

THE RIO NEWS.

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VOL. XII.

RIO DE JANEIRO, NOVEMBER 24TH, 1885

NUMBER 33

OFFICIAL DIRECTORY

AMERICAN LEGATION.—157, Rua das Laranjeiras.
THOMAS J. JARVIS,
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BRITISH CONSULATE GENERAL.—No. 8, Travessa de D. Manoel. GEORGE THORNE RICKETTS,
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N. B.—All notices should be sent to the Clerk.
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157, Rua das Laranjeiras.
ALBERT ALLEN, Clerk.

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METHODIST EPISCOPAL CHURCH.—Largo do Cattete.
English services: Sunday School 10 a. m., preaching at 12.20 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.
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W. B. BAGBY, Pastor.

TRAVELLER'S DIRECTORY

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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. Paulo branch) 11.43 a. m.; São Paulo (See S. P. R. Rio R. R.) 6 p. m. Downward: leaves São Paulo 6 a. m.; Lafayette 7.30 a. m.; Porto Novo 12.40 p. m.; arriving at Barra 1.20 and Rio 5.57 p. m. Connects with Valenciana line at Desaguan; Rio das Flores line at Commercio; União Mineira line at Serro; Oeste de Minas (S. João d'El-Rey) line at Sítio; 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 9.06 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 Pirahy.
CANTAGALLO R. R.—Leaves Niterohy (Sant'Anna) 7.25 a. m., arriving at Nova Friburgo 11.20. Cordeiro (1 hour per tramway from Cantagallo) 1.20 and Macuco 2.05 p. m. Return train leaves Macuco 8.15, Cordeiro 9.10 and Nova Friburgo 11.20 p. m., arriving at Niterohy 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, 8.35, 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 Trápiche Mauá 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.

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MUSEU NACIONAL.—Praça da Aclamação, cor. Rua da Constituição.
GABINETE PORTUGUEZ DE LEITURA.—No. 12, Rua dos Beneficentios.

Medical Directory

Dr. Custodio dos Santos, Surgeon and Physician: Residence: Rua do Haddock Lobo, No. 70. Office: Rua do Rosário, No. 133, 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 1ª de Março, No. 49. From 11 a. m. to 1 p. m. and 4 to 4.30 p. m. Residence: Rua D. Carota, Botafogo, Med. Director of Equitable Life Ins. Co. of N. York.

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THE RIO NEWS

PUBLISHED TRIMONTIALLY

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.

(Cash invariably in advance)

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RIO DE JANEIRO, NOVEMBER 24th, 1885.

The minister of agriculture has decided that the extension of the Dom Pedro II railway beyond Queluz, province of Minas Geraes, shall be built with a gauge of one metre, notwithstanding the fact that these frequent breaks of gauge are serious obstructions to the cheap transportation of freight and the proper development of the railway system of this country. It can not be denied that the metre gauge is much the better one for Brazil, and particularly for such lines as this Dom Pedro II extension, because of its lower cost. At the present time and for years to come the Dom Pedro II extension will command no more than enough, perhaps, to pay expenses. The greater the economy in construction, therefore, the better it will be for the public purse. In this limited sense the action of the minister is certainly judicious and praiseworthy, and, next to the absolute suspension of work for many years to come on this extravagant and unnecessary enterprise, it is unquestionably the best thing that could be done. On the other hand, the break of gauge at Queluz must inevitably prove a great obstacle to traffic and will to a certain extent prove a hindrance to the development of the districts traversed by this extension. It is true that there is very little freight to pass over this line, and that there will not be any considerable amount for many years to come. Yet the simple fact remains that the Queluz transfer will materially increase the costs of transportation and cause vexatious delays. Then, too, the special rolling stock required for the extension will be a source of considerable expense to the state, an expense that could be avoided were the gauge similar to the old line. Probably the best policy that can now be pursued is to lay a third rail on the old line so that freight cars from all its branches and extensions can be run into this city without breaking bulk. Such an expenditure would be far more beneficial to the country and profitable to the state than these costly extensions into the barren and comparatively uninhabited regions of Minas.

In his discussion of the coffee-shipping monopoly enjoyed by the Dom Pedro II Docks, on the 20th instant, our colleague of the *Putz* publishes a clause from a protest of this company in 1874 which forms a very amusing contrast to the position now held. At that time the coffee-shipping business was restricted to the custom house, the charges for which formed a part of its

revenue. Having ample facilities for this business the company addressed a protest to the government against the monopoly enjoyed by the custom house, in which the following language was used:

The Dom Pedro II Docks Company does not claim nor has it ever claimed that a monopoly of the shipping of coffee shall be conceded to it; what it asks is simply liberty in this service...; what it wants is that the ships which discharge cargoes at its quays and wharves shall not be obliged to change anchorage to go and receive coffee or any other national product at a determined point, with loss of time, an increase of towing expenses and a serious injury to commerce.

This protest was clearly based on good and substantial grounds, for it recognized the claims of shippers against unnecessary trouble and expense, as well as its own claim upon whatever business might voluntarily be brought to it. But if "liberty in this service" was the right doctrine then, why is it not just as equitable and beneficial now? In what sense have the conditions changed? Then the custom house held the coffee-shipping monopoly, and probably justified it as a legitimate source of revenue for the treasury; now, however, no such claim can be made, for the monopoly is held by a private association, and its revenues go to swell the income of a few private individuals. And in the meantime the disadvantages and expenses against which the company protested in 1874, are still continued, but with the important difference that this same company is no longer the champion of "liberty in this service." It is not difficult to see that the position taken to-day by the coffee shippers against the monopoly enjoyed by the Dom Pedro II Docks is just the same position taken by that company in 1874. How, then, can it consistently oppose the just and reasonable demands of the former?

ANOTHER controversy has arisen in São Paulo over the treatment of immigrants. Complaints have frequently been made that the colonists could not get titles for their lands even after they had been fully paid for, but it has remained for a member of the São Paulo immigration society to bring the matter so forcibly to public notice as to force a consideration of the abuses perpetrated. When it is considered that some of these illegal transactions took place in 1879—some six years ago—it seems incredible that no effort to do justice to the defrauded colonists or to punish the criminals has thus far been made. It seems that certain public lands near the provincial capital have been sold to colonists, the payments for which were to be made by installments. These installments were duly paid and received for by officials, but no account seems to have been rendered to the province and consequently the colonists have been refused their titles and still figure as debtors for lands which they have fully paid for. One of these transactions was that of a land surveyor who was authorized in 1879 by the administrator of the S. Bernardo colony to receive the payments due, which he did to the amount of 318\$750. This sum was then delivered over to the administrator, Dr. Leopoldo José da Silva—and there the cash seems to have stopped. This is only a sample case. The fact is that these poor colonists have been working and saving for years to secure titles for the small lots of land on which they are living, and with the result of finding at the end that they have been robbed by the officials placed over them, and then denied justice by the state on whose invitation they came to this country. The fraud thus committed is not only a crime on the part of the officials concerned, but it is a burning disgrace to the Brazilian nation whose laws are so antiquated and defective as to render such impositions possible. The least that

can be done is for the government to immediately grant titles to every colonist who can prove that he has paid for his land; and these titles should be so drawn up and recorded as to render impossible all future question as to ownership. Then some action should be taken for the preparation of an intelligible, effective land law, in which provision should be made for land offices in every province where payments can be made by colonists and receipts given, and through which definite titles can be obtained and recorded. This leaving helpless colonists totally at the mercy of dishonest, irresponsible officials is a practice which should not be continued one single day longer. If Minister Prado is determined to make an effort to increase immigration to Brazil—which in itself is a praiseworthy purpose—he can do no better than to make a beginning at home by sweeping away all these countless abuses.

The minister of finance is reported to have expressed himself very strongly recently on the question of smuggling, stating that no one can hardly conceive of the extent to which this contraband trade is carried. That it is extensive, and that it occasions heavy losses to the treasury, no one will question; but is the government employing the right means for its suppression? Instead of imposing new restrictions and strengthening the old ones—many of whom are most vexatious—would not a more liberal policy in the custom houses lead to better results? As long as duties are kept at so high a figure, by which the profits on contraband articles are enormously high in proportion to those derived from legitimate trade, just so long will smuggling continue. The government may make ever so stringent regulations against it and keep an army of tide-waiters on the alert to prevent the trade, and even then they will be evaded. And more than this, the enhanced profits on contraband goods caused by these high duties is a powerful source of corruption to customs officials themselves. This is no mere charge; it is one of the commonest occurrences in commercial life. Some of the most extensive frauds ever discovered here have been attended by the corruption of customs officials. To reduce this extensive contraband trade, to guard against the corruption of officials, and to increase the revenue of the state from the imposts levied on imported goods, there is but one intelligent, effective means to be employed—the reduction and simplification of the tariff. If the government feels the effects of this contraband trade, then it must be because of the loss of revenue. And if it is for the revenue that the tariff is levied, then a rate which will not so increase the costs of the goods as to check importation, is certainly the best. There is no disguising the fact that high duties have checked the importation of more than one line of goods, all of which is a direct loss to the revenue. The policy, therefore, which the minister of finance should pursue to check smuggling and increase the revenue is to make a sweeping reduction in the rates now imposed, instead of increasing them as it is proposed to do in the new schedule which is now under consideration.

The minister of finance has recently sent out a number of copies of the report of the parliamentary commission of inquiry, which was presented to the last General Assembly, to prominent merchants of this city, asking for opinions and suggestions as to the proposed changes in the tariff schedule and regulations. As the government can hardly intend to impose a second report upon parliament before the first has even been considered, the inference is reasonable that

an early change in the tariff is meditated. It is an open secret that the diminishing revenue of the custom house has caused no slight uneasiness in treasury circles, and that the ways and means of providing against the deficiency thus occasioned has been the subject of much discussion. This recent action of the minister of finance in asking for suggestions on a new tariff which has never been under discussion in either house, may therefore be looked upon as an indication of the conclusion to which the cabinet has arrived—the adoption of a new schedule which materially increases the rates and imposes new and more stringent regulations for their collection. Whether this new tariff will be sprung upon us with the opening of the new year, or whether it will be deferred until a later date or until legislative action can be procured, is a matter of speculation. Suffice it to say that there is a very general belief among treasury officials that no notice whatever should be given of an intended change in the tariff, so as to prevent speculation on the changes proposed. That being the case, it may reasonably be anticipated that no notice will be given of this new tariff until the government is ready to put it into immediate execution. All things considered, such a policy will probably occasion no greater embarrassments in trade than would a three or six months notice. All changes, however, which tend to increase duties or to impose further burdens and restrictions upon commerce must occasion more or less injury to commerce. Such changes are always to a certain extent experimental, and whether it be in an increase of price to the consumer or a decrease in quality of the goods affected, time must be taken for the adjustment. If notice be given of a tariff change, then many of these adjustments will be made before the new schedule goes into operation; if not, then there will inevitably result a considerable increase in prices before these adjustments can be effected. That these adjustments are not so simple as may appear at first sight, every custom house official ought to know. There are limits in prices beyond which consumers can not and will not go. In a tariff already abnormally high many classes of goods must be considered as now passing that maximum rate, hence the importer must make a careful examination of the goods with a view of so reducing the quality that the selling price will not be increased by the new duties, or else give up their importation altogether. These alternatives are therefore matters of just the same interest to the custom house as to importers, as it may be assumed as invariably true that no merchant will continue a business which yields him no profit. When therefore an increased tariff checks the importation of an article, the custom house is just as much prejudiced as the importer. For these reasons time should be given for all necessary adjustments to a new and higher scale of duties. On the other hand, the increased importation of certain articles, where time is allowed, is also prejudicial, and quite as much so to the importers as to the revenue because of excessive importation. If some middle course can be found, one which will give time and yet not permit over importation, the best interests of all will be served.

ONE of the principal, as it is one of the most important, recommendations of the new tariff project is that relating to the collection of the duties in gold. It is argued that a low rate of exchange is highly favorable to the importer, who thereby pays a lower percentage of duties. While it is clearly apparent that the government receives less because of this depreciation of the currency, it is not at all clear where the

importer's profits come from. His remittances must be made in gold, and a falling exchange therefore means that more depreciated paper will be required for that purpose. Stripped of all these unnecessary speculations, which prove nothing and lead nowhere, the plain question remains: Should the customs duties be paid in gold? We think they should. The government requires a fixed income. It has need of gold to meet certain recurring interest obligations. And it is now compelled to go into the market to buy what it requires, paying the losses on its depreciated currency just as every importer must do when making his remittances. Under such circumstances would it not be far better, both for itself and for the commercial interests of the country, that all duties should be paid in gold so that the treasury might no longer be a disturbing element in the exchange market. Of course, should the government decide to collect its customs duties in gold, the present rates should be very much reduced, else the requirement will be a virtual increase in the tariff of from 40 to 50 per cent. And, it is needless to add, such an increase in the tariff will so decrease imports that in the end the treasury will gain nothing, while commerce and the consumer will inevitably suffer greatly from restricted trade and high prices. The parliamentary commission states that the importer is the gainer by low exchange, but it forgets that additional rates have been levied from time to time to make up for these very differences which are now credited to his profits. The first thing to be done is to abolish all the additional rates levied on the duties, and then the government may very properly require that the schedule rates shall be paid in gold.

THE ANTI-SLAVERY SOCIETY.

To the Editor:

Sir.—In the *Times* of the 21st September a letter from Dr. Ernesto Ferreira Franca, reporting the details of the adoption of the recent law on the emancipation of slaves in Brazil, in which indemnification of the legal value of slaves makes a prominent figure, stated that the principle of indemnification had been sanctioned by the Anti-Slavery Society. This was contested by Mr. Allen, the secretary of the said association, by a letter published in the *Times* of the 2nd October, but it seems that Mr. Allen changes the ground of the question referring to the right of indemnification as different from the principle of indemnification, by which sophistry the opinion of Dr. Franca seems to have prevailed on the public mind, effectually proving that by its anterior proceeding the Anti-Slavery Society can not but sanction this disposition of the Brazilian law of the 28th September last.

Very truly yours,
J. A. BLAIR.

Rio, 14th November.

In his letter to the *Times* of 2nd October last Mr. Allen distinctly says that "the Anti-Slavery Society has never adopted the principle that indemnification was a right." We can not see, therefore, how Dr. Franca's opinion has "prevailed," for it is directly contested by the one man most competent to speak for the Anti-Slavery Society. The attempt to draw a distinction between the "principle of indemnification" and the "right of indemnification," seems to us a mere juggling with words. The cause in which the Anti-Slavery Society and all abolitionists are engaged is essentially moral in character, and it can not therefore logically accept the doctrine that the repression of a grossly immoral and unjust practice carries with it a right to indemnification. No one will be

hardly enough to claim that theft or the possession of stolen goods confers rights of property,—and in what other sense can we treat this question of stealing Africans and holding them in enforced servitude? There is no moral right whatever either in the slave trade, or in slavery; on the contrary, both of these practices are gross violations of the most sacred human rights known to the moral code. If, therefore, the right of indemnification can not be established within the domain of morals, then it will be very difficult to establish a principle to that end which a logical mind can accept.

The plain truth is that the friends of the Sariva-Cotegipe act are hard pressed to find justification for that extraordinary piece of reactionary legislation. In his letter to the *Times* Dr. Franca says that "by the end of the present year all the slaves in Brazil will be converted into servants." What does he mean? Is there anything of this "conversion" going on now? Or is it simply *para ingles ver*? Is it not true—and we put the question to Dr. Franca himself—that every attempt to justify this emancipation act has been based upon just such extravagant and unfounded statements as this? And is it not also true that the "principle" of indemnification established by this act means an enormous addition to the indebtedness of the nation, the burdens of which will fall upon the poorer classes who are least able to bear it? The products of the slave-holding planters are specially excepted from the taxes levied by this act, while every tax law now in operation is so framed that its burdens are least felt by this richest and most influential class of Brazilians. And more than that, their previous deliberate infractions of the law of 1871—whose name is legion—are made the objects of special pardon in this act of 1885—a tender consideration and thoughtful clemency which no slave ever yet received either from his master or from the law! —*Ed. News.*

ENGLISH AT THE CUSTOM HOUSE.

To the Editor:

Sir.—Permit me to write a few words in reply to the somewhat combative letter of "O Guarany" in your last number. The obligation to be master of a foreign language is obviously more incumbent on public officials whose duties bring them into constant dealings with those who use it, than upon a private individual like the writer of this letter. If there were any port in the Queen's dominions, or in the United States of America, where the custom house authorities had dealings with Portuguese-speaking people in anything like the same proportion as those of the Alandega at Rio have with English-speaking people (and how much does Brazil owe to these!), I should say it would be highly censurable if there were not at their service in such a port a duly qualified interpreter. The obligation on the part of Portuguese-speaking people in a general way to know English is much greater than the obligation on the part of English-speaking people to know Portuguese, because while the former number only about 16 millions, the latter amount to at least 100 millions, I suppose. I don't know if any language on the planet is spoken by more people than the English (perhaps the Chinese may be), but English is every day becoming more conspicuously the most important language in the world. I may be insular because I have spent most of my life in the islands of Great Britain and New Zealand, but I at least aim at cosmopolitanism, and though I have only spent a few hours during my 28 years of life on French territory and only a few

weeks, when I was a boy, in Belgium, I at least know enough French to understand those fine words of M. Ernest Renan: "L'idée de distinctions nationales est le pire obstacle au progrès de l'esprit humain." Probably no Englishman has a greater contempt than I have for the "prejudices, tastes, habits and customs" of his fellow-countrymen; to escape these and breathe a Brazilian and non-insular atmosphere for a time was one of the motives which induced me to visit the empire of Dom Pedro II. If I meet Brazilians who are not perfect in their English, I shall be glad to give them instruction in my own language in return for assistance on their part in my endeavours to master theirs. Whatever faults in English the native inhabitants of England may have they generally have less than those who have long expatriated themselves and live in Brazil, at least in the matter of accent, American English, or English with the drawl of Somerset or the cockney tone of London is preferable to English spoken affectedly with a Brazilian accent or idiom.

I am, Sir,
Yours, etc.

AN ENGLISHMAN.

November 21st, 1885.

From the London Standard.

THE DECLINE OF COFFEE.

The merchants engaged in the coffee trade are complaining that the consumption of coffee is so rapidly decreasing that before long the importation of this once important commodity will be reduced to insignificant dimension. Year by year the demand for tea has advanced with remarkable strides and the consumption of cocoa has also largely increased. But coffee is becoming less and less popular. Last year the quantity imported only amounted to 41,000 tons, which is not much more than half of what it was four years ago. It is, of course, quite possible that this falling off may to some extent be coincident with the general depression of trade, though the augmented consumption of tea and cocoa scarcely bears out this theory. At the same time it must be remembered that coffee drinking, though it had the start of tea, never obtained a firm footing in this country. We are, indeed, still ignorant of the art of making it properly. Its popularity was of comparatively brief duration, and at no time did it find much favor with the people at large. The coffee-houses were for the most part frequented by the well-to-do classes, and even then, for one customer who called for the "Arabian berry" a dozen asked for "a dish of tea."

Latterly, indeed, the habit of drinking either in these precursors of the modern club so declined that the once fashionable coffee-houses where wits discussed the latest epic, and physicians prescribed for their patients, where lawyers saw their clients, and soldiers fought their fields anew, became simply taverns. Meantime, while tea-drinking became a passion among the poorer people as well as among those of higher grade, coffee advanced very slowly in favor. Thus, while the consumption of coffee in England is, on an average, less than one pound per head, in Holland each man, woman, and child absorbs twenty-one pounds. Again, both Belgium and Denmark consume over thirteen pounds a head. Norway nine pounds, and Sweden about the same quantity, while frugal France is content with less than three pounds. But the United States, no doubt owing to their large Scandinavian, Dutch, and German population, take nearly eight pounds per annum for every one of their fifty millions of people, though in some parts of the country tea has almost displaced it. The question of whether tea or coffee should be the national beverage was to a large extent dependent on the geographical position of the country concerned, and its trade relations at the time when the stimulant was first introduced. The Mediterranean countries being on the line of the trade ports from Arabia, naturally took to coffee. Holland, as might have been expected, having great coffee-growing colonies, adopted the same practice, and from the Dutch the Germans obtained the berries, and in due time their use spread northward into Scandinavia, where tea was long unknown. Russia, on the other hand, carried on an overland trade with China, and, accordingly, received by way of Siberia supplies of the finest teas long before we were familiarly acquainted with the herb. Hence the Czar's subjects consume only about three-fourths of an ounce of coffee per head, the smallest amount used by any European nation.

After noting the growth of the tea-drinking custom in the various countries of Europe, the *Standard* goes on to say:

The Turks still cling to coffee, which they first obtained from Arabia. But the Moors are rapidly abandoning the use of it. Tea—green, very sweet, and flavored with peppermint—is almost universal in use throughout Morocco, where even the humblest Berber or Arab, if he desires to show hospitality to the wayfarer who takes shelter in his village, will bring out a brass tray with tea. It might be interesting for anyone with a turn for sweeping generalisations after the manner of Buckle, to try to trace whether there is any connection between the intellectual progress of nations and the use of the current drinks. In one of Mr. Howell's novels, the cook in the Maine logging camp, who has read scraps of Agassiz, Darwin and Tylor, and is strong on the subject of nerve nutriment, insisted that there was. This philosopher of the backwoods considered that tea three times a day, strong, with treacle to sweeten it, and no milk, was the best of "brain food" for men engaged in chopping down trees. "Sets 'em up right on end every time. Clears their heads and keeps the cold out." In his opinion the tea-drinkers were everywhere the masters of the coffee-drinkers. The Northerners people drank tea; and the Southerners, who consumed their own coffee, had the worst of the struggle. Boston drinks tea, and is more energetic than Philadelphia which is addicted to coffee. "The Russians drink tea, and they'd 't up those coffee-drinkin' Turks long ago if the tea-drinkin' English hadn't kept 'em from it." As for the Germans and the French, they were exceptions to the rule, "missing links, as old Darwin says." And so the theorist ran on. Possibly, however, there was something in his doctrine. Tea is unquestionably the drink for the brain-worker. It is more refreshing, more restorative, more portable, less heating, more easily made, and—if Brillat-Savarin is correct in affirming that a man would grow mad who drank one litre of strong coffee every day for three months continuously—it has the recommendation of being less deleterious. This is, perhaps, not the opinion of the coffee merchants who have just met together to take counsel over their dwindling trade. Nor, we may well believe, has England taken to tea and cocoa in preference to coffee merely out of regard for the public health. Fashion, taste and convenience must be reckoned among the causes that account for the change.

THE COFFEE TRADE.

Yesterday at the Commercial Sale Rooms, Mincing-lane, a meeting of importers, buyers, and brokers connected with the coffee trade was held to consider the advisability of alterations of the terms for the sale of coffee in London. The chair was occupied by Mr. W. H. Peat, and there was a very numerous attendance. There was a long discussion with reference to the abolition or equalization of discounts, the abolition or reduction of draft, the sampling of coffee, and also a proposal that the dock and wharf companies should be requested to alter their rates and reduce their cost of re-weighing and re-housing. The chairman spoke of the great importance of the meeting, owing to the depressed state of trade, and urged the need of the appointment of a thoroughly representative committee, who would give their attention to the matters which affected all sections of the trade. Mr. E. Kucker remarked that whereas in the United Kingdom since 1860 the consumption of tea had gone ahead with enormous strides and the consumption of cocoa had also very largely increased, that of coffee had diminished very much. The imports, which in 1881 were 69,000 tons of coffee, had fallen off to 41,000 tons in 1884, which was not much more than half what it was four years ago. He hoped that all connected with the trade would combine together and see if they could find out the cause of the decrease and do something to improve the trade. He especially hoped that they would endeavour to tackle the question of adulteration, which, he thought, was greatly injuring the trade. After a long discussion the meeting elected a representative committee of importers, brokers, and exporters to consider the questions affecting the sale of coffee in London, for the purpose of reporting to the trade and obtaining their sanction to any alterations which might be deemed advisable.—*The Times*, October 20.

O'Pain, Nov. 21.

THE SANTIAGO ARBITRATION COURT.

The newspapers brought yesterday by the *Aracuaia* do not furnish fresh news from the River Plate. From the republics of the Pacific the advices are interesting. In Chili the fact of the suspension of the sessions of the arbitration courts was the topic of general discussion. These courts were constituted to take cognizance of the reclamations of neutrals for damages resulting from military operations in Bolivia and Peru made

by Chilean armies. Upon this occasion the ministers nominated arbitrators by the governments of the neutral claimants came to the strange resolution of retiring, on the ground that in view of the principles established by the referee, Sr. Senator Lafayette Rodrigues Pereira, it was useless to proceed with further claims pending, for all would be rejected. In reference to this Santiago communication says: "That the arbitration tribunals have had no sessions for some days past is a fact. And the reason of this seems to be the manifestation of the ministers considering entirely useless further sessions of the court, not only because in the two months which are lacking before its close, under the respective conventions, it would be impossible to decide the tenth part of pending questions, but also because they judge that under the doctrines sustained by Sr. Lafayette, all the claims will be cast out. In this situation the foreign arbitrators consider that the best path to follow will be to give the Chilean government full liberty to act upon pending questions as it shall consider most fit. It is stated that Sr. Aldunate and Lafayette, to whom the decision of their colleagues was communicated, held a last session and drew up a statement explaining the reason why the arbitration tribunals suspended their sessions."

RIVER PLATE ITEMS.

From the Buenos Aires Standard, November 10th.

—The first stone of the new port for Montevideo will be laid on the 15th. We suppose there will be a free lunch.

—The health board in Montevideo has reduced to 48 hours the term of quarantine imposed on vessels from French and Spanish ports, comprised in late decrees.

—The Rosario custom house returns this month are expected to exceed 350,000\$; the returns of the Montevideo custom house will not be much under \$ / 700,000.

—The financial committee of the Deputies have reported favorably on Lord Mayor Alvear's proposed 6% tax on tramway companies. This tax will be collected monthly, if the bill passes in Congress, as it will in all probability.

—As some colleagues are moaning over the supposed decrease in immigration, it may interest them to know that the arrivals of the first ten months of this year are already much larger than those of the previous twelve months. The total arrivals of immigrants for 1885 may be put down at 1,000,000 souls.

—The Fluminense are going to start a zoophiles' society, and the association here has sent all the necessary information asked for by the promoters in Rio. The good Emperor is sure to take the thing up 'con amore,' and the Rio society will be spared all the uphill work and troubles of our zoophiles here.

—The papers say that Mr. Niding, the well and favourably known Montevideo brewer, is going to lay pipes from his brewery to all cafes, restaurants, and hotels in town, and to supply his customers without knocking the precious liquor about in carts. The idea is good and feasible. The American oil companies send the oil hundreds of miles from the wells through pipes.

—The Chuput colonists at present pay a freight of thirty paper dollars per *fanega* of wheat forwarded to Buenos Aires, and vessels plying with that thriving colony are often detained from three to six weeks, owing to the dangerous condition of the bar. If Dr. Pellegrini sent a gunboat with dynamite to blow up the bar, the colonists could ship their wheat direct to Europe at five paper dollars per *fanega*. The government should look to that southern quarter.

—One of our oldest and most esteemed subscribers returned yesterday from a visit to Rosario where he had not been for 14 years. He says he is simply astounded at the progress the place has made in that time. He estimates the importance of its commercial movement is quite equal to that of Montevideo. On all sides activity; buildings, wharves, moles, granaries; manufactures are raising their stately chimneys to mark the progress of the place. No less than four railways are now being connected with Rosario. It is marked to be the grand emporium of the ten interior provinces. Building sites are almost equal in price to those in Buenos Aires.

—Mr. Litzina, chief of the statistical department, has just published the trade returns of the custom house of Buenos Ayres for the ten months of the present year, ending 31st October, which shews pretty clearly what is going on in the Plate:

	1884.	1885.
Imports subject to duty.	\$50,524,749	\$49,741,288
Do. free.....	11,052,619	11,297,607
	61,577,368	61,038,895
Exports subject to duty.	32,620,938	38,410,148
Do. free.....	7,181,700	12,174,435
	39,802,638	50,584,583

—Congress closed last week, and the various provincial members have left for their homes. The last measure was, perhaps, one of the most important of the whole session, namely, the ratification of the Misiones limit treaty signed by Baron D'Alencar, Brazilian minister plenipotentiary, and Dr. Ortiz, Argentine minister of foreign affairs. In the House of Deputies this treaty met with great opposition, but the Argentine government was anxious to settle this long-pending national dispute, which even at one time threatened to plunge both countries into war, and we are happy to say that the friendly and peaceful policy of the Brazilian and Argentine governments has prevailed, as the strip of territory in dispute was unworthy of all the diplomatic notes exchanged about it. The Brazilian government, always friendly towards this country, used every exertion to remove the only question that existed between the two governments, and the Argentine government, appreciating those exertions, threw its influence into the scale, overcoming the strong and useless opposition of Congress, which was raised for purely political motives. Thus, we can now inform our foreign readers that the only international question that threatened the peace of this country has been settled, and the frontier commissioners will be named at once by both governments to draw and finally establish the frontier limits.

PROVINCIAL NOTES

—The October receipts of the Ceará custom house were 124,018\$681.

—The October receipts of the Maranhão custom house amounted to 176,601\$564.

—The October receipts of the Alagoas custom house amounted to 59,368\$103.

—An improvement in its sanitary state is reported from the province of Amazonas.

—An extraordinary session of the Pará provincial assembly was opened on the 4th inst.

—The Pará police gathered in 637\$ in fines and taxes during the four months of July to October.

—Extensive smuggling operations have been discovered at Pará in the import trade.

—The city of Santos reports an epidemic of good health, a thing unknown for many long years.

—The death is announced at Bahia of Mr. John Hardmann, an old merchant of that place.

—Navigation on the Rio Branco, a tributary of the Amazon, is reported difficult because of low water.

—A considerable number of assassinations are reported from the province of Amazonas by the last mail.

—It is expected that 150 liberations will be granted to slaves in Pará on the 2nd prox., the Emperor's birthday.

—A defalcation of over 2,000\$ has been found in the accounts of the captain of the police corps at Manaus, province of Amazonas.

—The October customs receipts at Santa Catharina amounted to 68,199\$570, against 66,099\$314 in the same month of last year.

—It is expected that the formal opening of the regional exposition at Campinas, São Paulo, will take place on the 13th proximo.

—The Paraná customs receipts during the month of October were 61,310\$244, against 60,814\$677 during the same month of last year.

—On and after the 3rd inst. fresh beef was sold in Pará at 600 reis per kilogramme. The price was fixed by a provincial law.

—The government by an *aviso* of the 19th inst., increased the credit for the improvement of the Rio Parnahyba, Piahy, to a total of 60,000\$.

—The October receipts of the Bahia custom house were: general 1,010,229\$034, provincial 123,666\$272; and of the *recolatoria*: general 157,174\$752, provincial 46,495\$390.

—The *Diario de Noticias* says that the central districts of Parahyba are suffering greatly from a prolonged drought. Already many people have moved to neighboring localities.

—The municipal council of São Paulo has asked the provincial government for authorization to annul the licences granted to hotels and restaurants on proof that they are used as disorderly houses.

—The press of the lower portion of the province of Amazonas are agitating in favor of a separation from the upper part and its organization as a new province.

—The October receipts of the Pará savings bank amounted to 46,149\$, and the withdrawals to 51,030\$500. There was probably an attractive lottery or two on the market during the month.

—The transfer of office of the provincial revenue collector at Santarem, Pará, showed the outgoing official to be something over 4,000\$ short. He claims not to know where the money has gone to.

—The Pará provincial treasury had a balance of 877,948\$775 on the 31st ult.

—The city of Manaus has 17 public and 3 private schools which are attended by 603 boys and 181 girls.

—An epidemic of small-pox has broken out at Commandatuba, Bahia. The population are without medical recourses and have become greatly alarmed.

—There were 204 deaths in the city of Pará during the month of October, of which 31 were from *beri-beri*, 5 from yellow fever, 8 from other fevers 16 from consumption, 2 from dclerium tremens and 5 from drunkenness.

—The hose factory of Sr. José Tibiriçá which was some time since moved from São Paulo to Itá, is now said to be in a very prosperous condition, the advantages of the latter place being much superior for this industry.

—A fight occurred on the 26th ult. in the Agua Preta district, Pernambuco, between some residents on the Presidio and Poço sugar estates and some laborers of the first named. Two men were killed, one wounded, and several more or less bruised.

—The Manaus custom house being too small for all the merchandise received there, many packages have recently been left outside the door. The result has been that many of these have been broken open and their contents stolen.

—The funded debt of the province of Pará on 18th September last was 1,294,200\$. The province owed 25,384\$ on interest account and had 190,257\$109 in cash against the charges of the debt, leaving a net indebtedness of 1,229,326\$891.

—The president of the São Paulo immigration society reports that in the propaganda which that body is making against the practice of labor contracts under existing laws, it has been warmly seconded by many of the leading planters of that province.

—The provincial assembly of Pará had under consideration, at latest mail advices, a bill for 357,708\$866 to meet the deficits of the budget for the current year in which the appropriations were not sufficient to meet expenses, and in which certain necessary appropriations were not included.

—The October receipts of the Pará custom house amounted to 819,052\$815, against 667,184\$554 in the same month last year and 957,591\$091 in 1883. The receipts at the provincial *recolatoria* for the same month were 242,397\$595, against 326,731\$885 last year and 321,798\$851 in 1883.

—The president of the province of Rio de Janeiro signed on the 14th the law offering a premium of 50,000\$ to the discoverer of a cure for the disease of the coffee-tree. The party who receives the prize must make his discovery public. A discovery as since been announced from S. Fidelis.

—The Rio de Janeiro provincial assembly voted 520,000\$ for a topographical survey of the province, but the president vetoed the bill and calls the attention of the legislature to the fact that even if the position of the province warranted the expense, the necessary funds were not voted in the budget.

—The two steamers of the subsidized fishing company of Pará are named *Esperanza* and *Fé* (*Hope and Faith*). And the names are not inappropriate either; for through them and the subsidies the good people hope to get something to eat, and have an abiding faith that their hopes will be realized.

—An attempt was made to rob the Rio Grande do Norte sub-treasury at Natal on the night of the 9th inst. The burglars effected an entrance into the building without attracting the notice of the sentinel, but failed in opening the safe. Considerable anxiety has been aroused by this in all the public departments, and the guards have been doubled.

—The total receipts of the Santos municipal government during the fiscal year 1884-85 were 253,586\$196, and the total expenditures 234,356\$324. The public illumination of the city cost 57,717\$910, and contributed 30,000\$ to the municipal revenues. The expenditure for public works was 48,586\$829, street cleaning 22,081\$996, and water supply 21,999\$960.

—The people of São Paulo very much wished to have the part of Santos examined by the Dutch engineer Calland, while he was here in Rio. After all the failures which have been made in the execution of surveys made and the utter incapacity to deal with the matter which that province has demonstrated, it would seem wiser not to waste any more time and money on surveys.

—The province of S. Paulo seems determined to exceed the rest of the empire. Homicides, assaults, etc., are nearly daily reported, and now comes a case of witchcraft. An unfortunate woman, 60 years of age, was brutally thrashed recently with ropes of tobacco, (as it appears in the market) by the advice of a magician (*feticheiro*) who charged her with having bewitched the three daughters of a planter.

RAILROAD NOTES

—The October receipts of the Rio d'Ouro railway amounted to 4,931\$890.

—The October receipts of the Pará tramways amounted to 30,753\$300.

—The minister of agriculture has approved the proposed reduction in the freight on cotton by the Great Western railway.

—The September receipts of the S. Carlos do Pinal line were 39,170\$080 and the expenditures 21,771\$075, leaving a net balance of 17,399\$005.

—The government expended 110,624\$810 in construction expenses on the Ouro Preto branch of the Dom Pedro II railway during the month of September.

—By a decree of the 21st inst., the minister of agriculture decided that the gauge of the Dom Pedro II railway beyond Lafayette (Queluz) shall be one metre.

—The total receipts of the S. Carlos do Pinal line for the quarter ending 30th September were 112,409\$570, and the expenditures 60,467\$880, leaving a surplus of 51,941\$690.

—Eighteen kilometres more of the Recife and S. Francisco prolongation were opened to traffic on the 21st. The terminal station now is Canhotinho, 102 kilometres distant from its starting point on the English line.

—A new station on the Leopoldina railway was recently inaugurated. A daily paper gives the extension of the line at 761 kilometres of which 517 are open to traffic, and 244 building. There are surveys making on 234 kilometres.

—The September traffic receipts of the Alagoas railway were 9,747\$280, of which passengers contributed 2,737\$010, goods 3,078\$680, and difference of exchange 3,571\$600. Expenses were 11,283\$120, and deficit 1,535\$840.

—In September the government disbursed 102,393\$533 with the Bahia railway extension. The traffic receipts for the same month are given at 10,976\$800 and expenses 21,458\$991; deficit 10,482\$191.

—The minister of agriculture has approved a change in the tariff of the "Recife a Limoeiro" railway, Pernambuco, by which the freight rate on raw cotton is reduced 20% when the quantity exceeds 6,000 kilos in weight.

—The September receipts of the Campos and Carangola railway were 60,556\$500, of which passengers contributed 10,276\$450 and goods 48,145\$020. Expenses were 35,315\$026, and balance 25,241\$534.

—The *Journal de Commercio* of the 22nd hears that the government will give active impulse to work on the Recife and Caruaru railway and the Recife and S. Francisco extension and that the credit for the purpose will be increased by 1,000,000\$ upon the amount fixed for 1884-85.

—The director of the Cantagalo railway reports October traffic receipts at 159,889\$409 and expenses 141,862\$558, balance 18,026\$851. The expenses contain payments to the extent of 59,441\$580 for rails and waggons, and for a balance due upon two iron bridges.

—The Cantagalo railway receipts for ten months of the current year are stated to have been 1,295,072\$150 and the traffic expenses 812,297\$044, leaving a balance of 482,775\$106. There was a further expense for rails, a locomotive, waggons, etc., of 288,123\$422. For the same period last year, the receipts were 1,149,809\$091 and expenses 942,421\$261, leaving a balance of 207,387\$830.

—The minister of agriculture on the 19th refused the application of the Southern Brazilian railway company to increase the capital by 2,662,623\$924. The minister says the capital fixed by decree No. 7,941 of December 11th, 1880, viz, 13,521,453\$222, far from being increased is subject to some reduction under clauses in decrees Nos. 6995 of August 10th, 1878, and 7,056 of October 26th. of the same year.

—By *avisos* dated the 14th and 16th inst. the minister of agriculture informs the government engineer in Europe and the fiscal engineer of the Great Western railway that no charge for the formation of a reserve fund can be made upon traffic expenses and that the charge of 12,500\$ made upon expenses was not in order. The government does not in any manner become responsible for deficits, even if these arise through charges made by its permission upon traffic expenses.

—The September decrease in the public debt of the United States amounted to \$12,760,000.

—The records of the measurements of French territory, which were destroyed during the Commune, when the Ministry of Finance was burned, have been collected together again in a new form and show that the total superficies of France is now 52,153,203 hectares, nearly 50,000,000 of which are subject to taxation.—*Exchange*.

LOCAL NOTES

—The American packet *Finance* arrived in New York on the 18th inst.
—A work has been recently published called the "Skulls of Palace Square." Dr. Lacerda Jr. is the author.
—Lord Dudley who was here lately, lost £500 at the last races in Montevideo. — *Gazeta de Noticias*, Nov. 18.
—On the 18th the Argentine minister delivered to the Comte d'Eu the medal decreed by the Argentine government in commemoration of the termination of the Paraguayan war.
—The cable between Rio Grande and Montevideo is broken and the *Viking* has been sent to make the necessary repairs. All dispatches are now coming over the land lines.
—The minister of agriculture has imposed a fine of 1 to 5% on its capital and 1,000\$ besides on The Manóes Trading Co., Limited, for transacting business in Manóes without legal permission.
—A very severe squall occurred here on the afternoon of the 14th and some damage was caused on shore and in the harbor. The Observatory reports that 15.5 mm. of rain fell in thirty minutes.
—The directors of the Integridade Insurance company have been condemned to make good the defalcation of one of their colleagues, Commendador Costa Braga. The amount is about 300,000\$, to which interest must be added.
—One of our daily colleagues is very witty over the proposition of a city father to pass a vote of praise to the municipal treasurer, because his cash balance is found correct. The inference drawn leads to the belief that this was unexpected, or perhaps even unusual.
—A *regulamento* relating to that part of the last emancipation law affecting the matriculation of slaves, was sanctioned by the Emperor on the 14th inst. For the most part it is a mere repetition of the clauses of the law itself. It provides for registration up to March next.
—There is an impression among a few dissatisfied mortals that the port health inspector is intending to require a thorough 24 hours' disinfection of all cablegrams received from the cholera suspected districts of Europe. We can assure our readers that no such regulation will be imposed—at least, not for the present.
—The notices of the approval of the new emancipation *regulamento* all speak of the liberation of slaves at the age of 60 years, as though the law provided for their emancipation at that age. As every one who can read may know, these slaves are not free until they are 65 years of age. Putting sexagenarians on a special registry is very far from liberating them.
—As the daily press has at last become aware of the absurdity of subjecting native steamers and sailing vessels from ports in the Empire to all the red-tape that transatlantic vessels must submit to, it is to be hoped that the custom house *regulamento* will be revised to avoid this unnecessary and antiquated proceeding. We have already called attention to the matter, more than once.
—The new steamer for the Grão Pará railway to run between this city and Mauá was launched at Clydebank on the 15th October. The dimensions are 200 feet long, 30 feet beam and 7 1/2 feet depth. The draft is 4 1/2 feet. There are four boilers and the speed will be 15 1/2 knots with 40 men and the speed will be 15 1/2 knots with 40 men. The steamer is called the *Lamartiny*. Messrs. Norton, Megaw & Co. received the contract.
—Some residents along the Praia Russell were arrested a few mornings since by a police *delegado* and brought into the city to the Carioca station in their wet bathing costumes to have the regulation read to them forbidding dressing on the beach. As these people dress in their own houses, the action of the police seems to be decidedly censurable. If these people will combine to prosecute the *delegado* who was guilty of this outrage, they may perhaps render a genuine service to the public.
—In connection with the idea of imposing a tax on bachelors, which a writer in the *Diario de Noticias* is so ardently advocating, there is one important proposition to be made. If it be considered so censurable for a man to remain unmarried that society, through the state, feels itself justified in levying a special tax upon him, then is it not equally just and necessary that society shall exact special taxes from those who make such mistakes in matrimony as to become disturbing elements in itself and living examples of the dangers of that state? And still further, what tax, or penalty, ought not society to impose on those men who are unfaithful to their marriage vows and, as is so common here in Brazil, openly keep up more than one establishment? May not the *vice* of the married men be quite as censurable before the law, and just as deserving of a forced contribution for the benefit of the worthy members of society, as the *vice* of the bachelors to assume all the obligations which the unwritten law of society imposes upon them? Will not our friend "Eloy" take these subjects into consideration also?

—It is expected that the new ironclad *Aguidaban* will leave London for Brazil about the end of this month.
—A telegram dated Pernambuco 18th to *O Paiz* says that the American bark *Hannah Dudley* was wrecked on the Lucena shoals, off Paralyha. The bark was bound to China and loaded with 40,000 cases of petroleum.
—The *Jornal do Commercio* is doing good service in calling attention to the manner of changing ton notes at the Caixa de Amortização. The employees in charge seem to be rather arbitrary in their decisions, if the *Jornal* is correct.
—Messrs. Watson, Ritchie & Co. received on the 19th a telegram stating that the Norwegian bark *B. M. Wirth* had been wrecked at Cape St. Martha, Santa Catharina. The bark sailed hence with a cargo of old iron on the 6th, bound to Buenos Aires.
—The police authorities in explaining the case referred to by the *Jornal* of the arrest of the *caféen* Vasconcellos, seem to make the matter worse. The man was a *caféen*, but he had received permission from the chief of police to remain in the city for a time. Has the chief any authority to grant such permits?
—On the 18th a banquet was given to Mr. Caland by the Club de Engenharia. The minister of agriculture presided and the toasts usual upon such occasions were drunk. It seems that Rio Grande is to be the future Liverpool of the empire, which already possesses a Venice at Pernambuco, and another Liverpool at Pará.
—On the 16th, two bailiffs appeared at the municipal chamber to put an embargo upon the receipts of the Santa Cruz abattoir at the suit of Lamberti against the municipality and by order of the judge of the 2nd district commercial court. The president of the chamber replied that the municipal revenues could not be embargoed, and the bailiffs retired after the usual formalities.
—The *Jornal do Commercio* of the 17th says a detective arrested a man charged with being a *caféen*, i. e. the proprietor of a disorderly house, and who as such had been deported. At the police station the accused produced proofs that he was a police agent and the over-zealous detective lost his berth. The accused, the *Jornal* says, is known to be a *caféen*. A nice set of police agents we seem to have!
—On the 16th the flying squadron, or more correctly the practice squadron, was disbanded. The ironclads and torpedo boats will form one division and the wooden vessels a second. The second division will cruise along the coast periodically and single vessels will make occasional practice cruises. The ironclad division will annually proceed to sea for practice. During intervals the officers and crews will rest on shore.
—The minister of agriculture has ordered the fiscal engineer of the 1st district to proceed to Paralyha do Norte and examine, upon arrival there, the plant to be imported by the central sugar factories of that province and Sergipe. Further, that hereafter all material must be examined by Sr. Fernandes Pinheiro, the government agent in Europe. When the agent is not assisting at exhibitions, we presume was accidentally omitted.
—When the new steamer for the Petropolis railway is received, would it not be advisable for the company to modify its time-table so that passengers could leave at such an hour as would not interfere with business? Four o'clock is too early, and were the hour changed to say a quarter to five, passengers would still arrive at Petropolis in time for dinner. The three quarters of an hour gained would, we hear, increase the number of subscribers.
—Another antiquated practice under our venerable custom house *regulamento* is pointed out in *O Paiz* of the 19th. Inflammable goods must be brought from the warehouses and the despatch visited at the custom house wharf. Kerosene is consequently brought across the bay, the despatch visited and then it is carried back to Praia Grande, after this formality is completed. What are the custom house officers at the bonded warehouses good for?
—A grand concert was given at the Cassino on the evening of the 17th, under the patronage of the Princess Imperial, for the benefit of the Brazilian composer Carlos Gomes, who is in need of funds to enable him to finish his new opera, *Il Schiavo*. The concert was given under the direction of Mr. José White, the violinist, who discharged his most difficult task with much skill and good judgment. There is much diversity of opinion as to the merits of the programme as a whole, but when taking into consideration the difficulties of forming an orchestra from the untrained material at hand, and those of harmonizing and reducing to submission all the home talent placed at his disposal, it must be conceded that the director did very well. While the orchestral part did not come up to the standard of a high class concert, many of the vocal pieces and the flute solo of Duque-Estrada Meyer were excellent. The rooms were very much crowded, notwithstanding the rain, and the receipts were doubtless large.

—Baths hydrotherapies and hot and cold showers," may now be enjoyed in Rua do Carmo.
—The eminent Dutch hydraulic engineer Pieter Calland, who recently made an examination of the Rio Grande bar, left for Europe on the 20th inst.
—The minister of empire has directed the engineer of that department to turn over to the port health inspector all that part of the Ilha Grande lazaretto which is now completed.
—By a circular of the 14th inst. the minister of finance instructs the treasury officials that all taxes and percentages due the state from lotteries shall hereafter be collected the day before the drawings.
—A member of the Municipal chamber does not have much faith in the city's advocates, who, he says, always lose the cases entrusted to them. He therefore proposes to employ other legal advisers.
—The manager of the ferry company asked that slaves under police escort should not be sent by his boats, in view of the number of suicides occurring, but the minister of justice refused the application.
—On the 20th, the Pacific steamer *Anaucaña* towed into our harbor the Dr. bank *Firth of Tay*, bound from Newcastle to Buenos Aires with a cargo of rails. The bark was met by the steamer one day out of Montevideo completely dismasted.
—*O Paiz* of the 21st hears that Dr. Révy is to be retained with all rights and privileges to which he was appointed with the commission to build the Quixadá reservoir. Further, that Dr. Révy is occupied in office-work (*trabalhos de gabinete*), of which the importance and credit is recognized by the minister of agriculture.
—There is humor sometimes even in an official dispatch. Mr. Maurice Mollard recently petitioned the minister of agriculture for information regarding routes of communication in Brazil, with the intention of seeking employment. The reply was: "stamp the petition!" It may strike Mr. Mollard that the official way of imparting information is not eminently satisfactory to one seeking employment, but it serves to keep the stamp presses running nevertheless.
—Our local papers give accounts of a terrible storm that overtook the *Anaucaña* when passing through the Straits of Magellan recently. They are extracted from a River Plate paper; a passenger committed suicide by stabbing himself with a piece of glass, other passengers attempted suicide, but were prevented by the officers of the ship from committing the crime; the steward became insane. The *Anaucaña* arrived here on the 20th, but no one here seems to have heard anything about these occurrences.
—The port inspector of health has begun that much-talked-of propaganda for demonstrating to the world the superior healthfulness of this city, by declaring to the board of health, the chief of police and the steward of the Misericórdia hospital that the epidemic of yellow fever which has been reigning here, is now extinct. We were unaware that there had been anything approaching the character of an epidemic, but probably the inspector is right. Nevertheless an occasional death from yellow fever is still reported; on the 17th and 18th there were five.
—At the concert given on the 17th at the Cassino under the auspices of the Princess Imperial and to aid Sr. Carlos Gomes to complete his opera, *Il Schiavo*, the cloak room service was as disorderly as usual. A gentleman—a stranger in the city—had his arm dislocated, while the damage to clothing was almost universal. It is a disgrace to the city that this wretched business should be allowed to continue. The local press does not even criticize it, while the possibility of arranging better facilities does not seem to have yet entered the mind of the "high-life" habitué of the Cassino.
—Dr. J. J. Alves Branco Muniz Barreto, a distinguished political writer and one who did much to form the character of the present chiefs of the liberal party, died in this city on the 15th inst. Dr. Muniz Barreto advocated in the *Correio Mercantil* the opening of the Amazon to foreign commerce, free coastwise trade and the observation of the treaty for the suppression of the slave trade. Losing his whole fortune and for some thirty years blind, his fellow countrymen have always expressed the highest respect and sympathy for him, and his funeral was attended by members of all political creeds and by representatives of all the native press. He died at the age of 85 years.
—A fatal accident occurred on board the American bark *Julia Rollins* on the afternoon of the 21st inst. The vessel had just entered port a few hours previous and was at anchor off Fort Villagegaignon. The mate, Arthur T. Hudgins, had been firing a revolver at a piece of wood on the water, about 5 p. m., but one of the cartridges failed to explode. On crossing the deck immediately after, handling the pistol in a very careless manner, it was suddenly discharged and the bullet struck Charles Brown, a sailor, in the right eye, killing him almost instantly. The mate at once signalled for the captain, who had gone ashore. He was delivered over to the police authorities the same evening and an investigation was instituted by the 3rd *delegado*, Dr. Carrjó. From the testimony it seems that there had been no trouble whatever between the men, and that the shot was purely accidental.

DUTIES IN GOLD.

From the *Financial News* report of the last general meeting in London of the New London and Brazilian Bank, we take the following from the address of the chairman, Mr. John White Carter, regarding the depreciation of currency in Brazil and the advisability of collecting duties in gold:
"Allying to the reserve fund, he stated that it was all in England, and he must remind the shareholders of the absolute necessity of that fund, not only for the general security of the bank, but also a provision against the depreciation of the capital employed in Brazil, and which amounted at the current rate of exchange to about £110,000. He would mention a fact which we had alluded to at a previous meeting. The value of imports into Brazil is £15,000,000 sterling, and the duties levied thereon amount to between £7,000,000 and £8,000,000 sterling. To remit that £15,000,000 sterling at the present exchange requires an amount of currency equivalent at the par of exchange to over £20,000,000, and as the consumer had to pay this tremendous loss he thought the Brazilian government had far better do what other countries had done in a similar financial position, notably the United States, viz., to collect the duties in gold, and thereby be in a position to reduce their present inconvertible paper issue, and they would thus, in a shorter time than they would think possible, be able to revert to specie payments."

PUBLICATIONS RECEIVED.

Dom Pedro I Railway: Estudos Preliminares. A reply to the report of the chief of the government fiscal commission, Dr. Firmo José de Mello, by Arthur Lyon Alexander, chief engineer. It was evident from the very character of the fiscal engineer's report that it was totally one-sided, and was the result of a deliberate intention to injure the enterprise at all hazards. This impression is now more than strengthened by the able report of the contractors' chief engineer, who clearly disproves the statements made by the fiscal and exposes the prejudices and partiality which influenced him. Whether the scheme is a good one, or not, is not the question now to consider; certain engagements have been made by the government, and these it is the duty of every official to respect and fulfill.
The Panama Canal, by J. C. Rodrigues, LL. D. London: Sampson Low, Marston, Seale & Rivington, 1885. This book is a reprint of a series of able articles on the history, political aspects and financial difficulties of the Panama Canal enterprise, which have recently appeared in the *Financial Review*. Mr. Rodrigues has personally visited the ground and is probably one of the best informed men living on the history and details of that great enterprise. From the opinions of the best authorities on the subject, and from the reports of the engineers and directors of the company itself, the author concludes that the canal will cost £107,804,101 instead of the £28,000,000 so confidently stated by M. de Lesseps. The book is an able and judicious discussion of the whole question.

COMMERCIAL

Rio de Janeiro, November 23rd, 1885

Table with exchange rates for various currencies including Brazilian milreis, U.S. dollars, and sterling.

EXCHANGE.

November 14.—The rates at the English Bank and the native institutions were 17 1/16 on London and corresponding rates on other places. The New London and Brazilian drew at 18 on head office. Market very quiet and commercial sterling quoted at 18 1/16. Sovereigns sold at 138 3/6, closing with buyers at 138 3/6, sellers at 138 3/4.
November 15.—The market opened at Saturday's rates but became weak during the day. The New London and Brazilian fixed 17 1/16 on bankers and the English Bank the same rate on head office. The native banks gave bills on the counter at 17 1/16. Commercial sterling was quoted at 18-18 1/16, the latter rate in the morning. In francs something was done at 52 for bank and 52 1/2 commercial. Sovereigns closed with buyers at 138 3/6, sellers at 138 3/4.
November 17.—Rates are unchanged and the market quiet. Commercial sterling is quoted at 17 1/16-18 and francs at 52. Bank on Paris 52. Sovereigns closed with buyers at 138 3/6, sellers at 138 3/4.
November 18.—There is no change in the market which continues very quiet. Commercial sterling is quoted at 17 1/16-18 and francs at 52. Sovereigns closed with buyers at 138 3/6, sellers at 138 3/4.
November 19.—Market at a stand-still. Some trifling amounts of sterling were reported at 17 1/16 for bank and 18 commercial. Francs 52-53 1/2 bank and 52-53 commercial, and commercial francs 646-657. Sovereigns closed with buyers at 138 3/6, sellers at 138 3/4.
November 20.—There was no change in the posted rates, but the market was firmer in the afternoon and head office bills were reported done at 17 1/16. Commercial sterling was quoted at 18-18 1/16, with very little done. Sovereigns sold at 138 3/6, closing with buyers at 138 3/6, sellers at 138 3/8.
November 21.—The English banks advanced rates on head offices to 17 1/16, at which the native banks were also drawn. Bank on Paris 52 on Hamburg 56-63 and 58 3/4-28 1/4 on New York. It was reported that something was done in bankers on London by the English banks at 17 1/16. Commercial sterling was quoted at 18-18 1/4. In francs business was reported at 52-52 1/2 for bank and 52 commercial. Sovereigns closed with buyers at 138 3/6, sellers at 138 3/4.
—A new company has been organized in London under the title of "The City of Pará Tramways Company, Limited" for the acquisition of a provincial concession for constructing and working tramways in and about the city of Pará. The capital is £125,000, divided into 12,500 shares of £10 each.

At a general meeting, in London, of the Brazilian Submarine Telegraph Co. on the 20th ult. a final dividend of 3p per share was declared, making, with the interim dividend already paid, a total distribution of 6 per cent. for the year ending 30th June last. The reserve fund received £12,000 from the profits of the last half year.

A company has been organized and registered in London under the title of "The Campos Syndicate, Limited," for the acquisition of a provincial concession to Alberto da Rocha Miranda (May 12, 1884) for the supply of filtered drinking water to the city of Campos, province of Rio de Janeiro, and for the construction of sewers. The company will perform and carry into effect all the acts specified in the contract, and erect all the works required for that purpose. The capital is £150,000, divided into 150 shares of £1,000 each.

PORTNIGHTLY BULLETIN OF THE BOARD OF BROKERS.

16TH-31ST OCTOBER. Exchange passed. £705,942 at 17 1/2-18 1/2 d. Francs 1,477,370 " 572-530 reis. R. Marks 1,973,300 " 646-655 reis. Coffee sold. 115,389 bags weighing 6,935,340 kilogrammes.

DAILY COFFEE REPORTS.

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

Table with columns for Stock thin morning, Receipts yesterday, Sales for United States, State of the market, Exchange on London, private, Steamers freight U. States, Prices Regular rate, per 10 kilos, and Freight by steamer. Rows are dated from Nov 14 to Nov 21.

WEEKLY SUMMARY.

Table showing weekly summary of sales for United States during the week, Steamer clearances, and Stock at Santos this morning.

Table showing weekly summary of sales for United States during the week, Steamer clearances, and Stock at Santos this morning for the week ending Nov 21st.

SALES OF STOCKS AND SHARES.

Table listing sales of stocks and shares for various dates from November 14 to November 21, including items like Six per cent. apolices, Gold Loan, and various bank shares.

MARKET REPORT.

Rio de Janeiro, 23rd November, 1885.

Exports.

Coffee.—Since our last report the market has been dull and heavy. The total sales reported do not equal one half of the receipts, which have shown a further increase. To explain this increase, we hear that it is the direct result of the very considerable business reported about the middle of last month, when the planters were stimulated to prepare the coffees which are now coming to market, and that the decline in prices since submitted to will bring about smaller receipts during a cessation in the preparing of coffee upon the plantations; we do not hear, however, any general belief in a scarcity of the bean. From S. Paulo there are reports that drought had caused some damage in certain districts. Prices here show a shrew decline; the increased receipts, and unsatisfactory advices from abroad both influencing exporters, and the market is yet considered flat, with very little general demand.

Table showing exports of coffee, including sales since our last report and the clearances have been, with details for United States and other destinations.

Europe.

Table listing European market reports for various locations like London, Antwerp, and Havre.

Receipts for the past nine days have averaged 16,900 bags per day, against 15,289 bags for the preceding ten days. The daily average since the 1st inst. has been: 15,471 bags against 12,228 in 1884, 11,395 in 1883, 20,375 in 1882, 12,158 in 1881, and 13,784 in 1880.

Brokers' quotations this morning were: Washed 4220-68130, Superior nominal, Good first 4 490-4 630, Regular first 4 220-4 360, Ordinary first 3 810-4 020, Good second 3 470-3 680, Ordinary second 3 000-3 270, Capatina 3 200-3 470, Escollin 2 220-2 450, 3 490-3 600.

Stock was this morning estimated at 490,000 bags by one and 468,000 by another broker, and there seems little probability of conciliating the difference, before the end of the year.

Table listing vessels loading and to load, including New York Br str Archimedes, do Mozart, do Amer str Merrimack, Baltimore Amer bk Julia Rollins, do Amer lug Adla J. Bonner, New Orleans Br str Darwin, Galveston London and Antwerp Br str La Plata, Havre Fr str Vill de Bahia, Hamburg Ger str Santos, Marseilles Fr str Barn, Trieste Aust str Tibor, do Fr str Pelou, Genoa Ital str Perseo, Cape Town Swed bk Lisboa, do Nor bk Tabar.

DAILY RECEIPTS AND SALES OF COFFEE AT RIO DE JANEIRO.

Large table showing daily receipts and sales of coffee at Rio de Janeiro from Nov 14 to Nov 22, with columns for Receipts, Sales U. States, Europe, Cape, Elsewhere, Total Sales, Average price, and Exchange on London.

Imports.

The receipts of nearly all articles have been very small and the markets dull. Flour is reported to be firm with a moderate demand; of Pine only a cargo of Swedish has arrived; Keruse is flat, although we have had no receipts; Land is also weak. The supply of Rice has been very small for some time back, and this article is firm. Vessels are making long passages and until receipts are on a more liberal scale, quotations will continue to be nearly nominal.

Flour.—Receipts since our last report have been: Pernambuco from River Plate: 250 bags 125 brls. Tibor from Trieste: SSSF Economo 420 brls, Lazlo 200 630.

Julia Rollins from Baltimore: Harper's Ferry 2,000 brls, Codorus 1,425, Araly 1,010, Silver Spring 500, Mt. Vernon 500, Crystal 375, Bradley's Best 250 5,760. Adla J. Bonner from do: Codorus 3,380 brls, Castilla 1,000 4,380.

Sales for the same period have been about 12,000 brls. and stock in first hands is estimated to be: 40,800 brls. American, 800 " Trieste, 1,570 " River Plate, 43,100 brls.

Brokers' quotations are: Trieste 188500-188750, Richmond 1st 18 250-18 750, do 2nd 17 500-17 750, Baltimore 1st 18 750-19 250, do 2nd 18 000-18 250, West & Int. 17 500-19 000, Chili nominal, River Plate 16 500-17 000, New Zealand nominal, Local mill 17 000-19 000.

Market firm with a moderate demand. Pitel Pine.—We have had no receipts and the market is nominal. The last quotation was about 42500 per dozen. White Pine.—The arrivals are 130,000 feet per Julia Rollins from Baltimore. The market is still flat, and nominal quotations unchanged at 105-110 reis per foot. Spruce Pine.—No arrivals and nothing to report.

Swedish Pine.—The only arrival has been about 520 doz. per Freya from Westwick via Pernambuco, which is reported sold at about 40500 for red deals. The market is supplied. Kerosene.—No receipts, but there is a considerable quantity near by and brokers quote the market weak at 68400-68500 per case for invoices.

Lard.—Arrivals 3,000 kegs, 30 c. per Julia Rollins and 3,000 kegs per Adla J. Bonner from Baltimore. Quotations are again lower for invoices at 380-390 reis per lb. Rosin.—Quite unchanged; receipts 300 brls. per Julia Rollins from Baltimore.

Bran.—The only receipts have been 25 bags per Pernambuco from River Plate. Brokers continue quotations at 28100-28300 per bag. Turpentine.—Receipts nil, and nothing to report. Indian Corn.—Arrivals have been: 1,348 bags per Pernambuco from River Plate. The market has improved a little and we may quote River Plate corn at 4200-42500 per bag.

Codfish.—No receipts. We may still quote at retail, tubs 22500-22800 for old and new fish, and cases at 22500-22500. Cement.—Receipts nil and market unchanged. Coal.—Receipts have been: 1,824 tons per Abyssinia from Cardiff, 1,953 " Kedron, 2,146 " Boneman B. Law from Glasgow to companies.

Hay.—Receipts have been: 231 bales per Pernambuco, 2,492 " Clara Eaton, 1,187 " Adla L. White. all from the River Plate and for account of contractors and dealers. Rice.—The Tycho Brake brought 1,000 bags from London to dealers. Brokers quote at 9550-96000 per bag in lots of not less than 500 bags. Steady.

SHIPPING NEWS.

Table listing arrivals of foreign vessels, including Glasgow (Br bk Bowman B. Law), Rosario (Amer bk Clara Eaton), Porto Alegre (Nor bk Spica), Westwick (via Pernambuco), Newcastle (Br bk Fifth of May), Cardiff (Br bk Kedron), Hamilton & Faro, Baltimore (Amer bk Julia Rollins), Baltimore (Amer lug Adla J. Bonner), and Cardiff (Nor bk Johan Hansen).

DEPARTURES OF FOREIGN VESSELS.

NOVEMBER 14. NEW ORLEANS-Nor bk Airland; 278 tons; Schade; coffee. SOUTHWEST PASS-Br bk Skelvia; 697 tons; Ryan; ballast. BARRADORS-Br bk Mark Twain; 760 tons; Melvin; do. RIO GRANDE DO SUL-Dan bk Hahab; 227 tons; Duhn; salt.

NOV. 15. BALTIMORE-Amer lug Glad Tidings; 636 tons; Bomier; coffee. NEW YORK-Nor ship America; 930 tons; Soares; do. MARANHÃO-Port bk Africa; 624 tons; Cardia; sundries. -Port bk Humildade; 314 tons; Teixeira; do.

NOV. 17. PENSACOLA-Br bk Cambay; 807 tons; Humphreys; ballast.

NOV. 18. BARRADORS-Nor bk Espland; 404 tons; Nielsen; ballast. -Dan bk Marie; 165 tons; Goldenmann; do.

NOV. 19. BARRADORS-Br ship King Credit; 1490 tons; Calder; ballast. St. THOMAS-Dan bk Deadalus; 349 tons; Nielsen; do. PELotas-Dutch bk Anax; 202 tons; Steen; flour. VICTORIA-Br bk Huntress; 230 tons; Ginn; ballast.

NOV. 20. BARRADORS-Br bk Day of Pandy; 1221 tons; Porter; ballast. ANTONIA-Ger bk Horizont; 165 tons; Langer; do.

NOV. 21. CALCUTTA-Br ship Dorethy Hall; 2030 tons; Cunningham; ballast. SOUTH WEST PASS-Br ship Vendome; 1550 tons; Corning; do.

BARRADORS-Nor bk Excelso; 254 tons; Christensen; do. PERNAMBUCO-Port lug Union; 314 tons; Castanheira; do. -Port bk Novo Sincero; 350 tons; Silva; sundries.

NOV. 21. ILHA FERREIRA-Port lug Vênus de Angra; 326 tons; Senas; sundries.

MONTEVIDEO-Span bk Flog de Montserrat; 456 tons; Valdesoro; same cargo.

ARRIVALS OF FOREIGN STEAMERS.

Table with columns: DATE, NAME, WHERE FROM, CONSIGNED TO. Includes arrivals from London, Rio de Janeiro, Santos, and other ports.

DEPARTURES OF FOREIGN STEAMERS.

Table with columns: DATE, NAME, WHERE TO, CARGO. Includes departures to New York, Southampton, London, and other ports.

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

Table with columns: NAME, TONSAGE, ESTIMATED, WHERE FROM, CONSIGNER. Lists various sailing vessels and their details.

VESSELS A FLOAT & LOADING FOR RIO.

Large table listing vessels at float, including ship names, destinations, and agents. Includes entries for Aquila, Amazon, Anahit, etc.

BAHIA.

From W. Meng's Market Report, dated November 14th. Cocoa declining - Soon after closing our last review about 3,300 bags fermented changed hands at \$8.50 per 100 kilos...

LATEST LONDON QUOTATIONS OF BRAZILIAN STOCKS AND SHARES.

EXTRACTED FROM "THE STATIST" AND "RAILWAY NEWS" OF OCTOBER 24TH.

Table of stock and share quotations, including Government Loans, Railways, and Miscellaneous items.

GOVERNMENT BONDS.

Table of government bond quotations, including General Apolices, Provincial Apolices, and National Loans.

BANKS AND PUBLIC COMPANIES.

Large table listing banks and public companies, including names, capital, shares, and other financial 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 Itaboraia.

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 Itaboraia.

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 Marinhãs.

ROYAL INSURANCE COMPANY, LONDON AND LIVERPOOL.

Capital..... £2,000,000 Accumulated Funds.... £5,245,004

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

John Moore & Co. agents.

(Agents for Lloyds) No. 8, Rua da Cantelaria

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 River.

For Freight and General information apply to

Thomas Norton,

307 Wall St., New York.

Steamships.

LIVERPOOL, BRAZIL AND RIVER PLATE MAIL STEAMERS.

UNDER CONTRACT WITH THE BELGIAN AND BRAZILIAN GOVERNMENTS.

November Departures:

To New York:

[Every Saturday]

Kyler..... Nov. 7th Laplace..... 14th Archimedes..... 21st Mozart..... 28th

To Southampton:

Maskegne..... Nov. 15th Orion..... 23th

For Other Ports:

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