

THE RIO NEWS.

PUBLISHED EVERY TUESDAY

Vol. XXIV.

RIO DE JANEIRO, MARCH 1st, 1898.

NUMBER 9

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.
The Hawaiian Line of Steamers

Repairs to Ships and Machinery

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

Coal.—Wilson, Sons & Co. Limited, have depots 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 depot on Conceição Island.

Tug Boats always ready for service.

Cargo Lighters.—ditto.

Ballast supplied to ships.

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

KING, FERREIRA & CO.
Successors to W. F. CASSELS & CO.
11, Rua 1.ª de Março, RIO DE JANEIRO.
11, Rua da Quitanda, SAO PAULO.

Importers and Agents for Manufacturers.

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

GUANABARA & Co.
Importers and Commission Merchants.
27, RUA DO HOSPICIO, 1st floor
RIO DE JANEIRO.

Sole agents for the Portland Cement manufactured by J. B. White & Brothers, London, England.

Dealers in all classes of merchandise from Europe and the United States, as Importers, Commission Merchants and Consignees

Cable Address:—AGUA-RIO.

A. CLAUSEN

REPRESENTATIVE FOR:

POOCK & Co., Rio Grande do Sul (Havana Cigars)
BAVARIA BEER from the
Bavaria Brewery, S. Paulo.
Price: 120000 per Dozen without bottles.

Also Messrs.

COSTA FERREIRA & PINNA, S. Felix (Bahia),
RODENBURG & Co.
GERB. KLINGENBERG, Deimold (Lithographers),
77, RUA VISCONDE DE INHAUMA

J. C. V. MENDES

CONTRACTOR TO H. B. M.'S SHIPS ETC., ETC.
Provision Merchant,
Shipping Grocer and General dealer.

1 - Praça 15 de Novembro - 1
LATE PALACE SQUARE
RIO DE JANEIRO

QUAYLE, DAVIDSON & Co.

119 Rua da Quitanda Caixa no Correio 16

COMMISSION MERCHANTS & IMPORTERS

Receive orders, for all description of Merchandise from Europe and the United States of America.

SPECIAL TERMS FOR:

BROOKS LOCOMOTIVES,

BRIDGE WORK OF THE UNION BRIDGE CO.,

and all Railway supplies, both European and American.

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.

Electric Locomotives and Plant for Electric Railways by the Baldwin Westinghouse Combination.

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.

THE ALLISON MANUFACTURING COMPANY,

Philadelphia, Penn.

MANUFACTURERS OF

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

Sole Agents in Brazil:

Norton, Megaw & Co., L'd.

A COMPANHIA DE FIAÇÃO E TECIDOS SÃO FELIX,

RIO DE JANEIRO.

Sole Agents:

Norton Megaw & Co., L'd.

58, Rua 1.ª de Março,
RIO DE JANEIRO.

JOHN L. BISSET

123, Rua da Quitanda,

Rio de Janeiro.

Importer,
and General Commission Merchant.

Receives Consignments

P. O. Box. No. 68

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.

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 2000 locomotives and over 20000 freight cars, besides in general use on passenger 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 information apply to their
Sole representatives in Brazil:

Norton Megaw & Co. L'd.

58, Primeiro de Março,
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, 1846.
Reorganized 1879.

DEALERS AND TRUSTEES 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.

Special process 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.
Shaw Cards, Labels, Calendars.

JAMES MACDONOUGH, President.

AUG. D. SHEPARD, Vice-Presidents.

TOURO ROBERTSON, Sec'y and Treas.

THEO. H. FREELAND, Sec'y and Treas.

JNO. E. CURRIER, Ass't Sec'y.

J. N. MYERS, Ass't Treas.

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

Importers of

Porto, Douro and Lisbon wines of the best qualities
in bottles, or in casks, and under the private marks of the house

Sole Agents for

BLANDY BROTHERS & Co.,

Exporters of Madeira Wines

Bordeaux,

Exporters of Bordeaux Wines

E. REMY MARTIN & Co.,

Exporters of Cognac

Dealers in

Burgundy, Rhine and Mosel wines, Sherries, Champagne

Cognacs and Liqueurs of the best brands.

Rua da Alameda, 83.

PREVENT YELLOW FEVER

by using

MURRAY'S FLUID MAGNESIA

The standard preventive against the perils of a tropical climate, counteracting the effects of excessive heat and normalising the functions of the stomach, intestines, liver, and kidneys. Cures head-aches, acidity of the stomach, biliousness, gout and rheumatism in its less acute forms. Mixed with their milk, it prevents bowel troubles with children. It is also a valuable relief for women *en route*. Pleasant and refreshing it can be taken freely as a beverage, and a healthful alkaline draught that forms no dangerous deposits in the stomach, intestines and bladder.

For this important contribution to medical science and practice, Her Britannic Majesty conferred the honor of knighthood upon its inventor, Sir James Murray, M. D. His signature, written with green ink, is found upon the label of every genuine bottle.

Price, in all pharmacies,
Rs. 15000 per bottle.

THOMAS J. LIPTON

LIPTON'S Teas.

LIPTON'S Hams.

LIPTON'S Jams.

LIPTON'S Pickles.

LIPTON'S Groceries

115, Rua da Quitanda.

WILLIAM SMITH,

ENGLISH SHOEMAKER,

The best material used and all work guaranteed.

No. 29 A, Rua de S. Pedro.
RIO DE JANEIRO.

Banks.

LONDON AND BRAZILIAN BANK, LIMITED.

Capital..... £ 1,500,000
Capital paid up..... 250,000
Reserve fund..... 600,000

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, PARA, PERNAMBUCO, BAHIA, SANTOS, SAO PAULO, CAMPINAS, RIO GRANDE DO SUL, PELOTAS, PORTO ALEGRE, MONTEVIDEO, BUENOS AYRES, ROSARIO, SANTA FE, AND NEW YORK.

Also on:
Messrs. Glyn, Mills, Currie & Co., LONDON.
Messrs. Mallet Frères & Co., PARIS.
Messrs. Schroder & Co., J. H. Schroder & Co., HAMBURG.
Messrs. Joh. Berenberg, Gossler & Co., HAMBURG.
Messrs. Granet Broten & 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..... Direction der Disconto Gesellschaft, Berlin and Norddeutsche Bank in Hamburg, Hamburg M. A. von Rothschild, Solthe, Frankfurter M. and correspondents.
England..... N. M. Rothschild & Sons, London Manchester and Liverpool, District Banking Company Limited, London, Union Bank of London, Limited, London, Wm. Brandt's Sons & Co., London.
France..... Crédit Lyonnais, Paris and branches, Heine & Co., Paris Comptoir National d'Escompte de Paris, Paris, Lazard Frères & Co., Paris, De Neufville & Co., Paris.
Portugal..... Banco Lisbon & Aypres and correspondents.
and any other countries.
Opens accounts current.
Pays interest on deposits for a certain time.
Executes orders for purchases and sales of stocks, shares, etc., and transacts every description of banking business.

Krah-Theil, 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 17th October, 1893.

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

BRANCHES:

Paris, 16, rue Halévy, Pernambuco, Pará, Buenos Aires, Montevideo, Rosario, Mendoza 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, MOORGATE ST. London E. C.

Capital..... £ 1,000,000
Idem paid up..... 500,000
Reserve fund..... 300,000

Office in Rio de Janeiro:

31 A, Rua 1º de Março

Branches at:

S. PAULO, SANTOS, BAHIA, PARA, 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.
Messrs. Rosti & Co., 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.

BANQUE FRANÇAISE DU BRÉSIL,

AUTHORIZED BY

Decree No. 2,432 of 2nd January, 1897.

CAPITAL: Frs. 10,000,000 (Ten million Francs.)

HEAD OFFICE:

9, RUE LAFFITTE, Paris.

Office in Rio de Janeiro: 78, Rua da Quitanda

Branches at S. Paulo and Santos.

Draws on:
PARIS AND FRANCE: Head Office: No. 9, rue Laffitte, Comptoir National d'Escompte de Paris, and branches in France. Société Générale pour favoriser le développement du commerce et de l'industrie en France, and branch in France. Lazard Frères & Cie.
LONDON: Union Bank of London, Limited, London Joint Stock Bank, Limited, Parr's Bank, Limited, Lazard Frères & Co., J. Henry Schroeder & Co., Kleinwort Sons & Co., A. Ruffer & sons.

GERMANY: Deutsche Bank, Berlin, and correspondents, Dresdner Bank, Dresden, and correspondents, Direction der Disconto Gesellschaft, Norddeutsche Bank in Hamburg, Schroeder, Gebrüder & Co., Hamburg, Conrad Hinrich Donner, Hamburg, L. Behrens & Sons, Hamburg.

The Bank has Correspondents in the United States of America, all European cities and is prepared to transact business of every description.

Opens accounts current.
Pays interest on deposits under the following conditions:

Table with 2 columns: Notice period and Interest rate. Without notice: 2%; With notice: 3 months: 4%; 6 months: 5%; 12 months: 6%.

Directors Ad Interim: John Fol, Albert Cabaret.

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: 1 box for £2800, 1/2 dozen boxes for 125000 and One dozen boxes for 208000. Address: JOAQUIM BUENO DE MIRANDA, No. 74, Rua de S. Pedro, 1st floor Rio de Janeiro.

BRAZILIAN RAILWAY JUGGLING.
MONEY WANTED FROM BRITISH INVESTORS FOR THE INJURY OF OTHER BRITISH INVESTORS.

When it was announced, last week, that the Deutsche Bank had agreed to find the money for the Vienna Gas Loan we expressed amazement. That a German bank, itself dependent upon capital, should lend itself to a campaign against capital seemed an extraordinary thing. It was, perhaps, thought that the relations between Germany and England were not at present so close that they should act as a check on any transaction of this kind. Anyhow, it will amaze the public still more to learn that another attack upon British capital, on exactly the same lines as the Vienna Gas Loan, is about to be made, and that, according to a "private and confidential" prospectus, it will be countenanced by the London and Brazilian Bank, Messrs. Glyn, Mills, Currie & Co., Messrs. Coates, Sons & Co., and Messrs. Laurie, Millbank & Co.

According to the "private and confidential" prospectus (of which a proof is now before us) the London and Brazilian Bank offers for subscription £1,500,000 sterling five per cent. mortgage debentures of the Mogyana Railway Company. This is a Brazilian concern, and the object of the present issue is to provide funds for the extension of the existing line to the port of Santos. The extension is to have a total length of 156 miles, and, according to the prospectus, will make the company independent of other railways. Then follow in the proof prospectus numerous particulars of the Mogyana system and the assertion that this Santos extension will not only tend to increase the general traffic of the company, but will evidently contribute to its net revenue. On the basis of certain figures which are given, the revenue for 1902, it is stated, should amount to £267,684. This is the manner in which the prospectus of the proposed issue puts the facts. We shall put them in another way.

There is an English company known as the São Paulo (Brazilian) Railway Company, which has a concession from the Brazilian government dating as far back as 1856, and renewed in 1895. This concern has a very large capital, and is one of the best known foreign railway undertakings dealt in on the London market. For years Brazilian influences have exhausted every means of injuring this line, and have time after time been defeated by the skilful handling of the company's affairs at this end. However, with influential people determined upon injuring a British enterprise, it has only been a question of time in Brazil, under its present administration, before something could be done. It is now proposed to infringe the company's concession—upon the faith of which English capital was originally invested in the line—by the construction of a competing line as a branch of the Mogyana railway. The capital necessary for this pretty piece of business is to be sought in London, and, in a word, one section of the investing public in this country is to be asked to find the means for damaging the interests of another section. If the printed prospectus were not before us we should hesitate to believe that English banking firms of the standing of Messrs. Glyn, Mills, Currie and Co. and the London and Brazilian Bank would allow their names to be associated in any way with such a transaction. As it is, we cannot believe that they really understand the situation.

It is perfectly obvious that the process here sketched is one that can be extended ad infinitum. The São Paulo shareholders are to see their property damaged by the capital raised for the Mogyana company. When that Mogyana capital has served its purpose, Brazilian influences will, no doubt, find the means to make an attack upon the people who have invested it, and then an appeal may again be made to English capitalists to find the money for strangling their own class. That is the position; and, having regard to its gravity, and in the belief that the only possible explanation of the appearance of the names of Messrs. Glyn, Mills, Currie and Co. and other bankers on the prospectus must be that they are ignorant of the real facts, the directors of the São Paulo (Brazilian) railway yesterday caused the following communication to be addressed to the various houses. Their reply and their attitude will alike be watched with the keenest interest by all classes of investors.

[Copy.]

São Paulo (Brazilian) Railway Company, Ltd., No. 111, Gresham House, Old Broad-street, E. C., London, February 2, 1898.

Dear Sirs,—My directors have had their attention called to a prospectus now being circulated, regarding a proposed issue of £1,500,000 sterling five per cent. mortgage debentures of the Mogyana Railway Company (Companhia Mogyana, Brazil) for the purpose of extending their line to Santos, and, as your name appears on such prospectus, I am directed by my board, for your information, to call your attention to clause 2 of this company's concession from the Brazilian government, dated April 26, 1856, and to clause 6 of the subsequent concession granted by the government, dated July 17, 1895, and which clauses are as follow:—

(Concession April 26, 1856.)

"Clause 2.—During the period of the concession (ninety years) the government cannot, without the consent of the company, grant to other parties the privilege of making any railroad running in the same direction within a distance of 5 leagues of 18 to the degree (nearly 20 miles) on either side of the projected line.

This restriction, however, will not apply to railroads which, although commencing from the same point, shall run in different directions, even if such railways accidentally approach or intersect the privileged line; provided always that within the privileged zone they shall not either receive or discharge passengers or goods, recovering fares or freights therefrom."

(Concession July 17, 1895.)

"Clause 6.—For all the railways of the São Paulo Railway Company, Limited, the privileged zone shall be that which results from clause 2 of the decree No. 1739 of April 26, 1856, having for the basis of its fixing the route of the present line, it being thoroughly understood that the privileged zone does not comprehend the city and port of Santos, and that from these points other railways may start, so long as they do not run through the zone of the São Paulo railway in the same direction as their present line.

These lines in different directions may cross the zone of the São Paulo railway, so long as within that zone they neither discharge nor receive passengers and goods for which they receive freights."

My directors feel it right that your attention should be called to the privileges conferred upon my company by these clauses.—I remain, dear sir, yours truly,

JOHN BARKER, Secretary.

[Sent to Messrs. Glyn, Mills, Currie and Co., the London and Brazilian Bank, Messrs. E. F. Coates and Co., and Messrs. Laurie, Millbank and Co.]

The Financial News Feb'y 4.

THE REPLY OF THE LONDON AND BRAZILIAN BANK AND THE AGENTS FOR THE MOGYANA.

In reply to the letter from the board of the São Paulo (Brazilian) Railway Company, printed in our yesterday's issue, and calling attention to the text of that company's concession from the Brazilian government, as it appeared to the board to bear upon the pending attempt to raise money for the building of a rival line by the Mogyana Railway Company, the following letter was yesterday sent by the London and Brazilian Bank, which intends to issue the Mogyana bonds:—

(Copy.)

London and Brazilian Bank Limited, 8, Tokenhouse-yard, London, E. C., February 3, 1898.

The Secretary São Paulo (Brazilian) Railway Company, Limited, 111, Gresham House, E. C.

Dear Sir.—I am in receipt of your letter of yesterday's date, copy of which, however, I had already read in the money article in *The Financial News* and the *Times* of to-day. In reply, I am directed to inform you that as regards the proposed extension of the Mogyana line to Santos my board have carefully considered the privileges conveyed to your company in the clauses of your concession dated July 17, 1895, to which you draw their attention but which do not seem to them to differ materially from those enjoyed by other railways in Brazil. The Mogyana company are extending their line to Santos in virtue of a concession from the Brazilian government dated August 5, 1892, and the route and plans have been approved by that government.

Having sent a copy of your letter to Messrs. Fry, Miers and Co., the London agents of the Mogyana company, I annex copy of their reply, which fully explains the relative rights of the São Paulo and the Mogyana companies.—I am, dear sir, yours faithfully,

A. W. SAUNDERS, Secretary.

The reply of Messrs. Fry, Miers and Co. is given below. It must be remembered that those gentlemen speak for the Mogyana Railway Company, which is a Brazilian, and not (like the São Paulo line) a British undertaking. The Mogyana company is at present only known on this market by a previous issue of debentures, of which the amount now outstanding is

SUTTON & SONS

The Queen's Seedsmen, Reading, England.

VEGETABLE, FLOWER,

Grass, and Clover Seeds.

Complete Collections of Vegetable and Flower Seeds, specially arranged for Brazil in tin boxes hermetically sealed.

Catalogues and all information will be readily supplied by the Agents,

HOPKINS, CAUSER & HOPKINS,

RUA THEOPHILO OTTONI, 73

Rio de Janeiro.

RUBBER HAND STAMPS



Metal-Boiled Rubber Type and patent "Air Cushion" STAMPS. S. T. LONGSTRETH.

Office and works: 16, Travessa do Ouvidor 1st floor. N.B.—Special attention given to large stamps (trade-marks) and large type for marking coffee bags.

Business Signs Engraved

TWO GAS ENGINES

One of 2 horse-power and the other of 6-horse power, both used, and both of the Korting system, will be sold cheap for cash. Inquire at this office.

REUTER'S - FINANZ - CHRONIK.

Subscriptions for this important financial organ, published in London, will be received at this office.

Subscription, 20s. per annum.

A GOOD ROOM

To let in an English family house. Large Garden. Bath, every convenience. With or without board. Apply 56 E Rua General Bruce, S. Christovão.



3,000 BICYCLES

Just received from the British and Continental Manufacturers. Fully guaranteed. £15 to £20. 50 Models. £15 to £20. Second-hand models, all makes, £10 to £12. Great Factory Clearing Sale. Our famous and tried models. Cheaply sold. Satisfaction guaranteed. Foreign orders must be accompanied by cash or order. Write for list and freight. Satisfaction guaranteed on every article. Telephone First No. 1141, Rua, Chicago. E. L. MEAD & FRÉTES, Chicago, U. S. A.

THE GRAPHOPHONE.

The Greatest Invention of Human Genius.

This marvellous machine, which talks, sings, laughs, plays, reads music, organ, and a thousand other things, is now to be seen in operation at

Crashley & Co's.

87, OUVIDOR.

It is specially adapted for amusement at home, or at receptions, etc.

THOMAS PRICE, Sole Agent.

Companhia Geral de Servicos Maritimos

9-A, RUA VISCONDE DE ITABORAÍ, 9-A.

Undertakes the discharge and loading of Steamers and Sailing Vessels. Tug-boats, Steam Launches. Covered and uncovered Lighters always ready to service.

PRICES WITHOUT COMPETITION.

Stevedores—L. S. Andrews & Co.

ATTENTION.

BIKE RIDERS.

Intending Bicycle purchasers and "Old Stagers" take notice! —

We have the best equipped repair shop in Rio.—The only place where enamelling is done by baking and tire punctures and cuts are repaired by vulcanizing at VERY LOW PRICES. We also carry a full line of Sundries.

Several good cheap bicycles in stock and a large consignment of STANDARD HIGH GRADE WHEELS SHORTLY.

Give us a trial and we will do our best to please you.

ALBERT C. KING & Co.

190, Rua da Alfandega.

All orders for enamelling must be given on or before Thursday of each week, for delivery on the following Monday.

THE EDITORIAL DESK.

BY BILL NYE.

People have heard for centuries of the museum which is contained in a boy's pockets, and the wild and dazzling array of curiosities from the four quarters of the globe which are concealed in the recesses of a young lady's portmanteau, but it has remained for the heaven-born genius who pens these lines to write up the editor's desk.

For the sake of convenience, we will take our own desk and dissect it.

The desk on which we are writing is a flat black walnut arrangement, with drawers on the left down to the floor and pigeon holes on the right, leaving a square aperture between, through which we run our legs, allowing them to protrude about a yard beyond the desk, and to dally with the letter press on the other side. While writing a deep and particularly choice and all-wool editorial, we scratch one foot against the other and dig our toes into the carpet.

We state this simply to enlighten the average reader on one of the peculiar phases of genius.

On the top of the desk are the "Free Press," "Hawkeye," "Oil City Derrick," and some other exchanges with their vitals cut out. Near by are the iron scissors, with wabby blades, that have done the damage.

There is also a glass inkstand, with some coagulated ink and dead flies in it, four crippled and disabled pens, a pile of neglected and moss-covered bills, with the editor's name at the head and apparently sent by anonymous parties, as there is no signature at the bottom.

Then there is a cob pipe, with the end of the stem chewed up, and showing what an inspired grip the editor holds it by when he writes a poem on "The Cold, Dead Memories of the Busted Past."

On top of all these, some blank paper and manuscript are corded about nine feet high.

In the first drawer are some envelopes, an unanswered letter from Queen Victoria, and a package of smoking tobacco.

In the next drawer there are a lot of letter heads, some bill heads, a poem on "Towler's Excursion up the Flume," and a pair of kids once white as the beautiful snow, but now considerably damaged.

Then there is a faded spray of mignonette, or catnip, or something of that character, a bit of pale blue ribbon that fell from her hair in the cherished long ago, and near it a 20 dollar gold piece, an annual pass over the Panama Canal, a defunct meal ticket, and a clove.

In the third drawer is a letter from Roscoe Conkling acknowledging the receipt of the last speech we wrote for him, and promising us that he would quit chewing tobacco next fall. Then there are a lot of expired passes over various eastern roads, an old deck of cards that we secured at a great cost, intending to write a caustic article on the vice of High Low Jack and the Game.

In the pigeon holes are letters from Eli Perkins and Mr. Childs, and a poem on "The Sore Eyed Pollywog's Sorrowful End," by Henry Ward Beecher, but having been written on both sides it was laid aside.

Then there are also an assortment of fly hooks, some silk line, and a leather-covered Etruscan jar, with the almost forgotten fragrance inside of rattlesnake antidote and cramp discourager. Then there is a leather book with another assortment of hooks, one still baited with the dried mummy of a grass-hopper.

Besides these are stubs of lead pencils, a cigar holder, a well-worn Bible, and a confidential postal card from George Washington, asking if it would be advisable to cross the Delaware on the ice in August.

In a little box, snugly imbedded in jewellers' cotton, is a bent and disfigured suspender button, rusted with innumerable tear drops and grimy with time and disuse. It is all that is mortal of the man who asked: "Is this hot enough for you?"

Then there are tearful and misspelled letters from R. B. Hayes, asking us about what policy he had better pursue relative to civil service reform, and requesting suggestions about making root beer and going without a hired girl. There are, too, letters from Professor Proctor and other sky prospectors, asking us to go with them and gather some fresh laid comets as soon as we could leave our work.

There are also earnest, noble letters of tearful regret and grief-stricken promises to do better, written by ex-Secretary Everts, in which God is spelled with a little g and cabbage is spelled with a k.

And yet there are people who think an editor's desk is not rich in memories of the dead and busted long ago.

CARNIVAL AS IT WAS AND IS.

"Carnival is certainly not what it used to be," said Uncle Abner reflectively, glancing up the shabby-looking street where a few solitary *diabinhos* and dominos were strolling disconsolately about in search of something more entertaining than themselves.

There was a cluster of flags in front of a dingy old building across the way, and a few cords stretched across the street displayed a wonderful collection of bannettes, square, triangular and double pointed, green, blue, red, yellow, and parti-colored, and among them the flags of all nations. From the depths of the building itself there came forth such a rumbling, and thumping, and clanging, such a discord of barbaric noises and savage refrains, that a stranger might easily believe himself at the very gate of pandemonium itself. In front of the building, looking up with admiring eyes and gaping mouths, to the windows of the *princípio andar* from which these nerve-shattering noises came, was a considerable group of lounging spectators, of all ages, sizes, and conditions, the dark-skinned children of Africa predominating. That the noise pleased them was evident, for they hung upon its deafening variations with pleased faces and vociferous words of approval. The manipulator of the big drum was evidently the popular favorite, just as he is with children everywhere. But the youth who hammered a big bar of steel, which gave forth an ear-splitting sound like what one hears when a steel rail is struck with a big sledge-hammer, was not without admirers, and the other artist who blew strident blasts upon a big horn certainly did not undervalue his capacity as a champion noise producer.

And as for the tenor drum, he made up in application what he lacked in volume. Of the refrains, language is incapable of conveying the slightest conception what they are like. They are certainly of African origin, and are closely akin to the refrains of the old-time gangs of negro porters who used to carry heavy burdens on their heads through the streets. But it helped to swell the noise—and what more could any right-minded carnival reveller wish!

"When I first came out to this country," continued Uncle Abner, "there was more fun than noise in carnival, but now it is the other way; the noise has the best of it. There was nothing of the Quaker festival about it even in those days, but somehow there was so much variety and movement, so many surprises and rough jokes, that one hardly thought of the noise.

"My first experience of carnival was—well I hardly like to count up the years—but we'll say not far from a quarter of a century ago. You can please yourself as to which side of the quarter you add the odd years. The *inbrado* was then in vogue, though it had been periodically denounced, officially and perfunctorily, as a barbarous custom unworthy a *povo civilizado*. But in spite of all that, it was popular, and it was kept up by all classes alike. How it originated I can't imagine, for the Church would not own it, the government declined to protect it, and society had no other excuse for it than that it afforded fun *ad lib.* for three full days—

not counting the premonitory symptoms which frequently appeared on Saturday.

« In those days the *limão* was the characteristic feature of carnival, just as the *bisnaga* was some years later, and *confetti* now is. The *limão* did not necessarily resemble a lemon, for it was made of all sizes, shapes and colors. At one time they were generally made to resemble eggs, and were so designated. For weeks before carnival hundreds of people were engaged in their manufacture, and I have known many ladies of good social standing to make a pretty penny in this way. The process was simple enough, but it required an expert hand in the manipulation. The materials required were a kettle of molten wax and a wooden mould opening in halves like a bullet mould. A little molten wax was poured into the greased mould, which was then whirled about quickly until the wax had cooled. It was then opened and the wax shell removed. This was later on carefully pricked and filled with scented water, and the hole sealed up with a hot iron. A little coloring matter added to the molten wax gave any color desired, and practical jokers sometimes varied the amusement by adding the color to the water as well, which gave startling effects to fair skins and white dresses.

« When carnival arrived, the fun began. Everyone had laid in a stock of *limões* and *farinha*, and there was no hesitation in using them. So far as my experience goes, the ladies were the worst antagonists one could meet. They were tireless and merciless. They never seemed to mind the water, nor the ruin of their garments, nor the havoc made with their pretty looks. They were at every window and behind every door, and they spared neither friend nor foe. And when their *limões* were exhausted, they were not at all backward in making use of big tin squirts, made specially for carnival, or garden pumps, or even buckets. I have even known a group of them to catch a young man, drag him to the bath-room and plunge him bodily into the tub. Of course in those days the ladies did not go into the streets as they now do, and their part in the frolic was to attack callers and anyone who might be passing in the streets, no matter whether they knew him or not. Sometimes a man had to run the gauntlet in certain streets where the ladies acted in concert, and woe to him if he failed to take his punishment in good humor. If he lost his temper, they laughed at him and gave him the contents of a convenient bucket.

« Then, too, in those days all kinds of practical jokes were played. It was something like the April Fool jokes in Anglo-Saxon communities—sewing up one's shirts and trousers, putting spiny things and water into his bed and clothes, sweetening his coffee with salt, or filling his bread with fine threads. Then there was the baptism of flour and water which made such a mess of one's hair, beard and clothes. The most grotesque effects were produced when the blacks were made the victims of this joke, for their wool soon became a mass of paste, and their black faces and necks were splashed and streaked with pasty flour. And as a rule, they took the punishment with perfect good nature, even when it meant the spoiling of a clean white frock, or a treasured pink ribbon. But, you see, they couldn't really do otherwise. Those were slavery days, and while the master might amuse himself with jokes at the expense of his slave, the slave never ventured to retaliate. You might see the blacks throwing water upon each other and enjoying the fun like children, but you never saw them taking such liberties with the whites. And it was a trial to me sometimes not to see them do it with the little imps of children, who teased them maliciously all day long. I would have given anything to have seen the young reprobates ducked.

« Of course there were rougher scenes than these in the old-time carnival. What I have mentioned is what you would find in every house. Friends used to go about visiting each other,

just for the fun of playing jokes upon each other. They were naturally received with a volley of water-balls at the door, and returned the compliment as best they could. They were then invited in, and when shaking hands all round—for you know the Brazilians never meet or take leave of each other without shaking hands—the omnipresent *limão* would somehow get crushed in the operation. Invited to sit down, a few more *limões* would be sat upon, others would get into their hats, or into their pockets, or down their backs. And then the battle began in good earnest and continued until everyone was thoroughly drenched.

« In the streets, or at the balls, the dominoes sometimes improved the opportunity to satisfy a *vingança*, and then someone invariably got hurt. These affairs of course gave carnival a sinister reputation, for it was easy for a masked man to stab another in a crowd of revellers and make his escape.

« Later on some of the customs changed, and the spectacular element gradually supplanted the frolic-loving element. I do not think that this was a change for the better, for it substituted the rough customs of the *intrudo*—sometimes dangerous of course because of the fever—by the vice of costly and immoral display. The growth of the carnival societies, such as the «Tenentes do Diabo», the «Fenianos», and the «Democráticos», served to give greater brilliance to the festivities, but they encouraged a display and extravagance which has ruined many a young man. It has not infrequently occurred that a clerk would spend his whole year's salary on carnival—in costumes, contributions to society expenses, balls, entertainments, horses and carriages, mistress dinners and sundry expenses. Carnival then became a show worth seeing, but it was a crushing expense to the actors. The *bisnaga*—a collapsible tube, like those containing artist's colors, filled with scented water—then came in and for several years was all the vogue. Little by little the old *intrudo* passed away. The police prohibited it, and the effeminate little *bisnaga* elbowed it off the stage. But perhaps the principal element against it was, in my opinion, the changing customs affecting ladies. In old times the ladies never came out by themselves, but when the tram lines were built and it was found that they could go about, like foreign ladies, all by themselves, they managed to break through the jealous restraints of olden times and were more frequently seen in the streets. Then they found that they could do their own shopping, which was another step towards emancipation. And then of course they insisted on going out to see the carnival sights, which was of course much better than having their houses flooded with water and smeared with wax. They could see more, and the opportunities of delegating their friends with scented water were quite as good and much more public. So we find them renting rooms or windows on the Ouvidor, or begging the favor of a seat at some shop door, and enjoying the frolic quite as thoroughly as in former days.

« As for the processions of fifteen to twenty years ago, they were frequently too good for any description. They usually took off some well known character, or event, and they were not always as tender with them as the newspapers were. For instance, there once resided here a well-known foreigner who published a newspaper, and who had the misfortune to be burned out two or three times. Of course he was well insured, and he always rose from the ashes, phoenix-like, with renewed strength and capital. There were spiteful things said of him, as might be expected, and on one carnival his caricature figured in the procession as the «Barão do Botafogo.»

« It would be interesting, I think, to trace back the origin of these processions. In Dr. Walsh's account of his visit to Brazil in 1828 and 1829 I find no mention of them, except a procession

of effigies of pious and saintly men on Ash-Wednesday, which was made by one of the Franciscan orders. The object was instructive, of course, but the spectators usually greeted the topling, staring figures with roars of laughter, and not with pious respect as they should. In 1846 Ewbank found the Franciscan procession still in vogue, but says nothing of any other. It would seem that the post-carnival effigies were ultimately laughed off the field, and were substituted by others of a less pious and saintly character, but quite as amusing.

« Now-a-days carnival is quite different. Most of the old customs has passed away, and new ones have taken their place. The *limão*, the big tin squirt, the *bisnaga* and the practical jokes have all disappeared, and in their places we have well-dressed young people wandering about with bags containing tiny bits of colored paper, called *confetti*, strung over their shoulders. When they meet they throw handfuls of paper into each other's faces, and then solemnly seek out their antagonists. It is pretty, sometimes, and theatrical, always. It doesn't soil the clothes, except where perspiration extracts the aniline colors, and it doesn't hurt anybody. It is so weak an imitation of the old-fashioned *intrudo*, however, that one can not help feeling that it is the last flicker of a dying custom, and I for one hope that *Zé povinho* will now give up the struggle and save his paper for fresh issues of currency.»

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: 40000 per annum for Brazil;

\$100.00 or £20.00 abroad or the equivalent in currency.

All subscriptions should run with the calendar year, or terminate on June 30th and December 31st.

Subscriptions and advertisements will be received by

Eugene Prager, Esq.

Wallace Building, 36 Pine St., NEW YORK

Messrs. Street & Co.,

50 Cornhill, LONDON

• Frost & Co.,

181, Queen Victoria Street,

and at the Victoria Store, SÃO PAULO.

Notices of marriages, births and deaths 2500 each.

SINGLE COPIES: 800 réis; for sale at the office

of publication, at the English Book Store, No. 67 Rua

do Ouvidor, and at the Victoria Store in São Paulo.

EDITORIAL AND PUBLICATION OFFICES:—

79, Rua Sete de Setembro.

POSTOFFICE ADDRESS:— Caixa 258.

RIO DE JANEIRO, MARCH 1st, 1898.

NOTICE.

In view of the continued fall in exchange, which reduces the currency price of this paper to less than half its original rate, the local currency subscription rate has been increased to 40000, or 800 réis per copy. After the date of this issue all subscriptions will be received at that rate.

The election of President and Vice-President for the next four years, counting from 15th November next, occurs to-day. Owing to the attempt on the life of the President last November, one of the parties has become so discredited that there practically remains but one ticket in the field—that of Campos Sales and Rosa e Silva. The result of the election is therefore a foregone conclusion. It is a curious circumstance that Brazilian elections are rarely ever contested. Whenever a party finds that the election is likely to go against it, its voters at once resolve to keep away from

the polls and thus the restraining influence of a minority is lost. The subsequent divisions are therefore dependent upon personal causes. Four years ago an attempt was made to organize a second party, but as Deputy Glycerio had secured so large a part of the political elements of the country there seemed no chance of success, and the attempt failed. Last year there was a quarrel between the President's friends and Deputy Glycerio, and it resulted that the former had a majority in congress. A second party was at once organized and, having the government behind it, soon secured a large following in every part of the country. Being compelled to seek an alliance with the Jacobins, Glycerio's party was driven to nominate a ticket which could not command general confidence, and then the attempt on the President's life occurred, in which several prominent leaders of that party were implicated, which destroyed every chance of success. The election to-day will therefore be a «walk-over» for the Campos Sales ticket. The absence of all popular interest can not fail to be noticed by foreigners. The press has little or nothing to say, and there are no public meetings, no speeches, no enthusiasm whatever. An American would never believe that a presidential election is under way, and perhaps a great many Brazilians even are not aware of it.

If reprisals on telegrams to and from Argentina could be made effective against the Argentines themselves, then we should have no word to say against their immediate enforcement, for they deserve to pay smartly for keeping officials in power who have so slight a sense of equity and justice. It was supposed that when congress refused to authorize a discriminating tax on transit telegrams coming over the Western and Brazilian lines, nothing more would be heard of that question, but it would seem that the director of telegraphs in that country is quite independent of congress and is able to do just what he pleases. Of course the imposition will be made a subject of diplomatic protest, not only by Brazil, but by Uruguay and Chili. But of what use are protests when we are dealing with men who are governed wholly by prejudice, and who are insensible to the harm caused by their arbitrary acts? Perhaps the Argentine director of telegraphs expects to meet these protests by exacting conditions in the interests of his employers, who are seeking to break the monopoly held on the Brazilian coast by the Western and Brazilian Company. But he is reckoning without data. The tax imposed will cause much inconvenience and embarrassment, but it will raise prejudices against Argentina throughout the commercial world which it will take years to overcome. Another route across the continent will eventually be found, and then the Argentine lines will be the losers. The Western and Brazilian will not feel the tax, for it will be collected from the customer, and in the end the wretched intrigue will injure only those who promoted it.

The condemnation of the romancist Zola to a year's imprisonment and three thousand francs fine (the maximum penalty) proves once again that France is governed by prejudice and sentiment, rather than by justice. A sentence more unjust could not have been given. It settles nothing, and satisfies nothing but the insane clamor of the military clique and their admirers. The refusal to grant a fair hearing to the relatives and friends of the condemned Captain Dreyfus, and the arbitrary suppression of every attempt to re-open the question, drew a vigorous protest from Zola. He denounced the authorities in measured terms for their injustice, and appealed to public opinion for justice to the unfortunate prisoner. He was thereupon prosecuted for libelling the government, and now, in spite of the brilliant defence of his advocate, and notwithstanding the fact that many of the principal witnesses were permitted to decline answer-

ing important questions, he is condemned to fine and imprisonment. Such a parody of justice cannot fail to shock the whole civilized world. If the accused could not be permitted to extract evidence from military officers in his own defence, then the government should never have asked for his condemnation, and the court should never have permitted it. If the cable has informed us correctly, Zola has been condemned by *ex parte* testimony and by a senseless clamor promoted by the army. He is a victim of executive arrogance and weakness, of military intrigue and of popular prejudice. His imprisonment will be a part of the juggling which has been so shamelessly promoted during the past two or three months, and a logical consequence of the partiality openly displayed by the court in favor of his prosecutors. And what is the result? Among thinking men the belief is stronger to-day than ever that Dreyfus is the victim of a military intrigue, and that the army and the government dare not have a fair and open revision of the case. The refusal of military officers to give testimony, and their surly threats against Zola and his friends is confirmatory evidence of this. To this add the admission that serious trouble, if not war, would follow further inquiry into this case, and we have ample reason for believing that Zola was right in his denunciations, and that a foul injustice has been done. The army, and the government, and the court, all stand condemned before the world of conspiracy against one man, and of criminal injustice to his friends and defenders.

THE reign of martial law in this city came to an end on the 23rd ult., and the government has resolved not to renew it. So far as the ordinary pursuits of life are concerned, the existence of martial law has made very little difference, for the government has had no occasion to exercise its arbitrary power beyond the arrest and detention of a few political conspirators. Business has gone on in its customary channels, and there has been no interruption in industry, nor in travel, nor in any of the ordinary avocations of life. It has been known, of course, that the courts could not issue writs of habeas corpus, but beyond this no visible restraints have been placed upon the courts. There was for a time a concentration of the police force within the limits of the central and official district, leaving the suburbs to the chances of criminal activity, and this gave perhaps an unusual appearance of military domination. But even then the police authority, rather than the military, was employed to investigate the criminal attempt of 5th November, and all the preparations for trial were for the civil authority. With the single exception of the restraint imposed upon the exercise of habeas corpus, the city was in full enjoyment of all its civil rights and privileges. Had any one come into collision with the government, it is possible that he would, if necessary, soon have discovered the difference, but so far as we are informed no one had any desire to test the matter, and the government was left to pursue its own course unmolested. So far as it touched his avocations and interests, therefore, the citizen has no complaint whatever to make against the executive for the enforcement of martial law. On the contrary, the city has been exceptionally free from those alarms and alarming reports with which the political agitators are accustomed to create, and the public sense of security has been correspondingly increased. But to the jurist and to the political student, the case is quite different. As a prominent advocate has recently pointed out, the maintenance of martial law in this capital for so long a time is a serious reflection on the courts. It has been decided by the supreme court—and this, too, during the existence of martial law—that the crime of 5th November falls within the jurisdiction of the local

criminal court. In that case the said court should have been permitted to take action without restraint. Why then has martial law been twice continued, and why has it been thought necessary to maintain it for so long a time? Are there conspirators here other than those arrested last November, and if so why were they not arrested? Or did the government design to have the conspirators brought before a military court? And since it has been decided to have the civilian prisoners brought before a civil court, why were six of these prisoners sent away in a naval vessel to a penal island? It may be that the government had good and sufficient reasons for all this, but it interests the political student to know why. We are living under a form of government which offers certain guarantees to the citizen, and when the executive arbitrarily suspends these the citizen has a right to know why. So far as executive action affects ourselves, personally or commercially, we have not a word of complaint to offer. On the contrary, it has been something of a pleasure for us to see these particular agitators punished with a measure which they used so unscrupulously only three years ago. But at the same time we should be glad of more light on the subject.

MOST questions in dispute have two sides, and it is good policy to know what they are before reaching a decision. When the telegraphic report was received here of the opposition raised in London by the S. Paulo Railway Co. to the issue of Mogyana debentures in that market for the construction of a branch line to Santos, some of our contemporaries at once assumed that the English company was entirely in the wrong. But is this really true? Is the S. Paulo company wrong in opposing the Mogyana scheme? Would not a Brazilian company do exactly the same under similar conditions? And has not the government done exactly the same in refusing to grant concessions for lines to this capital which might take away some of the traffic now enjoyed by the Central? The bare facts are these. The English company's privilege does not cover the city and port of Santos, and other lines can be built to that port. The company possesses, however, a privileged zone of nearly twenty miles on each side of its line, and no other company can build a competing line within that zone. The object is to secure for the English company an exclusive privilege for carrying the passengers and products within and beyond that zone for a stated period, this monopoly being granted to enable the company to raise money for construction expenses. To deprive the company of this traffic by either an infraction or an evasion of the contract would be a breach of contract not only with the company, but with those who have advanced money on debentures. It is well known that the English company's privileged zone, if restricted to the 40-mile belt between its terminal points, furnishes a very insignificant traffic. It depends chiefly on the districts beyond, which are served by its extensions—the Paulista and Mogyana lines. Take away the traffic of these two lines and the English company would be no longer able to pay dividends, and the men who have invested would consider themselves swindled. Now what is the Mogyana company proposing to do? It is to start from one of its stations a short distance from its junction with the Paulista, and beyond the terminal point of the English line, and to build a competing line to Santos, curving outward far enough to avoid the privileged zone. The English company considers this a violation of its privilege, even though the Mogyana branch does not enter its zone before reaching Santos. It is designed to rob the company of a half of its coffee traffic and a very considerable part of its import traffic. It may not be a direct infraction of its concession, but it is an evasion which reaches exactly the same result. And when we remember that

the Mogyana concession was granted at a time when there was a very antagonistic feeling against the English company, we may well believe that it was designed to cripple that company rather than to benefit the Mogyana. Under such circumstances the São Paulo Railway Co. is clearly within its rights in opposing the construction of this competing line. As its shareholders are Englishmen, it is justified in preventing other Englishmen from investing money to its prejudice. Any other company, or any other people would do exactly the same thing. Then there is another point which is worth consideration, though this may not interest the English company. Is the Mogyana scheme a good one? And will it give good results? Our information goes to show that the line must be built through a difficult country, and will therefore be an expensive one. From this we conclude that it will cost the company much less to tranship its traffic over the Paulista and English lines than to build and operate a competing line. For some years the Mogyana management has been less careful and economical than it had been previously, and its ambitious schemes are rendering its management complicated and difficult. The construction of this Santos branch, in our opinion, would be disastrous, for it would not repay the company for its cost and operating expenses, while it would rob the English line of a very important part of its traffic.

—The American cruiser *Wilmington* is expected to arrive here in a few days.

—The cable says that an American steamship (savage) company has offered to raise and float the *Manne*, and that the United States government has accepted the offer.

—Telegrams from Buenos Aires on the 23rd state that the Argentine government has imposed twenty-four hours quarantine on arrivals from Rio de Janeiro and Santos. This is done, of course, from pure cussedness.

—Messrs. Lussich, with their usual enterprise, have undertaken the salvage of the Swedish brigantine *Sant*, run down by H. M. S. *Retribution* last week. They have not yet been able to put the hulk afloat, but they have managed to drag it from where it sunk and bring it into port, where no doubt it will eventually be raised. —*Montevideo Times* Feb. 16.

COFFEE NOTES

—Low prices caused an enormous delivery of coffee from warehouses during last month. They reached 560,574 bags, an unprecedented total, of which 450,273 bags were Brazil and 110,481 mild kinds. —*New York Merchants Review*, Feb. 4.

PROVINCIAL NOTES

—In Santa Catharina freshets have recently caused damages estimated at 600,000\$.

—The *Platina* denies that Minister Bernardino de Campos is a candidate for the governorship of S. Paulo.

—The count of the votes cast at the state senatorial election in Par  gives 13,367 to Marques Braga, the government candidate, and 8,710 to Joaquim Bentes, the opposition candidate. The votes cast at duplicate elections were not counted.

—The government of the state of Amazonas must be one of immense character and ability. A telegram of the 25th ult. from Manaus says that Gov. Eduardo Ribeiro and his party had resolved to vote for Campos Sales, but that the recent national guard appointments by the national government had given so much offense that the governor and his friends had resolved to absent themselves from the polls.

—The judge of the second *vara* of S o Paulo has ordered the seizure of certain municipal property in that city on an execution granted to Francisco Jos  Monteiro, and has ordered the arrest of every person who opposes the execution of his order. This looks like business. It will be a red letter day for Brazil when officials of every description can be held responsible by the courts for their official obligations.

—It is stated that the correspondence of the exiles on the island of Fernando de Noronha is opened and read by the authorities. Friends of the prisoners have applied in Pernambuco for a writ of habeas corpus. The first judge to whom application was made declared himself open to suspicion and the second has declared himself incompetent to take action on the application. The applicants, it is said, intend to appeal to the supreme court. Deputy Alcindo Guanabara is reported to have telegraphed to his family not to join him.

—During the past two weeks almost daily complaints have come from Par n  in regard to the violent proceedings of state officials in exercising pressure on the partisans of the Campos Sales ticket. Vicente Machado intends to have the Lauro Sodr  ticket triumph in his state, no matter what it costs.

—At kilometre 65 on the Par n  railway it is proposed to erect a monument in memory of the foul murder committed there on May 20, 1894. It is expected that in this way public opinion, taking the place of the courts of justice, will, by thus displaying its abhorrence of the hideous crime, inflict moral chastisement on the criminals who have escaped legal punishment.

S. PAULO FACTS AND FANCIES.

Mark! rising to the ignoble call—
How anisers each bold Bacchanal!
Isles of Greece.

O *Carnaval corru animadissimo*—but, unhappily, so did the *chou*. The clerk of the weather had sown up a *panada* which he let drop just at the right—or the wrong—moment, temporarily «dowsing» the show, drenching the spectators, turning the streets into roaring cataracts, dimming the spangled glories of the *borboletas e o Amor*, and the *phantasia japonesa*; imparting an additional shade of sadness to the deathbed scene of the *horvina tuberculosa*, and pelting with sibilant scorn the fair and frail beauties, the darlings of «our *flor finta*» as they swung in their airy seats above the triumphal cars, suspended, as it were, between the angry heavens and the humid earth, their plump persons insufficiently clothed in beaming tights, and shimmering sheets of allegorical nothingness.

The devils (lieutenants) went howling, dripping, back to their caverns, the dominos went gibbering to their own dominions.

O *Carnaval corru com maia falta de «pelegas»*; and the procession, for this reason, was only about a quarter of its usual length.

There were fewer masks and fancy dresses, and even the throwing of *confetti* and *serpentinas* was conducted on more economical lines than of yore. A discrimination born of frugality was exercised in their distribution. Ivy-clad runs, even though bearing the remains of great beauty—I put the case impersonally—were passed over in favor of mere youth and comeliness, and the prismatic-lined paper, having become almost equal in value to that of the national currency, was, by preference, scattered on heads whose golden hair promised a better exchange than silver could be expected to afford. In the restaurants, instead of champagne and other wines, spirits, and liquors, we drank smallest ale at 300 reis the glass, and were glad to get it; a great improvement in some respects, no doubt, but also, alas! a sad, sad sign of the times; for if we cannot find money for Carnival, what can we find it for?

A subscription dinner of a most enjoyable kind took place at a S. Paulo hotel last week. As a gauge of its success I need only say that by 9:30 p.m., or so, almost everybody was speechless.

Whether this admirable state of affairs was brought about by a superabundance of viands, or by a «plentiful lack» of something more ethereal, it boots not to enquire. Let us accept the gifts the gods provide. What a mistake we make when, being happy, we seek to analyse the causes of our felicity! «Speech is silver, silence is golden»; and probably on this occasion, as at the Vicar of Wakefield's evening party, what was wanting in wit was made up in laughter.

NICODIMUS DEWDROP.

S. Paulo, 24th February, 1898.

RAILROAD NOTES

—Reports of the sale of the Paulista and Villa Isabel companies are again in circulation.

—On the Central railway there has been made a reduction of 30 per cent in freight rates on Indian corn, beans, sugar and corn and mandioca flour.

—The *Gazeta de Noticias* of Saturday says that an English syndicate has effected the purchase of the Villa Isabel tramway line, and that the business was conducted through Messrs. Wile S. Simulinsky & Co.

—The *Journal do Brazil* of the 24th ult. says that it can be affirmed from telegrams received from London the day before that negotiations for the sale of the Paulista are again well advanced. The price is six millions sterling. Let us hope the company's representative will not this time go to Baden-Baden before signing the papers.

—A S o Paulo telegram of the 25th says that the English and German banks are buying up Paulista shares on foreign orders. It is said that £ 12 pounds a share are offered, £ 10 in debentures and 7 in shares. It is also stated that Mr. Megaw, of Messrs. Norton Megaw & Co., is in charge of the business in London. It looks as though the sale of the line were to be made by a mere transfer of shares.

—Last year the aggregate length of the railways in operation in the state of S. Paulo was as follows:

Gauge of 1 m. 60.....	532 kilometres
.. .. 1 m. 36.....	9 ..
.. .. 1 m. 05.....	21 ..
.. .. 1 m.	2,062 ..
.. .. 0 m. 96.....	280 ..
.. .. 0 m. 60.....	161 ..
	3,062 ..

Sales of Stocks and Shares.

Table of stock sales for February 23, listing various stocks like Apolices, Emprestimo Municipal, and others with their respective prices.

Table of stock sales for February 24, listing various stocks like Apolices, Emprestimo Municipal, and others.

Table of stock sales for February 25, listing various stocks like Apolices, Emprestimo Municipal, and others.

Table of stock sales for February 26, listing various stocks like Apolices, Emprestimo Municipal, and others.

Table of stock sales for February 28, listing various stocks like Apolices, Emprestimo Municipal, and others.

Table of stock sales for Saturday, listing various stocks like Apolices, Emprestimo Municipal, and others.

Table of Saturday's quotations for S. Paulo, listing various financial instruments and their values.

Table of outside sales, listing various goods and their prices.

MARKET REPORT.

Rio de Janeiro, 28th February, 1898

Exports.

Text describing the coffee market, mentioning receipts, prices, and market conditions.

Imports.

Text describing the import market, mentioning receipts, prices, and market conditions.

Text discussing the market for coffee, mentioning receipts and prices.

Text discussing the market for coffee, mentioning receipts and prices.

Text discussing the market for coffee, mentioning receipts and prices.

Text discussing the market for coffee, mentioning receipts and prices.

Text discussing the market for coffee, mentioning receipts and prices.

Text discussing the market for coffee, mentioning receipts and prices.

Text discussing the market for coffee, mentioning receipts and prices.

Text discussing the market for coffee, mentioning receipts and prices.

Text discussing the market for coffee, mentioning receipts and prices.

Text discussing the market for coffee, mentioning receipts and prices.

Text discussing the market for coffee, mentioning receipts and prices.

Text discussing the market for coffee, mentioning receipts and prices.

Text discussing the market for coffee, mentioning receipts and prices.

Text discussing the market for coffee, mentioning receipts and prices.

Text discussing the market for coffee, mentioning receipts and prices.

Text discussing the market for coffee, mentioning receipts and prices.

Text discussing the market for coffee, mentioning receipts and prices.

Text discussing the market for coffee, mentioning receipts and prices.

Text discussing the market for coffee, mentioning receipts and prices.

Text discussing the market for coffee, mentioning receipts and prices.

Daily receipts and shipments of coffee at Rio de Janeiro

Table showing daily receipts and shipments of coffee at Rio de Janeiro, with columns for date, receipts, and shipments.

COFFEE SHIPMENTS IN 1897.

Messrs. Rombarer & Co. have kindly furnished us with the following table showing the shipments of coffee from Santos, Rio, Victoria and Bahia for the year 1897.

Table showing coffee shipments in 1897, with columns for destination, Santos, Rio de Janeiro, Victoria, Total, and General Destination.

Text discussing the market for coffee, mentioning receipts and prices.

Text discussing the market for coffee, mentioning receipts and prices.

Text discussing the market for coffee, mentioning receipts and prices.

Text discussing the market for coffee, mentioning receipts and prices.

Text discussing the market for coffee, mentioning receipts and prices.

Text discussing the market for coffee, mentioning receipts and prices.

Text discussing the market for coffee, mentioning receipts and prices.

Text discussing the market for coffee, mentioning receipts and prices.

Text discussing the market for coffee, mentioning receipts and prices.

Text discussing the market for coffee, mentioning receipts and prices.

Text discussing the market for coffee, mentioning receipts and prices.

Text discussing the market for coffee, mentioning receipts and prices.

Text discussing the market for coffee, mentioning receipts and prices.

Text discussing the market for coffee, mentioning receipts and prices.

Text discussing the market for coffee, mentioning receipts and prices.

Text discussing the market for coffee, mentioning receipts and prices.

Text discussing the market for coffee, mentioning receipts and prices.

Text discussing the market for coffee, mentioning receipts and prices.

Text discussing the market for coffee, mentioning receipts and prices.

Text discussing the market for coffee, mentioning receipts and prices.

Text discussing the market for coffee, mentioning receipts and prices.

Text discussing the market for coffee, mentioning receipts and prices.

SHIPPING NEWS.

ARRIVALS OF FOREIGN VESSELS.

Table listing arrivals of foreign vessels, including ship names, companies, and arrival dates.

DEPARTURES OF FOREIGN VESSELS.

Table listing departures of foreign vessels, including ship names, companies, and departure dates.

Vessels afloat & chartered for Rio

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

ARP & Co.

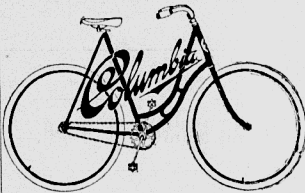
68, RUA DO OUVIDOR, 68

Sole Agents of the most celebrated bicycles of the world.

HUMBER, Beeston

COLUMBIA and HARTFORD,
Hartford, Conn.

NOTHMANN, Berlin.



It is useless to proclaim the merits of the above machines, whose perfections are known all over the world and are rivaled by no other makes.

P. O. Box, 874,
RIO DE JANEIRO.

BUILT UP ON NATURE'S PLAN.

MELLIN'S FOOD

RESEMBLES MOTHER'S MILK IN COMPOSITION AND PROPERTIES. IT MAY BE GIVEN FROM BIRTH.

MELLIN'S FOOD is of the highest value for the weak and sickly babe, as well as for the strong and vigorous.

MELLIN'S FOOD is adapted for use in all climates, and for Infants of all races, and may be obtained of all Dealers throughout the World.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENG.

Agents: Messrs. CRASHLEY & Co.
67, RUA DO OUVIDOR, RIO DE JANEIRO.

CYCLE EASE

Scientifically constructed of the best bicycle material by the most skilled bicycle mechanics in the finest equipped bicycle factory in the world, Monarchs run easy, ride easy give the most comfort with the least exertion.

A Monarch rider's mind is easy and undisturbed. He has no apologies to make for his wheel. He rides a thoroughbred, the King of Bicycles. He has the satisfaction pleasure and pride in knowing that his mount is standard and universally recognized as the climax of perfection in cycle manufacture. He feels safe backed up by the Monarch guarantee.

Be safe — be satisfied — ride a Monarch and keep in front.

Monarch Cycle Mfg. Co.,

Chicago, U. S. A.

Agents for Brazil:
M. M. KING & Co.
RUA DA ALFANDEGA No. 77A-79
RIO DE JANEIRO

Ask for
"MOUNTAIN DEW"
SCOTCH WHISKY

Agents
CHARLES CULTY & Co.
SANTOS



Agents
A. MENDES & MARQUES
RIO DE JANEIRO

ROBERTSON, SANDERSON & Co., L'd.
Leith

Champagne Piper Heidsick

From the old firm Heidsick

ESTABLISHED IN 1785

Carte Blanche.
Sec.
Brut Extra.

115 RUA DA QUITANDA 115

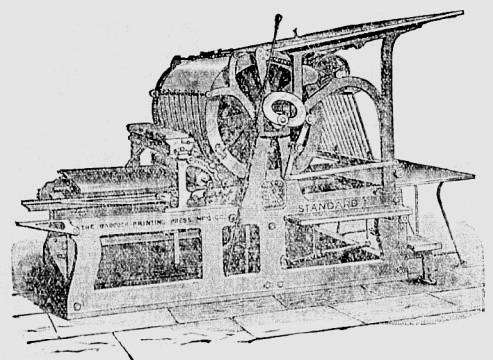
To travellers on Land or Sea.

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. 74, Rua S. Pedro, 1st floor, Rio de Janeiro.

THE BEST AND MOST CONVENIENT PRESSES

are those manufactured by the

Babcock Printing Press Manufacturing Co.



For information and particulars apply at this Office

No. 79 Rua Sete de Setembro

Bicycles of the day

CLEVELAND
WESTFIELD

Sole Agent: JAMES MITCHELL,
57, Rua do Ouvidor,
RIO DE JANEIRO.

SEA SICKNESS

28 cases were treated on board s.s. "Olanda" by Dr. Ernani Pinto with Tincture of Nectandra and of these, 22 cases were completely cured, and the remaining four became much better.

The illustrious naval surgeon Dr. Henrique Mancuso says that during voyages on men of war he has had occasion to use Tincture of Nectandra Amara of Mr. Antero Lamas against sea sickness and always with excellent results.

Numberless testimonials of travellers justify the results obtained by these distinguished physicians, with the Tincture and pills of the Nectandra Amara against sea-sickness.


In order to facilitate the use of this medicine a prospectus accompanies each bottle, written in the Portuguese, English and French languages.

N. B. The Nectandra Amara pills are formulated with the same doses of the Nectandra, in order that they may be sent by post all over the world with the least possible delay to supply the want of the Wine, Elixir and Tincture of Nectandra Amara, which are liquid and cannot, therefore, be transported by the same rapid and sure means.

For sea sickness, nausea in pregnancy, impoverishment of blood, weakness of the legs, and convalescence after long and serious illness, the pills should be ground and dissolved in a small glass of Port Wine in order that they may be taken as a liquid to insure a prompt action; it is also to facilitate for adults and children who cannot take dry pills, and in this case they can be dissolved in pure water if no wine is to be had.

Persons who have no connections here and who may desire to have these most useful pills can obtain them by applying direct to the proprietor who undertakes to remit orders by registered post to any part of Brazil, or abroad for the small sum of 28300 per box, 125600 for 6 and 205800 for 12 boxes.

ADDRESS: Joaquim Bueno de Miranda,
RUA DES. PEDRO N. 74
1st floor
Rio de Janeiro. BRAZIL.



The Oldest Brand Shipped from Scotland

IN CASE
PURE, OLD, RELIABLE.
AWARDED FIVE DIPLOMAS.

SLATER, ROGER & Co., Limited.
Proprietors — GLASGOW.

Sole Agent — C. N. Lefebvre,
43, Rua da Candelaria,
Rio de Janeiro.

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.
1898

Date	Steamer	Destination
Mar. 1898	Ebro	Bahia, Macció, Pernambuco, Lagos, Palma, Lisbon, Southampton and Antwerp.
"	Magdalena	Montevideo and Buenos Ayres.
"	Clyde	Bahia, Pernambuco, Lisbon, Vigo, Cherbourg and Southampton.

This Company will have steamers from and to England three times a 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.

LIVERPOOL BRAZIL AND RIVER PLATE STEAMERS.

LAMPOR & HOLT LINE

PASSENGER SERVICE FOR NEW YORK

Buffon, Coleridge, Galileo, Hevelius, Olbers, and Wordsworth.

"BUFFON"

is intended to sail on the 5th inst. for

New York

calling at **BAHIA and PERNAMBUCO**

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 inconvenience of transfer.

Weekly cargo steamers for NEW YORK.

For freight apply to the Broker

Wm. R. McNiven,

60, Rua 1.º de Março.

For passages and further information apply to the

Agents: **NORTON, MEGAW & Co. Ld.**

58, Rua 1º de Março

NORDEUTSCHER 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 1st and 15th of each month to

Bahia, 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..... 475 " 150\$000

For further information apply to

HERM. STOLTZ & Co., Agents,

Rua da Alfândega, N.º. 63. Rio de Janeiro.

PACIFIC STEAM NAVIGATION COMPANY.

ROYAL MAIL STEAMERS.

DEPARTURES FOR LIVERPOOL.

Oravia..... Mar. 15th 1898

Orellana..... Mar. 29th

Oropesa..... April 12th

These popular steamers are fitted with the electric light and all modern conveniences. Cuisine of highest order.

For freights apply to **F. D. Machado,**

No. 4, Rua S. Pedro;

and for passages and other information to

Wilson Sons & Co., L'd., Agents,

No. 2, Rua 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

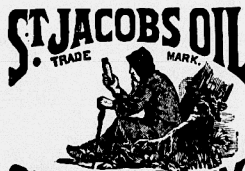
Sold Wholesale by the Proprietors, Worcester; Crosse & Blackwell, Ltd., London; and Export Oilmen generally.

SAUCE.

RETAIL EVERYWHERE.

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 Cent Bottle. Directions in 11 Languages.

THE CHARLES A. VOGLER CO. Baltimore Md. U.S.A.

King, Ferreira & Co., Agents for Brazil.

SOUND BORDEAUX WINES

IN BARREL OR CASE

CRASHLEY & Co.

Rua do Ouvidor N. 67

NONHEBEL & Co.

Steamship Agents

COMMISSION AGENTS

AGENTS OF THE

ALLAN LINE OF STEAMERS

GELLATLY LINE OF STEAMERS

WILSON'S HULL LINE OF STEAMERS

Rio de Janeiro, Rua S. Pedro No. 1, P. O. Box 1113

Cable Address.—NONHEBEL

FANCY-WORK REPOSITORIES

202, RUA DO CATTETE, 1st floor;

CLOSE TO LARGO DO MACHADO.

117, AVENIDA 15 DE NOVEMBRO,

Petropolis.

Large assortment of Embroidery. Silks. Transfer patterns. Fancy-work and many other articles for Ladies use.

NECTANDRA AMARA

The discovery of this wonderful product of the Brazilian flora has furnished a powerful and efficacious remedy not only for sea-sickness, but also for the nausea felt in pregnancy and that which results from the motion of the train on railways, as well as for such diseases of the stomach and bowels as require a good tonic, cathartic, diuretic or regulator for promoting menstruation.

The Nectandra Amara Pills are prepared with all scientific precautions for their perfect preservation and are put up in strong boxes, so that they may be forwarded by post in filling orders from all parts of the world. They are accompanied with printed directions in three languages—Portuguese, English and French—so that their therapeutic effects and the manner of taking them may be readily understood.

All orders addressed to the manufacturer, accompanied by the money and the post-office address of the applicant, will be promptly filled and the pills will be forwarded registered by post, at the following rates:—Per single box, 25\$000; per half dozen boxes, 125\$000; per dozen boxes 205\$000.

Address of manufacturer:—Joaquim Bueno de Miranda, Rua de S. Pedro, N. 74, 1.º andar, Rio de Janeiro, Brazil.

THE RIO NEWS.

This paper is now in its 25th year having originally been published as *The South American Mail* and *The British and American Mail*. It assumed its present title at the beginning of April, 1873, when it was published three times a month. From a tri-monthly it has been changed to a weekly publication, and from four pages it has been increased to twelve.

As an advertising medium THE NEWS occupies an exceptionally advantageous position. It circulates widely throughout Brazil, and also in Europe and the United States. Its subscribers are principally business men interested in Brazilian trade, industries and investments. No other periodical, even with much larger circulation, can offer better inducements to advertisers who seek the attention of these classes.

All communications should be addressed to the Editor and Publisher, Caixa do Correio 28, Rio de Janeiro.

Companhia Nacional de Navegação Costeira.

Weekly Passenger service between Rio de Janeiro and Porto Alegre, calling at Paranaguá, Desterro, Rio Grande and Pelotas.

Sailings every Saturday at 4 p. m. invariably.

The Steamer

ITAPACY

will sail for

Paranaguá, Desterro, Rio Grande, Pelotas and Porto Alegre.

Saturday, 5th March at 4 p. m.

Freight and parcels received through the

Trapiche SILVINO, till 4th March.

Valuables at the office, on the day of sailing, till 2 p. m.

No encomendas of any description will be received at the Company's offices.

For passages and information apply to the office of

LAGE IRMÃOS,

Rua 1.º de Marco, 49.

The Steamer

ITAQUI

will sail shortly for

Bahia and Pernambuco

Cargo and encomendas at the Trapiche SILVINO.