after generation and that will stay with them, of giving the people what they want, and in such shapes, colors, patterns and packages as they want (whether we fancy them or not), and on terms that will be satisfactory to the purchasers, just as European houses have done.

Trade can be built up only on business principles—not on sentiment; and until it is so built up, we may rest assured that South American people will go on adorning us—theoretically—and buying their goods from England, France, and Germany.

JOHN C. BRANVER.

* Printed calico, or "prints," are here referred to.—Ed. News.

From the *Southern Cross*, Feb. 21.

CARNAVAL IN BUENOS AIRES.

There are a good many kicks still left in old King Carnival, to judge by the doings of last Sunday, Monday and Tuesday here in the capital. The "corso" this year extended along the May Avenue from Plaza Victoria to Callao, where it turned into Entre Rios as far as Belgrano, returning by the same street to proceed along Callao to Santa Fé, and thence to a square or two below the Buenos Aires and Belgrano tramway station at Centro America. The splendid new avenue was ablaze with electric light and needed none of the overhanging arcs of gas-lamps, which have always been a feature of Carnival here. These arcs were of course resorted to in Callao and Santa Fé, and the usual profusion of bunting fringed by the paper streamers formed a very effective framing for the ever-changing scenes enacted on the street below.

There were fewer private carriages this year than ever, but, on the other hand, there were more vans, carts, wagons, and allegorical monstrosities than usual. The *comparsas* were also numerous. They marched fairly well and their costumes were in several instances picturesque. In the avenue, however, whether from defective police arrangements, or from other causes, they delayed very much the movement of the vehicles, and were more of a nuisance than anything else. In one respect, however, they were an improvement upon other years. They left their *candombes* at home! At least the greater part of them did so. Of course the bands of music by which many of them were headed played terribly out of tune, but this could readily be excused by those whose feelings had been outraged by years by the barbarous and hateful rum-dum-tum of the *candombe*. A few of these remnants of savagery were audible, but, thank goodness, they are becoming obsolete.

Streamers made of colored paper ("serpentina") were very much used this year, and festoons of them are hanging from telephone-wires, balconies and street lamps, giving the city a tawdry and eminently dissipated appearance. *Pomos* were largely used also; but the great feature of this year's Carnival was the water bomb. This projectile varies in size from that of a peach to the formidable proportions of an ostrich egg. When a fair sized bomb is thrown with a good aim it will make trouble; every drop of the water which it contains is distributed over the person aimed at, and, as a general rule, it manages to run down his back, but not outside his clothes. In the "corso" streets, in most of the other thoroughfares, in the private houses, in tram-cars and restaurants, these water bombs were very extensively used with effect. In some localities the throwing of water in this fashion was carried to such a pitch that free fights of a mild description took place. Fortunately, however, no serious disturbance arose, a fact not by any means attributed to those who threw the bombs.

There were more masked balls than ever this year. The less said about them the better. They are neither artistic nor moral. They do not even pretend to the mere outward forms of decency. They are disgraceful scenes of horseplay and obscene posturing, and should not be allowed to take place. The masked balls at the clubs are fairly well conducted, but, say what you will about aristocracy, and culture, and distinguished families, and the rest of it, we question if there is a single public masked ball in Buenos Aires where young and innocent girls can go without regretting it.

We must protest against the influential native papers publishing eulogies upon the culture displayed all through Carnival. There was no culture at all. There was, in fact, a distinct want of it on all sides. We will only indicate the scandal created by the use of indecent language. We will only call attention to the fact that this indecent language was used from behind masks and dominos. We have no wish to preach, but we cannot help saying that no cultured man will use obscene language, no matter whether his mask is on or off.

We do not object to Carnival. We opine that as long as people want it they should have it. It is not a creditable exhibition, nor is it in any way calculated to elevate or usefully instruct. Yet it is safer on the whole to be tolerant of the follies of others than to be blind to our own. We notice that some of our English contemporaries stigmatize this Carnival business as the

remnants of semi-barbarism. Quite so; but it gives them a three days' vacation, of which they take due advantage. It is quite true that Carnival is not a great credit to our civilization. Say even that it is restitution of primitive instincts—that it is what the learned ethnologists call "throwing back." But what are grouse and snipe shooting and fox hunting? Only the remnants of our paleolithic savagery—only the vestiges of the old nomadic days when we were half-naked barbarians with a consuming passion for destroying life and for seeing blood flow.

Let us be lenient with Carnival. It is foolish; but so is mankind. If it were less sinful it would be more enjoyable; but then, so would life in general. It is disgraced by want of culture and by flagrant indecency here in Buenos Aires. Well, so is the everyday life of the city in certain circles. The day will come, and that before we feel, when Carnival, as well as the street cad, will fade from our ken. Civilization will wipe them out. King Carnival has to go sooner or later. He is an old fool—but what matter? Let us humor him. Let us gaze on his gaudy trappings—his clanking swords, his buff jerkins, his flowing Venetian cloaks, his morions and quilted doublets, his fool's cap and bells. And let us throw our eyes back into the stirring time when these were the fashion! Are we very much more advanced now? Most certainly, you answer. So much the better then. The sharpness of the contrast will make us all the more satisfied with ourselves and with the times in which our lot is cast!

From the *San Francisco Bulletin*.

MYSYRY OF A PEEK-A-BOO ISLAND.

Falcon Island, a lonely but picturesque mass of earth and rocks, situated in the Tonga group below latitude twenty degrees south, has been playing hide and seek with three nations ever since 1886. The coming and going of Falcon Island has been termed by the South Sea traders "the right pulse of the universe." Reports concerning Falcon Island have been brought to civilization from time to time for years and years back. It was not until 1889, however, that anything really peculiar was noticed about the place, but since that time the rocks have been leading England, France, and the Tonga government a lively chase. The latest news from Falcon was received recently by the United States hydrographic office. The information furnished the government came from pilot John O'Ryan of Apia, Samoa. The pilot also sent a detailed account of the modern aspect of the mystic isle to a seafaring friend here.

To tell the odd story of Falcon it is necessary to go back to 1889, when the British corvette *Egeria* was sent on a cruise among the South Sea islands and instructed to seize any heretofore unknown coal reefs or islands, and take possession of them in the name of the Queen. The *Egeria* fell across Falcon. The island was noted for miles at sea, for at its southernmost extremity rose a commanding bluff 153 feet above the sea. Palm-trees grew on the height, and at the north end of the island the land gently sloped down to a beautiful white sand beach, fringed with tropical vegetation. The place was a veritable gem of the seas, a typical South Sea retreat, apparently as secure as the rock of Gibraltar. The *Egeria's* commander took possession of the island and planted the flag of England on its highest point, then the warship returned and reported what it had done. A year later a transport was sent to Falcon and found nothing but a low-lying reef, against which the sea beat incessantly. The lofty cliff had disappeared, as had the palm-trees and the sand beach. England's flag had sunk with the land, which appeared to have been swallowed up by the ocean.

Very little attention was directed to Falcon until 1892, it being believed that the island had simply sunk in the sea, as coral islands often do. Ships and trading schooners passed the latitude, and some would report that the island was still there, and that its cliffs had again towered heavenward, while others would note that only a flat shoal marked the spot. These reports were extremely confusing. France, in 1892, was looking for islands to annex, and so sent the cruiser *Duchaffault*, Captain Maucleron, on a cruise after territory. The *Duchaffault* steamed to Falcon. Then, instead of finding a sunken reef, whitened

with the foam of breakers, the vessel's crew discovered an island almost the exact shape of that found by the Egeria in 1839, only the southern promontory was but 25 and 27 feet high instead of 153 feet. The palm trees were gone, of course, but the rocks were covered with a growth of green bushes and ferns. Ashore went Muncegon, who, though he had not 40,000 men, ordered his Jack Tars to draw their swords and put them back again, claiming the island at the same time in the name of the French republic. The tricolour waved from the 25-foot cliff when the Duchaffault churned north and homeward to the booming of a rifle gun.

Scarcely two years had passed since the Frenchman's visit when the British schooner Ysabel, borne along by an easterly breeze, came about at the easterly end of the island. This was on April 19, 1894, according to the records kept by the United States government. The Ysabel's captain consulted his chart and found that the strip of land at his port beam was all that remained of the elusive Falcon isle. He was astonished; he made a note in his logbook, and later reported to his home government that "Falcon island now has the appearance of a low streak of reef, and is dangerous to navigate, as it cannot be seen on a dark night. Dangerous reefs and rocks surround it." French and English naval officers were much taken back by this report, but the Tongan government was not daunted. It sent a party to the island with instructions to solve the mystery. The expedition left Tonga last December, and only returned about one month ago, or in time to allow pilot O'Ryan to write his letter and forward it by the steamer Australia from Apia. Perhaps Englishmen and Frenchmen will smile when they read that "the expedition took possession of the Falcon island in the name of King George of Tonga." Several coconut and other trees were planted. A hut was erected on the southern or raised end of the place, which is a mass of rocks, shells, and queer red clay. "The island was found to have bold, steep sides, with deep water all around and no shoal water in the vicinity, though discolored water extends four miles south-eastward and three miles north-west. The highest point of the island is fifty feet above the sea." When Tonga's claim to the jumping-jack of the tropics has been wiped out by the sea, it is suggested that the United States should try to secure the island for a brief term.

AMERICAN COAST DEFENSES.

The commander-in-chief of the United States army, Major-General Nelson A. Miles, appeared before the house committee on military affairs on January 28th to explain the condition and requirements of the coast defenses on both the Atlantic and Pacific coasts and the gulf of Mexico. He stated that the guns now mounted at Savannah, Charleston and other ports are smooth-bored, of obsolete patterns and useless, and are mounted on rotten carriages. The only places where provision has been made for any considerable defenses are New York, San Francisco and Boston, and the defenses at these places are entirely inadequate and insufficient. He said that the coast cities of the United States are open to attack by a country having a large navy, and that it would take years to create the necessary armament. He estimated that the entire cost of coast defenses for adequate protection of the country would be about \$50,000,000 for fortifications and guns. This will not include the cost of ammunition and projectiles.

The Times of Buenos Aires of the 22nd ult., relates that a lady was grossly insulted the day before by a well-known photographer. She took her first-born child, three months old, to be photographed and inquired the cost. The photographer gave the price but added that he made a reduction on a dozen. The lady, who is barely 20 years of age, turned indignantly on the astonished photographer, rated him for his rudeness, inquired if she looked old enough to have twelve babies, and then left the studio without hearing any further explanation.

RIVER PLATE ITEMS

The Br. str. Kingland which had stranded on the English bank at the entrance to the River Plate, was successfully floated on the 20th ult. and arrived at Montevideo on the 21st.

A Buenos Aires telegram of the 8th reports two more yellow-fever cases in Belgrano. The persons exposed to infection are being removed to the Martin Garcia quarantine station.

One of the great betting houses in Buenos Aires, 'The Tui Club,' has put up its shutters and closed its doors for ever, probably on account of being unable to pay the tremendous taxes required for the present year.—Times, Buenos Aires.

The fugitive editor of the Western Courier, of Valparaiso, who had arranged to join the staff of one of our Buenos Aires contemporaries, has ultimately failed to close the contract. In all probability the circular letter sent out by the proprietor of the Courier interfered with the arrangement.

According to telegrams from Buenos Aires Gen. Campos has been dismissed from the post of chief of police, and has been succeeded by a civilian, Dr. F. Benay. The latter has already introduced several needed reforms. He has informed his commissaries that they will be held responsible for their conduct toward the people.

A German syndicate will shortly present to the executive a proposal for the construction of forts and such like in this port and La Plata. The syndicate has already spent a good many thousand dollars in making plans and studies, upon which various German military engineers have based the proposed defence. Should the idea be accepted, it will further be proposed to impose a tax on the entry of all vessels into the ports, which will in a few years cover the outlay on the constructions.—Times, Buenos Aires.

The English steamer Acymoty arrived here on Monday ten days out from Rio Janeiro. On the voyage the first machinist died, and one of the crew was ill from yellow fever, on account of which she was ordered into strict quarantine at Flores island. On her arrival there she grounded on the rocks off the 2nd island, but Lussich's tugs were signalled for and in less than an hour they got her off without damage. She is consigned to Mr. W. D. Evans, and intends to load coal for Chile. She is a new steamer of 3000 tons burden.—Montevideo Times, Feb'y, 26.

A novel way of saving property from fire was put in practice by the fire brigade the day before yesterday. Two bales of jute, on a lighter, lashed with 650 bales, caught fire. The brigade appeared on the scene, and instead of throwing overboard the two ignited bales in order to save the rest, orders were given to fill up the lighter with water. Pumps were set to work, and within an hour the lighter lay at the bottom of the Riachuelo, with the whole cargo of 650 bales. The fire brigade then withdrew, having put out the fire.—Times, Buenos Aires, Feb. 22.

There is a general impression that a law exists prohibiting the killing of fur and other seals in the Argentine territory. This law appears to be a dead letter, as the Argentine consul at Punta Arenas informs the minister of hacienda that the steamer La Prensa transhipped at that port twelve hundred fur seal-skins and a quantity of seal oil, on board of a German steamer bound to London. A significant fact is that the consul reports that the captain of the La Prensa informed him that these articles were the property of Captain Nunez, of the navy. In company with Captain Nunez, on board of the La Prensa, were other naval officers, including a son of Admiral Soler. This matter ought to be investigated, by not only the minister of finance, but also the navy department.—Times, Buenos Aires.

The very best news that has ever been rumored in Buenos Aires is that Dr. Urbidari has made up his mind to administer a radical cure to the political evils of this country, by discountenancing openly and fearfully all official interference in the elections. Any public officer who is a candidate for any office will have to resign. General Campos is said to be first on the list, and then many others. President Urbidari has, ever since his entry into office, expressed opinions to this effect, and has been putting their execution off from time to time. If he finally succeeds in making his own mind to put them really in practice, he will deserve the greatest praise that any president here has ever yet received. He shows now and then that he is able to act with unexpected and salutary rigor, and we hope he will score a point in this instance, and make his power and authority felt by a firm will and strong adherence to principle.—Times, Buenos Aires.

The P. S. N. Orissa arrived early yesterday morning, but as the weather was rather rough, the port doctor would not go off to visit her, and she was kept without operations until an advanced hour—in fact we can not say if she had been visited at the time of writing—the landing of the mails being also delayed, and her departure for the West Coast thrown back until this morning. As she signalled a clean bill of health, the doctor's visit was a mere superfluous formality and might have been dispensed with entirely, yet on this account all this delay, annoyance and loss have been caused. This illustrates once more the miserable inefficiency of the port arrangements here, and the utter disregard of the authorities for any quick despatch of the vessels and mails. The idea of delaying a transatlantic steamer and her mails for 24 hours because a port doctor was afraid to face some not remarkably rough weather is too monstrous for criticism.—Montevideo Times, Feb'y, 23.

The foreign trade of Uruguay for 1895 was as follows:

Table with 2 columns: Category and Amount. Includes Imports (Liquors, Comestibles, etc.) and Exports (Live stock, Saladero produce, etc.) with a total of \$52,543,044.

Compared with 1894 imports show an increase of \$795,823 and exports a decrease of \$935,868.

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.

Subscription: \$5.00 per annum for Brazil. \$10.00 or £2 abroad (paid here). SINGLE COPIES: 50¢ each, for sale at the office of publication, or at the English Book Store, No. 67, Rua do Ouvidor, 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, Est., 154 Nassau St., NEW YORK; Messrs. Street & Co., 30 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, MARCH 10th, 1896.

Yesterday's Rio contains a telegram from New York stating that the chamber of commerce of that city, united with those of other large cities of the United States, are preparing to send commissioners to the principal cities of Brazil to study and promote commercial relations between the two countries. This is rank folly. What can such commissioners do? They can see the country and talk with officials and merchants, and they will gather in an abundant harvest of promises and good wishes. And there the matter will end. They will learn nothing practical about the market and its trade, for that requires time and experience. These roving commissions have been tried before, and always without any good result. As far as information is concerned, the published consular reports could give them more and better information than such a commission will be able to collect. The proper thing to do—in fact, the only thing to do—is to open commercial houses here in the regular way and then to acquire knowledge of the market by actual experience. Once upon a time the American merchants did this, but protection, and subsidies, and privileges, and other official favors have undermined their independence and enterprise. They are unwilling to go away from home, or to take risks, or to adapt themselves to the requirements of customers, so they leave it to the government and to roving commissions to solicit trade for them. It certainly reflects but little credit upon them!

Crispi's adventure in Africa seems to have led to consequences as serious as they were unexpected. Not only was the Italian army overwhelmingly defeated on the 1st inst. at Abba Garima, with a frightful loss of life and the complete dispersal of the expedition, but all Italy has been thrown into disorder. Crispi has been compelled to resign and the crown itself is in peril. There is no denying the gravity of the situation. Italy has suffered so much of late years from misgovernment, from despotic authority, and from crushing taxation, that the country is full of malcontents of every shade and description. This crushing reverse in Africa, the outcome of an irresponsible ambition based upon weakness and incapacity, has furnished an opportunity for all these hostile influences to unite against the constituted authorities, as we have seen in every part of the country during the past week. It is clear that the war against Abyssinia is not a popular one with the Italian people and that they would hail its termination with joy. But among the upper classes, who do not have to fill the ranks nor bear the grinding burdens of taxation, the thirst for revenge is deep and demands a prosecution of the war. It is admitted that nothing can now be done in Africa until next autumn, and in the meantime much may happen at home. With a discontented and impoverished people, signs of insubordination in his army, and bankruptcy plainly in sight, the immediate outlook for King Humbert is not a cheering one. He would probably be wise in taking the popular side and putting an end to Crispi's adventure in Africa, but it will require rare moral courage in him to do it. There are but few men who are strong enough to withdraw from a false position in the face of such a defeat as that of Abba Garima.

It is to be regretted that the "jing" spirit is now interfering to obstruct the settlement of the Amapá dispute, just as it did in the Trinidad dispute. Sentiment in politics unquestionably offers a fine field for fervid and patriotic rhetoric, but it rarely leads to good results. As a rule it leads to serious blunders and not infrequently to costly and unnecessary wars. In the Trinidad case, sentiment opposed arbitration simply because it was considered unpatriotic to submit the question to any tribunal. It was argued that the Brazilian claim admitted of no doubt whatever, therefore it would be an admission of weakness to consent to arbitration. So the settlement of the dispute has been put off to some future time. In the Amapá case the preliminaries have been agreed upon, and one of them is that the disputed territory shall be governed by a mixed commission until arbitration shall decide to which country it belongs. The proposition is fair to both sides, and is designed to put an end to the disorders which have been disturbing the friendly relations between the two countries. But sentiment, or prejudice, again interferes and says that such a commission will be an advantage to France, that the territory is settled by Brazilians, that disputes will occur, and all that. This is pure obstruction. It is admitted that the territory is in dispute; therefore it belongs to neither. A mixed commission of sensible men ought to be able to direct its affairs without trouble, and as it is fair for both sides every Brazilian ought to cheerfully support the proposition.

The recommendations of the commission appointed by the several coffee-producing states to report on means for increasing the consumption of coffee, will probably be approved by all the states in question. It is a popular fad to employ commissions and artificial means to settle all such questions, and discussion therefore may be hopeless. We shall venture, however, to characterize the whole proceeding, from inception to conclusion, as a serious mistake and certain failure. It is not the first official propaganda of this character which Brazil has known, but no lessons were learned from them, and consequently no one will oppose a repetition. If the published unofficial report of the commission's recommendations is correct, fixed commissions are to be sent to Europe to ask people to buy and drink Brazilian coffee, and 2,000,000\$ will be expended in this way the first year. After that the expenditure will be reduced to 1,000,000\$ a year. Besides this, foreign governments are to be asked to reduce their import duties on Brazilian coffee. In view of the 11 per cent. export duty imposed here on this same coffee, which it is not proposed to change, such an application will hardly be considered seriously. It is to be regretted that so important a question is treated so superficially. There has been no discussion of its merits, everyone taking it for granted that it is wise and timely. But is it wise and timely? Is it wise to encourage the extension of this one industry, particularly at a time when production is being everywhere increased and is overtaking consumption? Is it wise "to keep all our eggs in one basket," or to develop one industry alone? Would it not be wiser to encourage some other industry and leave coffee to take care of itself? Is it timely to incur such an expense just now when the country is meeting so many financial difficulties? And is it just to take public money, contributed by all classes and occupations, for the benefit of one particular industry? A candid answer to these questions will probably show that a mistake is about to be made.

PROVINCIAL NOTES

- There were 8 yellow-fever burials in Santos on the 1st inst.
-An Italian was stabbed and killed by a policeman in Santos on the 2nd inst.
-Two more counterfeit 100\$ notes came to light in Santos on the 29th ult.
-A recent hailstorm is said to have cost 15,000\$ damage to the town of Itá, São Paulo.
-One case of yellow-fever and two suspicious cases have been reported from Casa Branca, São Paulo.
-A Pelotas telegram reports the assassination of the police commandant at Sant'Anna do Livramento.
-The municipal council of Araranguá, São Paulo, continues to functionate in the neighboring town of Americo Brasiliense. It is unusual to see refugee councillors meeting in a safe place to legislate for a town they have abandoned.

Table with financial data for March 3, 1896, including Apolices, Commercial, and Miscellaneous items.

Table with financial data for March 6, 1896, including Apolices, Commercial, and Miscellaneous items.

Table with financial data for March 7, 1896, including Apolices, Commercial, and Miscellaneous items.

Table with financial data for March 8, 1896, including Apolices, Commercial, and Miscellaneous items.

THE BRITISH BANK OF SOUTH AMERICA, LIMITED. Capital, 50,000 shares at £20. Balance sheet, 29th February, 1896.

LONDON AND RIVER PLATE BANK, LIMITED. Established in 1862. Capital, 1,500,000. Balance sheet, 29th February, 1896.

MARKET REPORT. Rio de Janeiro, 9th March, 1896. Exports. Coffee—There has been no falling-off in the demand...

Table with financial data for Rio de Janeiro, 4th March, 1896, including Capital, Assets, and Liabilities.

Elsewhere. Mar. 4 River Plate, Fr str Cordoba... Mar. 4 River Plate, Fr str Magdalena... Receipts for the past week were 19,088 bags...

DAILY RECEIPTS AND SHIPMENTS OF COFFEE AT RIO DE JANEIRO. Table with columns for Receipts, Shipments, and various coffee grades.

Imports. Traffic is still partially interrupted on the Central Railway, by which a good part of the interior is shut out of our market...

Table with financial data for Rio de Janeiro, 4th March, 1896, including Capital, Assets, and Liabilities.

Lard—Receipts are 4,000 kegs per Capita, Carib Price and Glad Tidings, from New York and Baltimore... Cadfish—Receipts have advanced 1,100 cases Norwegian per Santos and 2,000 tubs, 100 cases per Carib Price...

ARRIVALS OF FOREIGN VESSELS. MARCH 4. PENSACOLA—Br ship Mary L. Barrett, 1,449 tons; Rice; 55 ds; pine to F. P. Passos.

DEPARTURES OF FOREIGN VESSELS. MARCH 3. BALTIMORE—Amer lug White Wings; 654 tons; Davison; ballast.

VESSELS AFLOAT & CHARTERED FOR RIO. Adelaide... Aonasona... Australia... Avriga...

Table of ship arrivals including names like 'Swansea', 'Royal George', 'Richmond', etc.

ARRIVALS OF FOREIGN STEAMERS.

Table with columns: DATE, NAME, FROM, CONSIGNED TO. Lists various steamships and their destinations.

DEPARTURES OF FOREIGN STEAMERS.

Table with columns: DATE, NAME, WHERE TO, CARGO. Lists departing steamships and their destinations.

FOREIGN SAILING VESSELS IN THE PORT OF RIO DE JANEIRO, MARCH 8th, 1896.

Large table listing ship names, types (American, Austrian, British, etc.), and agents.

The Academie de Medecine of France has placed

Apollinaris

"THE QUEEN OF TABLE WATERS"

"At the head of all the waters examined for purity and freedom from disease germs."

WONDERFUL INVENTION.

Who does not care about health and economy? There is no doubt that we all do, and in order to enjoy a comfortable bath, we must have many of these instantaneous machines which, in 5 minutes, will heat a sufficient volume of water...

These machines are made entirely from copper and their durability is therefore not affected by any chemical action arising from the acids contained in the water...

- 1. They consume 80 to 120 lbs gas on account of the air pressure; 2. They will last a lifetime and not corrode; 3. Besides being an object of utmost necessity, endorsed by leading medical authorities, they are a handsome feature of decoration to any part of a house and are guaranteed for 10 years.

In stock: Gasoline machines, especially adapted for the use of planters, important coffee machines, suitable for Hotels and Restaurants.

Duplex machines for coffee and tea.

Special machines for laundry work.

The public is cordially invited to visit the agent,

Thomas Price,

50, Rua Gonçalves Dias.

Ask for



Chateau Lalugyay

Sole importers:

ROMBAUER & Co.

78, RUA DO GENERAL CAMARA, RIO DE JANEIRO.

LONDON STORE

Nectandra Amara Pills.

These wonderful pills, so useful and beneficial in all affections of the stomach and intestines, are obtainable in all places where a post-office exists; the manufacturer will forward by registered mail and to any given address, if accompanied by money...

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.

Companhia Servicos de Portos

Office:

No. 64, Rua do General Camara

Catalogues sent postfree on request.

Landing of goods, heavy machinery and live cattle. Floating Steam Crane for lifting up to 30 Tons weight.

Alfredo Mendes & Marques

Ouvidor No. 34.

Powerful steam pumps. Drag boats. Stone ballast supplied to ships. Slip way and work shops at Toque-Toque, (Arm açao, near Nic theroij).

Last Quotations of Stocks and Bonds --- Mar. 9th.

Table of stock and bond prices including Circulation and Public Funds.

Table with columns: Capital, Banks, Par, Last div. Lists various bank-related financial data.

Table with columns: Capital, Railways, Par, Last div. Lists railway-related financial data.

Table with columns: Capital, Tramways, Par, Last div. Lists tramway-related financial data.

Table with columns: Capital, Mills, Par, Last div. Lists mill-related financial data.

H. F. ORTON

Ship, Steamer and General Commission Agent.

Correspondence and consignments invited.

VICTORIA,

Espirito Santo, Brazil.

P. O. Box 45.

Cable address: ORTON.

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 } Scotland
POLMOUT, Stirlingshire }

Stocks of good 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.

FILTROS PASTEUR
FILTROS

VENDE-SE NO DEPOSITO DOS UNICOS AGENTES da Sociedade Anonima de

FILTRE CHAMBERLAND SYSTEME PASTEUR
PARIS

Para o Brasil
EMANUELE CRESTA & C.
44, rua da Quitanda, 44
RIO DE JANEIRO

ALPINE HOUSE

PENSION AND RESTAURANT

RUA DO AQUEDUCTO, 68

On the line of Silvestre tramway, SANTA TEREZA. To be reached in 30 minutes from town.

This house is highly recommended for its excellent position and most beautiful view upon the far ocean, city and islands, being situated on the very summit of Santa Theresa hill, and entirely out of reach of fever or malaria. It is, therefore, a most safe place for foreigners, tourists and new arrivals. The hotel is surrounded by beautiful parks, walks and a large forest.

The restaurant and kitchen are first class.

ENVELOPES.

A LARGE ASSORTMENT LATELY RECEIVED OF SQUARE COMMERCIAL ENVELOPES from superior calendared papers of various colors: American Commercial Envelopes, made from the best white and tinted papers:

LINEN ENVELOPES,

made from the best qualities of linen papers known in the United States.

These envelopes are superior in both quality and make. Samples may be seen at the

Typographia Aldina

No. 79 Rua Sete de Setembro.

To travellers on Land or Sea.

No traveller should forget to take with him a box of pills or a bottle of Tincture of Nectandra Amara, which might come very handy in cases of sudden nausea or any other disarrangement of the stomach for intestines, so frequent during travels. This marvellous remedy is accompanied by a prospectus in three languages, viz: Portuguese, English and French to facilitate its use among natives and foreigners. For sale at all Druggists and Chemists and at the manufacturer's depot, No. 72, Rua S. Pedro, 1st floor, Rio de Janeiro.

THE FRANKLIN TYPEWRITER.

"GUARANTEED THE BEST"



SOME DISTINCTIVE FEATURES

Simplicity.—Has fewer by six hundred parts than any other type-bar machine, thus reducing liability of getting out of order. Any intelligent person can understand and operate it.

Durability.—All metal, except the key-tops, platen, and feed-rolls. Constructed of the best material, by the most skilled workmen.

Alignment.—The type-bars are guided, thus ensuring exact and permanent alignment.

Speed.—The expertness of the operator is absolutely the only limit to its speed.

Visible Writing.—Every letter is shown as soon as struck, and the work remains in sight. Corrections are thus easily made, and context verified.

Manifolding.—The stroke is downward, direct, and powerful, making it the most perfect manifolder and mimeographer on the market.

Repairs.—Owing to every part being interchangeable, purchasers can almost invariably make what few repairs may be needed themselves, thus saving cost of repairer. The machine is therefore extremely economical.

Arranged for writing Portuguese, French, Italian, Spanish and German, without charging parts.

Type Cleaning.—The types are cleaned in five seconds time, without touching with hands.

Ribbon Changing.—No soiling of hands or loss of time in changing ribbons, the latter being reeled from the spool on which it is purchased to the machine spool.

Keyboard.—Has the standard keyboard, with capital shift, locking shift, and celluloid keys—the latter being black and white, as recommended by eminent oculists.

A Time Saver.—Owing to its automatic paper shift ribbon changing device, ease in making corrections, quickness of type cleaning, and the fact that the work is always in sight, it is the greatest time-saving writer manufactured.

Appearance.—Without exception, the handsomest typewriter made, beautifully nicked and japanned—an ornament as well as an article of necessity.

Work.—Its work is clean, clear cut, and beautiful in appearance. Samples cheerfully furnished upon application.

Price: \$90 with Table.

M. M. King & Co.

RUA DA ALFANDEGA 77 A & 79

RIO DE JANEIRO.

THOMAS I. LIPTON

- LIPTON'S Teas,
- LIPTON'S Hams,
- LIPTON'S Jams,
- LIPTON'S Pickles,
- LIPTON'S Groceries

115, Rua da Quitanda.

Champagne Piper Heidsick
From the old firm Heidsick
ESTABLISHED IN 1788

Carte Blanche,

Sec,

Brut Extra.

115 RUA DA QUITANDA 115

A. CLAUSEN

REPRESENTATIVE FOR

POOCK & Co., Rio Grande do Sul [Havana Cigars]
BAVARIA BEER from the
Bavaria Brewery, S. Paulo.

Also of Messrs.

COSTA FERREIRA & PINNA, S. Felix (Bahia),
RODENBURG & Co.,
GEBR. KLINGENBERG, Detmold (Lithographers).

77, RUA VISCONDE DE INHAUMA

A LA VILLE DE BRUXELLES

M.^{me} M. COULON & Co.

This establishment, the only one of its kind in Rio de Janeiro carries always a large stock of best English-made underwear for Gentlemen and children. Makes a speciality of shirts and drawers to order, most carefully made and with promptness.

No. 133 B, RUA DO OUVIDOR,

Corner of Rua do Gonçalves Dias.

Dr. Waldés Garcia's

MEAT JUICE

Awarded premiums at the following:

Barcelona 1888—Paris 1889—Genoa 1892
Chicago 1893 and Uruguay 1895.

Analysis made and approved by the Inspector of Hygiene, of Rio de Janeiro.

Analysed by the celebrated chemists of the London University, Messrs. Hassall and Clayton. The result of their analysis made on the 3rd November, 1892, shows that they obtained 30% of peptone, soluble albumen and other assimilable protéines.

It is the only preparation which can be said to be a tonic and most nourishing food.

Depôt at

No. B 1, RUA SENADOR DANTAS

IZAL

The non-Poisonous Antiseptic and Disinfectant. Non-Caustic, Non-Corrosive.

The only preventive of Yellow fever, Small Pox, Cholera and all contagious diseases. Used with marvellous results during the last epidemic season here.

For Veterinary and Agricultural purposes Izal may be recommended as one of the most useful agents at our disposal. Used on board the steamers of the principal Companies it does not damage the decks.

Sold in bottles and gallon drums.

Sole agent for Brazil:

NESTOR SAMPAIO,

Rua da Alfandega, 40

Rio de Janeiro.

Samples and directions for use gratis on application.

CERVEJARIA BRAHMA

(Brama Brewery)

RIO DE JANEIRO.

142, RUA VISCONDE DE SAPUCAHY

Telephone No. 10,063

FRANCISKANER BRÄU

Beer in barrels (shoppe) and bottled.

Makes a speciality of packing in cases containing 4 dozen bottles, ready for shipment to the interior.

GEORGE MASCHKE & Co.
PROPRIETORS.

S. Paulo

HAMMOND & Co.

Engineers and Railway Contractors.

Importers of Machinery and Material.

Telegr. Address: 16, Rua Rosario,
Contractor S. Paulo. P. O. Box 291
S. PAULO.

OSWALD EVANS & Co.

Import and Commission Merchants.

Lubricating Oils,
Plows, Hardware, etc.

No. 9, RUA DA BOA VISTA

SÃO PAULO.

P. O. Box, 537.

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, Lincoln and Bennetts Hats, Pear'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.

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
 STEAM PACKET COMPANY.**

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

TABLE OF DEPARTURES,
 1896

Date	Steamer	Destination
1896		
Mar. 10	Danube...	Montevideo and Buenos-Ayres.
" 10	Tamar....	for Santos.
" 11	Magdalena	Southampton and Cherbourg, 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 No. 2, Rua General Camara, 1st floor.
 G. C. Anderson, Superintendent.

LIVERPOOLBRAZIL AND RIVER PLATE STEAMERS.

LAMPORT & HOLT LINE

PASSENGER SERVICE FOR NEW YORK
 Wordsworth, Hevelius, Leibnitz, Coleridge and Galileo
 sail at intervals calling at
BAHIA, and PERNAMBUCO
 taking 1st class passengers at moderate rates.
Surgeon and Stewards carried.
 The voyage is much quicker than by way of England and without the inconveniences of transfer.

Weekly cargo steamers for NEW YORK.

"NASMYTH"
 sails 12th inst.
 For freight apply to the Broker
Wm. R. McNiven,
 65, Rua 1ª de Março.
 For passages and other information apply to the
 Agents: **NORTON, MEGAW & Co. Ld.**
58, Rua 1ª de Março

PACIFIC STEAM NAVIGATION COMPANY.
ROYAL MAIL STEAMERS.
DEPARTURES for LIVERPOOL.
Orcana Mar. 18th
Orissa Apr. 1st
 Orcana does not take 2nd class passengers.
 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.

SHAW, SAVILL & ALBION Co., LIMITED.
ROYAL MAIL STEAMERS.
 BETWEEN
NEW ZEALAND and LONDON.

HOMEWARDS—Due at Rio de Janeiro.
 Steamers superior in every respect and fitted with every convenience for the comfort of travellers. Call at TRAVESSA 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.

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.

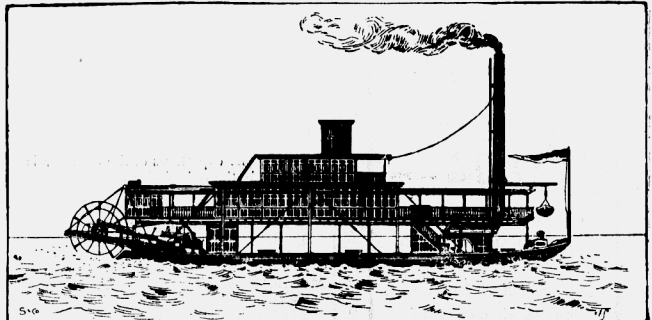
COMMERCIAL PRINTING

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



THE GREAT REMEDY FOR PAIN.
 CURES
Rheumatism, Neuralgia, Sciatica, Lumbago, Backache, Headache, Toothache, Sore Throat, Swelling, Sprains, Bruises, Burns, Scalds, Frost Bites.
 Sold by Druggists and Dealers everywhere. Fifty Cents a Bottle. Directions in 11 Languages.
THE CHARLES A. VOEGELI CO., Sole Importers, U.S.A.
King, Ferreira & Co., Agents for Brazil.

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 inches.
 Messrs. Yarrow lately built the sternwheelers "Mosquito" and "Herald" 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,
POPULAR, LONDON.

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 3rd and 18th of each month to**
Bahia, Lisbon, Antwerp and Bremen.
 Passengers and cargo for all ports of the different lines accepted.

Passages Rates:

	1st-cl.	3rd-cl.
Rio—Antwerp, Bremen.....	500 Marks.	150\$000
"—Lisbon.....	425 "	120\$000

For further information apply to
HERM. STOLTZ & Co., Agents,
 Rua da Alfandega, No. 63. Rio de Janeiro.

W. 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 Cuyo No. 429, " " " 905
Montevideo, Calle Zabala No. 30, " " " 253
Rosario, Calle Bajada No. 156, " " " 54
 Cable Address:—SAMSON.

CHARLES HUE
 Commission Merchant and Ship Agent
Rua Fresca No. 5.
P. O. Box 391. RIO DE JANEIRO.
 Water supplied on short notice. Telephone 374.

Companhia Nacional de Navegação Costeira.

Weekly Passenger service between **Rio de Janeiro** and **Porto Alegre**, calling at **Paranáguá, Desterro, Rio Grande** and **Pelotas**.
 Sailings every Saturday at 4 p. m. invariably.

The Steamer
ITAPERUNA
 with excellent accommodations for 1st and 3rd class passengers,
 will sail for
Paranáguá, Antonina, Desterro, Rio Grande, Pelotas and **Porto Alegre,**
 Saturday, 14th inst. at 4 p. m.

Freight and parcels received through the **Trapiche COSTEIRO, Rua da Saude 56**, up to the 13th.
 Valuables at the office, on the day of sailing till 2 p. m.

The Steamer
ITATIBA
 will sail for
Victoria, Bahia, Villa Nova and **Pernambuco**
 on the 10th inst.
 Receives cargo at the **Trapiche COSTEIRO.**

For passages and information apply to the office of
LAGE IRMÃOS,
Rua 1.º de Março, 49.

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

TO PHILATELISTS.

FOR SALE:
 Scott's Standard Postage Stamp Catalogue, 1895 Edition..... Rs. 48000-
 Stanley Gibbons Descriptive Catalogue Price List 1895-6..... " 50000-
 Scott Brothers' Catalogue, 1895..... " 48000-
 Catalogue Maury..... " 50000-
 Catalogue Barbain..... " 60000-
 Manual du Collectionneur de Timbres..... " 38000-



ARGENTINE POSTAGE STAMPS
 A nice Card, containing 32 genuine Argentine postage stamps, all different kinds..... Rs. 48500-

Postage Stamps of the South American Republics:

Paraguay, Chili, Uruguay and Perú.
 A nice series of 32 varieties of stamps of these neighboring countries, containing some rare ones, sold at..... Rs. 68000-

CASA PHILATELICA,
 1 A, Travessa S. Francisco.

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