

# THE RIO NEWS.

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

Vol. XII.

RIO DE JANEIRO, OCTOBER 24TH, 1885

NUMBER 30

## OFFICIAL DIRECTORY

AMERICAN LEGATION.—157, Rua das Laranjeiras.  
THOMAS J. JARVIS,  
Minister.  
BRITISH LEGATION.—No. 76, Marquês d'Abraes.  
W. HENRY D. HAGGARD,  
Chargé d'Affaires.  
AMERICAN CONSULATE GENERAL.—No. 30 Rua do  
Visconde de Inhauma. H. CLAY ARMSTRONG,  
Consul General.  
BRITISH CONSULATE GENERAL.—No. 8, Travessa  
de D. Manoel. GEORGE THORNE RICKETTS,  
Consul General.

## CHURCH DIRECTORY

CHRIST CHURCH.—Rua do Evaristo da Veiga. Divine  
Service every Sunday at 11 a. m. and on the 2nd and 4th  
Sundays in each month at 7.30 p. m. Holy Communion  
on the first Sunday in each month at eleven, and on the  
Great Festivals at nine, in the morning. Holy Baptism  
every Sunday after the morning Service.  
N. B.—All notices should be sent to the Clerk.

FREDERICK YOUNG, M. A., Chaplain.  
157 Rua das Laranjeiras.  
ALBERT ALLEN, Clerk.  
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 EPISCOPAL CHURCH.—Largo do Cattete.  
English services: Sunday School 10 a. m. preaching 11:20  
a. m. Sundays; prayer-meeting 7:30 p. m. Fridays.  
Portuguese services: Sunday School 6:30 p. m., preaching  
7:30 p. m. Sundays; prayer-meeting, 7:30 p. m. Wednesdays.  
J. L. KENNEDY, Pastor.  
Residence: Rua S. Salvador, 27 A.

RIO SEAMENS' MISSION AND READING ROOM.—  
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on Sundays and Wednesdays at 7 p. m. Saloon free and  
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to all. The friends of the Mission desirous of helping by gifts  
of papers, books, left off clothing, etc. can do so by sending  
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where and when required.  
THOMAS HOOPER, Missionary.

BRITISH AND FOREIGN BIBLE SOCIETY.—Depot at  
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JOÃO M. G. DOS SANTOS, Agent.

IGREJA EVANGELICA FLUMINENSE.—No. 44, Travessa  
das Paulistas. 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.

BAPTIST CHURCH.—Rua do Conde d'En. No. 121.  
Services in Portuguese every Sunday at 11 o'clock, a. m.  
and 7.30 o'clock, p. m., and every Wednesday at 7.30  
o'clock p. m. Sunday School every Sunday at 10 o'clock,  
a. m.  
W. B. BAGBY, Pastor.

## TRAVELLER'S DIRECTORY

### RAILWAYS.

DOM PEDRO II.—Through Express: Upward, leaves  
Rio at 5 a. m. arriving at Barra (junction) at 7:24 a. m., Entre  
Rios (central line) 9:28 a. m., Lafayette [Queiroz] 5:00 p. m.  
Porto Novo (branch from Entre Rios) 11:23 a. m., Cachoeira (S.  
Paula branch) 11:43 a. m., São Paulo (per S. P. & Rio R.R.) 6  
p. m. Downward: leaves São Paulo 6 a. m., Lafayette 7:30 a. m.,  
Porto Novo 12:10 p. m., arriving at Barra 4:20 and Rio 6:55  
p. m. Connects with Valenciano line at Desengano; Rio das  
Flores line at Commercio; União Mineira line at Ser-  
ranis; Oeste de Minas (S. João d'El-Rey) line at Sitio;  
 Leopoldina line at Porto Novo; and S. Paulo and Rio de  
 Janeiro line at Cachoeira.  
Limited Express: Upward, leaves Rio at 6 a. m.; arriving  
at Barra at 9:05 a. m.; Entre Rios 12:55 p. m.; Porto Novo  
5:30 p. m.; Cachoeira 6:00 p. m. Downward, leaves Cachoeira  
at 6:40 a. m.; Porto Novo 6:30 a. m.; Entre Rios 10:58 a. m.  
arriving at Barra 2:14 p. m. and at Rio at 5:30 p. m.  
Mixed Trains: Leave Rio at 8:30 a. m., and 3 p. m., the  
first going to Entre Rios and the second to Barra do Piraí.  
CANTAGALLO R.R.—Leaves Niterói (Sant'Anna)  
per tramway from Cantagallo 7:20 and Macuco 9:05 p. m.  
Return train leaves Macuco 8:15, Cadeiro 9:10 and Nova  
Friburgo 11:20 p. m., arriving at Niterói 2:55 p. m. A  
ferry boat runs between Rio and Sant'Anna, connecting with  
trains.  
CORCOVADO R. R.—Trains leave the Station at Cosme  
Velho, Laranjeiras, at 5:30, 7, 8:25, 10:15, 11:45, a. m. and  
1:15, 2:45, 4:15 and 5:45 p. m. on Sundays and holidays;  
and at 6:30 and 10 a. m. and at 2 and 5:15 p. m. on week-days.  
PETROPOLIS STEAMERS and R.R.—Steamers leave  
Trapiche Maã at 4 p. m. week days and 7 a. m. Sundays  
and holidays. Returning, trains leave Petropolis at 7:30 a. m.  
week days, and 4 p. m. Sundays and holidays.

## LIBRARIES, MUSEUMS, &c

BRITISH SUBSCRIPTION LIBRARY.—Rua do Ouvi-  
dor, No. 34, 1st floor.  
BIBLIOTECA NACIONAL.—Rua do Passeio No. 48.  
BIBLIOTECA FLUMINENSE.—No. 62, Rua do Ou-  
vidor.  
MUSEU NACIONAL.—Praça da Aclamação, cor. Rua da  
Constituição.  
GABINETE PORTUGUEZ DE LETURA.—No. 12  
Rua dos Beneficentinos

### Medical Directory

Dr. Custodio dos Santos, Surgeon and Physician—  
Residence: Rua do Haddock Lobo, No. 70. Office Rua do  
Rosario, No. 131, from 1 to 3 p. m.  
Dr. Alexandre Calaza—Surgeon and Physician—  
Office, Rua Primeiro de Março, No. 22. From 1 to 3 p. m.  
Residence, Rua de S. Francisco Xavier No. 47.  
Dr. W. J. Fairbairn; M. D. Edin.; Surgeon and  
Physician. Office: Rua 1<sup>a</sup> de Março, No. 45; from 11 to  
1 p. m. and 4 to 4:30 p. m. Residence: Rua D. Carlota,  
Botafogo, Med. Director of Equitable Life Ins. Co. of N. York.

### Chemists & Druggists.

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### Hotels.

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Rio de Janeiro.

# THE RIO NEWS

PUBLISHED TRIMONTHLY  
for the mail packets of the 5th, 15th and 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, a summary of the daily coffee reports from the Associação Commercial, and all other information necessary to a correct judgment on Brazilian trade.

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RIO DE JANEIRO, OCTOBER 24th, 1885.

THE recent circular of the minister of agriculture to the effect that valuations of slaves will continue to be made under the provisions of the Rio Branco law until the *regulamento* of the new law is prepared, once more raises the question as to the immediate enforcement of the additional 5% tax. This tax is authorized only by the Saraiva law, and if therefore the provisions of this law respecting emancipation can not legally be enforced until the promulgation of a *regulamento*, how can the enforcement of its tax provisions be legal? Or, on the contrary, if it is legal to enforce those provisions relating to the new tax at once, how can the government refuse to enforce all the other provisions, whether relating to valuations, registry, or emancipations? On what authority does the government act in making such radical distinctions between different clauses of the same law? There are clearly some remarkably eccentric interpretations of executive authority now emanating from the several ministerial cabinets, and not the least remarkable feature of the whole business is the absolute silence and apathy with which they are received by the public. Where all this is to end no one can foresee, for the endurance of the Brazilian people seems to be practically unlimited. If illegal taxes can be imposed by ministers without even a protest from the people, it is time that foreign capitalists should prepare themselves for the natural consequences.

ACCORDING to mail advices from Buenos Aires a preliminary treaty has been signed there for the settlement of the Misiones boundary dispute. This treaty provides for the nomination of a mixed commission for the determination of the boundary line between Brazil and the Argentine Republic on the Paraná frontier—whether the Piquiri Guazú and Santo Antonio rivers, as claimed by Brazil, or the Chapecó and Chopin rivers, as claimed by the Argentines. It is provided that the boundary commission shall unite at the earliest date possible and then proceed to the territory in dispute, where a careful exploration will be made. Upon the data thus obtained the final treaty will be based. This agreement has been submitted to the Argentine Congress for approval. Strange as it may seem, no announcement of this step has ever been made here by the government, and our only information is through Argentine sources. So far as we can see the negotiation thus

far is a defeat for Brazilian diplomacy. The territory in dispute is a wedge-shaped piece extending a considerable distance up into the province of Paraná, and is so far out of the general boundary line that the Argentine claim is preposterous on the face of it. The right of Brazil to this territory is so clear that we can not understand how any Brazilian minister ever consented to go through the farce of a new boundary survey. And even when these surveys are made, the question is still unsettled. Should Brazil be in difficulties, the Argentines will unquestionably enforce their claim, whether the surveys are favorable to them, or not. At present, their policy is to gain time—and they have succeeded.

SOME little surprise was excited a few weeks ago by a Havas telegram from Lisbon saying that the Portuguese press was making favorable comments on the passage of the new emancipation law. The arrival of the European mail on the 14th inst., however, clears up the mystery, for in a Rio telegram dated 26th September is to be found the following statement:

RIO DE JANEIRO, 26th.—Slavery is at last abolished in all the provinces of the empire.—Havas.

Whether this absolutely false statement originated with the government, as the *Pais* seems to think, or with the Havas agents here, as the majority of the local press assert, we do not presume to decide; but the simple fact remains, be the author whom he may, that the telegram was not only a stupendous lie, but that it was sent abroad with the deliberate purpose of deceiving. Instead of being true, the very converse is nearer truth; for slavery is more firmly established this moment than it was one year ago. The columns of the daily press to-day are living proofs of this fact. It is now no uncommon thing to see advertisements threatening all persons with prosecution for harboring runaways, and already many instances have occurred of the search of private houses for such fugitives. Aided by the police the railways are again being compelled to carry slave gangs, even when in chains. And, more significant than all, the emancipation propaganda is much less active than before. Nothing is expected from the present government, either in acts or in sympathy, and the feeling is general that as long as it continues in power there will be no step taken toward the final abolition of this malevolent institution.

FRUITFUL as this month of October has been in the exposure of jobs and scandals, its one great exposé has been that of the Santa Cruz abattoir where a police investigation has developed the fact that bribes, or commissions, have been for some time paid to the abattoir committee of the municipal council for preferences in the daily killing of animals for the market. This inquiry was made by the 2nd *delegado* of police, and the charge is supported by the sworn testimony of 4 cattle *commissarios*, 5 cattle dealers (*marchantes*), and 9 butchers, and also by the confession of various other parties connected with the matter. The money was first extorted from the drovers at the rate of 5\$ per head by the parties to whom the aldermen had given preferences in the killings, of whom there were four, and was then paid over in the following proportion: to Dr. Silva Pinto, president of the municipal council, 1\$500 per head; to Dr. Henrique de Carvalho 700\$ per week; and to Dr. Chavantes and Dr. José Meirelles 500\$ each per week. The killings vary from 325 to 400 head of cattle a day. Taking an average of 350 head the weekly income of the first amounts to 2,450\$, which makes a total of 4,150\$ a week, or an aggregate of 215,800\$ a year. Of all the vile practices

which have thus far come to light, this is unquestionably the worst. We are glad to say that the minister of empire has suspended these four aldermen and has ordered their prosecution. An amusing incident of this exposé was the stalwart courage displayed by the *Jornal do Commercio* in making it public. Instead of writing an editorial on it, or putting it in the "locals," the chief editor boldly put a part of the police report in an anonymous communication in its paid columns where a *testa de ferro* could conveniently assume all responsibility for this daring exposure of a great crime.

IN our issue of the 5th instant we noticed a telegram from Pará, dated the 1st, which charged an important commercial house of that city with extensive smuggling operations in rubber, for which a fine of 258,000\$ had been imposed. It was our conviction that the charge was a false one and was rather the result of some controversy between the firm and customs officials than of any illegality on the part of the former, and we so expressed ourselves. The Pará papers since received have confirmed that opinion, the *Diário do Gram-Pará* of the 27th ult. and 4th inst. condemning the customs authorities both for arbitrary and illegal regulations recently adopted and for its hasty action with regard to unsupported charges by subordinates against Messrs. Sears & Co. And now, after the lapse of a little over two weeks, a telegram from Pará, dated the 16th inst., says that the former telegram regarding Messrs. Sears & Co. is "wholly inexact," and that "it is proved that it was a mistake of Sr. Basson, the inspector of the custom house." We regret to note, however, that some of the papers of this city which published the false charge against this commercial house, have wholly ignored the rectification, thus aggravating the injustice done. It ought to be remembered that the good name of every commercial house is a very important part of its capital, and that it should never be trifled with except upon the most convincing proofs. And yet, to satisfy the petty spite of some subordinate officials in the Pará custom house, the inspector there shuts its doors against a prominent firm, announces the discovery of a gigantic smuggling operation, and imposes a heavy fine of 258,000\$,—only to discover within a few days that it was all a "mistake." Unhappily, however, good care had been taken to spread the news everywhere before the "mistake" was discovered! In strict justice, such a false accusation ought to entitle the injured parties to heavy damages, but as such a reparation is unknown here, the least that can be done is to promptly dismiss the officials who are guilty of so serious an offence.

ONE of the causes of recent controversies in the Pará custom house is a new regulation which was drawn up by a subordinate official and which the inspector has attempted to enforce against the earnest protest of all the leading merchants of the place. This regulation, which is local in character and is not warranted by law, requires that a note of goods to be dispatched must be handed in, after which the dispatches will be filled out by customs officials and the examinations made without permitting the merchants to have anything further to do with the matter. The merchant is not permitted to see the papers, nor to correct any errors which may have been made either in his "memorandum," or the official draft of his dispatch. If, at the examination, any mistakes are discovered, he is fined as a matter of course; and if thefts have occurred, either before or after examination of goods, he has no means of verifying it. The

whole business of dispatching his own goods is taken out of his hands; all that he is permitted to do is to hand in a memorandum of the packages and goods wanted and then to patiently wait the action of the score of lazy, cigarette-smoking clerks and officials who are charged with the duty of filling out his papers and putting them through the circumlocution mill. If he is in haste for his goods, it will make no difference; he has no control over the men who are doing his work, nor opportunity even to beg the favor of expedition. He is wholly at the mercy of a class of men who, as a rule,—we sincerely regret to say—are totally oblivious of the value of time and who are among the least business-like and unaccommodating of their species. Though his credit, and profits, and even capital are concerned, an important part of his business is taken wholly out of his hands and entrusted to men who are not in his employ, who are not responsible to him in any way, shape or manner, and whose only active interest in the matter is to detect some flaw or error which will serve as an excuse for a fine, one half of which goes to them. Under such a regulation, every commercial man is treated like a felon, and if he has any self-respect whatever he can not help feeling that the only way out of the difficulty is to close up his office and go where the laws and officials are more just and liberal in their treatment of honest enterprise. If this new regulation is continued in force at Pará, it can not help resulting in grave prejudices to the commerce of that port—and deservedly so. For the best interests of Pará and her merchants, and also for the commercial credit of Brazil, we trust that no time will be lost in correcting the error made.

IT is now just one year since the minister of agriculture formally approved the instructions and regulations for the construction of the Quixadá dam, in Ceará. In our issue of November 5th, 1884, we took occasion to criticise some of the preposterous calculations made by the chief engineer in his estimates of the economical value of the reservoir, and showed that they were not only absurd, but that the results counted upon were practically impossible. In the following number we published a curt note from Chief Engineer Revy, saying, "my reply shall be a splendid Reservoir completed within Three years, and yielding a net return of from 15 to 20 per cent. on the total capital expended upon its construction." To this we replied as before, showing how impossible it would be for the area to be irrigated to pay the taxes required to meet even a half of the interest specified. Although we limited our criticisms wholly to the economical problems involved and carefully avoided everything of a personal character, there was not one single Brazilian paper that took the question up, and Mr. Revy was permitted to go on with his enterprise without further criticism from us, or one single question from others. One year has now nearly elapsed, and instead of a partially completed reservoir, there is not a wall or trench to mark its site, the engineering staff is broken up, and a report from an engineer sent to investigate the works shows that up to the end of June last a total sum of 189,791\$393 had been expended. Whatever might have been our opinions of the economical value of the work, or of the sincerity and honest intentions of the chief engineer, we certainly had no idea that he would spend so much money and permit so much time to pass without something toward his "splendid reservoir" to show for it. As it is, all there is to show for this great engineering undertaking which was to do so much for the province of Ceará, is an expenditure of nearly 190,000\$

in salaries, office material, instruments, travelling expenses, and some material for the projected works. All that Mr. Rey has to show for his assurance of one year ago, is a "splendid failure," to characterize it with the most charitable construction that can be put upon it. There never was any doubt in our mind that the undertaking was nothing less than a huge job; in fact the absurd reasons advanced by Mr. Rey for its construction was a proof positive of that fact. If we could hope that the history of this undertaking would serve as a lesson to the Brazilian government and press, we should say that the money has been well spent, but that, it is to be feared, will not be the result. The whole blame will be laid upon the shoulders of the one man, and none of it upon that huge jobbing bureau in this capital in which the adventurer is far more welcome than the honest man.

DURING some weeks past a representative of the North, Central and South American Exposition at New Orleans has been striving to excite some interest here in that enterprise and to secure a few exhibits, but thus far, as we are informed, without success. The government, which gave so large a subsidy for the Antwerp and Amsterdam exhibitions, declines to have anything further to do with it further than express its good wishes and to introduce the New Orleans representative to such private parties and associations as might feel inclined to send exhibits on their private account. We are free to confess an opinion that this exhibition mania has been carried much too far and that it is neither wise nor expedient to send exhibits to every one that bids for public favor. From some of them, however, good results are sure to spring, providing a proper use be made of them. Whether any such benefits can come from the last two European exhibitions is a question we do not care to discuss; the impulse that way, from the throne downward, is naturally a strong one and, whether based on sound policy, or not, it is sufficient at all times to secure a representation. As for the American exhibitions, however, the case is quite different. We strongly advocated the sending of a Brazilian commission to the Atlanta exposition some years ago because of the benefits which Brazil might derive from a study of the cotton industries to be represented there. Under different conditions of labor, transportation, cultivation and taxation, all of which might be studied to advantage at a great special exhibition like that at Atlanta, Brazil might become an important cotton producer. The rapidly increasing production of coffee and rubber threatened the profitability of both those industries, and it seemed no more than sound policy to take immediate steps for the improvement of another industry which might take their places to some extent. The government, however, was absolutely indifferent and the planters apathetic, and neither an exhibit nor a commission was sent. When the first New Orleans exhibition was announced, we advocated a representation there also, and for the same reasons which we urged in favor of Atlanta. There is probably no part of the world whose industrial productions and development are of such interest and value to Brazil, as the southern section of the United States. Those states have had the same labor problems to solve which are seeking solution in Brazil at the present moment, and their productions are in great measure the same as those best adapted to this country. That they have succeeded, is reason enough why Brazil should go there to see and study the means employed. As to the exposition for which a representation is now sought, we have no definite informa-

tion beyond the prospectus issued. If a fair representation is secured from the various states of this continent, it can not fail to be an exhibition of great interest and value. As it is purely a New World enterprise, it is perhaps less interesting to Brazil than those of Europe, and that of course will decide whether this country is to be represented, or not.

The *Journal do Commercio* of the 18th contains a leading article on "Brazilian Coffee in New Orleans," which gives an impression that the interests of this country are somewhat prejudiced by the quarantine imposed there and the consequent lack of direct communication. Taking his information from a recent pamphlet by Dr. Salvador de Mendonça, Brazilian consul-general in New York, our colleague states that the coffee received at New Orleans by way of New York costs over three cents a pound in inland freights and commissions, the suppression of which by direct communication he thinks would materially increase the consumption of coffee in that part of the country. This desirable direct steamship communication, however, finds a serious obstacle in the quarantines regularly imposed against Rio and Santos at that port, and these, the *Journal* intimates, are due to the "exaggerated notices" of the sanitary condition of these places which the friends of quarantine take pains to procure. The remedy for this, in our colleague's estimation, is that of sending out trustworthy information. But when all this is done, does the *Journal* think that every difficulty will have been overcome? Is there nothing more to be done? May not the *Journal* be dealing with results, instead of causes? And is it not true that the good people of New Orleans knew all about Brazilian coffee long before those philanthropic gentlemen of the Centro da Lavoura e Commercio sent their samples there for exhibition, and Dr. Salvador de Mendonça went down there on his voyage of discovery? The real difficulty, we are inclined to think, is one which no propaganda and no outside agitation for direct steamship communication will ever remove. The causes are to be looked for in the decay of commercial enterprise among the merchants of New Orleans, rather than in the absence of steamers, or the restrictions of quarantine. There was a time when large quantities of Rio coffee were imported direct at New Orleans, and thence distributed throughout the South and Southwest. But with the increasing commercial activity of New York and the extraordinary transportation facilities offered by the four great trunk railways leading thence to the West and Southwest, coupled with the lagging methods and local obstacles which characterize the commercial life of New Orleans, all this trade has been transferred to the great metropolis of the North. From a superficial examination it may appear that it costs three cents a pound more to import coffee by way of New York than directly from Rio; but if this be true, what must we think of New Orleans commercial enterprise? This additional expense on a steamship load of 20,000 bags represents a total amount of \$78,000—a sum which our colleague believes to be absolutely lost? If these calculations represent actual facts, then the only inference is that the coffee importers of the United States—of New York, as well as New Orleans—are stupendous idiots. If New York importers could save \$78,000 on a cargo by sending it direct to New Orleans, they would unquestionably send it there. The plain truth is that Dr. Salvador de Mendonça, the *Journal* and the Centro are all beating an empty bush. They have discovered a commercial phenomenon in the United States, and are trying to explain its results before

they have mastered its causes. When they shall study a little deeper into the question, they will probably find that coffee goes to New York because it is the best distributing point, and has the requisite capital and enterprise to carry on a trade of such magnitude. And they will also find that just as much coffee is now consumed in the South and Southwest as though it were landed on the levee at New Orleans.

It may not be amiss, in this connection, to ask the *Journal do Commercio* why so much trouble is taken to seek out the commercial anomalies and obstacles in foreign countries, which are considered prejudicial to the coffee interests of Brazil, when there are so many unnoticed ones here at its very door. Instead of complaining about the tariffs imposed in France and Russia, the quarantines at New Orleans, the commissions at New York, the transportation costs from one part of the States to another, the preference for tea in England, and the almost universal custom of selling Rio coffees under other names—instead of all this, would it not be better to seek remedies for the high costs of production, transportation and marketing which so burden that product in this country? In the matter of tariffs, is not the 11 per cent. export duty levied here just as much of a check on the increase of coffee consumption as the tariffs of France and Russia? In that of transportation, are not the charges on the Dom Pedro II line, which belongs to the state, of infinite greater consequence in augmenting these costs, than those of the United States? And in that of commission charges, in what part of the world are they heavier and more multiplied than here in Rio de Janeiro? And yet, of all these the *Journal* and the Centro are silent! No one thinks of abolishing, or even reducing, the export tax. No one demands the abolition of the monopoly enjoyed by the Dom Pedro II docks, by which the expenses and trouble of shipping coffee are greatly increased. No one suggests a reduction in rates on the Dom Pedro II railway, and on those other lines whose privileges require the approval of the government for all changes of rates, because that would decrease the revenue of the imperial treasury. Are we to believe, then, that all the concessions must come from abroad? Does the Brazilian planter and his factor wish us to feel that this whole world was created for no other purpose than to buy and consume their slave-grown product? Have the commercial nations of the world nothing else to think of than to make their laws harmonize with the wishes of Brazilian planters? And must the world drink unlimited coffee so that the Brazilian planter may have unlimited cash to spend at the Bds de Boulogne and Jardin Mabille? Let the *Journal* and the Centro undeceive themselves. The necessities or profits of the Brazilian coffee planter will probably have very little effect on consuming markets, or on the restrictions and burdens which they may see fit to impose upon themselves. They will probably continue to buy just what they want and in their own way—the Centro to the contrary notwithstanding. If now this organization, assisted by the *Journal* and other members of the local press, will address itself to the correction of the abuses and costly methods in vogue here, some practical good may be expected to follow. Until this is done it is certainly questionable taste to make so great an outcry against the business methods and official restrictions found elsewhere. And still further, as the United States continues to consume more than one half of the total coffee production of Brazil and to admit it free of duty, and as long as the proceeds are spent in countries consuming less and imposing duties, it would

certainly seem better taste to keep these propagandas and investigating committees at home. There is so little reciprocity in the commercial relations of these two countries at the present moment, and the advantages are so manifestly on the side of Brazil, that the least said in the way of complaint, the better.

#### AN INSPIRING SCENE.

Our special reporter was a witness of the great naval combat of the 16th inst. from the heights of Castle Hill. After a hurried climb up the winding *ladeira*, and an unfeeling attack upon his constitutional rights by a savage-looking policeman who drove him from a comfortable seat on an unoccupied wall, he finally found a favorable point on which to rest his weary feet and from whence he could witness all the brilliant evolutions which were to take place on the bay beneath.

As the programme of the day had been carefully served up in the daily papers, he knew just what was going to happen. The guns on Villegaignon were to be silenced, one ironclad was to be sunk, and a torpedo boat was to do a dashing service and then go down in a blaze of glory.

At a quarter past nine—the Emperor's yacht having arrived on the scene—the ball was opened. All the ironclads were securely tied up to their buoys so as to prevent their running bodily in upon the rocks of Villegaignon in their eagerness to close with the enemy—and there they remained all through the combat, which raged for fully fifteen minutes. The signal was then given that Villegaignon had been silenced.

The second piece on the programme then claimed the attention of the imperial yacht and Castle Hill—the attack on the anchored ironclads by a fleet of four plucky torpedo boats. This was most admirably planned and carried out. After making their bows to the Emperor, these little marine heroes steamed valiantly over toward the frowning monsters and defiantly dared the *Riachuelo* to come out and fight them. Whether the latter started to accept, or whether the admiral signalled "time's up," could not be accurately determined; but just at this point the torpedo boats suddenly started across the bay and disappeared from view. Whether they ran up into bushes to hide, or whether the fishermen bagged them for frightening the fish, is still unknown. In the rush of events we are glad to say that both the *Almirante Barroso* and the torpedo boat forgot to sink as per programme, and will probably have to stand a court martial for disobedience of orders.

Just here the Emperor showed signs of fatigue and the sanguinary exercises were interrupted in order to permit him to decide some technical point concerning the *Riachuelo's* armament. The imperial yacht went alongside the ironclad and His Majesty disappeared beneath its capacious awnings. A considerable time then elapsed, during which our reporter thought of lunch and easy chairs and the gentle warmth of the huge guns beneath His Majesty's inquiring palm. Finally the investigation came to an end and the yacht moved away to the landing, where the Emperor disembarked.

As the promised evolutions had not yet occurred, our reporter continued at his post. An hour passed, and then another, but the fleet moved only with the tide and the torpedo boats returned not. The sentinel on the ramparts of Villegaignon slept peacefully at his post, while the officer of the watch lazily rolled another cigarette before turning in after the fatigues of the day. The ferry-boats which had passed unscathed between the opposing fires, kept up their busy shuttle-like play across the water as though the smoke of battle had never swept across their weather-beaten decks, while below, at the water's edge, a *lixo* cart dumped itself upon the fragrant beach with all the time-killing languor of a never-ending peace. Another hour passed, and then the pangs of hunger prevailed. The great sham sea-fight was at an end.

The island of Cuba last year cost Spain over \$4,000,000 more than the revenue received from it.

It has always been supposed that coffee could be grown in the open only between 15° north and south of the equator, but the startling intelligence comes from Assam that Mr. Anderson, a tea planter there, has 100 acres of flourishing coffee, with no sign of leaf-disease and a portion bearing at the rate of 1½ lbs. per tree. It seems that when Mr. T. C. Anderson of Dikoya was visiting his brother in Assam he took some coffee stumps from the Calcutta Botanic Gardens, and these having grown well in Assam a larger experiment was resolved upon and seed was obtained from Ceylon, with the above result. It will be remarkable if, while Ceylon planters are abandoning coffee for tea, Assam planters should be able to take up our former staple and make its culture pay.—*Ceylon Observer*, Aug. 29th.

PROVINCIAL NOTES

—A local exposition will be opened at Sabará, Minas Geraes, on the 25th inst.

—The September receipts of the Bahia post-office amounted to 4,784\$110.

—During the fiscal year 1884-85, there were 135,254 kilos of Peruvian rubber, valued at 207-314\$290, dispatched at the Manóas custom house.

—The result of the recent provincial elections in São Paulo does not seem to be as favorable to the conservatives as was expected.

—The new slaughter-house at Campinas, São Paulo, was formally inaugurated on the 18th inst. Let us hope that its career will be a clearer one than that of the imperial capital.

—The September export of coffee from Espírito-Santo amounted to 9,580 bags, valued at 169,626\$000, and paying export duties to the amount of 11,873\$820.

—A man at Sant'Anna de Macacé, province of Rio de Janeiro, recently killed a young woman, aged 22 years. He then cut her throat and disembowelled her, and finally fled. Very naturally too.

—The graduating class at the Bahia Medical School recently determined that the money which would have been spent in carriage hire to the mass, usual upon the conferring of degrees, should be expended in freeing slaves.

—On 2nd December next the new light on the Santa Maria fort, Bahia harbor, will be inaugurated. Position: 13° 0' 26" S. Lat.; Long 38° 32' West of Greenwich. The light is green seaward and red towards the harbor; visible five miles.

—A telegram to the *Jornal do Commercio*, dated the 15th, says that the provincial chamber of Rio Grande do Sul should have commenced its session on that date, but that the president of the province and the conservative deputies had not appeared.

—The city of Rio Claro has received the motor for running the electric light machinery which was ordered from the United States some time ago. It is expected that electric lighting will be inaugurated there some time during the present month.

—On the 12th inst. some 22 slaves, belonging to Fernando Monteiro Silva, presented themselves to the police authorities of Taubaté, São Paulo, complaining of cruel treatment and asking for protection. The slaves were locked up and an investigation was ordered.

—A telegram from Curitiba, Paraná, dated the 18th, announces the organization of an immigration society there under the auspices of the president of the province, Dr. Taunay, who has long been interested in the subject and served as vice-president of the central society of this city. The directory is composed of three Brazilians, three Portuguese and three Germans, one French, one Pole, one Englishman and an Italian.

—Dr. José Mariano Carneiro da Cunha, who made a strong stand for abolition in the late Chamber of Deputies, was most enthusiastically received upon his arrival at Pernambuco. The coming elections promise to be serious both at the north and at the south. But government pressure, and the "personal necessities" of the voters, will probably decide the question at the end.

—The São Paulo police, who are always out of sight and hearing when any house-breaking is going on, recently got information that a lot of some 20 runaway plantation slaves had come into town and were concealed in the house of Dr. Antonio Bento. This house was accordingly surrounded on the evening of the 13th, and the blockade was continued until the following day when a rigorous search was made. The result of all this feverish vigilance was that neither fugitive nor sign of one was found anywhere about the premises.

—A sensible colonization project has recently been made public by a German planter of S. João da Boa Vista, province of São Paulo, named Nicolau Rehder, who proposes to divide his plantation into lots of 10 alqueires (about 50 acres) which, with a good house, two cows and two horses, he proposes to sell for 1,300\$, the colonist to pay for the same with a half of his crop each year. He intends to put up a sugar mill near the centre of the estate, and the colonists will be required to grow sugar cane for it. The colonists will be Germans.

—The city of Pará seems to have been somewhat unfortunate in its department of public works. According to the *Diário do Gram-Pará* of the 3rd inst., the Nazareth church cost 400,000\$ and was under construction 33 years, and is one of the ugliest buildings in the city; the Paz theatre cost 1,000,000\$ and is a mass of technical defects; the provincial palace cost 800,000\$ and is better built than the others; and the city quays have already cost over 2,000,000\$ without being of the slightest advantage to the port. As to the custom house — our colleague can not do the subject justice! He will try it some other day!

—The September expenditures on the Pará custom house amounted to 19,357\$843.

—The September income of the Ypanem iron foundry amounted to 4,130\$044.

—The September receipts of the Espírito-Santo provincial revenue office amounted to 14,558\$996.

—The public gas illumination of Bahia last month cost a total of 15,260\$600.

—The Bahia *Diário de Notícias* of the 8th inst. calls attention to the reappearance of yellow fever in that city, and asks that prompt action be taken by the authorities to prevent its increase.

—The September receipts of the Espírito-Santo custom house amounted to 18,935\$154, against 13,873\$924 in the same month of last year and 9,679\$713 in 1883.

—The vice-president of Minas Geraes vetoed the provincial budget on the 13th inst. A new session of the provincial assembly will probably be called at an early date.

—The epidemic of small-pox in Bahia continues unabated. With the existence of *beri-beri* and the reappearance of yellow fever, the sanitary condition of that city can hardly be considered good.

—Advices received here on the 19th announce the capture of the book-keeper of the Baganga, Pará, railway accused of forgery to the extent of some 8,000\$. He was arrested at Manóas.

—In S. Lourenço, a suburb of the capita of Rio de Janeiro, the hedges are so luxuriant that passengers in the trams run the risk of losing an eye, or, worse still, receiving a disfiguring scar upon the cheek of beauty.

—The town of Tefé on the upper Amazon has a municipal council that knows its own business. The municipal revenues are divided up among themselves and their friends, and no records whatever are kept. The receipt books, too, are put out of the way.

—The overburdened treasury of Minas Geraes has been ordered by the provincial assembly to pay 2,000\$ to José Lino Fleming to enable him to continue his musical studies in Italy, and another 2,000\$ to Dr. Alfredo Moreira Pinto to assist him in the publication of a dictionary.

—A Minas Geraes paper mentions the killing of a clown by a performing elephant at a circus and adds that during the confusion a fair trapezist fled with her lover. This says, the paper, has occurred twice to the circus company. But which? Killing a clown, or stealing a performer?

—The September receipts of the Pará custom house amounted to 764,262\$270, against 492,714\$150 in the same month of last year, 878,307\$583 in 1883, and 1,004,182\$236 in 1882. The provincial receipts (*recebedoria*) for the safe month were 293,224\$953, against 163,704\$030 last year and 262,644\$638 in 1883.

—A cabmen's strike occurred in São Paulo on the 16th because of a police order which forbade their standing near the railway station. The passengers by the Rio train in the evening, who missed the tram car, had to get into town on foot, much to their inconvenience. The *Diário Mercantil* says that the police were wholly at fault in matter.

—According to a local census the slave population of the municipality of Piracicaba, São Paulo, on the 30th June last was 5,533, a decrease of only 74 from the number registered in 1871. The number of deaths since the adoption of the Rio Branco law has been 982, and of emancipations 269, showing an actual increase of slaves by importation of 1,177.

—The town of Taubaté, São Paulo, has for some time been the scene of a great demonstration of spiritualism. Communications from all the great personages who have ever lived, even from Jesus Christ, have been announced, and many have gone quite crazy through the unnatural excitement created. The author of all this, a Dr. Antonio Ramos Nogueira, has finally been compelled to leave the place.

—The *Imprensa*, of Tieté, São Paulo, says that the blossoms in the coffee orchards of that municipality were most abundant during the last days of September and the early part of the current month. The planters all unite in saying that they never saw so profuse a blossoming. Some planters estimate the next crop for that municipality at over 3,000,000 kilogrammes, as against 450,000 kilogrammes for the crop now marketing.

—The *Diário*, of Campinas, São Paulo, is informed that the inhabitants of Mocóca are in extreme terror because of the threats of a neighboring planter, João Baptista de Lima, who threatens to visit them with his *capangas*. The whole country for leagues about is terrorized by this man. He is the same one who so brutally whipped a lot of colonists a short time since. A Belgian machinist recently went to his plantation to seek employment, and for some inexplicable reason was whipped and nearly killed by Lima's *capangas*. Protection has been asked from the provincial government by the people of Mocóca, but thus far without response.

—There were 138 police arrests in Pará during September.

—The total export of rubber from Manóas, the capital of the province of Amazonas, during the fiscal year 1884-85, was 1,146,353 kilos, valued at 2,292,961\$380, for foreign countries, and 2,916,999 kilos, valued at 5,500,577\$750, for domestic ports.

—The *Diário de Notícias* of Bahia of the 15th inst. announces an *aviso* from the treasury to the effect that on and after the 17th the new additional 5% tax will be collected on all general imposts, except those on exports. The notice seems to have been a very short one.

—The recent explosion in a fireworks factory in the city of São Paulo, with serious results, has led to the discovery that the by-laws of that city absolutely forbid the establishment of such industries anywhere near other buildings or places of transit. All such laws, however, are evidently *pa ainglez vob*.

—Complaints are made in Amazonas that slaveholders are continually bringing their slaves into that province in open violation of the provincial law. After freeing their own slaves at so great a sacrifice, the people of that province think that their wishes ought to be respected by the slaveholders of other provinces.

—A telegram of the 22nd from São Paulo announces the assassination at Mocóca of João Baptista de Lima and his mistress by an Indian whom Lima had caused to be whipped the evening before. Lima is the planter who has recently won notoriety for whipping colonists on his plantation, and whose good character has since been vouched for by all the local authorities.

RAILROAD NOTES

—The September receipts of the Pará tramways amounted to 23,407\$600.

—The traffic receipts in August of the Great Western railway were 22,472\$040 and expenses 31,200\$030.

—Eighty kilometres on the Porto Alegre and Cacequi railway were opened to traffic on the 14th. The line has now under traffic 262 kilometres.

—The fiscal engineer's report, dated 9th September, gives the traffic receipts of the Recife and S. Francisco railway in July at 38,920\$188 and expenses 43,596\$793.

—The August traffic receipts of the Carangola railway were 69,174\$250 and expenses 32,581\$307. Passengers contributed 10,934\$780 and goods 56,843\$400.

—The traffic receipts of the Cantagallo railway in September were 156,539\$736 and expenses 103,132\$273. For the same month last year receipts were 151,282\$711 and expenses 103,509\$184.

—The August receipts of the Paulista railway were 215,024\$650, and the expenditures 87,360\$270, leaving a surplus of 127,664\$380. The total net revenue since July 1st amounts to 229,176\$700.

—The July traffic receipts of the Campos and Carangola railway are officially stated to have been 46,346\$820 and expenses 33,599\$660. Passengers contributed 9,367\$220 and merchandise 35,350\$800 to receipts.

—The fiscal engineer of the Bahia Central railway reports traffic receipts at 34,574\$390, of which passengers contributed 6,571\$900 and merchandise 23,251\$560. Expenses were 37,162\$010 and deficit 2,587\$620.

—The fiscal engineers' reports give the August traffic receipts of the Recife and S. Francisco and Nital and Nova Cruz railways at 35,139\$310 and 2,666\$780 respectively. Expenses were 40,119\$222 and 17,715\$763 respectively.

—On the 12th inst. the final surveys of the Macacé extension of the Cantagallo railway from Rio Bento were delivered to the director of public works of the province of Rio de Janeiro. The total length is about 113 kilometres.

—The fiscal engineer's August report on the traffic receipts and expenses of the D. Theresza Cristina railway gives the former at 4,017\$820 (of which passengers furnished 1,435\$980 and goods 1,660\$540) and expenses 16,909\$816.

—The *Monitor Uberabense* of Uberaba, Minas Geraes, states that a shipment of merchandise, weighing 1,830 kilogrammes was recently received in that city from S. Paulo, the costs of transportation on which amounted to a total of 378\$010, or at the rate of a trifle over 201 reis (say 10 cents) a kilogramme.

—The gross receipts of the Bragançana railway, São Paulo, during the half year ending 30th June last amounted to 41,927\$230, and the expenditures to 50,311\$037, leaving a deficit of 8,383\$307. The deficit for the last six months of 1884 was 35,183\$753, making a total of 43,567\$100 for the year. The number of passengers carried during the six months ending 30th June was 6,753, and the freight traffic amounted to 2,967½ tons.

—The August traffic receipts of the Rio Grande and Bagé railway are reported by the fiscal engineer at 37,644\$670 and expenses 41,993\$770.

—The same party, Sr. Manoel Gomes de Oliveira, who made a former proposal for the purchase of the Cantagallo railway and branches, worked by the province of Rio de Janeiro, has made a new proposal to acquire the line for 9,000,000\$. The road has greatly improved under wise reforms, and the excess of receipts over expenses for the first nine months of 1885 is stated to be 495,306\$675; an increase of 243,000\$ on the balance for the same period last year. Of this sum nearly 165,000\$ represents the reduction in the staff.

—The minister of agriculture invited the director of the Leopoldina railway to a conference with that of the Campos and Carangola, which was held on the 20th. At this conference an agreement was come to by which the Carangola line will not be extended beyond S. Antonio de Carangola and the Leopoldina company agrees to repay the Carangola for expenses incurred with surveys, and works between S. Antonio and Tombos de Carangola, and to neither open stations, nor receive passengers nor goods, upon that section of its line which was in dispute. In view of this arrangement the minister authorized each company to proceed with its works.

—By an *officio* of the 19th inst. the minister of agriculture appointed Engineers Soares, Rademaker and Cochrane on a commission to investigate the charges brought against Dr. Julio Pinkas, chief of the last Madeira and Mamoré survey, and also upon the divergences between the reports of that engineer and Dr. Carlos Morsing. One of Pinkas' assistants states that nearly 40 kilometres of the line were never surveyed, and that the telegram from the chief to the effect that the last stake was driven at Guajará-mirim on the 7th September, 1884, was absolutely false, because not one of the corps ever reached that point. It would seem that some two or three hundred cones were spent by this Pinkas survey to establish a difference of 500 metres in the length and a fraction of a cubic metre per running metre of earthworks from the preceding Morsing survey. All these matters will constitute subjects of inquiry for the investigating committee.

LOCAL NOTES

—After all the naval shan fights which have recently occurred, it will be extremely hazardous for any enemy to enter our bay and anchor off the Ilha das Cobras.

—On the 14th the minister of war refused to allow to the Associação Commercial the investment of the funds belonging to the *Asylo dos Invalidos* for the completion of the Exchange now nearly finished in the Rua Direita.

—On the 13th the Emperor paid a visit to the Indians recently sent down here from Matto Grosso, but although H. M. spoke Gaarany to "Lo," the latter does not seem to have understood it. A question of accent perhaps.

—The *festa* of Our Lady of the Penha was a great success, and no disturbances were reported. Whether there is any particular amusement in stringing *rossas* and *pio doce* around one's neck and hat, the pilgrims are best able to declare.

—An unfortunate slave was recently caught by the police and had his head shaved at the gaol. He seems to have been guilty of no crime, but such it is said are the orders of the chief of police; every slave must have his head shaved.

—One of Sr. Simbubá's desirable immigrants, a native of the Flouery Kingdom, stabbed and seriously wounded another desirable immigrant, also a native of the etc., on the morning of the 19th, because of a question of 300 reis, say 6d, over a friendly gambling game.

—Two candidates for diplomatic positions—Srs. Luiz de Castro Junior and Luiz Gomes Perera, were examined and passed on the 21st. The former is said to have received an appointment as an attaché on the London legation, and may therefore be expected to soon withdraw from his position as dramatic and musical critic on the *Jornal do Commercio*.

—The visits of some of the ministers to certain establishments under their charge are certainly amusing. That the minister of finance should examine into the coinage of stamps, and that Admiral Chaves should assist at putting the *Almourante Barroso* on a rock, may be considered within their limits; but when the minister of empire (a naval officer, we believe) goes in for examining the medical school, and took five hours for it, one cannot but smile. The best part of it was that Baíão de Mamoré showed himself highly satisfied with the state of advancement in which he found the faculty, which to day is an honor to the country."

The Principe do Grão-Pará completed his tenth year on the 15th inst. May he live to enjoy many more anniversaries of the same character.

The society for the protection of animals held a meeting on the 18th. Nothing to prevent tying calves to their mothers' tails seems to have been done.

The steam yacht *Marchesa* arrived here on the 16th to meet the Earl of Dudley, her owner. His Lordship has been roughing it in the Rio Doce region for some time on a shooting expedition, and has had, we hear, fair sport in the Tajir and tiger cat line.

The following inventory shows that Rio thieves are not over particular in what they annex; a goat, lead pipes, a scale and weights, an axe, a hammer and a saw, a turkey and sundry fowls, were all stolen by a professional on the 18th, as he himself confessed to the police.

On the 20th, the Emperor visited the str. *Kaikoura*, of the New Zealand Shipping Co's line, and examined thoroughly the arrangements for preserving meat, etc., on board. The captain had prepared a luncheon composed of New Zealand delicacies, but H. M., says the local press, would only taste a bit of cold mutton.

The many Rio friends of Mr. Frank W. Jones, formerly superintendent of the telephone company here, will be interested to hear of his marriage (to Miss Jeannie Humphrey, of Buffalo, New York.) which took place in that city on the 24th ult. The congratulations and good wishes of THE NEWS, and a host of others, are cordially offered the happy couple.

Although a liberal, Dr. Carijó has been retained in his position as first *delegado* of police, which reflects great credit upon the government. This official has been the most active police officer that Rio has known for a long time, and he has been instrumental in capturing so many criminals that his name is fast becoming a terror to that large and increasing fraternity.

There appears to be something peculiar in the appointment of the present chief of police, judging from the press comments. He was a member of the Pará court of appeals, but obtained leave of absence just before the last change of ministry on account of impaired health. He arrived here just in time to receive the appointment of chief of police, and was accordingly transferred to the Rio court.

The new minister of empire evidently believes that he can abolish the *cortijos* of this city by a stroke of his pen. He has perhaps forgotten that the same means have been tried by more than one of his predecessors, and with the unvarying result that the minister has had to give up the contest. An examination of the list of *cortijo* owners will probably give the minister some new light on the subject.

It is but a very few months since Rio was shaken to its very foundations by the indignant protests of Brazilians against the reflections cast upon their honor and honesty by the statements of a Sr. Bustamante regarding the use of money to secure a gas contract. Now we have the exposure of a slaughter-house ring in the municipal council who are receiving over 4,000\$ a week from the men to whom they have given monopolies!

The Most Illustrious Municipal Chamber is in trouble all around. The contract for letting the market, the job of the tents, and the precious business at the abattoir are all cheerful examples of the patriotism of the city fathers. The first was quite sufficient to attract the attention of the government; the second will produce some curious revelations, and the third seems so outrageous that it is a wonder that the victimized people of this city can keep from mobbing them.

The first steamer of the Adria Hungarian Sea Navigation Co., the *Yokoi*, arrived at this port on the 16th. The service thus inaugurated will be between Fiume and this port and Santos, with calls at Trieste and the usual northern ports of Brazil. Freight and passengers will be received for all the principal ports of the eastern Mediterranean. The company enjoys a considerable subsidy from the Hungarian government. Messrs. Edward Johnston & Co. are the agents at this port and Santos.

The witty writer of the *feuilletons* of the *Jornal* deduces from Erasmus that the late naval smug fight should be considered a success. The only casualty was that of a horse-marine—or rather one of the imperial body-guard—having a fall from his horse upon leaving the Navy Yard. Not content with airing his knowledge of Erasmus, the writer draws a parallel between the 12 wheat-grinders of Ulysses and the patent educational machine of Barão de Macaluldas, rather to the detriment of the latter, and finally refers to the fable of the monkey and the magic lantern. All in all, the sketch is almost as amusing as it is learned, but it requires too much pulling down of books of reference.

Michael Angelo—we mean Rodolpho Bernardelli—has been made an official of the Order of the Rose.

We have the authority of Sr. Moura, one of the city fathers, for stating that Italy is the country that best looks after education; vide *Jornal* 20th.

The minister of marine has authorized the construction of the new mitrailleuse according to the designs of Lt. Severiano Antonio de Castilho of the imperial navy.

While awaiting the landing of the naval contingents during the late naval combat, the spectators breakfasted. And quite right too! Who can fight on an empty stomach?

We have received a new Italian humorous publication entitled *Il Diavolo Zoppo*, which it is proposed to issue monthly. Our new colleague has every good wish for his success.

St. Swithin has lately been kind to us and complaints of scarcity of water are less frequent. But could not the saint let us have enough to moisten the throat of at least one of the city's handsome fountains?

On the 17th the Equitable Life Insurance Company was authorized to transact business in Brazil, but the fine of 5,000\$ imposed for taking risks prior to this authorization was ordered to be deposited as a part of the revenue of the empire.

The capital to be employed in central sugar factories has been, by recent decrees declaring certain privileges lapsed, reduced to 22,380,000\$, of which 2,400,000\$ has a guaranteed interest of 7 per cent. and 19,980,000\$ a guarantee of 6 per cent.

The minister of finance thinks there is not enough nickel and too many 500 reis notes in circulation. The profit on the former can hardly be so great as on the latter, for they may not be declared subject to 10 per cent. discount at odd times.

On the 17th Sr. Guilherme Wagner was granted a patent for extracting honey from the comb, without either destroying it or killing the larvae. Whether the apparatus can be as successfully applied to a bumble-bee's nest, is not clearly stated in the specifications.

On the 13th a child's coffin was found in the Rua Pedreira da Candelaria, and all the efforts of the police were insufficient to discover for whom it was intended. As coffin making is a monopoly in Rio, an application to the monopolist should have explained the matter.

The 77th fortnightly concert at the Beethoven Club took place on the evening of the 16th inst. The attendance was large and the programme good. Of particular excellence was the rendering of Sarasate's *Danse Espagnole*, violin solo, by Otto Beck, and Liszt's *Rhapsodie*, piano, by Arthur Napoleão.

If, as the *Jornal* says, it costs 3 cents per lb. to send coffee from New York to New Orleans, and, as it will be conceded, the difference in steamer freight hence is only about 10 to 15 cents per bag, why do not the Centro da Lavoura e Commercio send a cargo or two to New Orleans and make a very handsome profit? The *Jornal* has been misled.

On the 12th the minister of agriculture declared that, pending the new enrollment of slaves, the valuation of such as are to be freed under the law of 1871 must be determined by the *regulamento* of November 13th, 1872. This is rough on agriculture, for the Saravia-Cotejipe combination would tranquilize agriculture to the extent of some hundreds of milreis per head over the Rio Branco law.

It only cost 606\$ to uncase and mount a marble group representing Our Lord and the adulteress, and to furnish a copy of the *Venus de Medici* with a pedestal. These works are the production of Sr. Bernardelli, who, from what the local press says, is a worthy competitor of Michel Angelo. The worst of it is that the Brazilian translation of *Cygnus* is only too frequently the English equivalent of *Anser*.

Our colleague, the *Diario de Noticias*, thinks the economical conquest of Uruguay by the United States, for which purpose the roving commission has reported that the establishment of steam navigation is alone necessary, might cause the appearance of another dangerous neighbor on our southern frontier. As to the possession of Uruguay, Brazil may be tranquillized; we doubt whether the Americans would have her as a gift.

On the 17th the minister of empire suspended the members of the Municipal Chamber charged with bribery. They are Messrs. Silva Pinto, Chavantes, Henrique de Carvalho and Alves Moreira. The minister has further instructed the first prosecuting attorney to proceed against them according to law. This last named official, Dr. Julio Ottomi, has since refused to prosecute, and the papers have been put into the hands of his colleague Dr. Sampaio Ferraz.

The new gunboat *Marydj* will be launched at the marine arsenal at half past two this afternoon.

We see by the *Diario do Gram-Pará* of the 30th ult. that "The democratic candidate for the presidency of the United States is Sir Blescher, a banker in Albany and intimate friend of President Cleveland."

We are requested to note the arrival here, per *Kaibara* from New Zealand, of Mr. Edward S. Dodson, a nephew of the late Thomas Dodson, C. E. who was once connected with the Maua railway and well known to the older residents of this city. Mr. Dodson is proposing to remain in Rio for a time and will engage in teaching providing pupil can be obtained.

The reason why the *Almirante Barroso* was run upon the rocks in her recent trial of speed over a measured mile in this harbor, has at last been explained. The commission of inquiry has discovered that the buoys had been moved by an assistant of the director of the naval work-shops who lured the vessel's engines and who wished to shorten the course so as to show an extraordinary speed. It seems that there had been some controversy over these engines, and as they are the first of the kind ever built here, the maker desired to have them make a specially good record.

According to the circumspect *Jornal do Commercio* the detective police force of our city is in a lamentable condition. Our colleague gives three names of detectives who show the following qualifications for their being able to fulfill the adage, "set a thief to catch a thief." The first has served out a sentence for burglary; the second is charged with being the leader of a band of ruffians, who wantonly stabbed a youth a few days ago; and the third is a *capanga*, who is charged with being implicated in a murder, the investigation into which seems to have been smothered. We translate literally from the *Jornal*, and if the government retains the chief of police in office, after this exposure, then the sooner peaceable men arm themselves the better.

On the morning of the 18th inst. an ex-conductor of the Botanical Garden tramway company, named Guilherme Corrêa de Menezes, attempted to assassinate the cash receiver, Mr. Albert Waltz, at his own door. The crime was committed a few minutes after 2 a.m. as the latter had just entered his gate, and was unquestionably for the purpose of securing the money which Waltz carried with him. The latter is a man nearly 66 years of age, while Menezes is a young man of 22. Fortunately the cries of the old man were heard by his daughter and help arrived just in time to save him. He was badly cut about the head and body, and was covered with blood. There was not a policeman in the neighborhood, nor was one found until nearly three, when the wounded man was taken to the police station for an examination where he was kept until after 7 o'clock. Not a physician in the vicinity could be induced to visit him, as none of them cared to make visits at that time of the night. A more shameful proceeding than this it has never been known to record.

BIRTH.

On Saturday, the 19th September, at 38, Linden-gardens, Bayswater, England, the wife of Ernest Frederic Iorant, of a son.

From the Buenos Aires Standard, September 27th.

ABOLITION OF THE LOTTERIES.

The wave of public censure that abolished the lotteries in 48 hours is the most creditable expression of opinion we have witnessed in this country for very many years, and the extraordinary, or accidental way in which it was done suggests the great truth of Shakespeare's immortal lines:

There's a divinity that shapes our ends,  
Rough hew them how we will.

Last week, no man in Buenos Ayres ever dreamt that in 48 hours the whole fabric of lotteries would be swept from this city. No project for that purpose had been brought into Congress, no news paper had proposed the reform, no meeting had been held, no petitions signed, no application to the Lord Mayor, or the President, or the Ministers; yet, swift as lightning, the measure passed through the house and the voice of public opinion was so unanimous so emphatic, that before opposition could be raised the law was passed. The debate in the *Diputies* on this most important measure was purely accidental; it came up with the discussion of the new tax law for the ensuing year—'patentes' for lotteries. At any other time the 'patentes' would have passed 'nem com', but the nuisance of these lotteries was so great, the scandal so notorious, that but a spark fired the whole house, and in an instant Roquistas, Irigoienistas, Lochostas and Gerostagionistas all joined and what began with an idea to increase the tax, ended in ten minutes in a total and absolute prohibition. Again, the passing of this measure in the Senate was an equal surprise; it was done, and so quickly done, that the influences of municipality and lottery men, and their agents, had not time to be invoked. Public morality may say, "veni, vidi, vici," for we have nothing in the history of our Congress passed through with equal rapidity. To one in the Senate had the foreboding of these lotteries been so great, that he felt obliged to oppose the bill. There was a "proposque tanquid" being not only in the house, but through the city, which the legislators most properly interpreted, and we call attention to this measure as another evidence how an idea, with public opinion in its favor, runs faster than a railway train and assumes in an instant the full dimension of the most powerful law.

RIO CRICKET CLUB.

The third match between H. M. S. Ruby and the R. C. C. took place on the R. C. C. grounds on the 10th inst., and resulted, after an energetic struggle, in favor of H. M. S. Ruby which won the game by 10 runs. Scores were as follows:

Table with 2 columns: 1st Innings and 2nd Innings. Lists players and runs scored by each team.

H. M. S. Ruby.

Table showing scores for H. M. S. Ruby players: Guyatt, b. Youle, Lt. Ethelston, Fraser, run out, Lt. Basset, De Crespiigny, b. Tross, Rev. Mr. Homan, b. James, Chapple, b. Tross, Capt. Hotham, run out, Prouse, not out, Le Brun, c. Cox, b. James, Glover, b. James, Extras.

Analysis of the bowling.

R. C. C.

Table with 2 sections: 1st Innings and 2nd Innings. Lists bowers and their statistics (balls, runs, maidens, wickets).

H. M. S. Ruby.

Table showing scores for H. M. S. Ruby bowers: James, Youle, Tross, Peake.

COMMERCIAL.

Rio de Janeiro, October 23rd, 1885. Par value of the Brazilian mil reis (1880), gold 27 d. do do do do in U. S. coin at \$4 84 per \$100 stg. .... 54 45 cents. do \$100 (U. S. coin) Brazilian gold. .... 1887 do of £1 stg. in Brazilian gold. .... 8 82 1/2. Bank rate of exchange on London to-day. .... 17 1/2 d. Present value of the Brazilian milreis (paper), 662 rs. cts. do do do in U. S. coin at \$4 80 per £1 stg. .... 35 75 cts. Value of \$100 (£84.80 per £1 stg.) in Brazilian currency (paper) ..... 2 297 Value of £1 sterling ..... 134 4/6

EXCHANGE.

October 14.—There was no change in rates, viz: 18 1/2 on London, 525-527 on Paris and 649-651 on Hamburg at 90 d/s and 2880 on New York at sight. The English banks were drawers on head offices only. A fair business was reported at 18 1/2 for bank and 18 1/2-18 3/4 for commercial sterling, and at 525-527 for bank and 520-521 for commercial francs. Sovereigns sold at 138 1/2, closing with buyers at 138 1/2.

October 22.—The market opened at yesterday's rates but in the afternoon became flat and posted rates were reduced to 18 on London, 528-530 on Paris and 654-656 on Hamburg at 90 days; \$28.10-28.20 on New York at sight. Commercial sterling was reported at 18 3/4-18 1/2 and francs 521-522, with little doing. Sovereigns sold at 138.60, closing with buyers at 138.70, sellers at 138.80.

October 23.—The market has opened very flat. Bank on London 17 3/4 on bankers and 17 1/2 on head offices, bank francs 530-531. The market has been cleared of bills and we hear commercial sterling may be quoted at 17 1/2.

—The very considerable demand shown for the gold 5 per cent. hypothecary notes of the Banco de Credito Real do Brazil is reported to be for Portuguese account.

—The Sta. Isabel do Rio Preto railway loan issued at 95 per cent. (7) amounts to £740,000 in debentures of £50. Interest 6 per cent in gold and sinking fund 2 per cent. The financial agent for paying coupons is the English Bank of Rio de Janeiro, Limited, here and in London.

At the general meeting of the shareholders of the Bank of Brazil held on the 20th, Dr. Silva Costa presented a list of twelve questions relating to the operations of the bank with the house of Bitencourt, in Santos, the position of the S. Paulo branch, the transactions with the coffee syndicate, the persons who appeared in this, etc. The president replied, and apparently, to the satisfaction of the majority of the share holders which passed the auditors' report. Dr. Silva Costa declared, however, that he had refrained from voting as his questions had not been categorically replied to.

FORTNIGHTLY BULLETIN OF THE BOARD OF BROKERS.

Table with exchange rates for various locations like London, Paris, and Rio de Janeiro, listing rates for different currencies and terms.

DAILY COFFEE REPORTS.

Rio Associação Commercial daily cablegram to New York regarding position and quotations of the Coffee market.

Large table showing daily coffee reports with columns for Stock this morning, Receipts yesterday, Sales for United States, and various market indicators from Oct 14 to Oct 23.

WEEKLY SUMMARY.

Summary table for October 17th showing sales for United States, Europe, and other regions, along with steamers loading and stock in Santos.

SALES OF STOCKS AND BONDERS.

Table listing sales of stocks and bonds for October 14, 15, 16, 17, 18, 19, 20, 21, 22, and 23, including various government and corporate securities.

MARKET REPORT.

Rio de Janeiro, 23rd October, 1886.

Coffee.—The sales given in since our last report are important amounting to nearly 185,000 bags, of which over 100,000 were reported on the 16th. This business was done previously; the market became quiet and somewhat flatter, but the result of the Dutch auction seems to have stiffened dealers and the market is now reported firm and quiet. On the 15th prices were advanced about 20 reis per arroba, since when there has been no change. Receipts show a sharp increase, but stock is some 50,000 bags less than at date of our last. The weather has been rainy, but occasions no interruption in railway traffic. As to the growing crop, so far as our native colleagues publish notices, these are favorable.

Exports.

Sales since our last report have been: 113,707 bags for United States, 67,031 for Europe, 500 for Cape of Good Hope, 3,729 for Elsewhere.

The clearances have been:

Table showing clearances of various goods and services, including United States, Europe, and other international destinations.

DAILY RECEIPTS AND SALES OF COFFEE AT RIO DE JANEIRO.

Table showing daily receipts and sales of coffee at Rio de Janeiro from Oct 14 to Oct 23, with columns for various coffee grades and prices.

Imports.

Receipt have been very small, and the movement in the markets in proportion. Flour closes quiet, but firm; in Pine there is nothing to report. Lard is flat, as is also Keroseene. There seems to be an impression that dealers are showing commendable prudence in their operations, and we are informed that collections are being made with little difficulty. That fewer trade bills are making sales clear, and this would explain the steady reduction in bills discounted at the banks, but this feature can hardly be considered a favorable one for business, it would rather point to a restriction of credit.

Finance.

Receipts since our last have been: Finance from United States: Mt. Vernon 300 brls., Colours 200, Gallego 250, O'Dance 250.

Tokai from Trieste: 1,000 brls.

Rio from River Plate: 2,000 bags, 1,000, Kronsprinz Fr. Wilhelm do: 250 bags, 250.

Mississippi from Baltimore: Mt. Vernon 725 brls., Chesapeake 600, Harpers Ferry 300, 1,625.

Sales for the same period have been only about 6,000 brls, and stock in first hands is estimated to be: 3,000 brls. Trieste, 39,000 American, 6,000 River Plate, 48,000 brls.

Brokers' quotations are: Trieste 165,000-185,000, Richmond 1st 18,000-19,000, Baltimore 1st 18,750-19,000, Western & Int. 16,000-18,500, Chile nominal, River Plate 16,000-16,500, New Zealand nominal.

Market quiet, but steady.

Pitch Pine.—There have been no arrivals and the market is nominally unchanged at 44,000 to 46,500 per dozen. The Y. A. Portland from Brunswick has just arrived.

White Pine.—No receipts. Last sale was at 115 reis per foot. We may quote at about 105-115 reis per foot.

Spruce Pine.—None arrived and nothing new to report.

Swedish Pine.—Receipts have been: 1,050 doz. per Espeland from Helsingfors and about 500 doz. per Malme from Westerswick which are on order. The market is quoted steady at about 37,500 per doz. for white and 35,000 per doz. for red deals.

Kerosene.—Receipts have been: 5,000 case per Finance, 5,000 case per Haverill.

Lard.—Receipts are: 4,000 kegs per Mississippi.

Brokers quote the market flat at 405-410 reis per lb.

Rosin.—Receipts are 300 brls. per Finance from New York and quotations unchanged at 7500-11,500 per lb.

Bran.—Receipts are 200 bags per Licard from River Plate. There seems to be no change in quotations, viz: 28100-28,300 per bag.

Turpentine.—No receipts and retail quotations are 480-500 reis per kilogram.

Indian Corn.—Receipts have been: 800 bags per Rio, 500 Orléans, 4,677 Kronsprinz Fr. Wilhelm, 4,000 Vieira.

all from the River Plate. Brokers quote at 43,500-43,500 per bag.

Codfish.—There have been no receipts of importance and quotations are rather nominal.

Cement.—No arrivals and quotations are unchanged.

Coal.—That one cargo has arrived since our last report.

Hoy.—No receipts.

Rice.—No receipts and quotations unchanged at about 95,000-2,200 per bag.

SHIPPING NEWS.

ARRIVALS OF FOREIGN VESSELS.

Table listing arrivals of foreign vessels from October 14 to October 20, including ship names, companies, and cargo details.

OCT. 21.

HELSINGFORS-Nor bk Espeland; 405 tons; Nielsen; 80 ds; pine to order.

PENRO-Br bk Kalda; 202 tons; McFarlane; 8 ds; cotton seed to the Island of Olesoy Company.

OCT. 22.

BALTIMORE-Br bk Mississippi; 228 tons; Bachant; 60 ds; sundries to Phipps Brothers & Co.

ANTWERP-Swed ship Hilma; 90 tons; Gouvinis; 58 ds; railway plant to order.

CARPIFF-Br ship Maori; 650 tons; McCann; 61 ds; coal to Hamilton & Fano.

WESTERWICK-Dan bk Malvine; 185 tons; Wilhelm; 62 ds; pine to Hartwig, Wilmsen & Co.

OPORTO-Port lug Alves; 325 tons; Gonçalves; 33 ds; salt dries to C. Abrahams & Co.

ILHA DO SAL-Port bk Churo; 608 tons; Bant; 35 ds; salt dries to Vive Miranda Leone & Co.

PORTO ALGRES-Dutch bk Ann; 202 tons; Hart; 9 ds; salt dries to B. J. de Souza Dias.

OCT. 15.

OPORTO-Port lug Lisbon-Port bk Adelin; 251 tons; Fernandes; sundries.

SHIP ISLAND-Nor bk Wimmera; 941 tons; Schoon; ballast.

BARRADORS-Nor bk Warrbad; 267 tons; Schor; do.

PERNAMBUCO-Nor bk Livingstone; 234 tons; Johansen; do.

OCT. 16.

NEW YORK-Amer bk Shawmut; 447 tons; Small; coffee ballast.

VALPARAISO-Amer ship W. W. May; 1256 tons; Morley; ballast.

BARRADORS-Br ship King George; 1207 tons; Vaughan; do.

BARRADORS-Nor bk Stener; 276 tons; Petersen; old iron.

OCT. 18.

WILMINGTON-Port bk D. Anna; 270 tons; Pittencon; ballast.

OCT. 20.

PORT EADS-Nor bk Annie Durville; 811 tons; Haines; ballast.

PERNAMBUCO-Nor bk Cores; 121 tons; Hansen; same cargo.

OCT. 21.

LESBON-Port bk Marianinha; 867 tons; Paulo; ballast.

BARRADORS-Nor bk Byfoged Christensen; 257 tons; Irgens; do.

PELOTAS-Nor lug Chancer; 235 tons; Petersen; same cargo.

OCT. 22.

BALTIMORE-Amer bk Adelphi; 377 tons; Bailey; coffee ballast.

VALPARAISO-Amer ship W. W. May; 1256 tons; Morley; ballast.

LIVERPOOL-Br ship Saker; 196 tons; Syrett; ballast.

PARA-Nor bk Sankarum; 214 tons; Hansen; do.

ARRIVALS OF FOREIGN STEAMERS.

Table with columns: DATE, NAME, WHERE FROM, CONSIGNED TO. Includes arrivals from Hamburg, Liverpool, London, etc.

DEPARTURES OF FOREIGN STEAMERS.

Table with columns: DATE, NAME, WHERE TO, CARGO. Includes departures to Valparaiso, Rio S. Francisco, London, etc.

\* Calling at intermediate ports.

FOREIGN SAILING VESSELS IN THE PORT OF RIO DE JANEIRO, OCTOBER 23rd, 1885.

Large table listing foreign sailing vessels with columns: NAME, TONNAGE, WHERE FROM, CONSIGNED TO, and other details.

LATEST LONDON QUOTATIONS OF BRAZILIAN STOCKS AND SHARES.

EXTRACTED FROM "THE STATIST" AND "RAILWAY NEWS" OF SEPTEMBER 19TH.

Table of Brazilian stocks and shares with columns: Name, Price, and other financial data.

GOVERNMENT BONDS

Table of government bonds with columns: Denomination, Interest, Nominal Value, and Quotation.

BANKS AND PUBLIC COMPANIES

Large table listing banks and public companies with columns: Name, Reserve Fund, Quotation, and Last Dividend.

VESSELS AFLOAT & LOADING FOR RIO.

Table listing vessels afloat and loading for Rio with columns: Name, Date, and other details.

**Insurance.**

**GUARDIAN FIRE AND LIFE INSURANCE CO.**

Agents in Rio de Janeiro  
**Smith & Youle.**

No. 62, Rua 1º de Março.

**THE LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.**

Agents in Rio de Janeiro  
**Phipps Brothers & Co.**

No. 16, Rua do Visconde de Inhauma.

**LONDON AND LANCASHIRE FIRE INSURANCE Co.**

Agents in Rio de Janeiro  
**Watson Ritchie & Co.**

No. 25, Rua de Theophilo Ottoni.

**PHENIX FIRE OFFICE.**

Established 1782

Agent in Rio de Janeiro

**E. W. May,**

RUA DO GENERAL CAMARA No. 2,  
Corner of Rua Visconde de Itaboraá.

**HOME AND COLONIAL MARINE INSURANCE Co.**

Agents for the Empire of Brazil

**Norton, Megaw & Co.**

No. 82, Rua 1º de Março, Rio de Janeiro.

**THE MARINE INSURANCE COMPANY LIMITED.**

Capital..... £1,000,000 sterling  
Reserve fund.... £ 420,000 "

Agent in Rio de Janeiro

**E. W. May,**

RUA DO GENERAL CAMARA No. 2,  
Corner of Rua do Visconde de Itaboraá.

**COMMERCIAL UNION ASSURANCE COMPANY.**

**FIRE AND MARINE.**

Fire Risks  
Authorized 1870

Marine Risks  
Authorized 1884.

Agents for the Empire of Brazil

**Wilson Sons & Co. Limited.**

No. 2 Praça das Marinhas.

**ROYAL INSURANCE COMPANY, LONDON AND LIVERPOOL.**

Capital..... £2,000,000  
Accumulated Funds.... £5,245,104

Insures against the risk of fire, houses, goods and merchandise of every kind at reduced rates.

**John Moore & Co. agents.**

(Agents for Lloyd's)

No. 8, Rua da Candelaria

**NOBEL'S EXPLOSIVES Co. LIMITED.**

**Blasting Gelatine and Dynamite**

In cases of 50 lbs. ea., nett weight

Also patent Detonator caps and Bickford's patent use. For further information and price, apply to the

Agents for Brazil :

**Watson, Ritchie & Co.**

No. 25, Rua Theophilo Ottoni.  
Rio de Janeiro.

**Shipping.**

**THOMAS NORTON'S**

OLD REGULAR LINE OF SAILING PACKETS  
BETWEEN THE

UNITED STATES AND BRAZIL PORTS

Established in 1868

Loading Berth ; Covered Pier No. 17, East Wharf.

For Freight and General information apply to

**Thomas Norton,**

104 Wall St., New-York.

**Steamships.**

**LIVERPOOL, BRAZIL AND RIVER PLATE MAIL STEAMERS.**

UNDER CONTRACT WITH THE

BELGIAN AND BRAZILIAN GOVERNMENTS.

**October Departures :**

**To New York :**

[Every Saturday]

Thales [Loading also in Santos] Oct. 3rd
Hypocrite..... " 7th
Teutons..... " 17th
Biala..... " 27th
Strabo [Loading also in Santos] 31st

**To Southampton :**

Cecilia..... Oct. 15th
Galilea..... " 19th

**For Other Ports :**

Rosie to River Plate..... Oct. 1st
Moart do "..... 15th
Lizard to New Orleans..... " 31st

**To Rio Grande Ports :**

Cecilia..... Every
Chatham..... Wednesday
or Canning.....

**LAMPART & HOLT,**

21 Water Street, Liverpool.

**ARTHUR HOLLAND & Co.,**

17, Leadenhall Street, London

For freight and passages apply to

**NORTON, MEGAW & Co.**

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