

# THE RIO NEWS.

PUBLISHED EVERY TUESDAY

VOL. XXIV.

RIO DE JANEIRO, APRIL 5TH, 1898.

NUMBER 14

**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 Harlan 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 depôts at St. Vincent, (Cape Verde), Montevideo, La Plata and at the chief Brazil Ports; and, among others, supply coal under contract, at Rio, to:

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

Coal.—Large stocks of the best Cardiff steam Coal always kept in Rio depôt on Conceição Island.

Tug Bouts 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. R. CANSELS & CO.

11, Rua de Marçó, RIO DE JANEIRO.  
11, Rua da Quitanda, SÃO PAULO.

Importers and Agents for Manufacturers.

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

**GUANABARA & Co.**

Importers and Commission Merchants.

27, RUA DO HOSPÍCIO, 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: 12\$000 per Dozen without bottles.

Also 0 Messrs.

**COSTA FERREIRA & PENNA,** S. Felix (Bahia),  
**RODENBURG & Co.**

**GEOR. KLINGENBERG,** Deimold (Lithographers).

77, RUA VISCONDE DE INHAUMA

**J. G. 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**

**GAUYLE, 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.º de Marçó,  
RIO DE JANEIRO.

**JOHN L. BISSET**

128, 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 2,000 locomotives and over 50,000 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 Marçó,

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, 1856.  
Reorganized 1879.

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

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

With SPECIAL SAFETY ARMS to PREVENT COUNTERFEITING.  
Special papers manufactured exclusively for  
use of the Company.

**SAFETY COLORS. SAFETY PAPERS.**  
Work Executed in Fire-proof Buildings—  
**LITHOGRAPHIC AND TYPE PRINTING.**

**RAILWAY TICKETS OF IMPROVED STYLES.**  
Show Cards, Labels, Calendars.  
**JAMES MACDONOUGH, President.**

**AUG. D. SHEPARD,** Vice-Presidents.  
**TORO ROBERTSON,** Vice-Presidents.  
**THEO. H. FREELAND, Sec'y and Treas.**  
**JNO. E. CURRIER, Ass't Sec'y.**  
**J. K. 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.,

Exporter of Madeira Wines

G. FRELLE & Co., Bordeaux.

Exporter of Bordeaux Wines

E. Remy Martin & Co.,

Exporter of Cognac

Dealers in

Burgundy, Rhine and Mosel wines, Sherris, Champagne

Cognacs and Liqueurs of the best brands.

Rua da Ajaciegã, 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 is the only 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. 1\$500 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.

Insurance.

PHOENIX FIRE OFFICE. Established 1782. Authorized by Imperial Decree No. 8,057 of March 24th, 1881. Insures against risk of fire, houses, goods and merchandise, and offers the best of guarantees with the most favorable conditions.

G. C. Anderson, Agent. 2, Rua General Camara—1st floor.

This company has just issued in London an Insurance policy for the Atchison Topeka and Santa Fe Railway Company, United States of America, for the amount of \$7,250,150.00 (7,250,150), having received the respective premium amounting to \$169,109.00 (£5,290).

COMMERCIAL UNION ASSURANCE COMPANY, LIMITED.

Fire and Marine. Capital .. .. £2,500,000. Agents for the Republic of Brazil: Walter Block & Co. No. 115, Rua da Quitanda.

THE MARINE INSURANCE COMPANY, LIMITED.

Capital .. .. £1,000,000 sterling. Reserve fund .. £ 500,000. Agent in Rio de Janeiro: G. C. Anderson. 2, Rua General Camara—1st floor.

LOYAL INSURANCE COMPANY.

LONDON AND LIVERPOOL. Capital .. .. £2,000,000. Accumulated funds .. £8,250,000. Insures against the risks of fire, houses, goods and merchandise of every kind at reduced rates. John Moore & Co. agents. No. 8, Rua da Candelaria.

ROBSON AND LANCASHIRE FIRE INSURANCE CO.

Capital (fully subscribed) .. £2,127,500. Reserve fund .. 678,355. Agents in Rio de Janeiro: Edward Ashworth & Co. No. 50, Rua 1º de Março.

BRITISH & FOREIGN MARINE INSURANCE COMPANY LTD.

Capital .. .. £1,000,000 sterling. Reserve fund .. 1,328,751. Agent: P. E. Swanwick. 87, Rua 1º de Março—2nd floor.

GUARDIAN FIRE AND LIFE ASSURANCE CO., LIMITED.

Agents in Rio de Janeiro: Youle & Co. No. 38, Rua 1º de Março.

NORTH BRITISH AND MERCANTILE INSURANCE CO. LD.

Total funds on 31st Dec. 1896 .. £12,954,512. Authorized Capital .. 3,000,000. Subscribed Capital .. 2,750,000. Agents for Rio de Janeiro: Pullen, Schmidt & Co. 107, Rua da Quitanda.

Travellers' Directory.

São Paulo: Through express trains leave the Central station daily at 6 a. m. and 8.30 p. m.; returning leaves S. Paulo at 5 a. m. and 5 p. m. Numerous steamers weekly for Santos, connecting with the São Paulo Railway.

Cachambu and Lambaré: Central Railway (São Paulo express) to Cruzreiro, thence by Minas and Rio Railway to destination.

Juiz de Fora, Barbacena, Ouro Preto, etc. Through express trains leave Central station daily at 5 a. m. and 8 p. m. Connects with all branches along the main line (Linha do Centro) of that railway. Intermediate trains leave at 7 a. m. and 4 p. m.—the first running through to Barbacena, and the second to Entre Rios.

Bello Horizonte: Trains leave station of General Carneiro, on main line of Central railway, at 2.21 p. m. and 11.40 a. m.—the latter a mixed train.

Petropolis: Barca leaves the Praia da at 4 p. m. daily, except Sundays and holidays, to connect with railway at Mauá. Passenger train leaves S. Francisco Xavier station (Central Railway) at 7 a. m. and 5.15 p. m. on all land route (passengers should take the suburban trains at the Central Railway station at 6.25 a. m. and 4.40 p. m. to connect with Petropolis train).

Returning from Petropolis, the 'barca' train leaves at 5.30 p. m., except Sundays and holidays, and the 'all land' trains leave at 6 a. m. and 5.30 p. m. On Sundays and holidays the barca leaves the Praia da at 7 a. m. and returning the train leaves Petropolis at 4 p. m., giving excursionists about six hours in Petropolis.

Nova Friburgo: Barca leaves the Praça das Marinhas at 5.30 a. m. daily and at 5 p. m. on Saturdays, to connect with the Leopoldina Railway at Sant' Anna de Marabá. Returning trains leave Nova Friburgo at 2.35 p. m. daily, and at 4 a. m. on Mondays. Excursion train leaves Marabá at 3.15 p. m. (barca leaves Rio at 2.30 p. m.), and returning leaves Friburgo at 6.40 a. m.

Coroado: Regular trains, week days, leave at, Rua Cosme Velho, Laranjeiras, at 8 and 11 a. m. and at 2.50 p. m., returning leave the summit at 7.30 and 9.30 a. m., and 1.40 and 7 p. m. On Sundays and holidays the hours are: ascending, 6.30, 9.20 and 11 a. m., 12.20, 2.30, 5.15 and 8 p. m.; descending, 8.35, 10.25, 11.55 a. m., 1.05, 2.35, 4.05, 6.7 and 9 p. m. Each train gives the excursionists 8½ hours on the summit.

N.B.—Travellers will oblige by notifying Editor of any changes in the foregoing details that may be experienced and of which no public announcements have been made by the Railway authorities.

Official Directory.

U. S. LEGATION.—Petropolis, E. H. CONGER, Minister. BRITISH LEGATION.—No. 1, Rua Visconde de Itaboraí (opposite Custom House), Petropolis, EDMUND C. H. PHIPPS, Minister. AMERICAN CONSULATE GENERAL.—No. 9, Rua 1º de Março, EUGENE S. SEIGER, Consul General. BRITISH CONSULATE GENERAL.—No. 1, Rua Visconde de Itaboraí (opposite Custom House), WILLIAM G. WAGSTAFF, Consul General.

Church Directory.

CHURCH OF ENGLAND.—Until further notice the Church will be closed for repairs. The services will be held every Sunday (except on the 1st Sunday in the month) at twelve o'clock, in the Methodist Episcopal Church (kindly lend Largo do Catecúmenos and Marriages at times to be arranged with the Chaplain. IRVINE CRAWSHAW, M.A., British Chaplain, 68 Rua do Aqueidete.

1. REJA IYANG-ELICA FLUMINENSE.—Rua Largo de S. Joaquina, No. 72.—Divine service in Portuguese on Sundays. Prayer meeting at 10 a. m.; Worship at 11 a. m. Biblical class to study the Holy Scriptures, at 5 afternoon. Gospel preaching at 6.15 p. m. on Wednesdays. Biblical study and preaching at 7 p. m. JOAO M. G. DOS SANTOS, Pastor.

METHODIST EPISCOPAL CHURCH.—Largo do Catecúmenos. English services at 12 a. m. Sundays. Prayer meeting service Thursday, 7.30 p. m. Portuguese services at 10 a. m. and 7 p. m. Sundays, 7 p. m. Wednesdays.—E. A. TILLY, Pastor. Sunday School 11 a. m. at Fabrica Carioca, Sundays, 11 a. m. and 4 p. m. Rev. FRANK WIEBERKEL, Pastor.

PRESBYTERIAN CHURCH.—No. 15, Travessa da Barreira. Services in Portuguese every Sunday at 11 a. m. and 7 p. m., and at 7 p. m. Thursdays. Residence, Rua Petropolis, 22. ALVARO E. DOS REIS, Pastor.

BAPTIST CHURCH.—No. 25, Rua de Sant' Anna. Services in Portuguese every Sunday at 11 a. m. and 7 p. m., and every Wednesday at 7 p. m. Caixa 352. W. B. BAGBY, Pastor.

IGREJA PRESBYTERIANA DO RIACHUELO.—No. 24, Rua D. Anna Nery, Estação do Riachuelo. Services, Sundays 11 a. m. and 7 p. m.; Wednesdays 7 p. m. PRAVYSLAV H. SASKIMSTO, Pastor. Primary school in the church building.

Professional Directory.

Dr. William Frederick Eisenlohr, German Physician. Office: 78, Rua General Camara. Consulting hours from 12 to 3 p. m. Englishmen and Americans wishing to learn Portuguese should apply to PROF. L. MARCHANT, Rua do Ouvidor, No. 95. Dr. Haverburg, Physician and acoucheur. Residence: 80, Rua 1º de Março. Consulting hours from 12 to 3 p. m. Dr. Brissay, Surgeon, graduate of the Faculty of Paris. Specialties: diseases of females, urinary passages. Radical cure of hernias, hemorrhoids, tumors, surgical diseases of the bones, and surgical operations. Consultations from 1 to 3 p. m., Rua da Quitanda, No. 42.

Miscellaneous.

AMERICAN BIBLE SOCIETY'S AGENCY.—No. 20, Rua d' Ajuda.—H. C. TUCKER, Agent. BRITISH AND FOREIGN BIBLE SOCIETY'S AGENCY.—Rua Sete de Setembro, No. 21.—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. 31, Rua Gonçalves Dias.—Open from noon to 6 p. m.—Port terms apply to Librarian. RIO SEAMEN'S MISSION.—Red and Reading Room, 10, Rua da Imperatriz, 2nd floor; W. J. LEMBY, Missioner. Gifts of books, magazines, papers, etc., also of left-off clothing will be gratefully received at the Mission, or at No. 27, Candelaria.

ROUND MEN'S CHRISTIAN ASSOCIATION.—No. 31, Rua da Quitanda, and Reading Rooms open from 6.30 to 10 o'clock p. m. Secretary's office hours: from noon to 1 o'clock p. m. Nicolau A. Rodrigues, President; Thomas L. da Costa, General Secretary; Y. A. W. Sloan, Hon. Treasurer.

RIVER PLATE ITEMS.

—The Paraguayan minister of finance has resigned. Possibly the *ennui* became too much for him.

—A Buenos Aires telegram says that the cost of mobilising the Argentine forces is estimated at a million and a half, currency.

—It is reported by cable that the Italian foreign office recommends Italians to remain neutral in any war between Argentina and Chili.

—A Rome telegram of the 3rd inst. says that the contract for the sale of the *Varese* to Argentina has been signed. It is also stated that the *Garibaldi* has been sold to Spain.

—It is said that the Spanish government will open subscriptions in all Spanish American countries in case of war with the United States. 'Blood is thicker than water' and we shall not be surprised to see the sympathies of these countries turned in that direction.

—Professor Sanarelli has declared, as a result of his recent experiences, that in the northern and interior towns of Brazil, where yellow fever is almost continually epidemic, it is hopeless to combat it by ordinary methods, the progress of the fever being too rapid. Recourse must therefore be had to prophylactic measures, that is to say to preventive inoculation as is employed against small pox. For this he believes the serum will be found efficient, though there has not yet been time to give it a conclusive trial.—*Montevideo Times*.

—Mr. James G. Kelly has applied to the municipality for a concession for constructing two underground electric railways. One to run from the Plaza Constitucion via Caseros to Defensa and thence to Victoria, turning round at the Plaza 25 de Mayo to Bolívar and so on to Caseros again and to the starting point at Plaza Constitucion. The other line is to start from the Retiro, close to the station, going by Falucho, the Paseo de Julio and San Martín to Rivadavia, turning back at the Plaza 25 de Mayo, and returning to the starting place at the Retiro by Reconquista and the Casco de Julio. It is proposed to make the central station under the Plaza 25 de Mayo with a recess thereto by two large kiosks one on each side of the avenida. The applicant

—A syndicate has been formed and has purchased from Professor Sanarelli for \$30,000 gold the exclusive right of manufacturing his serum against yellow fever. A laboratory will be established, with stables of Normandy horses, this breed being found the most susceptible for the preparation of the serum. In addition to the purchase money, Prof. Sanarelli is to receive a commission of 11% on all sales out of which he has given 3% in favor of the Institute of Hygiene of which he is director. The syndicate is said to be composed of the Sr. Goldaracena de Unge, Mr. Maurice Hachette and Sr. Julio Pereira. It will be represented here by Mr. Malherbe and by Sr. M. Carton, ex-vice consul of Italy. The privilege is for all parts of the world. Professor Sanarelli's great discovery is thus bringing him fortune as well as fame.—*Montevideo Times*.

undertakes to line the tunnels with concrete of sufficient thickness to resist the pressure of the earth and to secure impermeability. Ventilation will be effected by openings in the roadway or sidewalks. He undertakes to be responsible for all damages or claims that may be made on the municipality arising from the construction or working of the lines. The maximum fare to be charged is not to exceed 15 centavos, and 5 centavos for the carriage of parcels, 6% of the receipts are to accrue to the municipality, and at the end of 99 years both lines, with all plant, and rolling stock will become the absolute property of the municipality free of any claim or compensation. Applicant further undertakes to begin the work within 9 months after approval of the plans, and to have the railways ready for public service within three years afterwards.—*Buenos Aires Standard*.

—It is announced that General Aparicio Sarraiva, the commander of the revolutionary army, will shortly visit the capital. This will be his first visit since the revolution, and his numerous friends and admirers are preparing to give him an enthusiastic welcome—if he will let them. It is well worth remarking that both he and Col. Lamas, the two military heroes of the revolution, have carefully shunned publicity, retiring into the quietest of private life the moment the war was over, and refusing any profit or emolument for themselves. This is certainly a very honorable trait, and shows that, whatever their motives in conducting the revolution, self-advancement was not one of them. It is not always that this can be said of revolutionary leaders. The 'blancos' were fortunate in finding for their leaders two such men, who, in addition to their proven military capacity, have shown such thorough disinterestedness and came through an arduous and trying struggle without a blemish on their characters. It shows that there is good material among the Uruguayans, if looked for in the right place.—*Montevideo Times*, March 23.

—Rumors are afloat at the River that King Humbert will offer, or be asked to mediate between Chili and Argentina. If we mistake not, an agreement exists to refer the dispute to Queen Victoria in case the two nations can not settle it themselves. Why, then, should King Humbert's name be mentioned?

—A fight resulting in the death of both combatants took place on Sunday night [March 20] in the neighborhood of the 'maños mataderos.' It appears that Antonio Chanquela and Antonio Grasso had for some time been on unfriendly terms, and met at an almacen known as Corsy's in the outskirts of Linares. There were other neighbors present, and a dispute arose between the two which was carried to such a length that the proprietor of the establishment, fearing a fight, refused to serve any more liquor and requested all present to leave, as he was going to shut up for the night. Grasso and Chanquela were among the last to leave, and arranged to fight the matter out. They then went to a quiet place near the almacen, drew their knives and fought furiously until Chanquela fell mortally wounded with a stab in the left side, dying in a few minutes. Grasso had also received a severe wound in the lower part of the body and presently fell exhausted with loss of blood. In this state they were found by the 'vigilante,' and Grasso died whilst being removed. The bodies were then taken to await the inquest.—*Buenos Aires Standard*.

—The city health is just now very seriously threatened by the disgraceful condition of the water supplied by the Salubridy Works for public consumption. It is unfiltered mud, full of impurities, and altogether unfit for human use. When Engineer Villanueva was director of the Salubridy Works the water supplied to the city was always good. Now it is always bad. The plain inference is that ex-Minister Villanueva should be sent back to his old post. He was not courteous enough to jobbing contractors and pilfering swordsmen as minister of war, so they sent him to direct the mint, where honesty is really of primary importance, at least for the state. But the commonwealth ought also to receive some consideration, and as pure water is of vast importance to all, we ought certainly to clamor for it. With the present fluid that is being distributed over the city by the pumping engines at the Recoleta and the water tanks in Calle Corboba, it is quite possible to have a plague in our midst before we feel. In no city outside of Islam countries is there such a filthy water supply as there is in Buenos Aires at the present writing.—*Southern Cross*, Buenos Aires.

—The patriotic subscription for a new warship is still flourishing in the regions of promise. The method of furthering the movement is simple and direct. The head of a department, or section of a department, of the public service assembles his subordinates and says: 'Gentlemen, the country is swept by a patriotic movement, and we must go with the times for we, too, are patriotic. In other departments the public servants are making sacrifices in the cause of patriotism by donating certain percentages, per month, of their pay towards the great object in view—that of presenting a new warship to the nation. Let us do the same, surely we cannot do less (applause and long faces).' The speaker then produces a long slip of paper and writes down his name thereon and also a declaration that for the next eight, nine, ten or twelve months he will set aside or donate three, four, or five per cent of his salary for the benefit of the nation. The others present follow suit—down to the 'partero.' Many of those who in this manner bleed their salaries on the altar of the Argentine republic, grumble very much and use anything but eulogistic phrases towards the initiators of this contagion. They protest against this subscription as a sort of tax imposed on them by others without rhyme, or reason, or legality. And they are right.—*Southern Cross*, Buenos Aires.

A SHEFFIELD manufacturer wanted to send a telegram to China in code, but had it returned with an intimation that all messages to China must be written out in plain English. He had no intention of disclosing his business in that way. It occurred to him to try Germany. He sent the message to his agents in Berlin. They dispatched it under the code to China, and received a reply in cipher. The saving in cost in telegraphing by code was 7/1/8. The story is related in *The Hardware Trade Journal*, on the authority of the sender of the message.

A COMMUNICATION of great importance has been made to the Paris Academy of Medicine on the therapeutic use of X rays. It came from Dr. Sorel of Havre, with illustrated photographs. Dr. Sorel claims to have cured the hand of a patient smitten with elephantiasis by turning X rays on it. The monstrous-looking hand in one of the photographs was cured in three sittings, and it has now, according to another photograph, resumed its normal appearance. On the proposal of the President the account of the case was referred to the medical committee.



**Banks.**

**LONDON AND BRAZILIAN BANK, LIMITED.**

Capital ..... £ 1,500,000  
 Capital paid up ..... 200,000  
 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 DE 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, Sohn, Frankfurt a M.  
 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.  
 Comptoir National d'Escompte de Paris, Paris.  
 Lazard Frères & Co., Paris.  
 De Seuffert & Co., Paris.  
 Portugal ..... Banco, Lisboa & Açores and correspondents in 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, 1891.

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.

DRAWS 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 ..... 800,000  
 Reserve fund ..... 300,000

Office in Rio de Janeiro:

31 A, Rua 1° 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. Rostti & 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, Hart's Bank, Limited, Lazard Brothers & Co., J. Henry Schroder & 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, Schroder, Gebriider & 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:

Without notice ..... 2 %  
 With notice:  
 3 months ..... 4 %  
 6 " ..... 5 %  
 12 " ..... 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 2\$300, 4 dozen boxes for 12\$500 and One dozen boxes for 20\$000.  
 Address: JOAQUIM BUENO DE MIRANDA, No. 74, Rua de S. Pedro, 1st floor Rio de Janeiro.

From New York Times, January, 2, 1898.

**A TRIP TO THE ANTARCTIC.**

At last I am on the way to the land which has been the dream of my life—the mysterious antarctic. In three weeks one-half of the distance in an air line from New York to the south pole was traversed, and here on the lower edge of the tropics I waited for the arrival of the *Belgica* with the company of Belgian explorers with whom the journey to the antarctic, now just begun, is to be made.

On my arrival at Rio de Janeiro the Belgian legation looked after my comforts, and the minister, Count Van den Steen, offered me the hospitality of his home at Petropolis.

After a fortnight of this dreamy tropical life, a telegram announced the arrival of the expedition ship, the *Belgica*, in the Rio harbor. We took the early morning train and slowly descended the 2,000 feet along several valleys, winding around various hills, down and down on the weird cogwheel railroad, until we reached the head of the bay. Here an old style side-wheel steamer carried us to Rio de Janeiro. On the pier a delegation appointed by the Belgian colony of Rio de Janeiro met us with a tug, in which we were carried to the *Belgica*.

There was nothing about the *Belgica* to attract unusual attention from a distance. She was rather odd in shape and color, but Rio harbor is full of weird-looking craft. We boarded the *Belgica* at about 11 o'clock. It was a scorching morning, and as we ascended the sea ladder a cloud of hot vapor rose above us from the moistened decks. The captain, Le Cointe, was at the gangway, and greeted each visitor as the Minister introduced us. Behind him on deck stood the commandant, Lieut. de Gerlache, at his side the officers and scientific staff, while the crew was stationed on the port side of the quarter-deck.

To me this was a moment of special interest. Here for the first time I met face to face the party of total strangers, the members of the Belgian antarctic expedition, with whom I shall remain as companion and co-worker for a period of months, perhaps years. I was greeted in a strange tongue—French—not a word of which I understood. One after another came to me asking questions, but I could only look askance at them. After a while I learned that the commandant could speak some English, and all of the scientific staff could speak some German, so we began to exchange ideas in tongues familiar to me. My first impression of the officers and crew was as it is to-day—decidedly favorable. Every one seems a picture of health, full of youthful vigor, and jolly good-fellowship. The *Belgica* appeared small, but she is well adapted to the prospective work, and, above all, she is filled brimful with good food—such delicacies as only a Belgian could select. I am sure as we penetrate the antarctic she will seem large enough. She will afford us a safe home and many, very many, comforts, as comforts go in the polar regions.

The *Belgica* left Ostend, Belgium, on August 24, reached Madeira Sept. 13. From here, after an adjustment of the instruments and some scientific observations, lasting three days, she sailed for Rio de Janeiro. But Rio was not reached until late yesterday afternoon, Oct. 22. The voyage was made against a series of adverse winds and calms, making it necessary to steam a part of the time. The party enjoyed excellent health crossing the tropics, with little sickness.

The general plan of the expedition was now for the first time outlined to me by Commandant de Gerlache. Up to the present all my communications had been by cable, and necessarily brief, but now I was able to elicit from the hard-worked projector the prospective plan of our campaign. The *Belgica* will start from here, after the magnetic instruments are adjusted, for Montevideo, where she will stop perhaps one day. From Montevideo we will

proceed to Punta Arenas, Chili, in the Straits of Magellan.

At Punta Arenas we will make some scientific observations and collections, stopping perhaps eight days. And then, after coaling and re-stocking our provisions, we will sail for the South Shetland Islands, then to Grahamland, and south-westward along its border to the limit of navigation. If time and ice conditions will permit, we will first sail along the eastern shore of Grahamland, and south into Weddell Sea. But this journey, tempting as it seems, is now rather doubtful, owing to the short time at our command. From this western terminus of Grahamland, we shall try to map the coast to Alexanderland, and beyond as far as possible. Then we are to press southward and westward to Victorialand, where it is proposed to skirt the coast from Cape Adare to Mounts Erebus and Terror for a landing. If a safe landing can be found, Commandant de Gerlache and three companions will be landed with provisions for a year, a portable house, and a complete equipment for land exploration. The *Belgica* will then sail or steam for Melbourne to refit and coal, after which she will proceed to the Aucklands, the Campbell, and other sub-antarctic islands. Deep sea soundings and dredgings will be taken wherever the opportunity presents. Systematic magnetic and meteorological observations will be taken, and large zoological collections are expected. In a general way it is the aim of the expedition to make a thorough scientific survey of the regions traversed. The commander reserves the right to alter any or all plans to suit unexpected conditions as we meet them.

It was to me a source of never-ceasing interest to note the translations of the various questions asked. This portrayed clearly the Brazilian notion of a polar expedition. These ideas proved to be so tropical that I must risk a breach of etiquette and quote enough to show Brazilian versions of polar work. We were constantly asked: "Have you a smoking room and much tobacco?" "Of course, you have lots of wine and other nice drinks, but have you plenty of good things to eat? You must take some Brazilian coffee." Others would put to us questions about our provisions for pleasure, music, games, and pastimes in general. But I do not remember having been asked even once about the serious scientific work of the expedition. One broad-minded and apparently intelligent fellow—well on in the winter of life—a member of the cabinet, asked the usual questions about wines, cigars, and personal comforts, and then, having heard of Mrs. Peary's experience, he asked if we had any women among us. O. b. ing answered with a rather sharp and quick "No!" he said: "Then, I don't want to go along."

This explains the lack of interest of South Americans in anything polar. So long as beautiful women, good wines, fine cigars, and delicate foods are not found at the south pole, Latin America will probably not aspire to reach it.

The magnetic instruments were taken to the local observatory for adjustment and comparison. To do this properly required about a week. Hence arrangements were made for various receptions, tours of exploration, of pleasure, and what not. The zoologist, Mr. Racovitz, learning that he could take a fast steamer and reach Punta Arenas about a fortnight before the expedition, at once made arrangements to leave us. This will afford him much additional and valuable time to make collections and observations in the immediate vicinity of the Straits of Magellan.

The Belgian colony had long planned a feast for the expedition, and this was the grand event at Rio, to which we looked for real joy and lasting comfort. The time had been set for the evening of the 25th at the Restaurant Petropolis, on Rua do Ouvidor. We assembled at 7 o'clock. There were about 100 present. This represented the male members of the colony, the officers and scientific staff of the expedition, and a few newspaper editors.

The room was large and airy. Electric fans were in position, but the air was cool enough without their use. The walls were decorated with flags, and the tables with flowers and fruit. The bill of fare was Belgian—a few local additions to the very best that could be imported from Belgium. This, I am sure, is sufficient said of a very delightful collection of rare foods and good drinks. There was much enthusiastic speech-making and toasting in French, Portuguese, and Italian, presumably complimentary to Brazil, Belgium, and the expedition, but I did not understand it. The spirit of hilarity, however, was in the air, and, although I was a foreigner, among strangers whose language was unknown to me, I cannot remember having enjoyed a banquet at home better. We had all been wined and dined, separately and collectively, before and after, but the occasion which will always remain on our minds as the best treat of all is the Rio Brazilian banquet.

The following day, and for the balance of the week we visited the various local places of interest, explored the city in various ways, and were received at a special meeting of the local Geographical Society.

It would hardly be expected that poleward bent explorers would grow enthusiastic about any place in the torrid zone. But Rio de Janeiro, with all its heat, has people with warm hearts who were to us a pleasant inspiration. It has fruits and coffee which are a joy to the inner man; it has abundant natural resources which will some day make it a great, a very great, city.

Saturday at 2 o'clock was set for the time of sailing, and although we appreciated the honors and pleasures conferred upon us by the hospitable Belgians and Brazilians, the appointed time found us all eager to continue our voyage toward the south pole. Many visitors were on board at the last moment. The Minister, with his fatherly interest in the expedition, was there, and the Belgian committee, representatives of the Rio Geographical Society, and various other distinguished visitors were there to bid us « au revoir » and « bon voyage. » The last visitor was a young Brazilian in a gaudy uniform, who came by a special government launch as a representative of the President. His particular mission was to offer us the President's compliments and his wishes for a successful voyage.

On board the *Belgia* everything was bustle and haste. Provisions were coming, new articles of equipment were being loaded and stored away, visitors were going to and fro examining our curious instruments and the general outfit. Tugs were all around the craft, one, with several photographers, kept spinning around, snapping at the centre of curiosity from every side. At 3 o'clock the commandant gave the order to start, and the entire mass moved with us. The visitors remained on deck, and the tugs followed.

The immediate commercial front of the harbor, with its steaming heat and teeming mass of conglomerate humanity, soon fell behind more interesting points. Several foreign cruisers were in the harbor, among them our *Cincinnati*, and these kept us busy replying to salutations and cheers. As we passed the old battered fort, St. João, we rather expected a series of salutes, but instead a large band appeared on a low crown of torn cliffs, playing lively airs. Now and then the musicians would stop and fill the air with quiet cheers, all of which pleased us far better than a display of powder.

As we advanced a rather strong wind ruffled up an uncomfortable sea, and as we approached the narrows, which are guarded by two ancient-looking forts, it was deemed best to part with our visitors. The Brazilians hugged and kissed us, as is their custom—the men only, not the ladies. Our good friends of the Belgian colony offered many cordial greetings, and as the tugs withdrew from us, the oft-repeated « Au revoir »

and « Bon voyage » came with every leap of the sea.

Our progress against the incoming wind and sea was very slow. But this gave us an excellent opportunity to take a long parting view of the beautiful bay of Rio de Janeiro, with all its indescribable splendor. The sun was low, close to the crests of several mountain peaks. We were steaming out of the mouth of the bay, a harbor which is said to be large enough to afford room for the entire naval fleets of the world. On every side were mountains rising abruptly from the waving expanse of blue. Mountains with cliffs and steep slopes, many apparently perpendicular, but all sides nearly covered by a thick, dark green verdure. Only the loftiest peaks were bald, and even these had a few weather-worn trees to add color and life.

As we looked over the stern of the *Belgia*, much of the city was still in view. The low, irregular houses, with tiled roofs and sides, washed with lime, in various bright shades of red, white, and blue, were unique and attractive. They will always remain in our minds as a pleasant reminder of Brazilian good wishes. Before the city and behind it were the perennial midsummer waters, spotted with vessels of various nations, beset by a hundred emerald islands, and fringed by as many fascinating bays. It is, however, the crude, rugged majesty, the rare grandeur of the mountain peaks around the noble bay, which give it ever fresh and effervescent glory.

FREDERICK A. COOK, M.D.

Rio de Janeiro, Oct. 30, 1897.

#### THE SUBMARINE BOAT «ARGONAUT»

The wonders of this «Yankee notion» have been noised abroad for some time past. Of the many submarine boats designed, she is the one that has come most nearly to success. She is, be it observed, intended for the arts of peace alone; she is quite free from any thought of covertly disabling an enemy's fleet. Her aim in life is to convey divers to sunken wrecks, and to assist in any sort of salvage and subaqueous work. Mr. Simon Lake, of Baltimore, is her inventor. Her hull, 36 feet long by 9 feet in diameter, is built of plating laid over angle iron frames, measuring 3 inches by 3 1/2 inches by 1/2 inch, and is divided into four compartments—the engine and living-room, the air lock, the divers' room, and the look-out compartment. The first of these is the largest, and contains a gasoline engine and dynamo to drive the propeller shaft. The engine is used when the boat is travelling at the surface, and the dynamo may be disconnected from it and used as a motor when she is submerged. There are two sets of storage batteries in lockers at the sides of the boat. Where the bottom is suitable the wheels will be used, being propelled by means of the forward motor. This living-room, which can accommodate six men, is provided with an air-compressor and storage tanks, to supply the divers as well as to renew the vitiated air. When the boat is submerged to a moderate depth air is conveyed through the two pipe-like masts, which also locate her. At greater depths these are closed and a suction-hose is used, whilst at still greater depths the storage tanks, which can supply the crew for forty-eight hours, will be relied upon. When a diver leaves the boat, he first of all enters the air lock, forward of the living-room. The air pressure is raised to that of the divers' room, which is maintained at the pressure of the water without; the pressure in the living-room is, of course, about normal. He then passes through another door into the divers' room, which contains everything he needs for wrecking operations. When fully equipped, he opens a door in the floor and so goes forth to his work, the air-pressure of the compartment preventing the ingress of the water. The foremost compartment, with its powerful search-light, etc., is the pilot-house, whence the vessel is steered when submerged instead of from the conning-tower used when on the surface. Trim and buoyancy are secured by a fixed keel for two-thirds of the vessel's length, and easily operated water tanks in the floor. Weighted anchors assist in keeping the boat stationary at the desired level. The intentions of the inventor were successfully realised in the Patapasco river on December 17. The *Argonaut* first made a short «dive» to show how quickly it could be done, and then she spent nearly five hours below with twelve persons inside her. She traversed some two miles of the river's bed, and a diver left her through the floor-door. Since then she has run out eight miles of telephone wire in Baltimore harbor and conversed with New York. She can be spoken with if «3041 Baltimore» is rung up.—*Shipping World.*

Brazilian Cyclists should note that the specially made

## TROPICAL DUNLOP TYRES.

Are constructed to successfully cope with the heavy conditions of wear and tear and heat they are subjected to in this country. Results have proved the success of and Tropical Dunlop Tyres all over the world—they are guaranteed against all defective work and material for twelve months, and we make a point of interpreting this guarantee in the most liberal spirit.

When ordering your next bicycle stipulate for English Tropical Dunlop Tyres.



Trade-mark

Note the Trade Mark.

Correspondence invited,—all applications to be made to

THE DUNLOP PNEUMATIC TYRE CO., LTD.,

160 to 166, Clerkenwell Road, London, E. C.,

ENGLAND.

«All About Dunlop Tyres for 1898» post free on application.

#### Hotels.

### Grande Hotel Metropole

181, RUA DAS LARANJEIRAS, 181

This popular Hotel has been completely and thoroughly restored and has been provided with sanitary improvements of every description, including a hygienic system of sewerage, flushing tanks, and ventilating pipes.

The apartments have been repainted and repapered throughout and are luxuriously furnished. The dining-room has also been refitted, and no expense has been spared to make this

The most comfortable Hotel

in the city. The baths have likewise been improved. As before particular pains will be taken to provide the guests of this Hotel with a first-class table, and with the best of service and attention. The electric tram passes the door every few minutes, making it the most convenient as well as the pleasantest Hotel in Rio de Janeiro.

### ALPINE HOUSE HOTEL

RUA DO AQUEDUCTO, 65

On the line of Sylvestre tramway, Santa Theresa, to be reached in 30 minutes from town.

This house is highly recommended for its excellent position and most beautiful view of the far ocean, city and islands, being situated on the very summit of Santa Theresa hill, and entirely out of reach of fever and 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.

THE PROPRIETOR,

VIUVA SUZANA MENTGES.

### Grande Hotel dos Estrangeiros

PRAÇA FERREIRA VIANNA

(Cattete)

Telephone No. 8,008

This hotel, which has been completely restored, is situated in the best part of the city, receiving air and light from all four sides, close to the cleanest beach of the city, surrounded by a large garden; has large, comfortable rooms newly and well furnished, good shower and warm baths, disinfectants in the water-closets, drinking water filtered by the Posteur system, good table-service, and is, therefore, to be considered the first hotel of this capital.

Possesses also a sumptuous saloon and splendid table-service for banquets.

Its restaurant and service cannot be excelled.

### Grande Hotel Internacional

SITUATED ON THE PICTURESQUE

SANTA THERESA HILL,

Rua do Aqueducto No. 108,

Telephone 5015

Is served every 15 minutes by the electric tram-cars line from the town (leaving the Largo de Carioca) close to the doors of this hotel, and Sylvestre.

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

Excellent restaurant, always ready.

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

FERDINAND MENTGES,  
ASSEMBLEA 52, Telephone 206.

### GRANDE RESTAURANTE PETROPOLIS.

The best of its kind in Brazil.

First class service.

131, Rua do Ouvidor, Rio de Janeiro.

CAMPOS & CO.

Proprietors.

### RASHLEY & CO.

67, RUA DO OUVIDOR, 67  
RIO DE JANEIRO.

beg to inform their customers that they have just received a fresh consignment of their well-known marks of Claret «hâteau d'Arche» and «Montferriand» in barrels ready for bottling.

### 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.

### FLUTE FOR SALE.

English make (Goodlad, London), with silver valves, as good as new. Cheap. Apply to Jacob Wealding, Casa de Chopps, Rua Assembléa, 102.

### 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.

### Collegio Americano Fluminense.

Persons desiring to matriculate their children will please communicate with the Directress.

MISS LAVONA GLENN,

No. 2 Barão d'Itambé,

Botafogo.

### THE GRAPHOPHONE.

The Greatest Invention of Human Genius.

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

Crashley & Co's.

67, OUVIDOR.

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

THOMAS PRICE, Sole Agent.

### FINE ENGLISH TAILORING.

J. W. SPRENGER

40, RUA DA ALFANDEGA, 40

1st floor.

RIO DE JANEIRO

English and Scotch Goods.

### THE BRAZILIAN COAL COMPANY, LIMITED.

Representatives of

GORY BROTHERS & Co., Ltd.

of Cardiff and London

Colliery Proprietors.

Coal Depots in all the principal ports of the world. A constant and fresh supply of Gory's Merthyr Steam Coal always in stock.

Prompt delivery at reasonable prices.

Tugboats always ready for service.

Engineering Works.

Repairs to Ships, Launches, Machinery, Lighters, etc. effected with the utmost possible dispatch.

OFFICES:

Edificio da Bolsa, Salas 28 and 27

Entrance: Rua Gen. Camara.

Depot: ILHA DOS FERREIROS

P. O. Box 774



From *The Dublin Review*, January, 1898.  
**THE HIBERNO-DANISH PRED-  
 CESSORS OF COLUMBUS.**  
 BY MRS. MARION MULHALL.

III.

Even before the Dublin Northmen, we have traditions of the discovery of America by the Irish, and the voyages of Sts. Brendan and Barridan are the earliest authentic records of European intercourse with the Western Hemisphere. Two eminent modern Irish historians, Cardinal Moran and Canon O'Hanlon, have related at great length the life and voyages of St. Brendan, but the fact of St. Brendan having ever reached the continent of America has never been proved, although traces have been discovered to show that Irishmen had settled in the southern part of North America and had introduced civilization centuries before Columbus planted the flag of Spain on that great continent. Rafn, in his "Antiquitates Americane," says that a people speaking the Irish language were found in Florida as far back as the eighth century, and another distinguished historian, Von Tschudi, in his work, "Peruvian Antiquities," mentions that the country which lay along the coast reaching from Chesapeake bay and extending down into the Carolinas and Florida had been peopled by Irishmen, and that a manuscript had been found before he finished his book which proved that what had formerly been mere conjecture was now converted into a certainty. The traces of Irish origin which have been observed among some of the Indian tribes of North and Central America strengthen the presumption of early Irish colonization. Professor Rask, the eminent Danish philologist, in his book "Samlied Afhandlinger," B. 1, p. 165, deals with the early voyages of the Irish to Iceland, and to similitude between the Hiberno-Celtic and American-Indian dialects. It is also remarkable that the famous Arabian geographer, Abdullah Mohammed Edrisi, who was born in Ceuta in 1099, wrote, at the invitation of Roger II, King of Sicily, a work bearing the title "Muzhat al-Mushtak i ikhtirak alafak" (that is, "Amusement of the curious in the exploring of countries") in which the New World is described and called Great Ireland. M. Jaubert has made a complete translation of this work from two Arabic manuscripts, one of which was in the then Royal Library of Paris; the other, which contains maps, was procured from Egypt by M. Asselin, and both are now in the Bibliotheque Nationale. Two other manuscripts of the original work of Edrisi are preserved in the Bodleian Library at Oxford (Cod. Graves. No. 3857, and Cod. Pocock, 375). A remarkable silver globe, perhaps the first ever known, made by Edrisi, by command of King Roger of Sicily, which this treatise was intended to illustrate, was subsequently lost, but there is a planisphere inserted in one of the Bodleian manuscripts which gives an idea of what it was. Magna Hibernia being distinctly marked.

The "Landnamabok," which minutely describes the colonisation of Iceland, says that when Ingolf and Lief took possession of the country in A.D. 874 Alfred the Great reigned in England, Kiarrval (O'Carroll) was king of Dublin, his children intermarried with the Danes, and they, with other of the Ostmen of Dublin, furnished many emigrants to Iceland, and to this intermixture of the Dane and Celt Icelandic Sagas owe their proud position among the early literature of Europe ("Sturlinga Saga").

The discovery of Vinland was not a transient event soon forgotten; the family of Eric the Red, thinking it likely to prove advantageous, persevered in promoting interest in it for some years. They had a share in all the voyages made to Vinland, from the year 1000 to 1013, and M. Rafn gives a detailed account of the various navigators who visited the New World at this time, amongst whom are to be found Thorstein, son of Eric the Red, and

Karlsfne, a man of eminent abilities. Thorstein having died, Karlsfne married his widow, Gudrida, a lady who is represented by the Sagas to have had "matchless endowments," both of body and mind. In the spring of 1007 Karlsfne fitted out three vessels, carrying 160 persons with cattle and lesser live stock in abundance. Accompanied by his wife he sailed from Iceland for the purpose of founding a colony in Vinland. They first reached Helluland, and found nothing but stones. They then steered till they reached the woody shores of Markland. Resuming their course, say the Sagas, they passed a point which they called Kialarnes, or Keel-point, from having found the keel of a ship on it. The ships soon after enter a bay, to which Karlsfne gave the name Strannifjord, and to the island Stranney. Here was born Karlsfne and Gudrida's son, Snorre, the first of European race born in America, three of whose descendants held bishoprics in Iceland during the 12th century, and it is supposed that one of these was the author of the "Karlsfne Saga," which contains the early history of the family as given by M. Rafn.

The little colony seems to have been continually harassed by the natives, supposed to have been of the Esquimaux race, and after some time Karlsfne and his companions felt convinced that, whatever might be the natural advantages of the new country they had settled in, they had no chance of retaining quiet possession of it. The harmony of the expedition seemed also to be at an end, "disputes arising," says an old historian, caused by the women. They all accordingly, turned their faces homewards, and reached Greenland in 1010. Karlsfne subsequently sailed to Dublin with the richest cargo (consisting of timber and furs) that up to that date had ever left the shores of Greenland. He disposed of his cargo, and in 1015 returned to Iceland, where he purchased a great estate and was the founder of a powerful and wealthy family. Intercourse, as the Icelandic annals prove, was kept up with the American continent as late as 1347; yet it was surprising the ignorance which prevailed in Europe respecting it in the time of Columbus.

From *The Financial News*, March 12.  
**THE SLUMP IN BRAZILIAN BONDS.**

The continued fall in Brazilians is being explained in a variety of ways; but probably the doubt which has been expressed as to the payment of the coupon due on April 1 has more to do with it than anything else. It is impossible to make any definite statement with regard to the coupon, because the only source of accurate information is New-cour, and New-cour is not likely to make any statement on the subject.

There is, however, another factor in the situation which has been somewhat overlooked, and that is the growing agitation in the Brazilian province of Rio Grande do Sul for its separation from the Brazilian confederation and its incorporation in the neighbouring republic of Uruguay. Ever since the establishment of the republic in Brazil, now nine years ago, the province of Rio Grande do Sul has been discontented. Various acts of the federal government, and notably the imposition upon the province of an unpopular governor, have tended to fan the fire of rebellion and to strengthen the movement for secession. It is impossible to say what attitude the Uruguayan government might assume with regard to the matter; nor is it, perhaps, likely that the secession, if it took place, could be completed without hostilities. But there are the facts—discontent in one of the larger provinces of the federation and a possibility of its loss altogether.

When the phrase "Brazil breaking up" was first coined, some years ago, it was a bear element of no inconsiderable weight against the credit of Brazil on this side. Now that something is being done for its realisation all over a large province, by the holding of meetings in favour of secession to Uruguay, the prospect becomes all the more serious.

A well-known Brazilian merchant who was seen yesterday by a representative of *The Financial News* found it difficult to assign a definite cause for the fall in prices.

The telegram as to an alleged raid," he said, "is the most absurd rubbish. It has grown out of a personal quarrel and a bout at fisticuffs between two English settlers and eight Brazilians, which took place six months ago. The American newspapers are usually abreast of the times; but in this case they are six months late with their intelligence."

"The said telegram we may dismiss as a factor in the fall?"

"Yes, I have heard to-day, however, a rumor for which there may be a substantial basis, and for which there may not. I give it you for what it is worth. It is to the effect that the Brazilian government contemplates a further issue of paper. If that rumor should prove to be well founded, another paper issue would be equivalent to a big stride in the direction of repudiation."

"It would react sharply on the rate of exchange?"

"Undoubtedly; and the rate to-day is low enough—6 1/4 d.—the lowest on record. How much further it may fall time alone will show."

Messrs. N. M. Rothschild and Son, we learn, deny all knowledge of any new issue of paper money, and find it difficult to account for the origin of the report.

**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.

50000 or £2abroad 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 Frayer, Esq.

Wallace Building, 46 Pine St., NEW YORK

Messrs. Street & Co., 30 Cornhill, LONDON

Frost & Co., 181, Queen Victoria Street, and at the Victoria Store, SAO 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 SAO PAULO.

EDITORIAL AND PUBLICATION OFFICES:—

79, Rua Sete de Setembro.

POSTOFFICE ADDRESS:—Caixa 258.

RIO DE JANEIRO, APRIL 5th, 1898.

**NOTICE.**

In view of the continued fall in exchange, the local currency subscription rate has been increased to 40000, or 800 réis per copy. Since March 1st all subscriptions should be paid at that rate.

We have avoided thus far all discussion of the Sanarelli experiments on yellow fever in São Paulo, and for the simple reason that we had hoped for definitely successful results from them. There has been so much haste on Dr. Sanarelli's part in advertising his discovery and in making his experiments that we have been unable to avoid occasional misgivings, but at the same time so much depends on this discovery that our wishes for his success have compelled us to accept his hastily-drawn conclusions and to give him the benefit of every doubt. As he has now assumed that the public accepts his claim and that his experiments prove his "serum" to be a cure for yellow fever, we feel compelled to state that he is assuming too much. From the evidence which he has been able to lay before the public here, the only verdict that can be given is that it is insufficient. Few will care to say that his alleged discovery is all wrong; on the contrary we most heartily desire to see it proved correct. But we must have a thorough scientific demonstration of its value, and this is what Dr. Sanarelli is not giving us. He came to the state of São Paulo some weeks ago to test the real value of his preparation on actual cases of yellow fever. He went to the town of Limeira, remained there some two or three weeks only, and experimented on 23 cases, of which 6 died. He admits that the inoculation was fruitless in advanced stages of the fever, but claims that it was effective when used at the beginning.

This could be said of almost any treatment. One great difficulty in the cure of yellow fever is that proper treatment is only too often delayed until the advanced stages of the disease are reached, the patient at first treating himself for a bad cold, or biliousness, or influenza, or something of that description. And we have even known a careless physician to treat an attack as malarial fever until the dangerous symptoms of the disease appeared. If experienced physicians could put all their yellow fever patients under proper treatment in the very first stages of the disease, the percentage of mortality would be much less than it is. However this may be, it must be confessed that Dr. Sanarelli's admission that his inoculation gave satisfactory results only when administered in the first stages of the fever, proves that it is preventive rather than curative, and that his 23 cases are insufficient to establish the value of his treatment. Still further, every person who has observed yellow fever through a considerable number of years, knows that it changes in character from year to year. Some seasons it will be so mild that almost any treatment is sufficient to overcome it, while in others it is so virulent a type that medicines seem to have no effect whatever. One season it seems to affect the digestive organs, and the next we may have the dreaded anuria. We do not understand that Dr. Sanarelli has studied all these phases of the disease, nor that he has carried out a series of careful experiments covering any of them. He has made a discovery with his microscope, he has cultivated the microbe and then prepared a "serum," he has experimented on some rabbits and guinea-pigs, and now he has spent about three weeks in a fever-infested town and has tried his preparation on about a score of cases. And then he returns to Montevideo and sells the right to manufacture this preparation to a commercial syndicate who will use it for sordid purposes rather than for the benefit of mankind. This is the worst feature of the whole affair, as it implies a speculation rather than scientific investigation.

We certainly agree with those who feel little sympathy for the present sufferings of persons who under the protection of the government of Marshal Floriano Peixoto committed or encouraged crimes. We also agree with those who think that, in default of an opposition party that inspires confidence, honest men, unless woefully misguided, feel it to be their duty to support the government of President Prudente de Moraes. But it must not be forgotten that one abuse does not justify another and that the ends of justice are not to be accomplished by means of violence and fraud.

The blunder committed by the government in sending political prisoners to a convict station and in holding them in custody after the cessation of martial law, is undoubtedly due to the criminal precedent established by the government of Marshal Floriano Peixoto, which incarcerated political adversaries, accused of no crime whatever, in the casa de correção, the casa de detenção, the police jails and similar places in direct contact with the convicts and other criminals. And not only did the sufferers in some instances continue to be held in custody after their release had been ordered by the supreme court, but arrests were even made after the cessation of martial law. The authors of these abuses have never been punished, nor have the sufferers obtained any redress. It is, therefore, natural for the government to think that it can continue to commit such abuses with impunity.

A GREAT deal has been said in Europe—and perhaps not without justification—about the aggressive and sensational character of the American press in the present dispute between Spain and the United States. As a rule a newspaper will seek to please its patrons, and if these are spoiling for a fight—the editorial staff will play fire and drum for them until their mood changes. But why not be fair? Thus far the Spanish press has been equally aggressive and insulting, and has invented falsehoods enough to ruin a better cause. And the most heartless and brutal of them all are the insinuations and stories about Captain Sigbee and his officers, of the ill-fated *Mine*, who are accused of being absent from the ship the evening of the explosion, of being negligent of duty, of being disorderly and undisciplined at the time of the explosion—and all that. Such falsehoods gain little credence among those who know the discipline on American naval vessels.

PROVINCIAL NOTES

In the city of Bahia during the four years from Jan. 1, 1894, to Dec. 31, 1897, there were built 1,164 houses.

It appears that there were duplicate municipal elections in Niteroy on the 27th ult. At one of these elections all the opposition candidates were elected.

There seems to be some doubt in regard to the future governor of S. Paulo. President Prudente de Moraes is said to favor Dr. Paulo de Queiroz, while the candidate of Dr. Bernardino de Campos is supposed to be Col. Baptista de Oliveira.

In Santa Catharina on the 1st inst a trumpeter of the 37th battalion of infantry attempted to kill the commander of the battalion, making use of a Mannlicher rifle, which missed fire three times. The affair caused much sensation. The trumpeter has been arrested.

A jury in Par  has sentenced Alexandre Haag, an ex-employe of the state telegraph service, to 27 months imprisonment and 12 1/2 per cent fine for the crimes of bigamy, dilaceration and falsification of telegrams and using false signatures. His lawyer has appealed.

There were 215 deaths in Par  in the month of February, of which 28 were still-births, 49 were under 5 years of age, 27 between 10 and 20 years, and 48 between 20 and 30 years. Of the percentage 71 were described as legitimate, 116 as illegitimate and 28 as unknown.

The exodus to the north continues," says a Cear  telegram of the 13th inst. "From January to March there have left 4,915 persons and 800 more have taken passage on the steamer that leaves to-morrow. At the port of Camocim 2,000 have left on the Maranh  and Pernambuco steamers."

The Instituto Historico de Bahia has appointed a commission to study the Canudos campaign. The commission has resolved to go to Canudos to study the subject on the field. There is need, it must be admitted, for some such inquiry, as the official and press reports can not be considered altogether trustworthy.

S. PAULO FACTS AND FANCIES.

A DANIEL COME TO JUDGMENT.

O vad some power the giftie gie us To see ourselves as ithers see us. It wad frae many a blunder free us, And foolish nation!

Burns.

It is amusing to note the surprise with which the British newspapers regard the outbreak of hysterical egotism—o. slobbering, snivelling, drivelling, self praise and self pity,—with which Emil Zola, in his peroration, regaled the Court which the other day sentenced him to fine and imprisonment for blasphemy against the holy French army. Evidently the English papers know very little about the Latin race and its ways. To be sure, one does not forget that Emil Zola is a Jew; but he is French—a typical Frenchman—for all that; and like most of the Chosen People, of whatever nationality, his ability is above the average of those around him.

When the Latin is angry, he tears his hair, sticks his eyes out, dances, rages, rams around, and talks fifty to the dozen; when he is glad, he laughs, crows, coos, chortles, blows a tin trumpet, and lets off squibs and crackers; when sorry, he cries. When he likes a man he embraces, and even kisses him. Have you ever been kissed by a man, reader?—a narrow reader I mean, of course, I had a narrow escape—moi qui vous parle—and so had the man!

Set the Latin talking of his "honor," and he will straiten himself up, stand on his tip toes, flap his wings, and ruffle his crest feathers, for all the world like a *coroia* in front of a looking glass. To look at him, there, with his flashing eye and haughty mien, you would think he had never told a lie in his life, and might even be trusted with the giving away of a government contract. Patriotism, meaning, of course, the usual mixture of race pride and race hatred which goes by that title, unlooses his tongue as scarcely anything else can. But the theme on which he is most easily eloquent, the subject which has the power to shake him like a reed with hysterical emotion,—to move him, now to tears, now to laughter, to make his heart swell, his eyes fill and his lips tremble, is—himself, and his private virtues!

I hope none of your readers missed the brilliant leading article contributed from Lisbon to the *Estado de S. Paulo* of the 23rd inst., under the heading, in very large capitals, of *O Traidor*. The subject professedly treated of is the part taken by Emil Zola in the Dreyfus business; but the real object served by the said article is chiefly to elaborate the loftiness of moral tone and general superiority of its writer. The French nation, other nations, the socialists, the Jews, the clericalists, Victor Hugo, Michael Angelo, Dreyfus himself, and even Others whom it is unnecessary to more than distantly refer to here, all appear as so many mere subordinate characters—lay figures—from among whom, sublimely salient, stands forth that of our writer, cold, pure,

almost godlike in his devoted love of justice, his paternal, not to say patronizing, solicitude for the welfare of the rest of the human kind.

A some tall cliff that lifts its awful form, Swells from the vale, and midway leaves the storm. Though round its base the rolling clouds be spread, Eternal sunshine settles on its head.

Want of space prevents my attempting to enter exhaustively into a discussion of the whole scope of this remarkable essay, which is a perfect witches' cauldron of poetry, religion, politics, the fine arts, metaphysics,—you never know which will come up first. I take a long spoon, however, and offer you a mouthful or two of the broth, trusting you may find it more easy of digestion than I did.

It appears, then, that the writer "lifted his arm" at a reunion of journalists in Portugal, in token of assent to a proposal to forward a vote of adhesion to the attitude (*o zc*) of Emil Zola on the Dreyfus question. His reasons for taking this important measure are understood to be discoverable in the two long columns headed *O Traitor*, now under consideration:

"I would sign a message to Zola," he says, "as I would to Tolstoi, the purest of modern writers; to Oscar Wilde, the English poet, now condemned to hard labor for immoralities; aye, even to an assassin, who, profoundly impressed with the innocence of Dreyfus, should demand, from the depths of his prison, the revision of the process against the Jewish captain."

The noble-minded assassin here depicted as beguiling his leisure time in the consideration of questions of abstract justice relating to other people, must certainly be Brazilian or Portuguese. In England, at any rate, practical justice would be so busy with him, personally, that it is unlikely, even if he succeeded in forwarding his disinterested application in the Dreyfus matter to the proper quarter, that he would be allowed time to hear the result of it.

In the next paragraph our leader writer proceeds to expound his complicated state of mind by means of a perfectly meteoric paradox. Without venturing on any comment, I simply hurl it at your devoted head in all its fiery brilliance, just as it dropped from the stary heights of its author's imagination:

"I feel ever in my heart," says he, "such a compassion for all those who suffer undeservedly, that I arrive at the point of considering it just to pardon a hundred convicts (*condannados*), if among them it be considered (*se julgar*) that there is one innocent man. And I am so severe upon criminals that I go so far as to think it just to condemn a hundred innocent men (*innocentes*), if among them there be one guilty."

In examining the above proposition, especially in its converted form, it is desirable to proceed with some caution. Among one hundred convicts there may easily be one innocent man. Thus in the present case we understand that our writer,—who is doubtless, to borrow his own words, "*um espirito, j  n o digo superior, mas t o s mente correto, desapassionado e imparcial*,"—would pardon, say,

Guilty men..... 99. To avoid unjustly punishing Innocent man 1. Total..... 100

But how are we to reconcile the possession of the above named excellent qualities with the Draconic severity which would condemn, (say, to 35 years penal servitude a piece),

Innocent men..... 100 in order to punish Guilty man..... 1 Total..... 101

*En passant*, I take it that the old man in the second case must have got in among the innocent crowd in the hope of escaping; at least this is the only logical hypothesis on which I can account for his unsymmetrical presence there. As for the innocent who was "lugged" along with the "fly covies", the average man would think it served him right, and would teach him to keep out of low company for the future.

To return. The net result of our writer's "correct, dispassionate and impartial" method of dealing with matters of judicial administration would therefore be as follows:

Innocent men undeservedly punished..... 100 Ditto, set free..... 0 Guilty men undeservedly set free..... 99 Ditto, punished..... 1 Total..... 201

O learned judge! Mark Jew; an upright judge!

There is another, I will not say egotistical but at least purely personal, explanation, beginning: "*mas c , que sou de um temperamento apol tico para defender o que me dila o cora o*" etc., which I must deny myself the pleasure of quoting in full, in order that I may have room to transcribe the last eloquent paragraph wherein our poetical paradoxical philosopher apostrophises the "Jewish captain" as follows:

"Dreyfus! Innocent or guilty, may thy soul clarify itself in a sublime irradiation of comprehension of the just and of the beautiful!

Contemplate that vast ocean which surrounds thee. If guilty, may'st thou there behold the image of the great sea-God—in which the soul may wash away its sins, as in the shining water which cleanses everything. If innocent, beseech Him to grant thee a handful of mud, that thou may'st sling it in the face of a putrefying Europe!"

The above petition seems a fitting one to ascend from the suggestively named place of the Jewish captain's confinement. No doubt the average man would be apt to object that if there was no mud in the Ilha do Diabo, it would be of little use to seek a supply of that kind of ammunition upon the Plains of Heaven. But then the average man is not a poet.

NICODEMUS DEWDROP.

S o Paulo, 31st March, 1898.

RAILROAD NOTES

The Central railway is offering for sale, 24 condemned locomotives. Tenders will be received up to the 15th inst.

Having rejected the tenders received for the lease of the Estrada de Ferro Sul de Pernambuco, the government, it is supposed, will again call for tenders for the lease of that road.

It is stated that the Porto Alegre and Uruguaiana railway will be formally delivered to its Belgian owners on the 15th inst., though it has been run for their account since the 14th ult.

Col. Carneiro da Cunha, whose proposal for the lease of the Estrada de Ferro Central de Pernambuco was rejected, has brought a suit against the government for damages which he estimates at 10,000,000\$.

Rumors are current of the intended resignation of Dr. Passos as director of the Central railway. Serious charges have been made against his administration, principally with respect to the celebration of contracts.

According to the *Financial News* and also according to private advices there has been no recent negotiation for the sale of the Paulista railway in London. The reports current here were nothing but the manipulations of speculators who were seeking to unload at a higher price.

SHIPPING NOTES

The passengers by the French str. *Cordillere* were put into quarantine at Lisbon.

The cruiser *Andrada* arrived at Bahia on the morning of the 3rd inst. We presume she will now return again in obedience to the new writ of habeas corpus.

The one hundred and thirty-one passengers by the steamer *Les Andes* have been sent to quarantine for ten days at Buenos Aires. It will be a bonanza for the grasping purveyor at Martin Garcia.

According to telegrams published at Buenos Aires the two cruisers sold by Brazil to the United States will be called *New Orleans* and *Prescott*. Another telegram published here says that one of them will be called *Albany*, which is more probable than the title *Prescott*.

The Royal Society for the Protection of Cruelty to Animals in England has taken up the matter of the high mortality on cattle-ships from the River Plate. A case was recently brought before the Birkenhead magistrates against Captain Royce of the Lamport and Holt steamer *Veracruz*, which left Buenos Aires with 147 cattle and 1,150 sheep, and lost 60 cattle and 400 sheep on the voyage. There were two charges made against the Captain for defective cattle fittings and he was fined £12 14s. in all, although the presumption is that the Argentine law on the subject was fully complied with before the vessel sailed. These losses have already been severely criticised, and it is time that something were done to correct them.

The firm of Mihanovich received advices yesterday that as the steamer *Della* was crossing Martin Garcia, towing the lighter *Danubio*, the Brazilian steamer *Diamantino* was met in danger of sinking, having collided with the steamer *Nautilo* on her way from Rosario to this port. The *Della* went alongside the *Diamantino* and with great rapidity transferred 57 passengers who were on their way from Corumb , the lighter *Danubio* was also got alongside the steamer with the object of transferring part of her cargo and other effects to hand. Mr. Mihanovich as soon as the news was brought dispatched the steamers *Lafayette* and *Leon* to the *Diamantino's* assistance. The same firm received a telegram that the steamer *Czar*, bound for Santa P  towing the lighters *Lucifer* and *Andria*, collided with the steamer *Ladario* off San Nicolas, which was on her way from Asuncion to this port. The *Czar* was badly damaged and her captain was obliged to run her ashore to keep her from sinking. The *Ladario* was also badly damaged. According to later information, the *Diamantino* is only injured in the machinery; her cargo is safe, and the passengers come forward in the *Olympo*. The *Ladario* is only slightly injured and will be here to-morrow. Both vessels will be sent to the C bils dock for repairs.—*Montevideo Times*, March 20.

A telegram from Pernambuco announces the arrival there of the Braz. bk. *Tracema*, which left the port of Rio de Janeiro February 12th—a voyage of 47 days. Contrary winds caused the delay.

Brazilian business remains somewhat dull, albeit rates are well maintained, 200, being still paid for flour, Buenos Aires to Santos. So long as no tramp is heralded from Brazilian ports, the regular lines can successfully maintain the current rates. Steamers are loading grain at Rosario for Rio at 19c., while 17c. and even less would now secure steamers for that destination. Cattle rates to Rio are nominal at £2.—*Times*, Buenos Aires, March 21.

A collision took place on Wednesday last at 7:10 p.m. between the British s.s. *Nautilo* and the Brazilian s.s. *Diamantino* in the River Paran , about 50 miles above Martin Garcia bar, at a place known as Barca Grande. The *Nautilo* was coming down stream laden with cereals for Liverpool, and the *Diamantino* was steaming up-river bound to Paraguay with passengers and general cargo. Both steamers appeared to have sighted each other in sufficient time to keep to their respective sides of the river, in accordance with the rule of the way. The *Nautilo's* pilot noticed that the navigation of the Brazilian steamer was somewhat erratic, upon which he put the engines half-speed and stopped the ship, within the rule of navigation, to give as wide a berth as possible to that boat. The lights were out in both steamers and there appeared to be no difficulty in the steamers passing each other without risk or hindrance, despite which the Brazilian boat attempted to cross the bows of the *Nautilo* when there was no time to avoid a collision. The *Nautilo* ran straight into the paddle-box of the Brazilian steamer, carrying away the port paddle wheel and box and cracking one plate above the water line. The engines of the Brazilian steamer became temporarily disabled, and so, she commenced to leak, she was at once beached. On the following morning the *Nautilo* came to this port for repairs and completion of cargo. She has her port bow stove in and the starboard bow bulged in, two plates are broken and one knee-piece bent; she has been surveyed and temporary repairs ordered to enable her to prosecute repairs ordered to enable her to prosecute repairs. The cost of the temporary repairs will be about £300 and the final repairs at home will cost another £500. She will be ready to proceed to-morrow or next day. Within 15 minutes from the collision a tug towing a lighter up-stream came to the scene of the disaster. The passengers of the Brazilian steamer were transferred to the tug and on the subsequent morning the cargo was put into lighters as the steamer will be unable to proceed on her voyage. Great confusion amounting to picnic appears to have prevailed on board the Brazilian steamer at the time of the accident, and, to judge by subsequent events, the confusion has not subsided as yet.—*Times*, Buenos Aires, March 21.

LOCAL NOTES

On Saturday Col. Sylvestre Travassos, ex-commander of the police brigade of this city, took command of the 7th battalion of infantry.

A Montevideo telegram of Sunday's date says that President Prudente de Moraes has written a letter recognising the Cuestas government.

Before the sectional court in this city several witnesses testified on 1st Tuesday that the island of Fernando do Noronha is a convict station.

At the public schools of the Federal District there matriculated last year 8,427 girls and 7,886 boys, making a total of 16,313 pupils.

The lawyer of the military club has commenced the suit for obtaining the cancellation of the order of the war department prohibiting the meetings of that club.

Col. Carlos Soares, one of Marshal Floriano Peixoto's prisoners, has been appointed commander of the police brigade of this city, vice Col. Sylvestre Travassos, resigned.

Admiral Julio de Noronha has resigned the office of chief of staff of the navy. Does he also aspire to the portfolio of marine in the cabinet organized by the Jacobins for Campos Salles?

Just imagine what a noise there would be if Jo o Cordeiro, Alcindo and Barbosa Lima had really been chosen by the constituents whom they are supposed to represent in congress!

After considerable hesitation Admiral Guillobe was finally induced to accept the office of chief of staff of the navy to which he had been appointed, vice Admiral Julio Noronha, resigned.

On the departure of the cruiser *Andrada* on the evening of the 29th ult., the two political prisoners Sant' Anna Nerv and Jos  Maranh o were landed at Fort Villaquien, the President having ordered their release.

New York advices of the 10th inst. state that the *Herald* had received the following telegram from Rio de Janeiro: "It is reported that a party of Englishmen from British Guiana have invaded Brazilian territory on the Rio Branco river for the purpose of instigating a revolution." It is now generally known that no such invasion ever took place.



-If the government will invite some such man as Sr. Luiz Tarquinio to direct the financial affairs of the country, and then loyally support his measures, we feel sure that a way out of present difficulties will be found.

-If a well-meaning government like that of President Prudente de Moraes commits the abuses that are (in some instances, it must be confessed, justly) attributed to it, what may not be expected from the governments that are to follow it?

-Capt. Baptista das Neves has published an article contradicting the greater part of the statements made by the Fernando de Noronha exiles in regard to harsh treatment. He acknowledges, however, that their letters were read and returned to them.

-A reporter of the *Jornal do Brazil*, who visited the *Andrada* last Tuesday, states that he found an utter disregard of cleanliness on board. There had been, he says, many cases of beri-beri. This is a very serious question and should be thoroughly investigated.

-The *Debate* is publishing an answer to Vice-President Manoel Victorino's manifesto. If it can find no better way of defending President Prudente de Moraes than by reviling the Rio correspondent of the London *Times*, we fear that the President will not derive much benefit from the defence.

-What is the use of martial law if prisoners are to be released as soon as martial law has ended? inquires Judge Bernardino Ferreira, ex-chief of police of Marshal Floriano Peixoto. "What is the use of martial law," echoes the martial law lawyer, "if perquisites are to be prohibited and gold pencils restored to released prisoners?"

-Private telegrams were received here on Friday to the effect that war between the United States and Spain could not be avoided. At this distance we can not of course know all the causes leading to so unfortunate a result, but if no other cause exists than the clamor of the "jig-saws," much blame will certainly attach to the United States.

-Our notice a fortnight ago of Mr. William Slater's return to Buenos Aires was a little too previous. We saw his name among those booked for that steamer, and presumed that he was among the passengers, but a call from him yesterday convinced us to the contrary. He is going down on the *Thames* to try conclusions with the Argentine postmaster general over the telegraph complications.

-On Tuesday at 9:30 a.m. the cruiser *Andrada* left for Bahia, where, it is stated, it will remain for a few days, proceeding afterwards to the island of Fernando de Noronha. It took the prisoners Senator Joao Cordeiro, Deputies Barbosa Lima and Alcindo Guanabara and Major Thomaz Cavalcanti. The other prisoners, Capt. Jose Maranhão and Barão de Sant'Anna Nery, were set at liberty.

-An experiment was made on the 29th ult. with the devices for the gas illumination of the Candelaria church, which it is said resulted most successfully. The various devices comprise 1,334 gas jets, many of which are so concealed as to be invisible to persons in the body of the church. The paintings and ornamentation are now nearly ready, and it is said that the public imagination of this beautiful church is not far distant.

-It is reported that to Vice-President Manoel Victorino there has been offered a seat in congress for the state of Rio Grande do Norte. Well, seats in congress are, of course, not so valuable as they were before it was known that a senator or deputy is liable to be picked out at any time and sent to Fernando de Noronha, or Cucuy. Still many persons are not unwilling to accept 755 per diem even with the attendant discounts.

-On last Tuesday Ensign Magalhães Carneiro came to grief. The ensign, who is not only an officer of the army, but also a member of Col. Valladao's legislature in Sergipe, went on that day to report to the adjutant-general before leaving for Sergipe for the purpose of performing his legislative functions in that state. As he failed to remove his cap, the adjutant-general ordered him to report to the headquarters of the 10th battalion of infantry and remain there for four days under arrest.

-The new American minister to Brazil, Mr. Charles Page Bryan, arrived here on the 31st ult. on the Pacific steamer *Oreana*, from Liverpool. Mr. Page was met by Secretary Dawson and Consul-General Seeger, and after spending the day in the city went up to Petropolis in the evening, where he has established his residence. He is accompanied by Lieut. James A. Shipton, military attaché, and Mr. W. L. Lowrie, private secretary. It is the first time a military attaché has ever been sent out to this country.

-When Barão de Sant'Anna Nery fell into the clutches of the martial law gentry, they deprived him, as is their custom, of the property they found on his person. Since his release he has recovered this property with the exception of a gold pencil. In the time of the Marshal, Baron, the pursuit of perquisites, we mean—was more eager and less discriminating, and articles less portable and less valuable than gold pencils were by no means disdained by the light-fingered men the martial law gentry.

-The dilapidated old exposition building on Largo da Lapa has at last been removed, and let us hope the experiment will not be tried again. The exposition resulted in very little public good, while on the contrary it occasioned a considerable loss to the public treasury and a considerable increase in protective tariffs.

-On Wednesday last on the ground that the island of Fernando de Noronha is a convict station, application was made to the supreme court for a writ of *habeas corpus* in favor of the prisoners on board the *Andrada*. The decision was postponed to Saturday, when the court ordered that the prisoners shall appear before it on the 16th inst. Judge Macedo Soares voted for the immediate release of the prisoners, since in his opinion, the decree for martial law, under the cover of which they were arrested, was unconstitutional and invalid.

"We learn," says the *Gazeta de Notícias*, "that this week there will be held a political meeting to which will be invited the executive committee of the republican party and the friends of the government in the senate and chamber of deputies. The object of this meeting will be to take into consideration subjects of the utmost political importance and questions relating to the financial situation of the country and to the solution required by our credit at home and abroad. At this meeting will be present influential gentlemen, some of whom are not connected with partisan politics."

-Much scandal has been caused by the arrest of Dr. Mello Mattos, lawyer of the owners of the *boliche* on Rua do Lavradio, by Police-Delegado Ferreira Campello. The Instituto dos Advogados has appointed a commission to obtain redress for the sufferer. A thorough investigation should be made, and if the police delegate is shown to have committed an abuse of authority, he should receive exemplary punishment. The impunity with which abuses are committed is one of the principal causes of the present wretched state of the country. From the delegate's report, however, it would appear that the lawyer retained the police official's orders for the closing of the *boliche*.

MARRIED.

CLARKSON-CARPENTER.—On the 2nd inst. by Brazilian civil authority at the 6th precinct, and afterwards at the American Methodist Church, Largo do Cattede, by the pastor Rev. E. A. Tilly, WALTER EDWARD CLARKSON, of Wolverhampton, England, to CLEMENSINA (Tiney) MARIA CARPENTER, daughter of Janet and the late Francis Hine Carpenter, of this city. No cards.

PUBLICATIONS RECEIVED.

*Bolletim Quinzenal* of the general board of public health for the second half of February. During the 13 days of this period there were 609 deaths, of which 59 were from pulmonary consumption, 66 from yellow fever, 39 from pernicious fever, 10 from beri-beri, 2 from typhoid fever and 10 from violent cases (6 accidents, 1 murder and 3 suicides). The maximum temperature in the shade was 91.6° Fahr. and the minimum 79° Fahr. There was no rainfall.

BUSINESS NOTES

-The Fiação e Tecidos Piaulvense company of Piauí, has declared a dividend of \$5500 a share.

-The São Paulo Railway Co. has declared an interim dividend at the rate of 11 per cent per annum for the half year ended December 31st last.

-The government has opened a credit of £3,212 14. at the treasury agency in London to pay the American Bank Note Co. for a remittance of bank notes.

-The Pará *recebedoria* sold in February 72,415 state revenue stamps, of which 31,000 were of 100 reis and 31,400 of 200 reis. Of the 505 stamps, 99 were sold.

-To facilitate the work of the printer, we have somewhat changed the order of our commercial sections, that of "Stocks and Shares" being placed last.

-The Brazilian Submarins has declared an interim dividend of 2 shillings per share at the rate of 6 per cent, per annum for the quarter ending 31st December last.

-The Prado sand question in Bahia has been revived. The municipal council of Prado has prohibited the removal of sand and has asked for troops to enforce obedience to its order.

-The Companhia de Fiação e Tecidos Corcovado manufactured last year 5,870,168 metres of cotton cloth, nearly all of which was sold, together with the large stock which had remained from 1896.

-The official valuations of the exports from Pará in February aggregated 5,399,391\$275, on which the export duties were 1,135,730\$771, or an average of a little over 21 per cent. With the exception of fish glue; these exports were all forest products.

-It is stated that up to the beginning of February the new telephone company had succeeded in obtaining only 72 subscribers.

-The director of the postoffice will permit us to call his attention to the delay in the distribution of the *Wordsworth's* mail. The steamer arrival here Saturday evening, and a considerable part of the mail was still undistributed Monday morning.

-The demand for houses of small and moderate sizes for some years past has led to their construction in large numbers, so that the supply is much greater than the demand. Empty houses are now to be found in every part of the city, and as a consequence rents ought to come down.

-We venture to assert that at least nine-tenths of the Brazilian and foreign population of the country are heartily tired of the present wretched state of affairs; but we doubt whether it would be possible to induce a half a dozen persons to unite and go to work earnestly to improve the situation.

-The Pará tramway company (Cia. Urlana de Estrada de Ferro Paraense) is unable to pay a dividend for 1897 on account of the low exchange. The company's capital is 3,200,000\$; its receipts last year 2,349,358\$278, and its expenses 2,041,717\$192. The company is also incurring expenses toward substituting electricity for animal traction. It lost 170 mules last year out of a total of 890.

-The Previdente fire and marine insurance company of Pará, working on 40 per cent of its declared capital, has declared a dividend of 25 per cent for each half year since its opening business on 8th June 1896. This means a dividend of 50 per cent a year. Last year the company received 378,621\$015 in premiums and 14,788\$ from interest on policies, while the insurance losses paid were only 63,186\$509.

-We learn from Pará that the company recently floated in London, under the name of "The Pará Rubber Estates Limited," to purchase and work the rubber estates of Visconde de S. Domingos, will have a capital of £350,000, of which £200,000 will be paid to the syndicate organizing the company. The pickings must have been very considerable in that job—certainly very much more than the shareholders will ever get out of it.

-Those of our readers who have need of good glasses will do well to call on Mr. A. Aronson, at the Hotel Victoria, Rua do Cattede, who is prepared to furnish the latest and best articles in that line, including many novelties in frames and attachments. Mr. Aronson has testimonials from many countries and a large number of physicians. As he is stopping in Rio for a limited period only, those in need of his services should call on him at once.

-The municipal council of Curitiba, Paraná, and the Companhia Agua e Luz de São Paulo, have fallen out in regard to payments for public lighting of that town. The company has the concession for lighting Curitiba, and as the municipal council has defaulted on several payments amounting to 25,000\$, the advocate of the company threatened to suspend the service on April 1st in case settlement is not made. A subsequent telegram of the 31st ult. says that the municipal council has paid and the controversy is at an end.

-The following domestic products were dispatched at the Pará *recebedoria* for exportation during the month of February:

Rubber, all qualities.....	598,574 kilos
Cacão.....	107,829 "
Custanhas (nuts).....	3,211 hectolit.
Green hides, salted, good.....	41,080 kilos
"    "    refuse.....	11,634 "
Dry hides, salted, good.....	800 "
"    "    refuse.....	270 "
Dry hides, stretched, good.....	37 "
"    "    refuse.....	29 "
Deer skins, good.....	3,061 kilos
"    "    refuse.....	100 "
Sheep skins.....	186 "
Cumaru, good.....	302 "
"    inferior.....	302 "
Fish glue, <i>curijaba</i> .....	2,837 "
"    other fish.....	380 "
Heron plumes.....	8,055 grams.

-The directors of the British Bank of South America, in their report for the financial year ended December 31st last, state that, in consequence of the occurrences mentioned in the last report, a very conservative policy has been pursued, as shown by the smaller figures in the balance-sheet. The profits earned have necessarily been reduced, but, with the removal of the causes indicated, the directors look for better results in the future. The gross profits for the year, after allowing for rebate of interest on current bills and drafts and interest on deposits, and making full provision for bad and doubtful debts, amount to £130,764, which, with the balance of £5,376 brought forward from the previous year, makes £136,340. From this all charges, amounting to £98,151, have to be deducted, leaving £41,186 available. A dividend on account of 6s. per share was paid in September last, and it is now recommended that a further dividend of 6s. per share, free of income-tax, be declared, payable on the 25th instant, making for the year a distribution of 12s. per share, or 6 per cent, free of income-tax, on the paid-up capital of £1,186 to be carried forward. The reserve fund remains at £300,000. To the pension fund created by resolution of the general meeting of May 4, 1893, 5 per cent interest has been added, raising it to £11,583. *Financial News*, March 11.

FINANCIAL NOTES

-The India rubber exported from Ceará pays a tax of 75500 per arroba.

-The February receipts of the Pará (state) *recebedoria* amounted to 1,833,025\$765.

-Last year the exports, from the port of Ceará amounted to 7,211,915\$490, paying to the State government duties amounting to 153,322\$397.

-In February the receipts of the Ceará *recebedoria* (state revenue) amounted to 83,607\$228, against 111,046\$976 in the same month of last year.

-The official value of the exports from Desterro amounted last year to 2,106,948\$120. On these exports the state government collected duties to the amount 202,042\$487.

-The *Statist* of March 12th, in its Stock Exchange section, says:—"We may mention that the fall in Spanish and Brazilian bonds has been partly due to the difficulties of a large speculator in Paris."

-It was reported last week that government has been endeavoring to obtain in London a loan of £12,000,000, giving as security the receipts of the custom-houses and of the unleased government railways.

-If the government, knowing that it had to meet the obligation of paying interest on its debt, did not hesitate, nevertheless, to squander the public money, what will it do when relieved of that responsibility?

-If the creditors of Brazil are asked to sanction the suspension of the payment of interest due them, they should insist on being permitted to supervise the collection of the public revenue and the application of the respective product.

-The cost of the recent trip of the cruiser *Andrada* from the island of Fernando de Noronha to Rio de Janeiro is estimated at 120,000\$ and the total expenditure with that vessel since it has been used as a prison-ship at 300,000\$. Are the prisoners worth it?

-The revenue of the state of Pará in February amounted to 1,873,025\$765, against 1,949,380\$193 in the preceding month. Of this total 1,588\$372 were deposits and 221,429\$351 were municipal revenues. Of the balance 1,135,730\$771 were derived from export duties, of which that on rubber (22 per cent) furnished 1,099,234\$041.

-The following returns of customs receipts for the month of March have been made public:

	1898	1897
Rio de Janeiro.....	8,117,843\$555	8,160,800\$672
Espirito Santo.....	43,993\$219	138,360\$923
Parahyba.....	73,995\$599	88,401\$481
Santos.....	3,402,514\$598	3,592,788\$583

-Before suspending the payment of interest on its debt, would it not be well for the government of Brazil to suspend all other payments? Of all the expenses made by the government there are none, perhaps, entitled to unqualified approval except those that are incurred in the payment of interest on the public debt.

-If, instead of becoming angry with those who warned them in time, the government and people of Brazil had followed the salutary advice kindly offered by real friends unjustly treated as enemies, they would not have been reduced to the present humiliating position of contemplating the suspension of the payment of interest on the public debt.

-The following statement shows the customs receipts at the port of Rio de Janeiro for the first quarter of each of the four years from 1895 to 1898:

1895.....	31,079,463\$834
1896.....	35,287,717\$913
1897.....	26,003,518\$352
1898.....	22,770,745\$613

-Various rumors were afloat the past week in regard to the future course of the government with regard to the payment of interest on the foreign debt. In addition to assertions that the government would suspend, it was stated that a moratorium of five years would be asked. What the government will really do has not transpired but it is the general belief that payments of interest under present conditions can not possibly be continued.

-The state of Amazonas apparently has more money than it knows what to do with—so the government is throwing it away. According to our last mail advices, the governor, Dr. Fileto Pires Ferreira, had obtained licence from the legislature to visit Europe to which the latter added an appropriation of £500 a month for his expenses. This is royal as well as extraordinary. Why should this young man receive £500 a month to enable him to visit Europe, when the nation itself is so crippled in its finances that a suspension of payments is considered unavoidable?

-A London telegram of the 29th ult. says the newspapers there have been studying the manifesto of Vice-President Manoel Victorino, and have improved the occasion to call attention to the deplorable state of Brazilian finances. Had the statements made in this manifesto been forwarded by the *Times* correspondent, what a clamor would have been raised! He would have been called an enemy of Brazil, and his expulsion would have been demanded. But as it is the Vice-President who talks of extravagance, of misuse of public funds, of clandestine issues of paper money, and all that, no one has anything to say!

—In the *Gazeta de Noticias* of Sunday a contributor says that, in view of the proposed suspension of payment of interest on the public debt, sebastianists and anarchists are endeavoring to injure the credit of Brazil. If the writer is correct, it seems to us that sebastianists and anarchists are giving themselves a great deal of unnecessary labor. The same writer, after informing us of the sale of certain war vessels, of the payment of the debt of the Leopoldina railway and of some other facts with which we are well acquainted, assures us that Brazil is prepared to meet for a long time all its obligations. He fails, however, to tell us what he considers a long time.

—The election of Dr. Campos Sales as President of Brazil is very satisfactory. He has a high character, and it is said that he is equally popular with the army and with the civil population. Oddly enough there is no recovery in exchange, notwithstanding the immense majority by which the President is returned, especially bearing in mind that the coffee crop is enormous, even though the price has fallen so much. The lowliness of the exchange must clearly be the result of the unsatisfactory state of the finances and the utter disorder in the currency. The paper circulation is extravagantly great. But whether the new government will be strong enough and intelligent enough to carry a reform of the currency, and to cut down unparingly the enormous expenditure, remains to be seen. If it does not, the prospect for Brazil will become serious, for it seems scarcely possible that the country can go on very long paying the interest on the foreign debt if there is no recovery in exchange. Already, indeed, there are rumors that the sinking funds will have to be suspended.—*The Statist*, March 5th.

### COMMERCIAL.

Rio de Janeiro, April 4th, 1898

Par value of the Brazilian milreis (\$1000), gold.....	27 d.
do of the Brazilian milreis (\$1000) in U. S. coin at \$4.86 1/2 per £	54 75
1 stg. ....	12 c.
do \$1.00 (U. S. coin) Brazilian gold. 1887 etis	8884
do of £ 1 stg. in Brazilian gold....	8 890

Bank rate of exchange, official, on London to-day.....	5 3/4 d.
Present value of the Brazilian mil reis (gold).....	48 30
Present value of the Brazilian mil reis (paper).....	212 rs. gold
Present value of the Brazilian mil reis in U. S. coin at \$1.80 per £	12 c.
1 stg. ....	8884
Value of \$1.00 (\$4.86 per £ 1 str. in Brazilian currency (paper)).....	8884
Value of £ 1 sterling .....	40 5/12

### EXCHANGE.

March 28.—All the foreign banks opened at 6d. on London, which was afterwards raised to 6 1/16-1/8 by all except the London and Brazilian. There were offers of commercial paper and the market became firm, the rate rising for a time to 6 1/2, but on the appearance of buyers the rate fell to 6 1/16, at which rate the market closed. In currencies and other private paper the rates were 6 3/32-6 5/32, a fair amount of business being effected at these rates. The official rates for the day were:

London, per \$100.....	6-6 1/16-1/8, 90 d/s.
Paris, per franc.....	187 1/2-187 1/2
Hamburg, per mark.....	18 1/2-18 1/2
Italy, per lira.....	18 1/2-18 1/2 3 d/s.
Portugal.....	608-634 1/2
New York, per dollar.....	8280-8241 1/2, sight.

March 29.—The opening rates were 6d. at the London and Brazilian, and 6 1/16-1/8 at the other foreign banks, except the Banque Française which posted 6 1/32 and maintained that rate during the day. Later on all the English banks united on 6d. on London, while the German bank retained its opening rate of 6 1/16, nominally, to the closing hour. In the course of the morning there were buyers at 6 1/32 and transactions were effected at that rate. Later on it became difficult to obtain exchange at 6 1/32, the banks refusing to draw over 6d. Commercial paper then appeared and sales were effected at 6 1/32, which had the effect of bringing bank rates up to that figure. There was a fair amount of business reported. The official rates are the same as yesterday. The rates on London one year ago to-day were 8 1/16, or exactly two pence above present rates.

March 30.—The opening rate at the foreign banks was 6d. on London, except the Banque Française, which maintained 6 1/32, for a short time, and then adopted 6d. For a brief period two foreign banks drew at 6 1/32, but as buyers appeared for other paper at the same rate the banks returned to their opening rate. Considerable caution seems to have been exercised, and the market was considered weak during the day. There was a fair amount of business done in other paper at 6 1/32-6 1/16.

March 31.—The general rate with the foreign banks to-day was 6d. on London, though the banks drew at that rate hesitatingly and under conditions. Toward the closing hour it was reported that business had been effected at 5 3/32. At the opening hour the German bank drew as high as 6 1/32 in small sums for customers, but soon fell into line with the other foreign banks. In other paper there were buyers, on time, at 6d. at which business was done. The day's business was small and the market closed weak and indecisive. The official rates were 6-6 1/32 on London against bankers, and 5 31-32-6d. against home offices.

April 1.—Two of the foreign banks opened at 5 31-32, which one of them reduced to 5 15-16 later on. The other foreign banks opened at 6d., which one maintained under conditions, another refused to draw during the afternoon, and another reduced to 5 15-16. This uncertainty had a corresponding influence on the market. For commercial paper there were buyers at 6d., but on the fall of the bank rate, it was reduced to 5 31-32. The business effected was small, and the market was considered weak and uncertain.

April 2.—As on the preceding day, the market was fluctuating and uncertain, the rates varying considerably among the foreign banks. The London and River Plate Bank maintained 6d. on London until afternoon, when it withdrew its *tabella*. The French and German banks nominally drew at 5 15-16, but of course under conditions. And the British and London and Brazilian Banks opened at 5 15-16, which was later on reduced to 5 1/2, and then in the afternoon to 5 13-16. In the morning some of the banks secured private bills at 5 31-32, while on the street there were ready buyers at 5 15-16. The rate then fell to 5 20-32 and 5 15-16 under the influence of the lower bank rates. About midday there was some improvement in rates, which were firm at a somewhat advance all round, but later on the market weakened and closed at 5 13-16-5 27-32, for bank paper, and 4 3/4-5 20-32, for other paper. There was some business reported, but nothing of importance outside of current necessities. The official valuation of the currency milreis was to-day reduced to 215 reis gold. The official rates, compared with the same date of last year, were:

1898	1897
London, per milreis.....	5 13-16-6d., 7 1/2-7 15-16d.
Paris, per franc.....	187 1/2-187 1/2 18 3/4-18 1/2
Hamburg, per mark.....	18 1/2-18 1/2 18 1/2-18 1/2
Italy, per lira.....	18 1/2-18 1/2 18 1/2-18 1/2
New York, per dollar.....	83 1/2-84 1/2 83 1/2-84 1/2

### LONDON AND RIVER PLATE BANK, LIMITED.

Established in 1862.	
Capital.....	£ 1,500,000
Idem realized.....	950,000
Reserve fund.....	1,000,000

### BALANCE SHEET OF THE RIO BRANCH, 31ST MARCH, 1898.

<b>Assets:</b>	
Bills discounted.....	3,760,660 5/10
Bills receivable.....	5,453,281 5/10
Loans, guaranteed accounts, etc.....	9,770,005 1/10
Head office, agencies and branches.....	5,699,556 5/10
Sundry accounts.....	2,733,020 1/10
Securities for loans, guaranteed accounts, etc.....	10,610,100 5/10
Cash.....	13,612,557 1/10
	51,640,165 1/10

<b>Liabilities:</b>	
Declared capital of this branch.....	1,500,000 0/0
Deposits, fixed maturity and with notice 12,150,100 2/10	12,150,100 2/10
do without interest.....	17,584,441 3/10
Sundry accounts.....	7,998,222 3/10
Securities pledged.....	11,021,027 0/10
Bills payable.....	480,305 2/10
	51,640,165 1/10

E. & O. E.  
Rio de Janeiro, 4th April, 1898.  
For the London and River Plate Bank, Limited,  
Harilaud A. De Lisle, Manager,  
A. H. Thomson, netg. Accountant.

### BRASILIANISCHE BANK FÜR DEUTSCHLAND

### BALANCE SHEET, 31ST MARCH, 1898.

<b>Assets:</b>	
Guaranteed accounts.....	8,164,508 3/40
Head office, branches and agencies.....	17,222,209 0/4
Bills receivable.....	8,756,389 2/10
do discounted.....	17,866,206 7/60
do pledged.....	3,701,154 1/10
Securities pledged.....	11,911,975 3/10
do deposited.....	11,008,500 0/0
Cash, in current funds.....	18,184,859 9/4
	93,787,876 8/37

<b>Liabilities:</b>	
Capital subscribed (1 mark = 18000).....	10,000,000 0/0
Deposits in account current:	
With interest.....	10,247,800 4/4
Without interest.....	8,103,664 0/8
Head office and branches.....	12,147,288 0/8
Deposits with fixed maturity.....	11,849,447 6/8
Securities pledged and on deposit.....	25,623,691 5/10
Sundry accounts.....	6,815,716 3/4
	93,787,876 8/37

E. & O. E.  
Kraab-Petersen, Directors.

### MARKET REPORT.

Rio de Janeiro, 4th April, 1898

**Exports.**—After having reached an exceptionally low figure, the prices of our staple article of export improved during the past week, and with the result largely increased sales and infusing greater animation into the market. With No. 7 down to 5 1/2 cents

a pound in the New York market, the outlook both for the planter and for the government was most disheartening. The rise of one cent a pound during the week—however (yesterday morning's opening quotation was 6 1/2 cents) has greatly improved the situation, and a better tone in business circles here may be anticipated.

The market opened firm, and with a fair demand, at 11500-12100 for No. 7, and under favorable advices from abroad the market showed increased animation. On Tuesday it was noted that American exporters were showing greater activity and a much larger volume of business was effected, prices being firmer but without much change. On Wednesday prices were advanced slightly, and on this basis business continued active, and sales were on a good scale. On the 31st the upward movement in foreign markets became generally known, and prices were promptly advanced to 11500-12000 for No. 7. The activity of the American exporters was now understood. The sales of the exporters were about 200 reis an arroba under those of the jobbers. For the remainder of the week sales became more restricted, the jobbers apparently holding firmly for further advance abroad. The quotations yesterday were firm, at 13500-13200 per arroba for No. 7, and it is said that about 25,000 bags were sold on that basis.

The sales during the week were estimated at about 140,000 bags, against 55,245 receipts and 81,140 shipments. This has considerably reduced the stock.

The shipments since our last report have been:

49,965 bags for the United States
13,799 " " Europe
9,090 " " Cape of Good Hope
3,837 " " River Plate, etc.
4,631 " " Coastwise
81,140 bags.

The vessels sailed with coffee are:

<b>United States:</b>	<b>Days.</b>
Mar. 26 New York Ger str <i>Caspa</i> .....	28,114
27 do Br str <i>Laurel</i> .....	20,842
Apr. 1 do Br str <i>Asiatic Prince</i> .....	7,247
1 Baltimore Amer bk <i>Seven</i> .....	2,001
<b>Europe:</b>	
Mar. 26 Hamburg Ger str <i>Tuchman</i> .....	9,601
Copenhagen do.....	6,387
26 Marseilles, Fr str <i>Provence</i> .....	3,516
Algiers do.....	1,000
Tunis do.....	500
Oran do.....	278
Messina do.....	250
Gibraltar do.....	125
28 Havre Fr str <i>Colombia</i> .....	1,559
28 Lisbon Port str <i>Roi de Portugal</i> .....	106
30 Bordeaux Fr str <i>Portugal</i> .....	2,579
Oran do.....	250
31 Marseilles It str <i>Ancrith</i> .....	4,522
Apr. 1 Antwerp Ger str <i>Coblenz</i> .....	1,750
Option do.....	250
2 Hamburg Ger str <i>Corrientes</i> .....	4,483
<b>Elsewhere:</b>	
Mar. 28 River Plate Fr str <i>Chili</i> .....	1,480
31 Valparaiso Br str <i>Orcana</i> .....	1,043
Sundry Brazilian ports.....	1,239

Receipts for the past week were 55,245 bags, against 73,241 bags for the preceding week and 92,832 bags for the week before.

Brokers' quotations, according to New-York types and per arroba, were the following:

	April 4	Mar. 28
No. 6.....	12 5/8-14 1/2	12 5/8-14 1/2
7.....	12 1/8-13 1/8	11 2/8-11 1/8
8.....	12 3/8-12 5/8	10 1/8-10 1/8
9.....	11 1/8-12 1/8	10 1/8-10 1/8

The stock in all hands was estimated at 251,195 bags, against 297,000 bags a week ago. At Santos the arrivals have also shown a decrease, the stock at the close of business on Saturday being estimated at 604,650 bags.

The total shipments during the month of March and for the quarter, with destinations, in bags of 60 kilos, were as follows:

<b>United States:</b>	<b>Jan.</b>	<b>Mar.</b>
New York.....	171,454	489,313
New Orleans.....	21,241	54,887
Baltimore.....	21,257	53,108
Total, U. S.....	213,952	597,308
<b>Europe:</b>		
Hamburg.....	42,161	124,513
Genoa.....	16,482	51,004
Marseilles.....	12,231	45,070
Havre.....	6,329	9,818
Bordeaux.....	5,649	9,474
Trieste.....	4,420	11,271
Antwerp.....	3,400	13,241
London.....	2,866	6,050
Lisbon.....	247	471
Bremen.....	2	752
Odessa.....	40	40
Total, Europe.....	93,887	271,124

<b>Other countries:</b>	<b>Jan.</b>	<b>Mar.</b>
Cape of Good Hope.....	12,000	23,500
River Plate.....	9,626	23,143
Valparaiso.....	1,733	2,808
Total, other countries.....	23,359	49,451

<b>Coastwise:</b>	<b>Jan.</b>	<b>Mar.</b>
Northern ports.....	14,051	42,475
Southern ports.....	2,349	3,013
Total, coastwise.....	16,400	45,488
General total.....	347,566	932,818

### COFFEE SHIPPERS.

The exporters for the three months ending 31st March were as follows:

Arbuckle Brothers.....	179,768
Riv. Johnston & Co.....	134,257
J. W. Dorn & Co.....	48,589
Karl Valais & Co.....	47,750
W. F. McLaughlin & Co.....	37,375
Wille, Schimlinsky & Co.....	35,534
Aréte & Co.....	35,999
P. S. Nicolson & Co.....	32,799
Conha Freire Primos.....	30,677
Levering & Co.....	28,927
Hart, Rand & Co.....	28,539
Gustav Trinks & Co.....	28,306
Empresa Industrial Brasileira.....	23,779
Pierre Pradet & Co.....	23,167
Norton, Megaw & Co.....	22,125
Peicher & Co.....	21,075
Rich, Kiemer & Co.....	21,064
Steinwender Stoffregen & Co.....	19,545
Zenka, Ramos & Co.....	19,150
Nannann, Gepp & Co.....	17,532
Andrade Fortes & Azevedo.....	16,300
Ornstein & Co.....	14,777
Mello, Lacerda & Co.....	11,959
Roberto do Conto.....	7,704
Dias Pereira, Almeida & Co.....	7,131
Karl Krusche.....	7,130
Jorge Dias & Irmao.....	6,714
Lacombe & Co.....	5,899
Siqueira & Co.....	4,777
F. G. Figueira.....	4,699
John Moore & Co.....	4,185
Auguste Lehl & Co.....	3,444
Rohillard, Braga & Co.....	2,800
Edw. Ashworth & Co.....	1,228
N. Pentagna.....	449
R. Oneto & Co.....	432
C. W. Gross & Co.....	430
P. Sattamini & Co.....	400
Avellar & Co.....	225
C. Castello Branco & Co.....	200
Saraiva, Gracie & Co.....	200
L. Eissenbarthen.....	189
Vedra Charnig.....	165
Marinhos, Prado & Co.....	150
J. C. Menezes.....	111
Santos Abreu & Co.....	100
Sundries.....	861
Total.....	932,818

### Daily receipts and shipments of coffee at Rio de Janeiro

	Receipts	Shipments	Stock
Mar. 28	8,033	8,033	604,650
Mar. 29	4,200	4,200	600,450
Mar. 30	4,650	4,650	595,800
Mar. 31	6,972	6,972	588,828
Totals since 1 Mar.	347,566	347,566	588,828
Apr. 1	12,818	12,818	576,010
Apr. 2	8,317	8,317	567,693
Apr. 3	2,612	2,612	565,081
* Deduction for local consumption in March 8,000 bags.			



Imports.

The continued decline in exchange and the very low rate to which it has fallen, has had a very depressing effect on the import trade, and for the month...

Flour.—There has been a little more activity in the market since our last report. The arrivals have been from Baltimore per Julia Rollins, 2,500 c...

Total receipts..... 10,280 brls.

The sales for the week have been about 5,500 brls., and the stock on hand is now estimated at 12,000 brls., of which 7,500 brls. are in first hands...

Coffish.—The receipts during the past week have been 1,025 cases Norwegian per Antagonia from Hamburg. The market is reported steady, with prices practically unchanged from last quotations...

Lard.—The arrivals are 1,200 kegs per Julia Rollins from Baltimore, and prices have again advanced, our quotations being 1500—1800 per lb. for American and 1500—1800 per kilogramme for native...

Pork.—The receipts are 250 brls per Julia Rollins from Baltimore. The market is firm at slightly advanced prices, our quotations being 1850 per lb. for American and 1700—1800 for native...

Rice.—The arrivals have been only 700 bags from Hamburg and 200 from Bremen. The market has been steady and quotations are 2400—2450 per bag (60 kilos) for Rangoon.

Pitch Pine.—The receipts have been 804 pieces per Julia from Pascoquia. There has been a better demand and prices have advanced to 8200—8350 per dozen.

White Pine.—The arrivals are 121,066 feet per Santa Lucia from New York. Our quotation remains at 2450 reis per foot as previously reported.

Spruce Pine.—There have been no receipts and prices are nominal.

Swedish Pine.—There have been no receipts and quotations are nominal.

Kerosene.—The receipts have been 20,000 cases per Saint Lucia. The market is reported firm at 2800 on board, and 2900 in the city. The suspension of the local refinery is evidently reducing the stocks and promoting better prices for the moment.

Turpentine.—We have no receipts to report and quotations are unchanged at 1500—1550 per kilo gramme.

Rosin.—The receipts are 150 brls. per Julia Rollins from Baltimore. The market is reported firm at 2050—2100 for the light and 2000—2050 per brl. for the dark grades.

Cement.—The arrivals have been 10,750 brls. per Occident from Antwerp, and 25 brls. per Corrientes from Lisbon. Prices are quoted at 10500—11500 for English brands, 11500—12500 for Belgian and German, and 12500—14500 for French.

Indian Corn.—There have been no receipts, and prices have slightly advanced, our last quotations being 4500—10500 per bag (62 kilos) for River Plate and 4500—10500 for native.

Hran.—Receipts all prices again show a slight advance, being 4500—5500 per bag for mill mills and 6500 for River Plate. The only receipts from the River Plate during the last month were 1,535 bags per lb.

Hay.—The receipts have been 2,000 bales per Dynamo from River Plate. The market is very firm at 250—260 reis per kilogramme for alfalfa.

Coal.—The receipts since our last report have been 2,758 tons per Aracuaia from Cardiff, 4,215 " " Oceania " do, 2,481 " " Norikap " do, 3,800 " " Cleopatra " do, 2,474 " " Fulmine " do, 2,350 " " Platine " Glasgow.

Rum.—The receipts have been 138 pipes per Itatiaia from Maceio, 12 per Esperanza from Aracaju, 81 per Itacoma from do, 24 per Bando from do, 224 per Gato Para from Pernambuco, and 70 per Camocim from do. The receipts of alcohol are 20 pipes per Gato Para from Pernambuco and 10 per Camocim from do. The quotations are, as last reported:

Table listing various goods and their prices, including Pernambuco and Maceio, Bahia and Aracaju, Campos, Angra and Paraty, Parahyba, Alcohol of 36 to 38 deg., ditto, and various types of Rum.

SHIPPING NEWS.

ARRIVALS OF FOREIGN VESSELS.

MARCH 28.

ANTWERP—Ger ship Occident; 1619 tons; Petersen; 46 ds; sundries to Laureys & Co.

MAR. 29.

NEW YORK—Amer lug St. Lucie; 68 tons; M. Laughlin; 58 ds; sundries to Empresa Brasileira.

BALTIMORE—Amer bk Julia Rollins; 593 tons; Doris; 62 ds; sundries to John Moore & Co.

APRIL 1.

PASCOQUIA—Nor bk India; 771 tons; Tander; 71 ds; lumber to order.

APR. 3.

RIO GRANDE DO SUL—Nor bk Solange; 337 tons; Larsen; 10 ds; to order.

DEPARTURES OF FOREIGN VESSELS.

MARCH 28.

PENSACOLA—Nor bk Faeder; 699 tons; Sorensen; ballast.

MAR. 29.

PHILADELPHIA—Amer bk Elmira; 563 tons; Dirks; iron ore.

BUENOS AIRES—Br bk Zudak; 580 tons; Jones; ballast.

APRIL 1.

SANTO—Br bk Sever; 1125 tons; Reid; coffee sundries.

NORFOLK—Br bk Canada; 2147 tons; Muro; ballast.

APR. 2.

BARBADOS—Br bk L. S. T.; 464 tons; Hawell; ballast.

PENSACOLA—Rus lug Lateta; 428 tons; Nelhard; ballast.

Arrivals of foreign steamers.

Table with columns: DATE, NAME, FROM, CONSIGNEE TO. Lists arrivals for March and April.

Departures of foreign steamers.

Table with columns: DATE, NAME, FOR, CARGO. Lists departures for March and April.

\* Calling at intermediate ports.

Vessels Afloat & Chartered for Rio

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

Table listing various banks and their locations, including Antwerp, Philadelphia, Rangoon, Cardiff, Swansea, Glasgow, and others.

Foreign sailing vessels in the port of Rio de Janeiro, April 4th, 1898.

Table with columns: NAME, TONS, ARRIVED, FROM, CONSIGNEES. Lists foreign sailing vessels in the port.

Table listing various banks and their locations, including Antwerp, Cardiff, Rangoon, Swansea, Glasgow, and others.

Table listing various banks and their locations, including Antwerp, Cardiff, Rangoon, Swansea, Glasgow, and others.

STOCKS AND SHARES

Sales of Stocks and Shares.

Table listing sales of stocks and shares, including Apolices, Banco Credito, and various other financial instruments.

Table listing various banks and their locations, including Antwerp, Cardiff, Rangoon, Swansea, Glasgow, and others.

Table listing various banks and their locations, including Antwerp, Cardiff, Rangoon, Swansea, Glasgow, and others.

Table listing various banks and their locations, including Antwerp, Cardiff, Rangoon, Swansea, Glasgow, and others.

Table listing various banks and their locations, including Antwerp, Cardiff, Rangoon, Swansea, Glasgow, and others.

Table listing various banks and their locations, including Antwerp, Cardiff, Rangoon, Swansea, Glasgow, and others.

Table listing various banks and their locations, including Antwerp, Cardiff, Rangoon, Swansea, Glasgow, and others.

Table listing various banks and their locations, including Antwerp, Cardiff, Rangoon, Swansea, Glasgow, and others.

Table listing various banks and their locations, including Antwerp, Cardiff, Rangoon, Swansea, Glasgow, and others.

During the week 7th to 14th March the broker's quotations for various local stocks and shares in Paré were as follows:

Table listing various banks and their locations, including Antwerp, Cardiff, Rangoon, Swansea, Glasgow, and others.

Last Quotations of Stocks and Bonds --- April 4th

Table with multiple columns: Circulation, Public Funds, Banks, Railways, Tramways, Mills. Includes various stock and bond listings with prices and dates.

CHARLES HUE Commission Merchant and Ship Agent Rua France No. 3 & 7 P. O. Box 391. RIO DE JANEIRO. Water supplied on short notice. Telephone 374.

CERVEJARIA LOGOS 102, Rua do Riachuelo, 104 RIO DE JANEIRO TRIUMPHATOR-BRÄU AND LOGOS'S STOUT Beer in barrels & bottled

'A CARBONICA.' L. E. Chatenay, Proprietors. manufacturers of MINERAL WATERS. Soda Water, Quinine Tonic, Ginger Ale, Lemonade, Fruit Champagnes, Seltzer Water, Gas Waters, etc., etc.

The water used is doubly filtered, and everything is strictly guaranteed. The quality of the water is guaranteed equal to those imported from Europe. Every description of mineral waters can be supplied. Orders received at the office, 104 Rua do Riachuelo, or by the manufacturers' agents.

CERVEJARIA BRAHMA (Brama Brewery) RIO DE JANEIRO. 142, RUA VISCONDE DE SAPUCAHY Telephone No. 10.063

FRANCISKANER BRÄU Beer in barrels (shops) 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 MACDONALD BROTHERS Importers and Commission Agents. P. O. Box 2104. Agents for A. B. FLEMING & Co. Ld. EDINBURGH. Printing inks - Lubricating oils &c. ELLAM JONES & Co. Ld. L.D.B. Paints, Varnishes &c. S. Paulo. Telegraphic address: - 'MAC - S. PAULO' A Code Book.

3. RUA DA QUITANDA. 3 S. Paulo.

LIVROS DE LEITURA De Felisberto, Hilario e Galhardo. NOVO MAPA do Estado de S. Paulo, comprehendendo o Sul de Minas Geraes: Globos e grande sortimento de mapas. GEOGRAPHIA TANCREDO. O Estado, Historia de S. Paulo e outros Livros escolares, á venda na Livraria Classica de ALVES & C. RUA S. BENTO, N. 29.

VICTORIA STORE Rua de S. Bento, N. 27. SÃO PAULO NEWSAGENTS. BOOKSELLERS and COMMISSION AGENTS. Assortments of English Novels, Books, Shoes, Lincoln and Bennett Hats, Pear's soaps, and nearly every English article of general use, on hand. Agents for Lipton's teas, of which there is always good stock. VICTORIA STORE CRIZA O. São Paulo.

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, 78 Rio de Janeiro.

THE MANCHESTER FIRE INSURANCE COMPANY. Established 1821 CAPITAL . . . . £ 2,000,000 This Company is prepared to write large lines in the city of Rio de Janeiro on most liberal terms. Apply to H. David de Sanson, General agent. RUA OUVIDOR, 45

STRANGERS' HOSPITAL No. 110, RUA DA PASSAGEM, Botafogo, RIO DE JANEIRO

Situated in one of the healthiest and most attractive localities of this city, at a considerable elevation above the sea, and well within its own grounds. The grounds are tastefully laid out with walks and shrubbery, making it a most desirable place for convalescence. The Hospital is provided with an Isolated Fever Ward, entirely separated from the main building. Patients seeking treatment for other diseases can therefore be received at any time, without being associated in any way with fever cases. The Hospital is specially recommended for surgical cases, because of its coolness and cleanliness, and especially because of its staff of trained nurses. Great success has thus far attended every operation in this Hospital. The Hospital is built and is supported by subscription, but is open to non-subscribing patients of all nationalities. The terms for non-subscribers are: General ward . . . 15\$000 a day Private room . . . 20\$000 which includes medical and nurse's attendance, food and ordinary medicines. Surgical operations, special remedies, wines, and outside medical attendance extra. Nurses supplied for outside cases during the cool season. Patients are admitted at any time, but should be provided with an "order for admission" signed by some subscriber. For further information apply to the Physician in charge DR. RAYMUNDO BANDEIRA, No. 74, Rua 19 de Março (1 to 3 p. m.) or to the Treasurer, No. 50, Rua 19 de Março, or to the secretary, No. 29, Rua Sete de Setembro, 1st floor.

To travellers on Land or Sea. No traveller should forget to take with him a box of pills or a bottle of Tincture of Benedictine Astringent, which might come very handy in cases of sudden illnesses or any other disarrangement of the stomach, for indigestion, so frequent during travels. This marvelous 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 Drugists and Chemists and a the manufacturers' depot, No. 74, Rua S. Pedro, 1st floor, Rio de Janeiro.

3,000 BICYCLES Must be cleared out. Limited quantity. 100 to 200 Bicycles. Each equipped with 100 lbs. 36 Spokes, 1 1/2 inch wheels, 2 1/2 inch tires, all modern, 2 1/2 inch tires, 2 1/2 inch tires. Great Factory Clearing Sale. The finest and best. Foreign orders must be accompanied by 100 lbs. in order to get of steel and freight. Satisfaction guaranteed or money refunded. Reference First Nat'l Bank, 78 sp. R. L. READ & TRINTELL, Glasgow, S. P. A.

Companhia Geral de Servicos Maritimos 9-A, RUA VISCONDE DE ITAIPORANGA, 9-A. Undertakes the discharge and loading of Steamers and Sailing Vessels, Tug-boats, Steaming Launches, Covered and uncovered Lighters always ready of 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 the 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.

HAND BOOK OF RIO DE JANEIRO A SECOND EDITION of this useful guide book is now in course of revision and will be published at the earliest date possible. It will be considerably improved and enlarged. A few good advertisements will be received. For terms and other information apply to the Editor of The Rio News.

MATTE LARANGEIRA PURE LEAVES C. M. L. The best and most generally known brand of Brazilian herba matte.

Herba Matte when, pure, as prepared by the Companhia Matte Larangeira, produces an aromatic and exquisitely palatable drink. The Matte Larangeira gives five infusions, always producing the same agreeable beverage. Factory: RUA DO LAVRADIO, 118 For sale at all the leading warehouses.



**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, 374,  
**RIO DE JANEIRO.**

Ask for  
**"MOUNTAIN DEW"**  
SCOTCH WHISKY



Agents  
CHARLES CULTY & Cie.  
SANTOS

Agents  
A. MENDES & MARQUES  
RIO DE JANEIRO

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

**RUBBER HAND STAMPS**

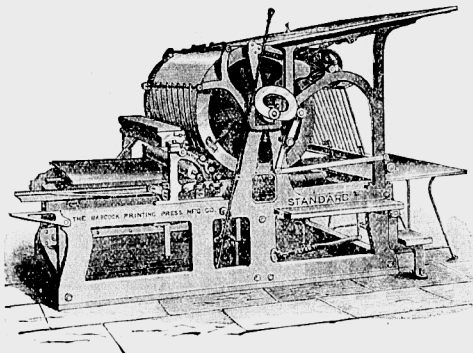
*Metal-Bodied Rubber Type and patent "AIR-CUSHION" STAMPS.*  
**S. T. LONGSTRETH,**  
Office and works: 16, Travessa do Ouvidor, 1st floor.  
N.B. — Special attention given to large stamps (trade-marks) and large type for marking coffee bags.  
**Business Signs Engraved**

**Champagne Piper Heidsieck**  
From the old firm Heidsieck  
ESTABLISHED IN 1785

*Carte Blanche,*  
*Sec.*  
*Brut Extra.*

115 RUA DA QUITANDA 115

**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

**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 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

Bicycles of the day  
**CLEVELAND WESTFIELD**

Sole Agent: JAMES MITCHELL.

57, Rua do Ouvidor,

RIO DE JANEIRO.



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.

**SEA SICKNESS**

23 cases were treated on board s.s. "Ojinda" by Dr. Ernest 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 Manganon says that "during voyages on men of war I have had occasion to use Tincture of Nectandra Amara of Mr. Antero Leivas 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 proprietors who undertake to remit orders by registered post to any part of Brazil, or abroad for the small sum of 2\$300 per box, 12\$900 for 6 and 20\$800 for 12 boxes.

ADDRESS: Joaquim Bueno de Miranda.

**RUA DE S. PEDRO N. 74**

1st floor

Rio de Janeiro. BRAZIL.

**Shipping.**

Geo. R. Penlon. 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
1898		
Apr. 6	Nile	Bahia, Pernambuco, Lisbon, Vigo, Cherbourg and Southampton.
" 17	Danube	Montevideo and Buenos Ayres.

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, Others, and Wordsworth.

The steamer

**"HEVELIUS"**

is intended to sail on the 4th 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.<sup>o</sup> de Março.

For passages and further information apply to the

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

58, Rua 1.<sup>o</sup> de Março

**NORDDUTSCHER 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.

Passenger Rates: 1st. cl. 3rd. cl.

Rio—Antwerp, Bremen..... 500 Marks. 150/000

" — Lisbon..... 475 " 120/000

For further information apply to

**HERM. STOLTZ & Co., Agents,**

Rua da Alfandega, No. 63. Rio de Janeiro.

**PACIFIC STEAM NAVIGATION COMPANY.**

ROYAL MAIL STEAMERS.

**DEPARTURES for LIVERPOOL.**

Oropesa..... April 12th

Liguria..... " 26th

Oreana..... May 10th

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 Bone & Co., L<sup>da</sup>, 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.

RETAIL EVERYWHERE.

**SAUCE.**

**COMMERCIAL PRINTING**

OF EVERY KIND AND DESCRIPTION AT

No. 79 Rua Sete de Setembro

1st floor.

**ST. JACOBS OIL**



**THE GREAT REMEDY FOR PAIN.**

Rheumatism, Neuralgia, Sciatica, Lumbago, Backache, Headache, Toothache, Bone Throat, Swellings, Sprains, Bruises, Burns, Scalds, Frost Bites.

Sold by Druggists and Dealers everywhere. Fifty Cents a Bottle. Directions in 11 Languages.

THE CHARLES A. VOELKER 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

**CRASHLEY & Co.,**

Newsdealers and Booksellers.

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

*The European Mail.*

A large assortment of English novels, American and Tauchnitz Editions, constantly on hand. Views of Rio and neighbourhood.

Orders received for Scientific and other books.

Old Brazilian stamps bought.

Collections of stamps purchased.

Sole agents for Rio de Janeiro of Mellis Food.

Agents for Longstreth's Rubber Stamps.

Atkinson's Perfumery and Peart's Soap.

Vendors of the GENUINE world renowned

Crab Apple Blossoms & Lavender Salts

OF THE CROWN PERFUMERY CO., LONDON.

No. 67, Rua do Ouvidor.

**NEW ZEALAND STORE.**

**COELHO & DIAS.**

Provision Merchants, Shipping Grocers and general dealers.

A large assortment of Christmas goods received by last Royal Mail steamer.

37, Rua do Ouvidor, 37.

RIO DE JANEIRO.

**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, carminative, 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, 2\$300; per half dozen boxes, 12\$600; per dozen boxes 20\$800.

Address of manufacturer: Joaquim Bueno de Miranda, Rua de S. Pedro, N. 74, 1.<sup>o</sup> 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, 1897, 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 288, 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, 9th April.

Freight and parcels received through the Trapiche SILVINO till 8th April.

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.<sup>o</sup> de Marco, 49.

The Steamer

**ITAHY**

will sail for

S. João da Barra

on the 6th April.

Cargo and encomendas at the Trapiche SILVINO.