

# THE RIO NEWS.

PUBLISHED ON THE 5th, 15th AND 24th OF EVERY MONTH.

VOL. IX.

RIO DE JANEIRO, AUGUST 5TH, 1882

NUMBER 22

## OFFICIAL DIRECTORY

AMERICAN LEGATION.—7, Rua Nova das Laranjeiras.  
THOMAS A. OSBORN,  
Minister.  
BRITISH LEGATION.—No. 8, Travessa de D. Manoel.  
EDWIN CORBETT,  
Minister.  
AMERICAN CONSULATE GENERAL.—No. 20, Rua do  
Visconde de Itanema.  
THOMAS ADAMSON,  
Consul General.  
BRITISH CONSULATE GENERAL.—No. 8, Travessa  
de D. Manoel. GEORGE THORNE RICKETTS,  
Consul General.  
AMERICAN NAVAL OFFICE.—No. 5, Rua Fresca.  
D. P. WIGHT, U. S. N.  
Paymaster.

## CHURCH DIRECTORY

ENGLISH CHURCH.—Rua do Evoristo da Veiga. Services  
at 11 o'clock, a. m., every Sunday.  
H. L. BEARDMORE, B. A.  
Acting Chaplain.  
Residence.—135 A, Rua das Laranjeiras.  
PRESBYTERIAN CHURCH.—No. 15, Travessa da Barreira.  
Services in Portuguese at 11 o'clock, a. m., and 7 o'clock,  
p. m., every Sunday; and at 7 o'clock p. m., every  
Thursday.  
METHODIST CHURCH.—English services temporarily at  
the residence of the pastor, No. 41, Rua Santa Chris-  
tina, at 11 a. m., Sundays. Weekly prayers at 7:30 p. m.,  
Wednesdays.  
J. J. RANSOM, Pastor.  
J. L. KENNEDY, Ass't. Pastor.  
Pastor's Rooms in the City,  
No. 45, Rua do Ouvidor, 2nd floor.  
SAILORS MISSION.—163, Rua da Saule; 3rd floor. Ser-  
vices at 11 a. m. every Sunday.  
FRANCIS CURRAN,  
Missionary.  
BRITISH AND FOREIGN BIBLE SOCIETY.—Depot at  
No. 71, Rua Sete de Setembro, Rio de Janeiro.  
JOAO M. G. DOS SANTOS,  
Agent.  
IGREJA EVANGELICA FLUMINENSE.—No. 44, Traves-  
sa das Parilhas. Services in Portuguese at 10 o'clock,  
a. m., and 6 o'clock, p. m., every Sunday; and at 7 o'clock,  
p. m., every Wednesday. Sunday school at 4:30, p. m.

## TRAVELLER'S DIRECTORY

### RAILWAYS.

DOM PEDRO II.—Through Express: Upward, leaves  
Rio at 6 a. m. arriving at Barra Junction at 7:45 a. m., Entre  
Rios (central line) 10:11 a. m., Barbacena 3:45 p. m., Porto  
Novo (branch from Entre Rios) 12 m., Cachoeira (S. Paulo  
branch) 11:45 a. m., São Paulo (P. S. P. & Rio R.) 6 p. m.,  
Downward, leaves São Paulo 6 a. m., Barbacena 8:30 a. m.,  
Porto Novo 12:15 p. m., arriving at Barra 4:11 and Rio 7:12  
p. m. Connects with Valenciana line at Desenzano; Rio  
das Flores line at Commercio, União Mineira line at Ser-  
tania; Oeste de Minas (S. João) (E. R.) line at Sítio;  
Leopoldina line at Porto Novo; Recife e Areas line at  
Santary; and S. Paulo and Rio de Janeiro line at Cachoeira.  
Limited Express: Upward, leaves Rio 7:15 a. m.; arriving  
at Barra 10:26 a. m., Rio Novo (central line) 7:07, Cachoeira  
(S. Paulo branch) 5:28 p. m., Downward, leaves Cachoeira 6:48  
a. m., Rio Novo 5:50 a. m.; arriving at Barra 1:42 and 1:57 p. m.,  
Rio 5:45 p. m. Stops at all stations. Connects with Santa  
Cruz branch at Sapopemba, and Macacos branch at Italem.  
Mixed Trains: Leave Rio at 9:30 a. m., 3:12 and 4:19 p. m.;  
arrive, from Italem 7:15 a. m., from Barra 8:45 a. m., from  
Entre Rios (leaving 6:07 a. m.) at 3:28 p. m.  
Suburban Trains.—Passenger trains leave at 5:00, 6:30,  
7:40, 8:40 and 10:22 a. m., and 1:00, 2:15, 3:30, 4:30, 5:50, 7:30,  
8:30 and 10:00 p. m. all stopping at Cascadura except the 10  
p. m. train, which runs to Sapopemba. Returning, the trains  
leave Sapopemba at 3:30 and Cascadura at 3:50, 6:10, 7:40,  
8:40, 10, and 11:35 a. m., and 2:10, 3:20, 4:30, 5:30, 7, 8:30 and  
9:40 p. m.  
CANTAGALLO R. R.—Leaves Niterohy (Santa Anna)  
7:30 a. m., arriving at Nova Friburgo 1:05 Cordelro 1 hour  
per tramway from Cantagallo 4:25 and Macaco 5:45 p. m.  
Return train leaves Macaco 6:30, Cordelro 7:50 and Nova  
Friburgo 11:10 a. m., arriving at Niterohy 4:35 p. m. A ferry  
boat runs between Rio and Santa Anna, connecting with trains.  
PETROPOLIS STEAMERS and R. R.—Steamers leave  
Tranque Maná at 1 p. m. week days and 11 a. m. Sundays and  
holidays, passengers arriving at Petropolis at 5:30 p. m. week  
days, and 3 p. m. Sundays. Returning, diligence leaves Petro-  
polis at 6 a. m., the boat arriving at Rio at 9:30 a. m.

## LIBRARIES, MUSEUMS, &c

BRITISH SUBSCRIPTION LIBRARY.—Rua do Ovi-  
dor, No. 45, 2nd floor.  
GEORGE BUCKERIDGE,  
Librarian.  
BIBLIOTHECA NACIONAL.—Rua do Passio No. 48.  
BENJAMIN FRANKLIN DE RAMIZ GALVÃO,  
Librarian.  
BIBLIOTHECA FLUMINENSE.—No. 37, Rua do General  
Camara.  
MUSEU NACIONAL.—Praça da Acclamação, cor. Rua da  
Constituição.  
LADISLAO DE SOUZA MELLO E NETTO,  
Director.

## Business Announcements.

**Crashley & Co.,**  
Newsdealers and Booksellers.  
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ican newspapers and periodicals. Agents for  
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May 1st, 1882.  
W. I. Donshea  
Superintendent.

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# THE RIO NEWS

PUBLISHED TRIMONTHLY

on the eve of departure of the American packet, the French packet of the 15th., and Royal Mail packet of the 24th. of the month.

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 table of freights and charters, and a great information necessary to a correct judgment on Brazilian trade.

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SINGLE COPIES: 600 reis; for sale at the office of publication, or at the English Book Store, No. 67 Rua do Ouvidor.

All subscriptions should run with the calendar year. Back numbers supplied at this office from April 1st. 1879. Subscriptions and advertisements received at the

EDITORIAL ROOMS:—79, Rua Sete de Setembro. CITY TELEPHONE ADDRESS:—No. 112.

Agent for the United States and Canada: THE INTERNATIONAL NEWSPAPER AGENCY, New Haven, Conn.

RIO DE JANEIRO, AUGUST 5TH. 1882.

SOMETHING over one year ago and during a visit to the city of São Paulo our attention was drawn to one of the most scandalous and disgusting abuses which has ever come to our notice—the sale of milk from the leper's hospital. We published the abuse, and one or two of the daily journals called attention to our statements—and there the matter ended. As far as we are informed the authorities took no notice of the offense, many people thought it impossible and therefore paid no attention to the charge, others were indifferent, and others, knowing the true inwardness of the whole affair, simply took their own precautions and said nothing about it. The result of this has been that the abuse has continued unchecked, and the city of São Paulo is to-day largely supplied with milk from its leper-house. It certainly seems incredible, but yet this is the naked fact. A few mornings since a friend of ours sought to verify a vague report about this practice by waiting near the hospital gate, and the result was that he caught his own milkman as well as others. He saw this man come out of the hospital enclosure with his box of milk bottles, and then followed him on his round until he arrived at his (our informant's) house, where the customary bottle was deposited in the usual place. The detection was complete and conclusive—too much so in fact, for our friend had not only demonstrated the general truth of the report, but also the unpleasant fact that he himself had been one of the victims. But, it will be asked, why has this gentleman not exposed the abuse? That's just what we are now doing—and for the simple reason that the local journals do not see fit to take it up. Our friend did inform one of the local papers, and its editors denounced the practice as "shameful," and all that, and promised to expose it to the public. As yet, however, this journal has preserved a discreet silence, and for no other apparent reason than that the director of the hospital is a *persona grata*—a man of influence and good family connection. And so the abuse goes on untouched, and the general public still unconsciously drinks milk procured from the leper's hospital and from vessels which have passed through the hands of people whose loathsome disease has made them objects of abhorrence and aversion to the world over! Be it dangerous or not, it is certainly disgusting enough to make it an offense which no half-civilized community can decently overlook. It is loathsome enough to turn the stomach of an ostrich! If now the respectable people of São Paulo are content to submit to this

shameful abuse simply because they dare not offend the director of this hospital, then we have nothing more to say, other than that the milk is quite good enough for them. For those who will not submit, but who have no legal remedy, there remains nothing but rigid inspection and untiring precaution. It is still possible to find good milk, and to protect themselves against fraud they will be justified in flogging every milkman caught dealing at the pest-house. The remedy will undoubtedly be termed a brutality—but yet it is refinement itself beside this shameful traffic. The good sense of the people of São Paulo ought to solve this difficulty without one moment's hesitation—for it is a traffic for which there can not be one single excuse or one word of justification. It is an abuse of which even the thought is repulsive and loathsome. And in concluding, we must beg our Paulista colleagues to bear in mind that their apathy in this matter reflects very little credit upon their independence and public spirit. They have in many another question shown themselves fully alive to the interests of their patrons, the public; we see no reason why they should not do the same now. A little morning picket duty on the roads leading from the hospital will verify the truth of these statements, and consequently the necessity of some energetic measure to put down this disgusting traffic.

We have received a small pamphlet entitled *Onle está a Salvação do Brasil?* with a request that we should notice anything in it which we may consider worthy. That means, we presume, that we are, in a measure, to answer the question. Frankly, we give it up! If there is any convenient salvation for Brazil, we do not just at this moment know where to lay hands on it. There of course have been a great many suggestions offered on this matter from the day when Dom Pedro I surprised the solitary plain of Ypiranga with the conundrum "*independência ou morte*," down to the present when Dr. Ferreira Vianna is vainly propounding the other, "*ser ou não ser!*" And during all this time it has been one gigantic puzzle. After briefly exhibiting—as is so frequently done—the immensity, and grandeur, and boundless fertility of Brazil, our pamphleteer arrives at the final conclusion that "this country reunites in itself all the natural conditions for becoming the first nation on the American continent." If that is really so, and if we accept it as the main premise in this question, then the unavoidable conclusion is that the one thing lacking is the artificial or accidental condition—man. This, we fear, is not exactly the conclusion which our author has in mind. But what other can we draw? We are told that Brazil has all the natural conditions for becoming the first nation on this continent, but as she has not yet attained that position the inevitable conclusion is that the active or developing power—man—is still lacking. That this is partially admitted, but in a different sense, is shown by the "principal factors" given, upon which the salvation of Brazil is believed to depend, viz: 1, spontaneous immigration; 2, popular education; 3, hygiene. It is evident from his brief discussion of these three topics that our author has in mind *quantity*, rather than *quality*. In the matter of population there are several countries now known which with a population one-tenth of that of Brazil actually produce a greater annual aggregate and enjoy far more of the comforts and conveniences of life along with it. As far as we can see there isn't a particle of salvation in a dense population of idle men. Brazil now has, let us say, ten millions of people, a population which is certainly large enough to make so fertile a country very productive and rich. But they don't do it! Manual

labor is considered a servile occupation, and therefore Brazil fails to assume the position to which she is entitled. Instead of more people, it occurs to us that more work is probably one of the desired means of salvation. As to education, while that is certainly a great desideratum in all countries and among all peoples, we fear that that also is just a little too previous in the list. Men must have a right conception of life to start with, and that is a part of the home education rather than that of text-books. Brazil is really overflowing with doctors—so much so, in fact, that Paris is now supporting some hundreds of them. The training which this class receives is that hard manual labor is degrading and that society owes them a living outside of it. Give men the right status in society and popular education will spring up of itself. And as to hygiene—that goes for granted! A breath of fresh, untainted air, a good piece of Minas beef unknown to Santa Cruz and municipal regulations, plenty of home-grown vegetables from the mountain neighborhoods, a handy bit of soap, loose boots, and plenty of healthful exercise—yes, that is salvation. We don't believe much in Dr. Pereira Rego's "disinfectant No. 10," nor in medical commissions, nor in Copacabana tunnels to let the sea air through. Cleanliness in dress, habits and conversation, a little less tobacco, a little less hat, a little less coat, a little more boot, a little more food, and just a little less cultivation of the immoralities and vices of life, are all important factors in this hygienic salvation of the country. It isn't a subject on which one can write a book or make a learned oration, but it is a homely fact which our friend, the author of *Onle está a Salvação do Brasil?* will do well to consider.

The patriotic impulse of the good people of São Paulo to erect a monument on the plains of Ypiranga in commemoration of the declaration of Brazilian independence, seems to have entered a perfect labyrinth of difficulties. The chosen instrument for effecting this purpose is that great national institution, the lottery, through whose agency a monument was to be erected second to none in the world. And with it hundreds of people were to be made rich and happy, and thousands more were to have the proud satisfaction of having invested their little savings in a great national memorial. The first drawing, which took place early last year, gathered in some 5,000,000\$ of the available currency of the country, and shut it up for months along with designs for an imposing structure of marble, a public park, and a great national avenue leading from the monument direct to the city of São Paulo. For a time all business was at a stand-still, and the public waited with bated breath. Then the crash came—wealth to a score or so, disappointment to thousands, and a goodly sum for the great monument. During all this time, however, there were some critical spirits who felt that something more than a marble structure in a public garden was necessary to commemorate this great event. Nothing short of a great university would fill that bill. So the provincial assembly was asked to authorize the change of plan, and the project developed into another and more beautiful form. The public garden was retained as a part of the plan, and so was the tree-lined, parallel-pipedon-paved avenue; but the great memorial was cut down to a simple commemorative shaft. Beside it, however, a stately plaster-faced edifice, with granite trimmings, was to spring into being, from whose portals was to go forth that greatest civilizing agent in any free country—universal education. Just then, by a strange freak of fortune, an imperial minister who wished to connect his name with some great and imperishable

institution—other than the founding of a great family—also conceived the idea of a national university. And with it, in order to enlarge its proportions and its universality, it was proposed that all the important law, medical, and engineering schools of the country, together with leading libraries and scientific institutions, should be made subordinate departments to it. The first whisper of this great scheme, backed by a name which is now a household word in every province of the empire, was a death blow to the cherished hopes of Ypiranga. It seemed as though the thrilling words of Dom Pedro I, "*Independência ou Morte!*" were to be left unrecorded on the one only spot where they were spoken. To be sure they will still live in the hearts of Brazilian orators, and will be the theme of many a 7th of September discourse—but this does not meet the need of the hour. Ypiranga should be the Mecca of all devout patriots, and São Paulo the Athens of Brazil. An imperial rival so near as Rio de Janeiro, to which the São Paulo law school should be subject, is fatal however to such an aspiration as this. Up to the present moment two lottery drawings have been held and their patriotic results, amounting to considerably more than a thousand contos, have been placed to the credit of the monument. But what monument? The provincial assembly has changed the scheme from the original design to that of an university—and the commission has no power to expend the money on anything else; and the university is now impracticable because the imperial government is proposing to create one of its own? How, therefore, is the money to be spent? In course of time another drawing will work its patriotic will throughout the country, and the memorial fund of a grateful people will reach the goodly sum of two thousand contos. Marble is growing scarce and dear as time goes on, and universities are springing up like municipal halls all over the world. The golden opportunity is passing away, and with it the patriotic impulse which has set the "wheel of fortune" in motion. We trust that something will soon be decided to solve this serious embarrassment of our São Paulo friends, and to turn adroit this rapidly augmenting donation of the patriotic Ypiranga lottery.

## BRITISH SLAVE-HOLDING.

Our American contemporary the *Rio News* has felt strongly exercised over the enormity of the sin committed by the Gladstone government in not ordering prosecutions of British subjects for an atrocious crime in holding slaves in Brazil, and we are convinced that the Government of Her Britannic Majesty will quake with fear, if not with remorse, about the 17th of the current month, should the British Minister not have already overwhelmed them with the direful news.

Unfortunately for our indignant contemporary, it has been drawing its longbow at the moon, being evidently ignorant of what no doubt the law advisers of the British Government have informed the British premier, that under certain circumstances British companies and individuals can still legally hold, receive and even sell slaves, as will be seen by the following extract from the Act of 1843:

"Provided always, and be it enacted, that in all the cases in which the holding or taking of slaves shall not be prohibited by this or any other Act of Parliament, it shall be lawful to sell or transfer such slaves, anything in this or in any other Act of Parliament notwithstanding.

"Provided always, and be it enacted, that nothing in this Act contained, shall be taken to subject to any forfeiture, punishment or penalty any person transferring or receiving any share in any Joint Stock Company established before the passing of this Act in respect of any slave or slaves in the possession of such Company before such time, or for selling any slave or slaves which were lawfully in his possession at the time of passing this Act, or which such persons shall or may have become possessed or entitled unto *bona fide* prior to such sale by inheritance, devise, bequest, marriage or otherwise by operation of law."

English are not the only foreigners whom residence or industrial relations have connected with the domestic institution of Brazil, but apparently

the American organ is anxious to make of the British a vicarious sacrifice upon the altar of its blatant philanthropy, and has therefore not a word of reproach for the numerous slaveholding Americans of S. Paulo, the Rio Doce and elsewhere in Brazil who have purchased their slaves since the abolition of slavery in the United States. —*Anglo-Brazilian Times*, August 1.

If anything further were needed to condemn the reported position assumed by the British government with reference to the holding of slaves by British subjects, or to expose the weakness of the defense advanced by those who have continued to hold slaves in defiance of law and the humane instincts of the English people, the foregoing contribution to the editorial columns of the *Anglo-Brazilian Times* is all that could reasonably be desired. If there is one English lawyer or one intelligent Englishman who accepts the foregoing as a satisfactory warrant and justification of British slave-holding to-day, we want to know his name. It is purely a waste of effort for our contemporary to call upon national prejudices in this matter, for it can not be done. American though we may be, we are English by descent, language, literature, laws, traditions, impulses, everything. We are of that great English people from whom have sprung so large a part of the liberal institutions of to-day. We are of that people who have ever fought stubbornly for personal rights and liberties. And we are of that same people who first espoused the cause of the unhappy slave, and who have for years expended both blood and money to secure his freedom. It is not for men who turn their backs upon these great national sacrifices, to sneer at us as Americans. It is not for men who own slaves in express violation of British law, and who are fettering upon the accursed traffic in defiance of every sense of honor and honesty, to talk to us about partiality. The men who could conspire against the dearest rights of two or three hundred blacks in order to reap the profits of their illegal enslavement, and then excuse the crime on the score of philanthropic interest in their welfare, are not the men to sneer at what they are pleased to term "blatant philanthropy." For those who are capable of committing acts such as this, and for those who have lost so much of Anglo-Saxon honor and manhood as to defend them, there is no hearing before honorable men, and no justification which will shield them from universal contempt and scorn. American though we may be, we are yet of that Anglo-Saxon blood which has learned to place human rights and national honor above the sordid greed of individuals or corporations.

As to the provisions of the act of 1843, above quoted, in what sense can they be used to justify any act of British slave-holding to-day? Is it to be presumed that the British abolitionists who enacted the prohibitory law of 1843, contemplated the grant of a perpetual right to hold slaves to those who happened to own slaves at that time? Is it to be presumed that a sweeping prohibitory act of nearly forty years ago—more than the average period of life—provided exceptions more powerful than itself which should permit certain corporations and individuals to hold slaves and profit from their labor, to buy and sell slave property—in fact to carry on the business of slave-holding just as though the act of prohibition never were framed? And even supposing that it permitted the then slave-holder to retain the slaves then in his possession, does that include the right to hold in slavery the children of these slaves, and their descendants through all time? Does the exception above quoted, which was framed to cover the rights and liabilities of a certain class of persons to whom slaves might come by act of others or who might be interested in them as stock-holders—

does this exception mean that slavery was thereafter legalized to such persons? In the cases specified, it would be clearly unjust to inflict the penalty upon a British subject to whom a slave man and woman might fall by inheritance, or otherwise; but will anyone say that the children of this slave pair are the legal slaves of this British subject, and that he can continue to raise slaves and profit by their enforced labor without violating the general provisions of the act? This whole defense is so absurd and so illogical, that we wonder how any intelligent man can advance it. Certainly no man would resort to such a defense except in cases of blind desperation, or of deliberate chicanery. There can be no English law which will make an act illegal and wrong for one man, and legal and right for another. Either slave-holding is right, or it is wrong—and English humanity has pronounced it wrong. Either British slave-holding is forbidden, or is not—and the act of 1843 expressly forbids it.

As to American slave-holding in Brazil, we have no excuse to make. As there is no law affecting the ownership of slaves by Americans residing abroad, there is no remedy whatever for the evil, and even if there were it can in no sense be an excuse for British slave-holders. We shall not hesitate to denounce American slave-holding whenever an occasion arises, and we shall speak even more plainly than we are now doing. It should be remembered however, that, with one or two exceptions, the Americans who hold slaves in Brazil were slave-holders at home, and are doing what they have been educated to believe right; while in the case of British subjects there is not even this poor justification.

#### THINGS NOT GENERALLY KNOWN.

*The names of Hiram and Solomon were the first to navigate the waters of the Amazon!*

So says Barão de Tefé, and if he is not an authority we should just like to know who is! Does any profane scoffer ask, Who is Barão de Tefé? He is no less a personage than the director-general of the hydrographic department of the Brazilian naval service, the director of the ex-projected naval expedition to observe the transit of Venus, ex-director of various hydrographic surveys, *relator* of an important report on aerial navigation, a member of various important scientific corporations, and a valued authority on many subjects outside of his special profession. This gentleman has just concluded a series of remarkable lectures on the earliest navigators of the Amazon, and the following extracts—which we reproduce for the benefit of our "paleontological, archaeological, philological, and paleographical" readers—are a few of the crumbs preserved by the *Cruzeiro* from this intellectual feast:

After asserting that he had not advanced one single theory which was not based on thoroughly reliable documents, the lecturer resumed his subject at the navigation of the Amazon by the Phenicians. He was decidedly of opinion that this question (which he was fully aware was contested by some) had not been properly settled, and he would like to see it taken up by others. By paleontology, archaeology, philology and paleography (saints preserve us!) he had proved in his preceding lecture where prehistoric man was to be found, and he insisted that this question ought to be thoroughly discussed. Besides, it was an accepted fact that Solomon had sought the aid of Hiram, King of Tyre, in Phœnicia, in the building of his temple. The lecturer then, after showing the position of Hiram's territory, went on to trace where his ships must have passed (the italics are ours) to bring the sought for aid to Solomon; and from this, by a series of scientific inferences, he proceeded to prove the probability of the Phenicians having navigated the Amazon. After discussing Solomon's voyages at considerable length, the lecturer deduced various arguments and cited various facts, among others the incident of Jonah, who embarked at Tarshish! In reply to a gentleman who was well up in Hebrew, and who had raised some points of etymology, the lecturer stated that

the real etymology of Tarshish was *tari*, to discover, *chicht*, gold dust. And then, returning to the rivers Madeira, Mamoré and their tributaries, he proved triumphantly by various arguments *where Solomon went to fetch gold dust!* As a further proof he mentioned the tribe of female warriors known by the name of—*Anzonas*; and in corroboration he cited various customs, notably circumcision, practiced by the indigenous tribes.

There! it is a comfort to have had that point set at rest any way! We don't mind confessing now that up to reading the foregoing we had thought that Tarshish was in quite another direction; but we had been misled by the "ivory and peacocks" being included in the cargo with the "gold and silver and apes" (I Kings x, 22). However, a Hebrew gentleman whom we have consulted, tells us that the word "ivory" is now admitted by all the best authorities to be an interpolation, while "peacocks" is "parrots" in the original. This amended reading, coupled with the flood of light poured upon the subject by the learned Baron's researches, clearly identifies Brazil with ancient Tarshish, and while we boldly avow our conversion to his views we humbly beg to place the foregoing results of our own researches at his disposal against the next time that he lectures on this abstruse and neglected subject.

#### RIVER PLATE ITEMS.

From the *Buenos Aires Herald*, of July 14.

—Diplomatic relations have been suspended between the government of Uruguay and those of Italy and Spain.

—Another cargo of 420 tons of coal from Sandy Point arrived to-day (July 11) consigned to Messrs. Somosa & Co.

—The *Liebig saladero* will close its *faena* this month. The number of animals killed will amount to 170,000 head.

—The national Congress is inundated with petitions for pensions on every imaginable plan. Some of them are specimens of the most unadmitted cheek.

—Two editors tried to cut each other's throats on Wednesday at a *quinta* near Flores over some grievance or other, and one of them came very near being shot. Is our civilization a failure? (We guess it is, colleague!)

—The department of engineers is to receive the sum of \$50,000 mps to buy posts etc., with which to surround what is to be the new city "La Plata," or what will be pointed out by future generations as what was to be it.

—The Buenos Aires Gas Company has sent in to the president of municipality an account for \$6,800 for gas consumed on the nights of the 8th and 9th of July last in celebration of the national independence.

—The post-office of the capital has delivered, during last month, in the city alone, 117,236 letters and 68,156 periodicals. This gives an idea of the commercial movement of the capital and of the good management of the post-office.

—A well-known *herraquero* of this city, just arrived from the Uruguay, reports everything up there all serene, camps looking well, sheep in very fair condition, and everything on both sides of the river looking prosperous.

—We hear that Messrs. Clark's attempt in London to place the shares of the Transandine railway has completely failed. Although this was already known to a few, yet the matter appears now to have become of public interest.

—We see that in a conference of national ministers held last night (July 13) in order to take into consideration the establishing of mortgage banks in the provinces, it was decided that the project was unconstitutional and that the governors of Buenos Aires, Entre Rios, Santa Fé and Santiago del Estero, are to be brought back from the error of their ways.

—The national finance minister, Dr. Romero, signed to-day drafts to the value of 500,000 francs, as the last unpaid portion of the coupon amounting to £270,000 on the loan which comes due on September next, the liquidation of which is in the hands of Messrs. Baring Bros. There is nothing like punctuality, doctor, to please the "inglees," whether it be in the satisfying the requirements of a nation or a tailor's bill.

—The railway from Mercedes (San Luis) a distance of 535 kilometres, was commenced last Sunday with suitable formalities. The first section of this line will go as far as the Lujan river over which a temporary bridge is to be thrown. There are now 86 laborers at work on the ground.

—The United States gunboat *Marion* is under orders to proceed to the United States early in September.

—Sr. Don Javier Arrufo has just purchased from the government 100 leagues of public lands in the province of Santa Fé, at the rate of \$6,800 per league, and paying the government 40,000 patacons on account. Such transactions can hardly be of any advantage to the government, and they certainly turn these public lands to a purpose which is very different from that to which they ought to be applied.

—Owing to the fact that the juries of the Exhibition have not got through their work yet, it is probable that the closing will be postponed for another month. It is a pity that the 'clat' with which this final act might have been effected has been so sadly marred by the small dealing connected with the lottery that was so injudiciously holden in connection with the affair.

—The police commissaries of Concordia have been mentioned on several occasions as possessing a sense of justice strongly avowing of that felt by Judge Lynch of illustrious memory. We have just been informed on good authority that a notorious assassin who succeeded in evading the law has been found and summarily shot by a commissary and two policemen; and that the whole of that department acknowledges the righteousness of the deed.

—The provincial government has directed M. Bonifé the director of the Naval School, to be paid the sum of 1,500 frs., to cover the expenses of Lieutenant Perrin, of the French navy, who comes to direct the observations of the passage of Venus. Our government has a most original faculty for doing things of this kind and it already merits the credit of being one of the largest importers of foreign lieutenants in the world. *Buen provecho!*

—Dates from London to June 16th report the following: We have received the prospectus of the North-Western of Uruguay Railway Company, Limited, which has been incorporated for the purpose of acquiring and completing the railway and taking over the property of the North-Western Railway of Montevideo Company, Limited. The capital of the company is £1,410,000, and the present issue is £340,000 of six per cent. Debentures, being part of an authorized issue of £400,000. The security for the debentures will be a first charge on the line and the deposit in the hands of trustees of \$1,800,000 of Uruguayan government bonds of the internal debt.

—There is great indignation expressed by some of the exhibitors at our grand Exhibition at the summary manner in which the national government appears by the prolongation of the time of closing, to treat them. They naturally say we have made great sacrifices to assist in this national undertaking and now that diplomas and awards have been made and the affair virtually ended we are unable to dispose of our goods to buyers who are actually waiting for them. As there can be no possible further competition we should deem it advisable on the part of the government to allow all those to take away their goods who may so desire, notwithstanding the *reglamento* to the contrary.

—Favorable as are the circumstances under which many of our railways are built, there can hardly be any more brilliant prospect in store for any of them, than that which is reserved for the projected Chaco railway, every obstacle in the way of the realization of which we hope soon to see removed. The government must have realized long since, that the task of defending the vast territory of the Chaco from the constant raids and incursions of the Indians by military force is an utterly hopeless one, unless it were possible to keep continually there an army larger than the present standing army of the republic. On the other hand, the system of colonization that would immediately come into operation, simultaneously with the commencement of the construction of the said railway, and the thriving centres of life and industry that would be scattered over the desert, making it glad with the voice of civilization, would tend more efficaciously to subdue the Indian and to bring him under control than any army, however large, could hope to do. These are projects presented at times to the government, which, while; the sanctioning of them does not necessitate any sacrifice, do not offer any very tangible advantages, and are consequently regarded with more or less indifference, but this is one which, in return for a merely nominal guarantee, offers advantages of so positive nature in return that it would pay the government even to purchase them at a high price. It is to be hoped that Congress will not be blind to what we would set forth on this subject, and that it may sanction the construction of the Chaco railway in accordance with the wishes of the projectors, and without any unnecessary delay.

## PROVINCIAL NOTES

—The Cape S. Thomé light house was inaugurated on the 29th ult.

—The Minas Geraes police force is to be armed with the Comblain rifle, of the pattern used in the army.

—A new journal was started in São Paulo on the 1st inst. under the title of *O Ypiranga*. It is to be liberal in politics and is designed to succeed the *Diário da Manhã*, whose effects it purchases.

—The 145th anniversary of the founding of the city of Rio Grande occurred on the 17th ult. From the present apathy respecting the bar it is improbable that the city will care to record many more of these anniversaries.

—On the 12th ult. a resident of Jahu, São Paulo, named Carlos Leibeis, was shot and gravely wounded by some person unknown. His death followed on the 17th. All the inquiries thus far made go to prove the assassin to be none other than Leibeis' own son, who has disappeared.

—The state of society at S. Simão, São Paulo, is reported to be greatly disturbed. The *Provincia* is informed that some thirty notorious criminals reside there openly, and are the causes of constant trouble. We trust the *Globo* will advise a little wholesome "lynch law" for this one occasion.

—According to the *Oeste de Minas* of the 19th ult. there have been 777 voluntary manumissions of slaves in that province since the promulgation of the emancipation law of 1871. This total is exclusive of the 400 slaves liberated by the will of the Condessa do Rio Novo, who recently died in London.

—A ghoulish fellow wandered into the cemetery at Rio Claro, São Paulo, on the night of the 16th ult. and stole three little marble angels. It is to be hoped that the authorities will be lenient with the poor fellow, for a man who has arrived at the desperate alternative of carrying off one of these images is deserving of public commiseration.

—The municipality of Campinas is known as one of the most fertile in the province of São Paulo, and yet during the week ending June 22 there were imported for the consumption of its inhabitants 6,054 kilos of Indian corn, 11,176 kilos of beans, 5,729 kilos of farinha, and 187 kilos of rice. An agricultural country dependent upon importation for its food supply is an economic anomaly.

—The *Gazeta*, of Uberaba, Minas Geraes, of the 16th ult., relates that on the 3rd a party of women forced their way into the parish church of Garimpo das Alagoas, where a military board was sitting, and tore up not only all the conscription lists, but all the papers employed in the military registry. They then quietly withdrew, leaving the astonished board to consider this new perplexity in official life.

—The *Provincia*, of São Paulo, of the 23rd ult., calls attention to the circumstance that the provincial treasury had suspended the payment of June salaries to public officials on the plea of preparing the books for the current year. The public employes, however, do not fully appreciate the excuse, and are inquiring why the books of the year can not be prepared after last year's obligations are paid.

—A provincial colleague has discovered a prophecy of the future in the circumstance that the twenty provinces of Brazil contain each one letter with which to compose the words "*A República Brasileira*." This, however, is done at the expense of the *município neutro* which just now dominates the rest of the country, and from which quite enough letters can be drawn to offset the prophecy with the word "*Imperio*."

—According to a telegram received in this city on the 28th ult. two engineers named Lebon and Praxedeis Rabello Bastos had been attacked by a gang of five highwaymen at a place called Barra Preto, near Caranahy, Minas, and Lebon was killed. The two engineers were employed on the Dom Pedro II railway prolongation, and were carrying money to pay the laborers. The robbers failed to secure the money, however, because of the arrival of assistance.

—During some days past the city of São Paulo has been in a state of high excitement over the discovery of a subterranean gallery on the 21st ult. by the water works company while making excavations in the Largo da Liberdade. In places the gallery was about one and a half meters in height, while in others it was barely one third of that. One or two old coins, some bricks, tiles, an old pipe, and various other objects were discovered. By some it was thought—as is always the case—that the gallery was made by the Jesuits, and by others that it was the work of some mysterious Englishmen many years ago who were suspected of having something to do with counterfeit money. After many such conjectures and further examination of the gallery it transpires that the tunnel was constructed to convey water from an old tank to a *Adara* formerly occupied by the royal governors in colonial times.

—Late advices from the south state that the Rio Paraná has greatly increased in volume.

—The June customs receipts at Pelotas, Rio Grande do Sul, amounted to 19,195\$85.

—A man recently died at Porto Alegre, Rio Grande do Sul, from injuries received in a bull fight.

—The city of Pará is still in trouble about its supply of fresh meat, and is appealing to the president and legislature of the province for help.

—Up to latest reports the sum of 25,000\$ has been subscribed for the rebuilding of the parish church recently destroyed by fire at S. João da Barra.

—The president of Rio Grande do Sul has chosen the 17th of September for the election of a deputy in the 3rd district to fill the vacancy occasioned by the choice of Dr. Henrique d'Avila as senator.

—The postal receipts of the province of Pará amounted to 130,051\$440 in 1881-82 against 58,253\$770 in 1880-81. For the same years the expenditures were 108,436\$980, against 49,333\$351.

—An assassination occurred at near Taubaty, São Paulo, on the 20th ult., a man named Antonio Raymundo Machado being killed by Leonardo Tertuliano de Campos. The police have taken the affair into consideration.

—According to the *Gazeta de Angra*, of Angra dos Reis, of the 16th ult., a large whale was killed on the Gratahú beach near that place, by some fishermen a few days before. The length of the fish is given as 40½ feet, and its body was left upon the beach simply as an object of curiosity.

—A poor old woman, eighty years of age, was murdered at a place known as Kochina, municipality of Jundiahy, São Paulo, on the 26th ult. A German who had been seen to leave the house, was afterwards captured, when he confessed his guilt. His excuse for the crime was that the woman had slandered him.

—The *Jornal do Recife* of the 26th ult. relates the crime of a slave holder and his overseer at Escada, Pernambuco, on the 20th ult., by which one slave was killed and another gravely injured. The poor captives were whipped, ironed, and burned, until they were one mass of wounds. Their condition was most pitiable. And yet the *slave is private property*, say some men, and they must therefore be left entirely alone to the tender mercies of their owners!

—The *Liberal Mineiro*, of Ouro Preto, Minas Geraes, of the 27 ult., calls local attention to the cruel treatment of animals in the slaughter house of that city. It is charged that cattle have been kept shut up eight days without either food or water, and that when killed they were so poor and weak that they could hardly stand alone. Besides the barbarity of these acts, it would seem that public health demands a rigid investigation into these charges.

—A riot occurred at S. Fidelis, province of Rio de Janeiro, on the evening of the 25th ult., owing to the arrest and imprisonment of the *juiz municipal*, Dr. Cesar de Andrade, by the police. Some two hundred people armed with guns, knives, clubs, etc., surrounded the jail and compelled the police subdelegado to set his prisoner at liberty, after which the mob organized a procession with a band of music and fireworks. The affair has caused considerable sensation.

—A band of robbers assaulted the residence of a widow lady on the Quarahy frontier, Rio Grande do Sul, on the night of the 3rd ult. Two soldiers were quartered in the house, but failed to offer any resistance. The mistress of the estate, D. Claudiana Rodrigues da Silva, and a guest, secured the doors and did what they could to defend themselves. The robbers finally broke down the door and forced their way into the house. They carried away some 60,000\$ in money and 3,000\$ in valuables.

—The Pernambuco provincial budget for the current year makes the following appropriations:

Provincial assembly.....	91,533\$965
President's office.....	77,149 542
Public instruction.....	958,153 946
Industrial subsidies.....	69,900 000
Public works, less increase in salaries.....	1,576,064 300
Public order.....	609,858 000
Public illumination.....	259,257 984
Charitable relief.....	320,795 500
Revenue collection and audit	347,079 000
Pensions, etc.....	131,990 000
Interest on funded debt.....	280,048 825
Debts unpaid of past years	201,638 325
Printing accounts.....	40,478 500
Public worship.....	59,200 000
Fire company.....	25,000 000
Eventual expenses.....	7,000 000
	5,144,967 877
Appropriations for past year.....	3,768,187\$857
Increase.....	1,376,780\$020

—The *Diário da Manhã*, of São Paulo, has suspended publication.

—The steamer *Glenarmon*, from New York, arrived at Pernambuco on the 22nd ult.

—The Minas Geraes provincial assembly was opened on the 29th ult.

—São Paulo was visited by a fall storm on the evening of the 29th ult., but with no special damage so far as we are informed.

—The new liberal organ in São Paulo, *O Ypiranga*, has secured the contract for publishing the official acts of the government of that province.

—A shipment of 2,300 kilos of quinia and 138 kilos of sassafras was recently made from Santos. They were sent to Naples, and are the beginning of two new industries for the province of São Paulo.

—Dr. Avellaneda, ex-president of the Argentine Republic, arrived in this port on the French packet *Séngal*, on the 30th ult. Our Argentine exchanges state that Dr. Avellaneda's visit is purely of a private character, and has no political significance whatever.

—The *Contemporaneo*, of Campos, notes the arrival there of a man, arrested for brutal treatment toward his own daughter, a girl of some 13 or 14 years. The brute is accused of having chained the girl to a post and then whipped her every day during a period of four months.

—An American steam tug, the *Plover*, en route to San Francisco, California, from Philadelphia, called at this port on the 31st ult. for coal. The *Plover* is a staunch little vessel of 160 tons, and is showing good speed in her around-the-Horn trip. She made the distance between Pernambuco and Rio in five days.

—We have received the initial numbers of *O Ypiranga*, a new daily inaugurated in São Paulo on the 1st inst. The *Ypiranga*, is the successor of the *Diário da Manhã*, whose material, make-up, and prices have been assumed by the new enterprise. The *Ypiranga* starts out well, and has our best wishes for its success.

—A murder in the penal colony of Fernando de Noronha occurred on the 21st ult., a convict named Ventania stabbing and killing his comrade, Emiliano. Ventania was first sent to Fernando for seven years for a homicide, and this is his second murder during his residence there. For the first his sentence was extended to twenty years, and now it will probably be made perpetual.

—A personal encounter occurred in Piauly the other day because one Dr. called another an "idiot." The latter felt this to be a reflection on his "education," so he struck his antagonist in the face. The blow was followed by a cut with a whip. On the following day the two doctors met again, the one using a whip and the other a revolver. One of them is now trying to get well, but with slight chances of success.

—An Escada correspondent of the *Jornal do Recife*, Pernambuco, relates that on the 16th ult., in the early evening, the body of a dead man, carried in a hammock, was brought into the town and taken to the cemetery for burial. A woman accompanied the remains, and stated that the deceased was a free man and was her husband. She then left town. Later in the evening a report was circulated to the effect that the dead man was a slave who had been whipped to death. The police authorities then put the cemetery under guard, and on the following day the body was disinterred before witnesses. The scene which then followed is described as most horrible and revolting. The back of the unhappy man—a slave—was lacerated from the neck to the thighs, and was one horrible sore. His neck showed several holes made by the iron collar, and his body bore the marks of other most inhuman cruelties. The poor wretch had died a terrible death, the victim of cruelties and tortures which none but savages could have perpetrated. And this is that purely "domestic institution" about whose preservation and good name there is so much anxiety!

In an official note of June 8, the Mexican minister at Washington informs the American secretary of state that the Mexican Congress has abolished the export duty on silver coin and bullion, the abolition to take effect on the first of November next. This measure, it is believed, will conduce greatly to the development of the mining industries of Mexico.

The situation of the cotton crop in the United States as it existed at the middle of June was a decrease of about 3 per cent as compared with last year in the acreage in the whole 173 cotton producing counties of the southern states. The outlook was unpromising, and nothing pointed to an ultimately large yield, as the weather has been extremely unfavorable. To attain the result of a crop any thing like as large as the 1880-81 one would require exceptional, fine weather for the remainder of the season, for a great deal has to be accomplished to compensate for the disadvantage of a bad start.

## RAILROAD NOTES

—The D. Pedro II line obtained a gold medal at the Buenos Aires exposition.

—Traffic service was inaugurated on the Penha branch of the Mogyana railway on the 30th ult.

—The completion of the Mogyana line to S. Simão, S. Paulo, was signaled by the entrance of a locomotive into that place on the 29th ult.

—The June receipts of the "Recife ao Limoeiro" railway amounted to 12,627\$810, and the expenditures to 17,446\$500, leaving a deficit of 4,818\$670.

—The June receipts of the "Recife ao S. Francisco" railway amounted to 54,121\$426, and the expenditures to 103,302\$666, leaving a deficit of 49,181\$540.

—The *Mercantil*, of Petropolis, says that the first Riggenbach locomotive of the Principe do Grão Pará railway has been mounted and tried over 500 meters of completed road.

—The minister of agriculture has declared the call for proposals, recently closed, for the construction of the Sabará extension of the Dom Pedro II line, to be without effect. A new call will shortly be issued.

—During the half year ending June 30 the receipts of the S. Leopoldo railway, of Rio Grande do Sul, amounted to 56,104\$010, and the expenditures to 62,193\$420, leaving a deficit of 5,999\$410.

—Two proposals for the extension of the Sorocabana railway to Itapetinga, São Paulo, were opened on the 24th ult., one signed by Fernando Antonio de Mello and the other by Luiz Teixeira Bittencourt Sobrinho.

—A further subscription of £350,000 in debentures of the Rio and Minas railway was opened in London on the 24th ult. The debentures were placed at £104 with 6 per cent. interest and 1 per cent. amortization. The subscription completes the capital in guaranteed debentures, the total amount being £866,875.

—The Chamber of Deputies has adopted an amendment to the budget authorizing the construction of a branch of the Dom Pedro II line to Ouro Preto, the capital of Minas Geraes. The road will cost thousands of contos, and will benefit a few contractors, some dozens of office-holders, a few travelers and a hundred or so of shop-keepers.

—Proposals for the construction of the prolongation of the D. Pedro II line between Itaboraí and Sabará, Minas Geraes, were opened on the 25th ult. Owing to a neglect to advertise, only a few were aware that proposals had been called for, consequently the competition was simply a farce. As it is a government job, however, the manner of effecting it occasions no surprise.

—The provincial government of Rio de Janeiro has accepted the proposal of Manoel Gomes de Oliveira for the purchase of the Cantagallo railway and the construction of its projected extensions. The amount to be paid for the road is 10,000,000\$, and the total capital authorized for the road and its extensions is 20,000,000\$, upon which the province guarantees 6 per cent. The two principal extensions are those of the main line to a junction with the Leopoldina line and of the Rio Bonito branch to Macaé. The road is to revert to the province at the end of 70 years.

—The completion of track-laying on the extension of the Mogyana railway from Casa Branca to S. Simão, São Paulo, occurred on the 29th ult. This extension of the Mogyana line has a length of 86 kilometers. The work of construction was begun by the contractors, Messrs Sampson & Brunton, in December, 1880. The first section of 22 kilometers was delivered and opened to traffic November 1st, 1881, the second section of 32 kilometers—not yet opened to traffic—was finished and delivered early in June last, and now the third section of 32 kilometers, in less than twenty months from the inauguration of work, is completed and will be ready for regular traffic by the 15th inst. The second section includes some 12 kilometers of very heavy work in crossing the Serra Arrependido, there having been considerable rock cuttings and heavy embankments. The exceptional rains of the last season delayed the works for a long period and occasioned considerable damage. This new extension of the Mogyana opens up one of the most fertile regions of São Paulo, and will unquestionably command a very profitable traffic.

The secretary of the treasury has transmitted to Congress the report of the director of the mint upon the product of gold and silver in the United States in 1881. Total product of gold for the year, \$34,700,000, and of silver, \$43,000,000. Colorado takes first place among the producing states, with a yield of more than \$20,000,000; California follows with a yield of nearly \$19,000,000 and Nevada, which at one time ranked first, is now third, with a product of less than \$9,000,000.

RIVER PLATE ITEMS.

From the Buenos Aires Herald of July 23.

Sunday the 6th of August is the day fixed for the laying of the foundation stone of the new city of La Plata.

The shipments of jerked beef during the last fortnight were 336,000 quintals for Brazil and 21,000 for Cuba.

The provincial legislature is in session, but, like Congress, is doing nothing. A ridiculous proposition has been introduced to prohibit sheep-farming within 60 miles of this city. It will not pass.

The taxation on articles of consumption, especially on meat and marketing, is such as to make cheap food impossible. The public ought to rise in their might and strike this down, and every man who upholds the wicked system.

On July 9th, at Mercedes, was turned the first soil of the Andine railway, and, strange enough, a brief item served to record an event which is destined to work wonders in the country, being to us what the Great Pacific railway was to the United States.

The Exhibition will close to-day, the 23rd. Its last days have been clouded by scandal in tampering with the award of prizes, the drawings of lotteries, and organic inefficiency, and the public will find relief in having it out of sight. The only redeeming feature in it all has been the enterprise and public spirit of the exhibitors.

The offices of the Club Industrial have become a perfect Babel, such is the confusion resulting from the complaints, claims, remonstrances and stronger expressions of grievance awakened by the arbitrary conduct of the juries on prizes. To say that gross ignorance concerning the merits of the different exhibits has been displayed would be charitable.

The Entre Rios railway, an American company, organized under a concession and congressional guarantee, which asked for a certificate of the guarantee, after months and years of delay and innumerable false hopes, has been turned over to Congress, and, it is said, for the purpose of burial. All these things are full of instruction to the foreign capitalist, and, although for the sake of the country and ourselves we should like to see capital coming here for great works, yet until there is a change of policy we should advise against it.

Congress has been in session about three months, and has done nothing towards the many questions of great importance. The municipal government of this city is still vague, provisional and inefficient, with only an energetic mayor to render it tolerable. The judicial status of the capital is still unsettled, and no causes for a sum less than \$50 can be made or heard, because there are no tribunals having authority, nor is there any sign of improvement. The Gran Chaco railway concession has practically been rescinded by the refusal of the executive and Congress to grant a nominal change of conditions of the guarantee.

The fact is, (in speaking of the Woodgate dock scheme) that no consideration whatever is given to the investment of foreign capital which does not come in the way of a loan, and pass through the hands of a favored few who fatten thereupon. We state this fact, because we deem it our duty to warn our foreign readers against disappointment. The tendency of the times is towards the absorption of all possible power by the national government, who appear determined to create a central imperial power, under the guise and name of republicanism, and, in this, Congress and the executive are in perfect accord. Telegraphs, banks, railways, docks are already proposed to be made governmental affairs, and all indicate the tendency to absorption.

We have the pleasure of a call this morning (14th) from Mr. Herbert H. Smith, whose interesting articles on the "Rivers and Coast of Brazil" were quite a feature in the last volume of Scribner's Monthly, and formed a readable book of travel when subsequently published by Messrs. Scribner and Co. It is Mr. Smith's intention to go up to the head waters of the Paraná, cross the 'divide' between it and the Xingú, descend the latter to the Amazon, and end his voyage at Pará. In this, as in his recent travels in Brazil, he will be accompanied by his wife. As a member of Professor Hart's geological commission, Mr. Smith accomplished much notable work in Brazil, and while attached to Dr. O. A. Derby's exploring party on the Amazon he contributed a fair share to the geographical knowledge of the remote affluents of the river, besides making, then as in previous expeditions, large collections of lepidoptera and 'coleoptera.' We wish the intrepid explorer and his wife "bon voyage."

An official report by Captain Belknap, U. S. N., says that no sensible progress has yet been made on the Panama canal; that its cost has been greatly underestimated, and that investors who wish returns will not put their money in the shares.

BRITISH SHIPBUILDING IN 1888.

The following is taken from the Manchester Guardian: "The total number of vessels built last year in the United Kingdom, exclusive of vessels built for foreigners, was 845, against 822 in the preceding year, 807 in 1879, 1,084 in 1878, and 1,092 in 1877. The tendency to build ships of larger size is very clearly indicated by the decline in the number built, as the aggregate tonnage of the vessels constructed was larger last year than in any previous year, excepting only 1874, the figures for 1881 being 501, 184 tons, against 493,841 tons in 1880, 356,835 tons in 1879, 428,245 tons in 1878, and 433,650 tons in 1877. The change in recent years from sailing to steam vessels naturally had what must be regarded as an abnormal influence on the industry a few years back, and the high figures of 1874, when the tonnage built to carry the British flag aggregated 521,203 tons (the maximum total), must not be attributed to this change. The gradual substitution of steam for sailing ships and the influence which it must have exerted upon the iron and steel trades is indicated by the fact that, while even as late as 1877 793 sailing-ships, with an aggregate capacity of 212,320 tons were built, against only 389 steamers, with an aggregate capacity of 221,330 tons, last year 359 sailing vessels, with an aggregate capacity of only 94,420 tons were built, against 486 steamers, with an aggregate capacity of 408,704 tons. Indeed the steam tonnage alone constructed last year exceeded the aggregate of the sailing and steam tonnage built in any previous year since 1878. The paucity of Irish industries is again illustrated by the fact that last year, of the total sailing and steam tonnage built in the United Kingdom, only 14 vessels, with an aggregate of 13,823 tons, or about 2 1/2 per cent. of the whole, were built in Irish ports, and these exclusively at Belfast. In Scotland 227 vessels were built for the British flag, and these had a capacity of 165,331 tons, or about 33 per cent. of the total for the United Kingdom. Of these Scotch vessels the great bulk were, of course, built on the Clyde, the dock yards on which river furnished 138,094 tons, 73 per cent. of this aggregate being steam tonnage. The tonnage built in Great Britain for foreign countries last year showed a considerable expansion, the total being 107,694 tons, against 69,055 tons in 1887, 49,150 tons in 1879, 42,474 tons in 1878, and 17,267 tons in 1877. The figures for the last-named year, however, were abnormally low, the average for the three years 1872 to 1874, for instance, having been over 82,000 tons, while the average for the seventeen years 1864 to 1880 was over 46,000 tons; and, as the figures include war-ships built for foreign powers, they cannot be taken as a reliable indication of the commercial demand. The considerable expansion in the foreign demand last year was largely influenced by French orders placed with British shipbuilders, partly in anticipation of the navigation bounties before it was definitely decided to allow a bounty on French construction, and partly because the French shipbuilders were totally unable to meet the sudden demand induced by the passing of the bill. As the construction bounties have led to the establishment of new building-yards in France, the French demand is not unlikely to cease altogether. The falling off in that quarter may, however, be compensated for by demands for nations such as those of Central and South America, which are entering upon a period of development, and to supply the requirements of what will practically be new avenues of trade. The statistics of vessels built in foreign countries before us extend only to the end of 1888. The tonnage built in France in that year was only 12,629 tons, the annual returns showing a continuous decline from 50,687 tons in 1875.

The Colombian government has granted a subsidy of \$20,000 for a line of steamboats to run on the Magdalena river.

We are informed by captains of incoming vessels from the West Indies that this far this season, there has been little or no yellow fever there; and that notwithstanding statements to the contrary that have found their way into the journals. Even Havana is enjoying unusual health, and the latest arrivals from Vera Cruz bring assurance that there is no sickness whatever at that port. Our own port we may add, is also enjoying an exemption from imported epidemic disease that is quite exceptional. There has not been a solitary case of fever at quarantine this season; whereas two years ago, in May and June, it will be remembered, there was so much sickness at the hospitals (including Chagres fever and black vomit) that in some instances the employes and attendants ran away panic-stricken. This remarkable exemption from epidemic disease doubtless is largely due to the absence of intense heat, which has been a characteristic of the season in Southern latitudes as well as our own. The captain of a Havana steamer who passed Hatteras on Monday night reports the temperature there not as cool merely, but absolutely cold. Considering that we are approaching the end of June, we believe that is something without precedent for many years. -N. J. Commercial Bulletin, June 22.

LOCAL NOTES

Satisfactory experiments have been made with the new torpedo cutter in this port. -The revenue cutter *Almirante Barroso* and the corvette *Guahabara* are to be fitted up with the electric light.

A meeting of the Associação Commercial on the 25th ult. voted against the new rate for exchange brokerage of 1/2 per cent., and in favor of the old rate of 3/16 per cent.

The United States minister to the Argentine Republic, Hon. Thomas O. Osburn, passed through this port on the Pacific Mail steamer *Valparaiso*, on the 26th ult., en route for home.

The minister of agriculture has placed 3,000\$ more at the disposal of the Brazilian consul at Paris to meet the expenses attendant upon the exhibition of coffee samples. It would seem that Paris is a very expensive place as compared with other capitals.

The *Globo* is responsible for the statement that an order for 108 Krupp guns was made under the administration of the Sarinva ministry, by the minister of war Franklin Dória, and that a part of this order is now on its way to Brazil. The *Globo* also says that the present minister of war has ordered from Europe 20,000 Comblain rifles in great haste.

The hotel thieves have been unusually active lately, and have reaped an exceptionally good harvest. On the morning of the 28th ult. one of them entered the room of the Barão do Rio das Velhas, at the Royal Hotel, Rua Fresco, and carried off 1,172\$ in cash, besides several other articles. As usual the police have begun an investigation.

The anthropological exposition at the national museum, which has been in preparation for so long a time, was formally opened on the 29th ult. in the presence of the Emperor and Empress, the Princess Imperial and the Conde d'Eu, and a large assemblage of distinguished visitors. Small as may be the real scientific value of this exhibition, it certainly affords a highly interesting collection of curiosities well worth seeing.

According to our colleague, the *Messager du Brésil*, Maurice Grau will arrive here toward the end of October with a French opera troupe. He has lately engaged some of the best singers in Paris for a season in the United States from which he will probably make up a special troupe for Rio and Buenos Aires. His coming will be eagerly awaited here, especially by those who are becoming tired of Ferrari's impositions.

In reply to the petition of Messrs Wilson Sons & Co., Limited, the minister of agriculture has extended the time for placing new steamers on the American mail service to the month of October, the company to send freighted steamers in the mean time without subsidy and to forfeit one half of the subsidy for April, May and June. Should the new steamers not be ready in October the contract will be considered as rescinded.

Mr. Alexandre Wagner, for some thirty years a resident of this city, twenty-seven of which were spent at the head of an important commercial house, took his departure for Europe on the 25th ult. with the intention of residing there permanently. Mr. Wagner's mercantile career in Brazil has been an active and successful one, and he now retires with a large fortune while yet in the prime of life. Mr. Wagner leaves a host of friends who regret his retirement from the active commercial life of this city, and who will be glad to welcome him here again a great many times in the future.

An important robbery occurred in a hotel of this city on the 25th ult. Mr. Adolpho Oppenheim being the victim to the amount of about 65,000\$. He had just arrived from Minas where he had been settling the estate of a brother, and was stopping at the Hotel Fluminense, on Rua da Uruguaiana. He had already transferred the greater part of the money into bills of exchange for transmission to the heirs in Europe, there remaining about 8,600\$ in cash. While absent from the hotel on the 25th his room was broken into and the entire amount, both bills and cash, were carried away. The police are investigating—but with the usual results.

As an illustration of how the public departments are administered, Deputy Ferreira Vianna stated before the Chamber on the 28th ult. that in the period between 1872-73 and 1879-80 the department of agriculture had expended in special credits the sum of 93,586,904\$. In one year the budget authorized an expenditure of 16,000,000\$, but the minister expended 42,000,000\$; in the following year parliament appropriated 16,000,000\$ again, and the minister spent 47,000,000\$; then parliament cut down the appropriation to 14,000,000\$000—probably in order to balance the budget—and the minister expended 44,000,000\$. With departmental administration of this character, the regular annual attempt to balance the budget would seem to be nothing less than *para inglês ver*.

The British legation and consulate have been removed to No. 8, Travessa de D. Manoel.

The mails of the *Glennauer*, which were transferred at Pernambuco, were received here on the 1st instant.

The telegraph department has recently begun to collect a tax of 100 reis on the receipts filled out for the payment of telegrams.

The minister of marine has ordered the preparation of plans and specifications for the construction of two ironclad gunboats.

The *Gazeta* of yesterday announces the failure of the Club Industrial of Buenos Aires, under whose direction the recent exhibition was held.

The thirty-sixth birthday anniversary of the Princess Imperial occurred on the 29th ult. It was appropriately observed both here and in the provinces.

The second election for aldermen is called for the 9th instant. The apathy of the press and the public promises to insure the election of the worst men on the tickets.

With Botanical Garden R. R. stock at 195\$ and its recent enemies negotiating for stock—and not at 15\$ per share either—the question naturally arises: How about that "stupreme moment of victory?"

The deposits received by the government savings bank of this city during the first half of July amounted to 208,997\$, and the withdrawals to 196,087\$75. The total amount on deposit on the 15th ult. was 11,134,302\$960.

The past month has been one of significant activity in the war department, the stores of war material, magazines, arsenals, etc., etc., being subjected to minute inspection by the Conde d'Eu and prominent military officers.

The new patent law, or rather the substitute for the bill presented by the late Minister Buarque de Macedo, passed the Senate on the 19th ult., and is now before the Chamber for concurrence. The new project is somewhat complicated in its provisions, but is a decided improvement on the old law.

Among the events of the past week was the appearance of another crack in the now famous Pedegulho reservoir. The fissure extends nearly across the reservoir. An examination was made on the 28th ult., and then water was let in again—probably to fill the crack. There has been a mysterious silence about it ever since.

The chief social event of the season in the English society of this capital occurred on the 3rd instant in the marriage of Miss Flora, daughter of Alfred McKinnell Esq., to Mr. Edward B. S. Benes, of the engineer's corps of the City Improvements Co. The wedding took place at the English Church, which was elegantly decorated for the occasion. In the evening a reception and ball were given at the residence of Mr. and Mrs. McKinnell in Rua da Passagem in honor of the event, at which a large number of guests were entertained. The affair has been a source of sincere pleasure to the many friends of the bridal pair, and it is hoped will be for them the opening of a long and happy life together.

COMMERCIAL

Table with exchange rates for August 4th, 1888. Columns include Par value of the Brazilian mil reis, Bank rate of exchange on London, Present value of the Brazilian mil reis, and Value of £ sterling.

EXCHANGE.

July 24.—The market opened to-day in the same condition in which it closed on the 20th, the official rates of the banks being 2 1/2% and the New London and Brazilian Bank drawing on head office at 2 1/2%. After mid-day the market became flat and all the banks reduced their rate to 2 1/2%. The cause for this decline was the scarcity of private bills and the fact of the government having taken £200,000. In private paper small transactions were effected at 2 1/16, 2 1/2% and 2 1/2%. The rates on France were 4 1/2% bank and 4 1/2-4 1/4% private. Sovereigns sold at 118 1/2 and 118 3/4 cash.

July 25.—Today the market became firm again and the official rate of the banks was again raised to 2 1/2%. Private paper was negotiated at 2 1/2% and 2 1/16 on London and at 4 1/2 on France. Sovereigns sold at 118 1/2 and 118 3/4 cash.

July 26.—The market continued firm though inactive. The banks maintained their rate of 2 1/2% and the New London and Brazilian Bank drew on head office at 2 1/16. In private paper a small business was done at 2 1/16 on London and at 4 1/2 on New York. Sovereigns closed at 118 1/2 and 118 3/4 buyers.

July 27.—There was no change to-day in the market. Small transactions were effected in bank paper at 2 1/16 on head office, and in private paper at 2 1/2% and 2 1/16 on London and 4 1/2 on New York. The bank rate on France was 4 1/2. Sovereigns sold at 118 1/2 and 118 3/4 cash.

July 28.—There was less firmness apparent to-day, though the rates remained unchanged at 2 1/2% bank, 2 1/16 on head office and 2 1/2-2 1/16 private paper. On France small transactions took place at 4 1/2-4 1/4 bank and 4 1/2 private. Sovereigns closed at 118 1/2 and 118 3/4 buyers.

July 29.—To-day the market was again firm but only small transactions were effected at 2 1/16 bank paper on head

office and at 2 1/2-2 1/2 private. Sovereigns closed at 118 1/2 sellers, 118 3/4 buyers. The business done during the week closing to-day has been very limited, there having been few orders of bank paper and a great scarcity of private bills, the latter owing to the continued stagnation in our export market.

July 31.—The market opened to-day at the same rates at which it closed on Saturday, the banks maintaining the official rate of 2 1/2 by drawing on head offices at 2 1/2. Private paper, which continues scarce, was negotiated at 2 1/2 and 2 1/2. In bank paper from France some small transactions were effected at 4 1/2. Sovereigns sold at 118 3/4 and 118 1/2 cash.

August 1.—To-day the market presented more firmness and though the official rate of the banks remained at 2 1/2 they drew on head offices at 2 1/2 and 2 1/2. Private paper was passed at 2 1/2 and 2 1/2 on London and at 4 1/2 on France. Sovereigns closed at 118 3/4 sellers, 118 1/2 buyers.

August 2.—There was no material alteration in the market to-day and the business transacted was unimportant at 2 1/2 and 2 1/2 private on London, 4 1/2 private on France and 5 1/2 private on Hamburg. Sovereigns were unchanged.

August 3.—The market to-day was unchanged at the following official rates:

- London 2 1/2 90 d/s
Paris 4 1/2
Hamburg 5 1/2
Italy 4 1/2 3 d/s
Portugal 2 1/2

Small transactions were effected on London at 2 1/2 bank paper on head office and at 2 1/2 and 2 1/2 private. Sovereigns closed at 118 3/4 buyers.

According to its annual report the "Confianca" insurance company of this city effected insurances on property to a total value of 53,730,420\$ during the last fiscal year, of which 8,622,400\$ were maritime and 45,108,020\$ were land risks. The total amount received in premiums was 209,538,800, and that paid out on losses 98,179,595. The two dividends for the year amount to 5\$ per share, (20\$ paid up) which is equivalent to 25 per cent. The sum of 150,000\$ was carried to account of reserve fund which now amounts to 175,000\$.

The July returns at the custom house at this port show the total receipts to be 3,466,225\$ 433 as follows:

Table with 2 columns: Category and Amount. Includes Imports (2,870,226\$ 687), Despatch maritime (16,302 432), Exports (572,296 197), Other sources (2,488 117), Deposits (3,466,225\$ 433), Restitutions (3,186 869), Inland revenue returns (508,215 093).

SALES OF STOCKS AND SHARES.

Table with 2 columns: Description and Amount. Includes 25 Six per cent apolices (1,074 000), 127 do (1,075 000), 2,000\$ Provincial apolices of 200\$ (102 1/2 %), 140 Banco Commercial, buyer's option till Aug. 31 (240 000), 50 Banco Industrial (235 000), 6 do (236 000), 130 Allianza Insurance (30 000), 110 Carris S. Christovao (365 000), 200 Brazil Industrial (240 000), 2 1/2 Architectonica (110 000), 100 Porto Feliz debentures (100 000), 400 Banco Predial hyp. n. of June 21 (76 1/2 %).

Table with 2 columns: Description and Amount. Includes 75 Six per cent apolices (1,072 000), 18,000\$ Provincial apolices (102 1/2 %), 50 Banco do Commercio 1st serie (218 000), 75 Intercedida Insurance (73 000), 25 Architectonica (110 000).

Table with 2 columns: Description and Amount. Includes 9 Six per cent apolices (1,072 000), 30 do (1,074 000), 2,000\$ National Loan of 1879 (1,150 000), 100 Santo Antonio de Padua R.R. (175 000), 5 Uniao dos Lavadores (80 1/2 %), 45 do debentures (80 1/2 %), 116 Banco Predial hyp. notes with int. (78 1/2 %).

Table with 2 columns: Description and Amount. Includes 7 Six per cent apolices (1,075 000), 3 Banco Rural (280 000), 74 Banco do Commercio 1st serie (270 000), 100 do 2nd serie (161 000), 3 Fidelidade Insurance (220 000), 100 Integridade Insurance (75 300), 100 Nova Permanente Insurance (33 000), 50 Sorocabana R.R. (103 000), 100 Carris Villa Isabel (240 000), 153 Leopoldina debentures (199 000), 126 Macabé e Campos R. R. (93 1/2 %), 113 Banco do Brazil hyp. notes (78 1/2 %).

Table with 2 columns: Description and Amount. Includes 26 Six per cent apolices (1,072 000), 10,000\$ Provincial apolices of 200\$ (102 1/2 %), 100 Banco do Brazil (280 000), 7 do (291 000), 30 Banco Rural (275 000), 10 Fidelidade Insurance (220 000), 30 Garantia Insurance (148 000), 140 Botanical Garden R.R. (190 000), 100 do for July 29 (190 000), 3 Banco do Brazil hyp. notes (78 1/2 %), 45 do (95 1/2 %), 226 Banco Predial hyp. n. of July 21 (75 1/2 %).

Table with 2 columns: Description and Amount. Includes 161 Six per cent apolices (1,072 000), 40 do (1,075 000), 100 Banco do Commercio 2nd serie (161 000), 4 Integridade Insurance (80 000), 50 do for Aug. 5 (80 000), 100 Carris Villa Isabel (245 000), 25 do (242 000), 100 Sorocabana R.R. (166 000), 50 do (107 000), 10 do seller's option till Dec. 31 (106 000), 29 Carris S. Christovao (360 000), 20 Botanical Garden R.R. (190 000), 62 Macabé e Campos debentures (93 1/2 %), 100 Sorocabana debentures of 150 (92 %), 200 Banco do Brazil hyp. notes (76 1/2 %), 420 Banco Predial hyp. notes without int. (76 1/2 %).

Table with 2 columns: Description and Amount. Includes July 29, 1 Six per cent apolices (1,072 000), 2,000\$ Provincial apolices of 200\$ (102 1/2 %), 40 Banco Rural (275 000), 24 Banco do Commercio 1st serie (270 000), 37 Confianca Insurance (75 000), 21 Sorocabana R.R. (180 000), 7 Fidelidade Insurance (220 000), 8 Quissama debentures (205 000), 31 Sorocabana debentures of 150 (92 1/2 %), 300 Banco Predial hyp. n. without int. (76 1/2 %).

Table with 2 columns: Description and Amount. Includes July 25, 10 Six per cent apolices (1,070 000), 23,000\$ Apolices of Rio Grande (102 1/2 %), 8 Provincial apolices of 200\$ (102 1/2 %), 2,000\$ Six per cent apolices of small amounts (1,065 000), 5 Banco do Brazil (291 000), 100 Banco do Commercio 2nd serie (161 000), 30 Integridade Insurance (80 000), 10 Fidelidade Insurance (220 000), 50 Botanical Garden R.R., buyer's option till Dec. 31 (195 000).

Table with 2 columns: Description and Amount. Includes 10 Industrial Fluminense (122 000), 5 Macabé e Campos debentures (93 1/2 %), 50 Carris Urbanos (235 000), 70 Six per cent apolices (1,070 000), 6 Provincial apolices of 200\$ (102 1/2 %), 14,000\$ Provincial apolices of Rio Grande (102 1/2 %), 153 Banco do Brazil (291 000), 50 Sorocabana R.R. (110 000), 20 Brazil Industrial (250 000), 194 do for Aug. 5 (250 000), 55 Macabé e Campos R.R. (225 000), 6 National Loan of 1879 (115 1/2 %), 15 Garantia Insurance (150 000), 50 Carris Villa Isabel (250 000).

Table with 2 columns: Description and Amount. Includes Aug. 2, 55 Six per cent apolices (1,070 000), 20 Banco do Brazil (291 000), 88 do (291 000), 12 Banco Rural (276 000), 50 Banco do Commercio 2nd serie (162 000), 110 Docas D. Pedro II (110 000), 50 do (118 000), 131 Carris Villa Isabel (250 000), 200 Banco Predial hyp. notes with int. (78 1/2 %).

MARKET REPORT.

Rio de Janeiro, August 4th, 1885. Coffee—During the period under review, since our last report on the 22nd ult., our market has been somewhat more active owing to the slight increase in the receipts, the daily average of which during the last 10 days of July, was 9,155 bags against 6,991 bags in the preceding 10 days.

Currency prices have been raised 2 1/2 reis per 100 kilos for Superior and Good First, 200 reis for Regular First, 100 reis for Ordinary First and 70 reis for Good Second, those of Ordinary Second being unchanged. The advance on the better grades is more marked than that on the lower ones on account of their continuing to be very sparingly represented in the small stock on hand.

The sterling cost of coffee to-day, as compared with that on the 22nd ult., shows an advance of 2 1/2 per cent. (or 10c. fine to fair) for Fair Channel and 7d. per cwt. for Low Channel cargoes.

Table with 2 columns: Description and Amount. Includes 66,420 bags for United States (35,800 Europe, 3,000 Cape of Good Hope, 1,919 Elsewhere), 107,220 bags, 138,220 bags for United States (63,730 Europe, 8,500 Cape of Good Hope, 16,270 Elsewhere), 220,220 bags.

Receipts during the first 3 days of this month have averaged 8,531 bags per day. The clearances have been:

Table with 2 columns: Description and Amount. Includes United States: July 22 New York Gr str India (& 5,316 Santos) 20,070, 22 do Br str Maria (& 1,920 Santos) 18,969, 22 do Nor ign Sif. 4,000, 22 do Br str Domiti. 18,267, 25 do Br str Mangerton. 18,566, 167 Baltimore Am bk New Light. 5,578, Aug. 2 do Am bk Gamaliel. 7,352. Europe: July 21 Hamburg Gr str Rio (& 4,630 Santos) 4,656, 22 London Br str Navarra. 4,899, 24 Havre Fr str Villa de Padua. 1,774, 25 Liverpool Fr str Valparaiso. 1,122, 26 Hamburg Gr str Montevideo (& 11,314). 6,580, 29 Elnsior Br lug Vick & Methane. 4,358, 31 Liverpool Belg str Képler. 175, 31 Bordeaux Fr str Sédou. 60. Elsewhere: July 22 Valparaiso Br str Magellan. 60, 25 River Plate Belg str Hipparchus. 200, 29 East London Nor ign Spica. 3,002.

The total clearances in July were: for United States 179,848 bags, against 142,791 in July 1884. Europe 57,595, " 136,884, " 487,885, " 1,128,199, " River Plate and West Coast 2,338, " 4,169, " total 241,283, " 395,148.

and the total clearances during the 7 months from January 1st to July 31st amount to:

Table with 2 columns: Description and Amount. Includes bags: 1,166,685 for United S. against 985,110 same per. 81, 487,885 Europe, 1,128,199, 3,383 Canada, 1,128,199, 20,620 C. of G. H., 66,521, 21,783 R. P. & W.C., 30,377, 1,739,454 bags, 2,204,217.

showing a decrease of 473,763 bags compared with the clearances in the same period of last year, viz: 181,575 bags increase to United States, 3,383 Canada, 640,216 decrease Europe, 9,011 Cape of Good Hope, 7,356 River Plate and West Coast.

Receipts in the month of July have averaged 7,758 bags against 10,879 in July 1884.

Table with 2 columns: Description and Amount. Includes 8,179, 9,641, 7,861, 7,826, 6,740, 3,750-18720, 4,560-4,770, 4,150-4,350, 3,750-3,950, 3,340-3,540, 2,790-3,000, 2,250-2,580.

We quote, per 100 kilos: Washed 3,750-18720, Superior 4,560-4,770, Good first 4,150-4,350, Regular first 3,750-3,950, Ordinary first 3,340-3,540, Good second 2,790-3,000, Ordinary second 2,250-2,580.

and on this basis cargoes may be quoted: p 10 kilos per cwt per lb.

Table with 2 columns: Description and Amount. Includes Prime United States 4,700-4,910, 4,150-4,310, 4,050-4,211, 3,650-3,813, 3,400-3,571, 2,750-3,011, 4,700-4,910, 4,150-4,310, 4,050-4,211, 3,650-3,813, 3,400-3,571, 2,750-3,011.

Total clearances of coffee from Rio during the month from July 1st to July 31st.

Table with 2 columns: Description and Amount. Includes DESTINATION 1882 1881 1880, UNITED STATES: New York 139,797, Baltimore 24,301, Hampton Roads f.o. 4,580, Richmond 840, Charleston 14,166, Savannah 3,592, Mobile 43,144, New Orleans 21,492, Galveston 21,492, St. Thomas f.o. 21,492, Key West f.o. 21,492, Total 172,848, 142,791, 127,818.

EUROPE: Havre 2,765, Antwerp 31,082, Liverpool, London & South port 8,062, Bordeaux 250, Lisbon f.o. 3,999, Portugal 399, Mediterranean 7,228, Total 57,595, 136,884, 106,525.

ELSWEHERE: Canada 8,500, Cape of Good Hope 2,338, River Plate & West Coast 2,338, Total 10,840, 23,973, 19,947.

UNITED STATES: 172,848, 142,791, 127,818. EUROPE: 57,595, 136,884, 106,525. ELSEWHERE: 10,840, 23,973, 19,947. Total: 241,283, 395,148, 245,290.

Total clearances of coffee from Rio during the 7 months from Jan. 1st to July 31st.

Table with 2 columns: Description and Amount. Includes DESTINATION 1882 1881 1880, UNITED STATES: New York 139,797, Baltimore 24,301, Hampton Roads f.o. 4,580, Richmond 840, Charleston 14,166, Savannah 3,592, Mobile 43,144, New Orleans 21,492, Galveston 21,492, St. Thomas f.o. 21,492, Key West f.o. 21,492, Total 172,848, 142,791, 127,818.

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The goods despatched for export at the Rio custom house during the month of July were as follows: official value Coffee 287,214 bags, Sugar 8,638 bags, Hide 6,133, Tobacco 103,814 kilos, Rosewood 784 pieces, Tapes 600 barrels, Hops 36,000, 1,015,000, Brandy 6 casks, 6,123,735 130.

The 287,214 bags of coffee despatched had the following destinations:

Table with 2 columns: Destination and Amount. Includes United States 209,805, Europe 75,395, Cape of Good Hope 4,500, River Plate 2,454, Valparaiso 60, 187,214, 5,886,744 420.

Flour.—The arrivals since our last report consist of 3,500 barrels per Aguilera from Baltimore, 3,780 " Perisio from Richmond, 7,000 " John E. Chase from Baltimore, 300 " Duvalde from Montreal, 2,500 halfbags per Valparaiso from Valparaiso. The sales have been about 5,300 barrels and stock in first hands to-day amounts to about 20,000 barrels.

We quote: Richmond 1st 23 000-23 500, 2nd 22 000-22 500, Baltimore 1st 21 500-22 000, 2nd 19 000-20 000, St. Louis 21 500-21 750, Castilla 22 500, Interior 20 000-20 500, Canadians 22 500-23, Chili 18 000-18 500, River Plate 20 000-21 000.

Market steady. Arrivals in July 44,079 barrels viz: 42,000 barrels from United States, 360 barrels from Canada, 1,750 bags from Chile, 44,079 barrels.

against 13,574 " in July 1884, Total arrivals since January 1st 224,303 barrels, against 199,713 " same period 1884.

Pitch Pine.—No arrivals. The market continues firm. There were no arrivals in July and the total arrivals since January 1st remain at 4,577,978 feet, against 4,838,420 " same period 1884.

White Pine.—No arrivals. Market firm. We quote 112-117 reis per foot. Arrivals in July 178,772 feet, against 323,906 " in July 1884, Total arrivals since January 1st 1,575,106 feet, against 1,928,970 same period 1884.

Swedish Pine.—Arrivals: 708 dozen per La Billa from Carlham, which has been sold at 37\$ 000 per dozen, and 177 dozen per Hevos from Hamburg, sold before arrival. Market firm.

Arrivals in July 214 dozen, against 308 " in July 1884, Total arrivals since January 1st 7633 dozen, against 1841 " same period 1884.

Spurce Pine.—Arrivals: 326,097 feet per Europa from Portland, which have been warehoused and 62,038 " Brazil from Halifax. Arrivals in July 326,097 feet, against 500 " in July 1884, Total arrivals from January 1st to July 31st 1,502,201 feet, against 286,046 " same period 1884.

Kerosene.—No arrivals. Market flat. We quote to-day 6\$ 200 per case for Devoe's Brilliant. Arrivals in July 95 cases, against 209,650 " in July 1884, Total arrivals since January 1st 126,400 cases, against 126,950 " same per. 1884.

Lard.—No arrivals. Market firm. We quote 500 reis per lb. for George in large lots and 530 reis in retail. Arrivals in July 4,850 kegs and 30 cases, against 10,550 " in July 1884, Total arrivals since January 1st 32,666 kegs and 75 cases, against 31,319 " and 315 " same per. 1884.

Rosin.—No arrivals. Market unchanged at 9\$ 000-9 500 per barrel. Arrivals in July 170 barrels, against 1,159 " in 1884, Total arrivals since January 1st 3,841 barrels, against 5,516 " same per. 1884.

Turpentine.—No arrivals. Market quiet and prices declined to 500-510 reis per kilo. Arrivals in July 95 cases, against 725 " in July 1884, Total arrivals since January 1st 2,017 cases, against 2,870 " same per. 1884.

Codfish.—The arrivals consist of 208 cases per Haveres from Bremen, 1,812 tubs and 220 cases per Brazil from Halifax, 1,381 " per D'stade from do, 560 cases per Rosario from Hamburg. Arrivals in July 2,455 tubs and 2,575 cases, against 2,431 " in July 1884, Total arrivals since January 1st 21,800 tubs and 7,225 cases, against 24,010 " and 8,315 " same period 1884.

The market continues firm at 27\$ 500 for tubs, 23\$ 000 for barrels and 28 000 for cases in retail.

Coals.—Arrivals: 1,310 tons per Crylow from Liverpool, 280 " Clon Vercil from Swansen, 1,012 " Frank Pindell from Cardiff, 333 " Leades from Greenock, 1,560 " Atholton from do.

Arrivals in July 20,338 tons, against 23,905 " in July 1884, Total arrivals since January 1st 120,892 tons, against 125,637 " same period 1884.

Quintons continue nominal in the absence of sales.

Cement.—Arrivals: 530 casks per Bourgeois from Marseilles, 200 " Hevos from Hamburg.

Arrivals in July 14, 30 casks against 2,213 in July 1881. Total arrivals since January 1st 65,677 casks against 38,296 in same period 1881.

Market firm. We quote: English 75.000-78.250 German 60.000-67.000 Boulogne 7.800-8.200

Hay.-Arrivals: 100 bales per *Naturra* from River Plate

Arrivals in July 1127 bales against 1,192 in July 1881. Total arrivals since January 1st 14,313 bales against 16,656 in same period 1881.

Market firm. We quote 72 reis per kilo for Rosario. 1,600 bags per kilo from River Plate

770 *Valparaiso* from do 2,515 *Naturra* from do 1,283 *Southern* from do 3,668 *Petrophis* from do

Arrivals in July 3,390 bags against 5,893 in July 1881. Total arrivals since January 1st 37,748 bags against 27,717 in same per. 1881.

Market firm at \$2.000-\$2.400 per bag. Brazil.-Arrivals: 200 bags per kilo from River Plate

500 *Valparaiso* from do 500 *Petrophis* from do Arrivals in July 2,109 bags against 634 in July 1881.

Total arrivals since January 1st 33,071 bags Market firm at \$2.400-\$2.99 per bag.

Butter.-Arrivals: 146 cases per *Bourgeois* from Genoa 15 *Magellan* from Liverpool

110 *Gandana* from London 24 *Hipparchus* from do 85 *Hova* from Hamburg

1,835 *Ville de Pernambuco* from Havre 20 *Rosario* from Hamburg

We quote: French, in barrels 68-18000 per lb. 40 in boxes 1 000-1 740

Danish 1 050-1 100 Italian 920-970 American, in barrels 500-830

40 in barrels 600-650 Beer.-Arrivals: 470 cases and 12 barrels per *Hannover* from Bremen

150 cases per *Hannover* from Antwerp 94 *Rosario* from Hamburg

We quote: Bass (Hunters & Bell) 75.000-78.000 Tennent 4 200-7 300

Carlsberg 7 200 German, Carlsberg 7 200 do Cavalry 7 200

do Sundry brands 5 000-5 500 There were 18 vessels in River Plate ports on the 14th receiving cargoes of 18,161 beef for Brazil. Their aggregate cargoes amounted to 83,200 quintals.

SHIPPING NEWS.

ARRIVALS OF FOREIGN VESSELS.

JULY 21. CARLSBERG-Nor lig *De la Reina*; 190 tons; Olsen; 67 ds. pine to Hartwig Williams & Co. MARIKILLA-It bk *Genio e Clemencia*; 317 tons; 67 ds. sundries to H. Dreyfus & Co.

JULY 22. BALDREUR-Am bk *Apollon*; 317 tons; Powell; 41 ds flour to Phelps Brothers & Co.

JULY 23. GENOA-Arr lig *Soleste*; 246 tons; Corsico; 66 ds. sundries to E. Cresta & Co.

JULY 25. PORTLAND-Am bk *Eurosta*; 437 tons; Chailhouse; 52 ds. pine to F. Clemente & Co.

JULY 26. AW-Ship *India*; 182 tons; Roca; 14 ds. jerked beef to L. Azevedo & Co.

JULY 27. GUALGUA-Ship *San Maria*; 171 tons; Isen; 15 ds. jerked beef to H. Hine & Zentha.

JULY 28. HAMBURG-Ck bk *Heort*; 420 tons; Ullrich; 52 ds. sundries to Brandes & Co.

JULY 29. RICHMOND-It bk *Perseus*; 281 tons; Cappo; 58 ds. flour to Phelps Bros. & Co.

JULY 30. MARSHFIELD-Nor lig *Thalia*; 264 tons; Rasmussen; 57 ds. sundries to Beila Cohn & Co.

JULY 31. LIVERPOOL-It ship *Cypria*; 191 tons; Colfer; 63 ds. coal to Rio Gas Co.

JULY 31. SWANSEA-It bk *Clara Novella*; 143 tons; Eiland; 47 ds. coal to F. Faria & Co.

JULY 31. CAMPERDUY-Am ship *Frank Portugal*; 1383 tons; Nicholas; 45 ds. coal to Norton Megaw & Co.

JULY 31. RANDON-Sw bk *Nordenskjold*; 672 tons; Beanteberg; 10 ds. rice to Oliveira & Lina.

JULY 31. GUALGUA-Ship *Victoria*; 217 tons; Nollau; 14 ds. jerked beef to L. Azevedo & Co.

JULY 31. BALDREUR-Am bk *Yvonne E. Cress*; 657 tons; Huntley; 47 ds. flour to F. Clemente & Co.

JULY 31. TRAPAN-It bk *Argentea*; 577 tons; Châhigala; 56 ds. salt to Fiorini & Zentha.

JULY 31. LISBON-Sw bk *Luzifer*; 194 tons; L. Henri; 74 ds. salt to order.

JULY 31. ILEA DE MATO-Nor lig *Ziba*; 271 tons; Koulsen; 37 ds. salt to Viava Leoni & Co.

PARANAGUA-Ship *De la Reina*; 185 tons; Cox; ballast. Gk bk *Ocean*; 464 tons; Winter; ballast.

RIO S. FRANCISCO-Ship *Joven Miguel*; 312 tons; Marquis; open ballast.

JULY 24. CAPE TOWN-Gk bk *Eliza*; 185 tons; Cox; ballast.

JULY 25. NEW YORK-Nor lig *SJF*; 189 tons; Engelson; coffee. PERAMBURU-Ship *Aureo Vigante*; 193 tons; Merabelli; sundries.

JULY 26. St. Johns-It ship *Importeur*; 1470 tons; Sutherland; ballast. PENACOLA-Sw bk *Clara Maria*; 803 tons; Bugges; ballast.

JULY 28. BALDREUR-Am bk *New Light*; 481 tons; Anon; coffee. ARACATI-Dan bk *Protea*; 193 tons; Petersen; ballast.

JULY 29. NEW YORK-Port bk *Juba*; 340 tons; Santos; sundries. SALT ISLAND-Port bk *Guadalupe*; 243 tons; Coelho; ballast.

JULY 30. ELSBOMER-It bk *Elk & Melrose*; 301 tons; Hanske; coffee. VICTORIA-It bk *Thor*; 939 tons; Dyer; ballast.

JULY 31. EAST LONDON-Nor lig *Spiris*; 181 tons; Missous; coffee. FALMOUTH-Gk bk *Dutch Sch. Gertje*; 139 tons; Sterenberg; same cargo.

JULY 31. S. FRANCISCO DO SUL-Port bk *Marichuca*; 227 tons; Pinto; sundries.

The *Artista*, of Rio Grande, of the 23rd ult., notes the loss of a Gr. sch. *Helena* on the bar, making three disasters of that character within the month. And yet nothing is done to improve matters-the province lacking energy and the general government lacking interest. There seems to be no other alternative than for ship-owners to abandon the ports of Rio Grande altogether.

FREIGHTS.

Table with columns: Destination, Freight Rate, and Remarks. Includes London, Liverpool, Hamburg, Havre, Rio de Janeiro, etc.

FOREIGN SAILING VESSELS IN THE PORT OF RIO DE JANEIRO, AUG. 2nd, 1882.

Table with columns: Name, Tonnage, Origin, Destination, Agent. Lists various ships like *Adriatic*, *Albatross*, *Albatross*, etc.

THE area of land under sugar beets this year in France is largely in excess of previous years, with the most flattering prospects of a large crop.

ARRIVALS OF FOREIGN STEAMERS.

Table with columns: Date, Name, Where From, Consigned To. Lists arrivals from various ports like London, Liverpool, etc.

DEPARTURES OF FOREIGN STEAMERS.

Table with columns: Date, Name, Where To, Cargo. Lists departures to various destinations like Rio de Janeiro, Bahia, etc.

GOVERNMENT BONDS.

Table with columns: Emission, Circulation, Denomination, Interest, Nominal Value, Quotation. Lists various government bonds and their market values.

BANKS AND PUBLIC COMPANIES.

Table with columns: Capital, Shares, Dividend, Name, Reserve Fund, Quotation, Last Dividend. Lists various banks and public companies with their financial details.

C. McCULLOCH BEECHER AND COMPANY.

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Rua Primeiro de Março, 64, RIO DE JANEIRO

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Capital, £ 1,000,000
Capital paid up, £ 500,000
Reserve fund, £ 165,000
Draws on: Messrs. GLYN, MILLS, CURRIE & Co., LONDON; Messrs. MALLET FRERES & Co., PARIS; Messrs. J. H. SCHROEDER & Co., HAMBURG; Messrs. MORTON, BLISS & Co., NEW YORK.

ENGLISH BANK OF RIO DE JANEIRO (LIMITED)

HEAD OFFICE IN LONDON
BRANCHES: RIO DE JANEIRO, PERNAMBUCO AND SANTOS
Capital, £ 1,500,000
Ditto, paid up, £ 500,000
Reserve Fund, £ 150,000

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The purest and best Baking Powder made. Sole Agent: No. 35, RUA DO VISCONDE DE INHAUMA.

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The properties of Dynamite are now well known and the experiments recently made both with it and Blasting Gelatine in the neighbourhood of this city and that of Santos, have successfully shown their advantages over Gunpowder in rock work, uprooting trees, etc.
Blasting Gelatine is composed of nitro-glycerine and a specially prepared quality of nitro-cotton. It is so per cent stronger than Dynamite and possesses all its penetrating properties besides developing largely the expansive nature of Gunpowder; it is safer than either in handling and far less dangerous than the latter. This explosive has proved of the highest efficiency not only in ordinary blasting but also in submarine work, such as the removal of rocks and wrecks.
The new compound is a jelly-like substance, less sensitive to shocks than Dynamite, is easily handled and applied, and is exploded by the use of primer and detonator of extra strength, or by the employment of small Dynamite cartridges. Dynamite cartridges for this purpose are included in each box of Gelatine.
The agents are prepared to furnish all desired information as to the employment of Dynamite and Blasting Gelatine on application; also to supply these explosives in any quantities required.
Agents: — Edward Ashworth & Co. No. 71, Rua 1º de Março, Rio de Janeiro.

ROYAL MAIL STEAM PACKET COMPANY

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

TABLE OF DEPARTURES, 1882
Table with columns: Date, Steamer, Destination. Includes entries for Aug. 9 (Trent), Aug. 17 (Minho), Aug. 24 (Tamar).

LIVERPOOL, BRAZIL AND RIVER PLATE MAIL STEAMERS. UNDER CONTRACT WITH THE BELGIAN AND BRAZILIAN GOVERNMENTS.

August Departures: To New York, To Europe, To the Southern Ports, To the River Plate.
Table with columns: Ship name, Date, Destination.

The Coasting Packets, belonging to the same Company run in connection with the above-named steamers, leaving RIO DE JANEIRO every Wednesday for SANTOS, PARANGUA, SANTA CATHARINA, RIO GRANDE DO SUL, and PORTO ALEGRE.

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A new supply of this standard work on the history and production of coffee just received. The book is elegantly bound and illustrated, and contains one of the most exhaustive summaries on this interesting subject which has yet been published. It not only treats of coffee production in Brazil, but in all countries, thus furnishing a most valuable work of reference to all persons interested in the production and sale of coffee.
PRICE: 7\$000
Copies may be procured of C. McCulloch Beecher & Co. No. 64 Rua Primeiro de Março, and at the office of THE RIO NEWS.

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Will sail for MONTREAL
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Cargo will be received for all the ports above mentioned and also for transshipment to CHICAGO, TORONTO, etc.
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The only Engineering Review published in Brazil.
Devoted to the interests of Brazilian engineers and engineering enterprises, and to all co-ordinate subjects which aid in the industrial development of the country.
It will contain a full record of all concessions granted by the government, and of their administration and condition.
Owing to its large circulation among engineers in all parts of the empire, it will be found a valuable advertising medium.

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six months, 6 000
each number, 2 000
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City Telephone Address: No. 112.
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THE RIO NEWS

Published three times a month for the American and European mails.

The Rio News was established under its present title and management on the 1st of April, 1879, succeeding the British and American Bazar. Although the style, title and frequency of issue were changed at the time of transfer, the designations of number and volume were continued unbroken. At the beginning of 1881 the style of the publication was still further changed by an increase from four to eight pages, and a diminution in the size of the page. This change not only largely increased the size of the publication, but it added greatly to its convenience for office and reference use.

The policy adopted by The News at the outset was that of strict independence and impartiality. The editors had well-grounded convictions on political and economic questions, and as they believed that all such questions had a direct or indirect influence on commercial and financial enterprises they decided to discuss them just as far as their relative importance made it desirable. In this line of policy The News has been successful even beyond all expectation.
With the beginning of its ninth volume (January, 1882) the editors feel themselves warranted in calling attention to the uniform and general satisfaction with which their policy and management have thus far been received, and in advising their patrons that no deviation whatever from them will be made. The News will seek to keep its readers fully and accurately informed on all commercial questions, and upon all matters of Brazilian news or policy which may have more or less bearing upon any and all enterprises and investments. In its discussions it will treat every question frankly, and for the opinions expressed the editors will hold themselves personally responsible. In its news columns it will seek to keep its readers fully informed on all matters and occurrences throughout Brazil.

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One year's subscription, 20\$000
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BUSINESS AND EDITORIAL ROOMS:— 79, Rua Sete de Setembro.
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CITY TELEPHONE ADDRESS:—No. 112.
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