

THE RIO NEWS.

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

VOL. XIII.

RIO DE JANEIRO, MARCH 24TH, 1886

NUMBER 9

OFFICIAL DIRECTORY

AMERICAN LEGATION.—157, Rua das Laranjeiras.
THOMAS J. JARVIS,
Minister.
BRITISH LEGATION.—No. 76, Marquês d'Albrantes.
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 Catete.
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.—
Open daily. No. 89, Rua da Misericórdia. Divine Service
on Sundays and Wednesdays at 7 p. m. Sailors free and
easy on Tuesday Evenings at 7 p. m. A hearty welcome
to all. The friends of the Mission desirous of helping by gifts
of papers, books, left off clothing, etc. can do so by sending
to the above address, or the Missionary will gladly call
where and when required.
THOMAS HOOPER, Missionary.

BRITISH AND FOREIGN BIBLE SOCIETY.—Depot at
No. 71, Rua Sete de Setembro, Rio de Janeiro.
JOÃO M. G. DOS SANTOS, Agent.
IGREJA EVANGELICA FLUMINENSE.—No. 44, Tra-
vessa das Parilhas. Services in Portuguese at 10 o'clock,
a. m., and 6 o'clock, p. m., every Sunday; and at 7 o'clock,
p. m., every Wednesday. Sunday school at 4:30, p. m.
BAPTIST CHURCH.—Rua do Conde d'Eu, 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.
Residence, Rua de Silva Manoel N. 50.

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 [Quilô] 5:00 p. m.;
Porto Novo (branch from Entre Rios) 11:23 a. m.; Cachoeira (S.
Paulo branch) 11:43 a. m.; São Paulo (P. & R. R.) 6
p. m. Downward: leaves São Paulo 5 a. m.; Lafayette 7:30 a. m.;
Porto Novo 12:40 p. m.; arriving at Barra 4:20 and Rio 6:55
p. m. Connects with Valenciana line at Desenganço; Rio
das Flores line at Commercio; União Mineira line at Ser-
ranô; 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 Piraty.
 CANTAGALLO R. R.—Leaves Niterói (San'Anna)
 7:25 a. m., arriving at Nova Friburgo 11:20; Cordeiro (1 hour
 per trainway from Cantagallo) 11:20 and Macico 2:05 p. m.
 Return train leaves Macico 8:15, Cordeiro 6:10 and Nova
 Friburgo 11:20 p. m., arriving at Niterói 2:55 p. m.
 A ferry boat runs between Rio and San'Anna, connecting with
 trains.
 CORCOVADO R. R.—Trains leave the Station at Cosme
 Velho, Laranjeiras, at 5:30, 7, 8:15, 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 Mauá at 4 p. m. week days and 7 a. m. Sundays
 and holidays. Returning, trains leave Petropolis at 7 a. m.
 week days, and 5 p. m. Sundays and holidays.

LIBRARIES, MUSEUMS, &c

BRITISH SUBSCRIPTION LIBRARY.—Rua do Hos-
pício, No. 1, 1st floor.
BIBLIOTHECA NACIONAL.—Rua do Passero No. 48.
BIBLIOTHECA FLUMINENSE.—No. 62, Rua do Ou-
vidor.
MUSEU NACIONAL.—Praça da Acclamação, cor. Rua da
Constituição.
GABINETE PORTUGUEZ DE LETURA.—No. 12
Rua dos Beneficentes

Medical Directory

Dr. Custodio dos Santos, Surgeon and Physician
Residence: Rua do Hatlock 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 1º de Março, No. 49; from 11 to
1 p. m. and 4 to 4:30 p. m. Residence: N. 130 Rua de S.
Clemente, Botafogo, Med. Director of Equitable Life Ins. Co.
of N. York.

Chemists & Druggists.

C. A. SANTOS,
Dispensing Chemist.
Rua do Mattoso No. 31.

Hotels.

FREITAS' HOTEL
186 RUA DO CATETE
J. F. FREITAS, Proprietor.
Recently enlarged and refitted.
HOTEL BRAGANÇA
PETROPOLIS.
ANTONIO PEREIRA CAMPOS, Proprietor.
The oldest and best known hotel in Petropolis. Centrally
situated and specially adapted for transient visitors.
GRANDE HOTEL ORLEANS
PETROPOLIS.
ANTONIO PEREIRA CAMPOS, Proprietor.
A new and elegantly furnished hotel, charmingly situated,
and provided with every convenience. The largest establish-
ment of the kind in Petropolis. Specially adapted for
summer visitors.

ALLEN'S HOTEL.
No. 6, RUA HUMAYTA'
(Largo dos Leões)
Newly fitted up and furnished for the accommodation of
families and single boarders. Conveniently located within
extensive grounds and on one of the most attractive streets
of the city. Provided with large reception and dining rooms,
billiard room and lawn tennis ground.
Swimming and Shower Baths, with an abundant supply of
water.
Apartments furnished in suites for Families, or singly for
Bachelors.

HOTEL LEUENROTH.
NOVA FRIBURGO,
(Province of Rio de Janeiro)
CARL ENGERT, Proprietor.
This first class Hotel, established 40 years ago, opposite the
railway station, with fine gardens and excellent cold baths,
the healthy and favorite summer residence of the nobility
and gentry of the Capital of the Empire is magnificently situated
3000 feet above the sea-level, at 5 hours distance from the
city and port of Rio de Janeiro. All principal languages
spoken. Information furnished by Messrs. Alves Nogueira
& Dalziel, Rua d'Ourivdor 46. Rio de Janeiro.

Business Announcements.

G. F. BASSET & CO.
No. 5, Rua Fresca.
Ship Chandlers and Commission Merchants.
Use Scott's and Watkins codes.
Cable address: "Basset." P. O. Box 392.

C. T. DWINAL,
34 RUA DA QUITANDA
Dealer in
Sewing Machines,
and all articles pertaining to their use.
Also materials for lightning conductors

ORCHIDS, ETC
Collections filled and shipped on short notice, suitably
packed for transportation to all parts of the world.
Address: Peter Turl,
Care of THE RIO NEWS,
Rio de Janeiro, Brazil.

WILSON, SONS & CO., (LIMITED)

2, PRAÇA DAS MARINHAS,
RIO DE JANEIRO.
AGENTS OF THE
Pacific Steam Navigation Company,
United States & Brazil Mail S.S. Co.,
&c. &c.
and the
Commercial Union (Fire & Marine)
Assurance Co., Limited.
Coal.—Wilson, Sons & Co. (Limited) have depôts at the
chief Brazil Ports, and among others supply coal under
contract to:
The Imperial Brazilian Government;
Her Britannic Majesty's Government;
The Transatlantic Steamship Companies
&c.
Insurance.—Fire & Marine Insurances effected at moder-
ate rates.
Bonded Warehouses on the Island Mocangú Pe-
guê for the storage of Merchandise in transit.
Tug Boats always ready for service.
John L. Bisset,
Manager.

Establishments: Wilson, Sons & Co. (Limited),
London, Rio, Bahia, Pernambuco, Santos & Parahyba do
Norte.

JOHN MILLER & Co.
Importers and Commission Merchants.
SANTOS and SÃO PAULO.

TRAPICHE BASTOS.
Allen & Co.
Receives Flour, Lard, and Goods in bond according to
Table No. 7 of the custom house regulations.
Rua da Saude No. 2.
Telephone Call, No. 358.

W. R. CASSELS & Co.
13 Rua Primeiro de Março,
RIO DE JANEIRO,
and
CASSELS, KING & Co.
191 Calle Maipú,
BUENOS AYRES.
Importers and Agents for Manufacturers.

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

WENCESLAU GUIMARÃES & Co.
WINE MERCHANTS.
Importers of
Opata, Donno and Lisbon wines of the best qualities
in bottles or in casks, and under the private marks of the house
Sole Agents for
A. IZHIHO GONSALVES, Exporter of Madeira Wines;
G. FRIELER & Co., Bordeaux, Exporter of Bordeaux Wines;
E. KEMM MARTIN & Co., Exporter of Cognac
Dealers in
Burgundy, Rhine and Mosel wines, Sherries, Champagnes
Cognacs and Liqueurs of the best brands.
Rua da Alfandega, 83.

AMERICAN Bank Note Company,

78 TO 80 TRINITY PLACE,
NEW YORK.
Business Founded 1796.
Incorporated under Laws of State of New York, 1818.
Reorganized 1878.
ENGRAVERS AND PRINTERS OF
BONDS, POSTAGE & REVENUE STAMPS,
LEGAL TENDER AND NATIONAL BANK
NOTES OF THE UNITED STATES; and for
Foreign Governments.
ENGRAVING AND PRINTING,
BANK NOTES, SHARE CERTIFICATES, BONDS
FOR GOVERNMENTS AND CORPORATIONS,
DEBITS, CHECKS, BILLS OF EXCHANGE,
RECEIPTS, &c. In the finest and most artistic style
FROM STEEL PLATES,
WITH SPECIAL SAFEGUARDS IN PREVENTING COUNTERFEITING.
Special papers manufactured exclusively for
use of the Company.
SAFETY COLORS. SAFETY PAPERS.
Work Executed in Fireproof Buildings.
LITHOGRAPHIC AND TYPE PRINTING.
RAILWAY TICKETS OF IMPROVED STYLES.
Show Cards, Labels, Calendars.
BLANK BOOKS OF EVERY DESCRIPTION.
ALBERT G. GOODALL, President.
VICE-PRESIDENTS:
J. MACDONOUGH, A. D. SHEPARD,
W. M. SMILLIE, TOURO ROBERTSON,
G. H. STAYNER, Treas.
THEO. H. FREELAND, Secy.

BALDWIN LOCOMOTIVE WORKS, PHILADELPHIA, PENN.

(Established, 1831)
BURNHAM, PARRY, WILLIAMS & Co.,
Proprietors.
These locomotive engines are adapted to every variety of ser-
vice, and are built accurately to standard gauges and templates
Like parts of different engines of same class perfectly inter-
changeable.
Passenger and Freight Locomotives, Mine Locomo-
tives, Narrow Gauge Locomotives, Steam Street Cars
etc., etc.
All work thoroughly guaranteed.
Illustrated catalogue furnished on application of customers.
Sole Agents in Brazil:
Norton, Megaw & Co.
No. 32, Rua 1º de Março,
Rio de Janeiro.

RHODE ISLAND LOCOMOTIVE WORKS.

PROVIDENCE, R. I., U. S. A.
Manufacturers of Locomotives of every description and for
all gauges. First class workmanship, and all parts of Engines
of same size thoroughly interchangeable.
Estimates furnished and illustrated catalogues distributed on
application.
117 Rua da Quitanda, Agents in Brazil:
Rio de Janeiro. Fonseca Machado & Irmão.
Deposit of Engineering Instruments.

ESTABLISHED 1847. A. WHITNEY & SONS, PHILADELPHIA, PENN., U. S. A.

Chilled CAST WHEELS for RAILWAYS,
TRAMWAYS and MINE ROADS.
WHEELS IN ROUGH, BORED, OR FITTED ON AXLES.

R. J. CALLANDER, A. M. I. C. E.

ENGINEER AND ARCHITECT
Office at Messrs. CRASLEY & Co's.
87, Rua do Ouvidor, Rio.
General Engineering, Railway, Architectural and Mining
Surveys, Plans, Estimates, and Reports made, and Works
superintended.

THE HARLAN & HOLLINGS- WORTH CO. Wilmington, Delaware, U. S. A.

Manufacturers of all kinds of Railway Passenger and Cargo
Cars, for broad and narrow gauge roads.
Orders promptly and carefully executed.
Norton, Megaw & Co., Agents.
No. 82 Rua 1º de Março.

THE GLAMORGAN COAL COMPANY, LIMITED.

CARDIFF
Hood's Merthyr Smokeless Steam Coal
Representative in Brazil:
Alberto J. P. Hargreaves,
RUA 1º DE MARÇO, 76. Rio de Janeiro.

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)

Subscription: 20\$000 per annum for Brazil,
\$10.00 or £2 for abroad.

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

All subscriptions should run with the calendar year.
EDITORIAL AND PUBLICATION OFFICES:—
79, Rua Sete de Setembro.

Subscription and advertisement accounts will be received by
GEORGE H. PHELPS, Esq.,
154 Nassau Street, New York.
Messrs. STREET & CO.,
30 Cornhill, LONDON E. C.
Messrs. BATES, HENDY & CO.,
37 Walbrook, LONDON, E. C.
Messrs. JOHN MILLER & CO.,
São Paulo and Santos.

RIO DE JANEIRO, MARCH 24th, 1886.

The news from Uruguay are still very meagre and uncertain in character. It is known that General Arredondo crossed the frontier some time ago with a force variously estimated from 1,500 to 2,000 men, well armed and supplied with cannon. The invasion is also admitted in official dispatches from Montevideo, from whence come statements to the effect that the ex-dictator, General Santos, has taken the field in person against the invaders. Aside from this nothing is known. Arredondo some time ago issued his manifesto, in which he declared an intention of moving directly on the capital; but whether he is doing this, or is yet engaged in recruiting and organizing, is not known. It is probable, however, that Arredondo is advancing toward Montevideo and that Santos is hesitating to meet him, because the rigid censorship exercised by the Uruguayan government over news dispatches will render it impossible to obtain news unfavorable in character, while it is probable that every favorable turn in affairs will be speedily made known by the government itself. For this reason we are of opinion that silence in regard to the combatants may be interpreted as unfavorable to the existing government. From the latest mail advices it would seem that some outrages upon Brazilian citizens in Uruguay have been reported, but whether any steps have been taken in the matter by Brazil is not known. The diplomatic policy of this latter country is to keep everything carefully concealed. In the Argentine Republic there is universal sympathy expressed for the cause of the revolutionists, and much assistance in various ways has been afforded them. To keep up an appearance of neutrality, the Argentine government has resolved to send some gunboats up the Uruguay river to prevent the crossing of any hostile force into the neighboring republic, but this was not done until it was known that Arredondo was safely across. In view of these events, and the failure to check the conspiracy, the relations between the two governments have become very much strained. In Uruguay the talk against the Argentine Republic is very belligerent.

The experience of the province of São Paulo in guaranteeing interest on railway enterprises is one well worth study. According to the last official report the province has advanced and has now outstanding the sum of 10,953,703\$248 which has been paid to railway companies as guarantees on their investments. The total amount paid would

exceed this sum, as the Paulista company received a considerable sum at the outset of its career which was afterwards paid back, and the Mogyana company has been steadily paying off its indebtedness of this character for several years past. Nearly half of the existing total, however, has been advanced by the general government on the guarantee held by the São Paulo and Rio de Janeiro company, but which is debited to the account of the province. The São Paulo railways have therefore cost the province, in cash and debt obligations, a total of nearly 11,000,000\$, and to what end? Has the province received benefits from these enterprises commensurate with the sacrifices made? And have the people most benefitted paid their proportional part of the cost? These are questions which may now be cleared to advantage. It is clear that four of the lines constructed are doing well and are materially aiding the development of the province, but none of these are now receiving public aid. One of them was started without any guarantee whatever, and is paying its way from the start. As for the others, those built under guaranteed concessions to places lacking the means to support a railway, they are still pensioners upon the public treasury and are practically doing very little toward developing their sections into a position of industrial independence. Under such circumstances it is time to inquire whether it is just and politic to tax a whole community, including many persons and places not benefitted by railways, in order to insure railway communication to localities which have not and will not properly support the enterprise. There are two sides to this question of railway guarantees, of which but one has thus far been turned uppermost.

It is announced that Councillor João Alfredo will resign the presidency of the province of São Paulo about the middle of the coming month, in order to return to this capital to take part in the approaching sessions of the General Assembly. In the interests of the province of São Paulo, and also in the interests of provincial government throughout the whole empire, it is to be wished that this resolve might be changed and that the eminent Pernambucano might be induced to remain at the head of provincial affairs in São Paulo for some time to come. It is rare indeed that this, or any other province, has had the good fortune of having so able an administrator at the head of its affairs. During his brief presidency he has cleared away an enormous amount of accumulated work, he has put many matters straight which had got fairly started on the wrong road, and he has inaugurated improvements which can not fail to result in great benefits to the province. Chief among these is the exploration of the Parapanema region which is just being organized, and which promises to open up one of the best sections of the province. Nothing is more certain than that the future seat of population and industry will be in the valley of the Paraná. With its vast extent, its unrivalled river ways, its salubrious climate and fertile soil, it certainly ought to easily support a large population and provide for countless industries. Its one great drawback is its isolation from the sea. We do not know that the president of São Paulo has the future of this great valley in mind in seeking to open the valley of the Parapanema for settlement, but it is certainly one step in that direction. Then, too, his interest in the improvement and embellishment of the provincial capital, such as the reclamation of the bottom lands in the Braz suburb, and his practical solution of many conflicting interests, such as the traffic union of the three railways centering there, will make his administration one to be long

remembered in that city. It seems a pity that such administrators as Councillor João Alfredo and Dr. Escagnolle Taunay should devote so little of their time to the work of infusing order and purpose into the government of the provinces. One of the pressing needs of the day is better provincial and municipal government, and were such men as these to devote themselves to the practical solution of the question, much good would certainly result.

UNDER the recent stimulus exerted by the Sociedade Central de Imigração of this city, nearly every city in the Empire now has an immigration society organized for active work. In most cases, however, the object of these societies seems to be to acquire European emigrants and to carry on a propaganda for that end. We have on several occasions stated our belief that such purposes as these are ill-timed and censurable, because they seek to locate immigrants in the country before it is ready for them. To place poor foreigners with their families on available public lands at this time, or to bind them by contracts to the estates of the great proprietors, is simply to expose them needlessly to hardships and disappointments which bear most severely upon them and result in no advantage to the country. Until the conditions of life are more favorable to free labor and small proprietors, immigration should be rigidly discouraged. Under better laws and more favorable conditions, the advantages which Brazil could offer to the emigrant would be highly favorable, and would certainly attract multitudes of them to these shores. But as matters still stand, these advantages are more than counterbalanced by the artificial disadvantages which restrictive laws and antiquated customs impose. And still further, the existence of slavery and the slave-holding instinct render it highly necessary that the free immigrant laborers should be carefully protected by law in all his personal and property rights. Instead of this the tendency of legislation is all on the side of the employer—favoring the strong against the weak. As we have again and again argued, all this is radically wrong. The free immigrant must be made independent, and must be placed on terms of equality with Brazilian citizens. He should be provided with land near a market town or on a good line of communication, where his products can find a ready sale. He should not be treated either as a beggar, a pensioner, or a servant. Every facility should be given him for the selection of land, and perfect titles should be guaranteed, which should be carefully registered in a public office. And then, after he has settled upon his land, he should be treated exactly like his Brazilian neighbor. Special laws are very apt to be special inequities. The immigrant who will be of the most service to the country, is the man who will pay for his own lands, pay taxes on it for the support of government, and take a live, intelligent interest in all that is going on about him just as his Brazilian neighbor does. For such men a special labor law, like the one now in force which makes him a slave in everything but the name, will be an unbearable injustice. It will lead him to hate the country and its institutions, and to nourish but the one hope—that of getting away. Under such circumstances, the first work of this network of immigration societies which is spreading out over the country, is clearly not that of seeking immigrants, but that of preparing the country for them. With centres in every city and town of importance they certainly ought to secure such an influence that the legislature will be compelled to adopt the reforms required. Let them insist on the repeal of that obnoxious *loação*

dos serviços law and all other labor laws restricting the free action of immigrants and laborers; let them insist on an intelligible land law with uniform surveys, titles and registry; let them insist on the repeal of all special favors to the great proprietors; let them insist on the suppression of the 6% tax on transfers and the taxes on exports, especially between provinces; and then let them insist on equal civil and political rights, without regard to birth, condition or religion. To secure these, the immigration societies of the country will have all they can conveniently attend to for some time to come.

Our colleague *O Paiz* has undertaken to call attention to the bad sanitary condition of the city and to rouse the authorities to the necessity of adopting measures for its permanent improvement. The object is so necessary and so good that one feels strongly inclined to overlook the many omissions and objectionable suggestions in the discussion for fear of prejudicing that which is good and commendable. The *Paiz* very rightly calls attention to the filthy condition of various streets, the existence of unhealthy establishments within thickly populated districts, and the miserable condition and surroundings of the dwellings inhabited by the poorer classes. All these conditions are highly unfavorable to public health. To improve matters, it is suggested that measures be taken to improve the food supply, water supply, clothing, habitations, and streets, and to secure the essential accessories of all these—a better government and a per capita tax. So far, so good; but will this reach the disease? It is suggested that the streets be straightened, better paved and lined with shade trees, but when this is done what is to prevent the tearing up of the pavement and leaving it so, and the cutting down of the trees? Both of these things are done with impunity. Of course, the remedy for this and all other evils is "better government," but how is this to be obtained? Under the present system, a good and effective government is practically impossible. In the first place the whole system must be reorganized, the functions of city officials must be better defined, there must be some recognized head of the municipality in the shape of a "mayor," there must be strict official accountability, there must be courts of summary jurisdiction open both to officials and people, and there must be a more intelligible election law, which shall place the government of the city in the hands of the tax-payers. The idea of levying a tax of 10\$ a head for sanitary improvements, however, is one which naturally leads us to inquire after the results. And what will they be! Gigantic jobs, monopolies, visionary schemes, official robberies, and eventually a worse state of affairs than now appears! Improvements of the kind suggested should be made gradually and deliberately, and with every provision possible against jobbery. Large undertakings do not always imply corresponding good results, as witness the Rio d'Ouro water works. Besides that, a *per capita* tax would be grossly unjust. The one man who would be most benefitted by such improvements would be that great municipal property-holder, Visconde de Mesquita, who could better afford to pay a tax of 100,000\$ than the great majority could pay 10\$. From this, it becomes apparent that another *desideratum* is a better system of taxation, by which property, not persons, shall pay. There are so many conditions to be fulfilled that we fear no one scheme or undertaking could comprehend them all. The people must be better educated and taught to observe certain necessary rules of health, food must be made cheaper so that the populace may

be better fed, the dwellings of the poor (and those of the rich as well!) must be less crowded and better ventilated, the streets must be better cleaned, and the public water supply must be more evenly distributed. And even then, all danger from fever epidemics will not disappear, for Rio is destined to suffer for the sins of its early inhabitants for many generations to come. The customs and practices which ceased barely a generation ago, and the fatal inheritance of the slave trade, will afflict the city for many years. When men learn to live cleanly and rationally, much of the danger from contagious disease will pass away, and until they do the money expended on costly municipal improvements will be in a measure thrown away.

INSPECTION CHARGES.

Some time since a complaint was made to the government regarding an alleged demand on one of the London sugar factories companies for payment for inspection services rendered by one of the government agent's inspectors. The charge was repeated in all the local papers and was made the subject of official letters to Dr. Fernandes Pinheiro. In common with others, we gave currency to the charge and expressed an opinion against the practice on the ground that the charge was not warranted and was an unjust and unnecessary burden upon the companies interested. In respect to this matter we have just received the following letter from the inspector accused, which we publish in full. We have no further information on the subject than what has heretofore been published and what is herein contained, and we must therefore leave the matter wholly to the good judgment of our readers.

London, 22nd February, 1886.

To the Editor of the Rio News:

Sir.—I read in your issue of the 15th December, 1885, a leader and a paragraph on the subject of an alleged demand of payment made by a subordinate of Dr. Fernandes Pinheiro, C. E., representative of the ministry of agriculture in Europe, upon the Central Sugar Factories Company, before he would examine some plant destined for their factories.

As the subordinate referred to, I beg to state that the information received by the government is perfectly untrue and that I have remitted to my chief documents, amongst them a letter from the Central Sugar Factories Company, showing plainly how unfounded is the representation made.

As the circulation of the articles in your paper may prejudice me both in the Brazils and elsewhere, though my character is well known and ought to be beyond the intrigue of interested parties, I hope your sense of justice will see the necessity of publishing this letter in your earliest publication.

I am, Sir,

Your obedient servant,

A. DEMARET.
Inspecting Engineer.

AN IMPORTANT DECISION.

According to *La Union*, of Buenos Aires, of the 10th ult., the Federal Supreme Court of that republic "has just rendered an important decision which puts an end to the innumerable falsifications which have been realized in this market upon the marks of manufacture and commerce." This decision is with reference to the Singer sewing machines, whose trademark has been widely counterfeited and whose name has been used by various manufacturers upon their machines. In Buenos Aires there was not a sewing machine salesroom in the city which did not sell Singer machines, while but one had the genuine article. In view of these flagrant impositions the Singer company asked to have the trademark registry of Messrs. John Shaw & Co. annulled and that they be prohibited from the further use of the Singer trademark. The first judge declined to grant permission for this, but in the supreme court this decision was reversed and the company's claim was granted.

The court decided that as the marks compared were identical, and as the counterfeit tended to produce confusion prejudicial to the interests of the proprietors of the original invention, the registry of Messrs. Shaw & Co. can not be permitted.

The prompt action of the Argentine courts in this matter, which affects many other interests besides those of the Singer company, ought to rouse the courts of Brazil to an equally decisive action. The rights of property in inventions and trademarks ought to be clearly defined and rigidly protected in all cases.

From the Buenos Aires Herald, March 12.

SLAVERY IN THE ARGENTINE REPUBLIC.

It is the boast of the Argentine Constitution that once the feet of the bondsmen touch Argentine soil he becomes a free man. The boast is well taken if only the slave is a foreigner, but if he be an Indian it is far from being the truth. It is generally known that there are great numbers of Indian captives distributed throughout the families of this people, nominally as servants, but in all essentials they are slaves. They are not at liberty to go and come when they please, nor are they consulted as to the terms on which they work, nor have they the disposition of their time or effects. They are beaten when they fall into the hands of those who deal that way with vassals, and they know of no redress. If they get insubordinate and attempt to flee, they are brought back as are other slaves and punished for the attempt. It is not so long since a prominent woman killed one of these unfortunates, and after a few days of detention, just to save appearances, nothing was said or done about the affair, as the *Herald* predicted would be the case at the time of the crime. There are hundreds of these captives about this city in the houses of the influential, who are in virtual slavery and have no redress and no protection. It is true that if they knew that the law guarantees them freedom and had friends to put this law into effect, doubtless they would obtain their freedom, but they are ignorant and helpless, as are most bondsmen and women, and it is for them that the law should be put in force. Nominally there is a defender of the poor, who, however, does but little defending of the poor; but he could, and should, take efficient means to find out whether there are slaves held in bondage without warrant of law and invite information of such cases, and, when found, the punishment should be so severe that few would be found to take the risks of meeting it for what could be ground out of a poor captive. The charges we make are true, and a thousand times more so than we have said, for it is even true that poor captive girls are made to feed and satisfy the beastly passions of the shoots of a bogus aristocracy among us, and we might go on with the picture of all the immoralities and wrongs which attach to the barbarity of human slavery, which in the way we have said is in full bloom amongst us. We speak of what we know and have seen.

RIVER PLATE ITEMS.

From the Buenos Aires Herald, March 12.

—The Montevideo custom house receipts during the 22 working days in February amounted to \$435,000.

—The lighting by electric light of the building of the waterworks at the Recoleta commenced last night. There are 24 lamps of 25 candles each, the dynamo being worked by a 4-horse power engine. The light is said to be sufficient for the purposes required.

—We have to note the most disastrous fire for many years, if ever, in the destruction of the great Catalina Mole deposits with a loss of from \$5,000,000 to \$8,000,000, but how much insured cannot at this writing be known; the fire is still burning.

—The steamer *Villarino* sailed yesterday for the gold country. She has on board representatives of private people sent to investigate these lands. Sr. Lezama has invested \$50,000, and his representative takes a contingent of 35 peons, who will be employed in washing auriferous sand, etc.

—The works designed for protecting the town of Santiago del Estero from the overflowing of the Rio Dulce consist of an embankment 1,750 metres in length, and the construction will be similar to the temporary works already executed, with the object of turning the course of the current and forming an overflow drain on the right bank. The expense is estimated at \$6,204,260.

—From Messrs. Stuart Williams & Co's. circular dated Montevideo Feb. 28th, we take the following shipments to the United States since February 1st: 44,410 dry hides, 13,772 kips, 2,717 bales wool, 41,410 dry hides, 35 bales hair 3 c. feathers, 5 c. 11 h. hide cuttings, 55 bales hair 3 c. feathers, 5 c. sundries, making a total since the 1st of January of \$9,059 dry hides, 7,743 kips, 6,648 bales wool, 135 bales hide cuttings, 103 b. hair, 1 b. calfskins, 8 cases leathers.

—A *Patria* of Montevideo declares to-day (March 11) that documents can be produced proving the assaults made by the forces at Tacuarembó on Brazilian subjects.

—The Uruguayan government has issued a decree declaring that the Oriental emigrants, not soldiers, whether they have joined the revolutionary party or not, may return freely to the national territory, in the security that they will not be molested either in their persons or in their rights. The consular agents are to facilitate the transfer to their homes of the emigrants who are now in want of means.

—Eight seamen of the whale boat *Western* while on the Island of Rasa, where they had gone to catch seals, were left ashore owing to the tide rising and carrying their boat away; at the same time the whaleboat, while on her way to Port Eje was thrown ashore. Three days later Lord Dudley's yacht passed by on her way to the Straits and the wreck being perceived, a boat was lowered and the wrecked sailors were picked up. The boat was then sent to Rasa island to rescue the other men. Afterwards the yacht returned to Eje, for the purpose of getting the whaleboat afloat. All the sailors were Welshmen.

—Politics continue to be the absorbing topic of public interest, as the day for electing a President approaches. The elections for Congress have been officially canvassed and in this city, where the opposition to the government party is in a majority, by one of those strokes of sharp practice which has made politics here famous and infamous, the votes of several parishes which were strongly opposed were thrown out and the minority candidates counted in, producing great disgust and disconfidence. The movement was as bad in politics as in morals, as the Presidential election and a majority in Congress are certain for the official party. There is much talk and some excitement but it will pass away in due time, as fraud in politics is no new thing among us, and nothing else is expected. The immediate effect of the movement has been to put gold up to 155\$.

PROVINCIAL NOTES

—The Ceará provincial assembly has been convened for July 1st.

—The fines imposed on the Pará gas company in February amounted to 802\$.

—The February receipts of the Ceará custom house amounted to 45,573\$323.

—The president of Pará has rescinded the contract for the navigation of the Rio Xingü.

—A chemical laboratory connected with the botanical museum at Manaus was formally inaugurated on the 16th ult.

—June 15th next is the date marked for electing a senator from Santa Catharina to take the place of the late Barão da Laguna.

—The slaves freed by their patriarchal ages in the province of Parahyba are stated to number 88, and those become free under the same condition in Santa Catharina, 68.

—It is calculated that at least 20,000 horses have been driven across the frontier into Rio Grande to escape the impending revolution in Uruguay.

—The total indebtedness of the province of Bahia up to last month was 10,059,593\$660, including sums owing on current account.

—The *meza de rendas* at Laguna, Santa Catharina, yielded a revenue of 1,093\$912 in February, against 2,945\$889 in the same month of last year.

—The February receipts of the Victoria, Espírito Santo, custom house amounted to 26,030\$131, against 15,243\$260 in the same month of last year.

—According to official returns there were 110 marriages, 685 births, and 290 deaths in the province of Espírito Santo during the last quarter of 1885.

—The exports from Victoria, Espírito Santo, to foreign ports in January amounted to an official valuation of 158,688\$. The coffee exports amounted to 8,700 bags.

—The latest advices from Aracaty, Ceará, report much suffering from the continued heat and drought. Food is dear, and the people are becoming frightened.

—The president of Pará has resolved to rescind the contract made for a navigation service from Salgado to Cachoera, because of the non-fulfillment of its terms.

—The commanding general of the military forces in Pará has undertaken to establish a school for the privates under his command. The effort should receive the heartiest encouragement.

—During the past year 321 crimes were recorded in the province of Pará, of which 14 were homicides, 6 attempted homicides, 100 thefts, 64 bodily injuries, 48 disobedience, and 89 use of prohibited weapons.

—Cases of small-pox are reported from the Braz suburb of São Paulo.

—The municipal council of Campinas, São Paulo, is talking of establishing colonies in that municipality.

—The Brazilian ship *Pelotense II* ran on the sand banks at the Rio Grande bar on the 11th inst. and became a total wreck.

—A new dock and inclined plane has been inaugurated at Rio Grande, which is now ready for repairing or cleaning vessels.

—According to a commercial house in Porto Alegre, the wine product of the northern part of the province of Rio Grande do Sul is 20,000 pipes.

—The municipal council of Campinas levies a tax of 10 reis a kilo. on the meat consumed in that locality, the proceeds to be expended on public instruction.

—Mail advices from Rio Grande report the continual arrival there of revolutionists from Uruguay, who are at once placed under restraint at some distance from the frontier.

—The collector at Garanhuns complains that many of the sexagenarians on the old registry are dead, their masters having failed to report their deaths as required by law.

—Some severe conflicts are reported from Manaus between the soldiers stationed there, on the one side, and the police and citizens on the other. A number of persons sustained injuries.

—Our esteemed provincial contemporary, the *Liberal Mineiro*, celebrated its 8th anniversary on the 15th inst. And may there be many more of them—each marking a real step in advance!

—Why it is that peculiar names get mixed up with the legal profession must always remain a mystery. The latest instance is that of a São Paulo law student, whose Christian name is "Deusdedit."

—The agricultural province of São Paulo imported last month 115,151 kilos. of hay, 17,052 kilos. of rice, 28,021 kilos. of potatoes, 38,420 kilos. of barley, and 174,901 kilos. of wheat flour.

—The total February revenue receipts of the government in the province of Santa Catharina were 91,003\$236, against 76,470\$530 in the same month of 1885, showing an increase of 14,532\$706.

—The Ypanema iron foundry yielded the government 5,711\$450 in February last, against 3,791\$235 in the same month of last year. In a hundred years hence it is expected that the enterprise will be fairly self-supporting.

—The February revenue receipts of Alagás were 75,045\$860, against 105,599\$908 in the same month of last year. The greatest falling off was in export duties, which were 15,076\$854 this year, against 39,853\$428 last year.

—According to an Uberaba paper, the Mogyana railway company has ordered the exploration of the Rio Grande from Jaguara to the port of Espinha for the purpose of establishing a river communication between those two places.

—Since the passage of the Rio Branco law in 1871 the province of São Paulo has liberated 2,791 slaves at a total cost of 2,259,309\$, to which the slaves contributed 91,037. The average price paid has been 809\$.

—The total general receipts in the province of São Paulo in February were 959,433\$525, of which 648,981\$014 were from customs duties in Santos. The total receipts for the same month of last year were 1,098,764\$387, showing a decrease of 139,330\$862.

—A Campinas, S. Paulo, paper says that a planter there had sold 15,000 arrobas of coffee in the hull to a house in Rio, for account of a European buyer. The coffee is to be shipped in the hull, and the price is said to be 4\$800 per 15 kilos., about the equivalent of an *arroba*.

—The total February revenue receipts from the province of Bahia were 770,813\$088, against 869,477\$844 in the same month of last year. The customs receipts were 679,766\$569, and those of the *colletoria* 36,854\$994. There was a considerable decrease in both import and export duties.

—According to a recent official report the province of São Paulo has 1,039 schools, of which 646 are for boys and 393 for girls. Of this total, however, 203 are closed because of a lack of teachers. The profession of teaching would seem to be slightly unpopular.

—The slave population of Rio Grande do Sul on the 30th June last was 27,242, or a decrease of 72,687 from the registry of 1871-3. It must be remembered, however, that most of the liberations within the last two years have been made subject to a five years' service.

—According to the president's official report to the provincial assembly, the total revenue receipts of the province of São Paulo during the fiscal year 1884-85 amounted to 4,191,114\$330, or 1,007,114\$230 more than the budget estimates. In addition to this the province collected special taxes to the amount of 206,038\$935.

—An immigration society has been inaugurated in Bahia.
 —The February receipts of the Maranhão custom house were 45,573\$323.
 —The Norwegian bark *Ellida* cleared at Victoria, Espírito Santo, for New York on the 13th inst. with 4,927 bags of coffee.

—The February port movements at Pará were 11 steamers and 8 sailing vessels arrived, and 14 steamers and 6 sailing vessels cleared.
 —An agricultural, horticultural and fancy work exposition was formally opened in Petropolis on the 21st.

—The minister of marine has made a contract with Rheinganz & Co. of Rio Grande do Sul for supplying the naval stores with flannels.

—Yellow fever is reported from Barra Mansa and Parahyba do Sul. At the former place the mortality is very great, and the inhabitants are becoming terrified.

—In the municipality of Macaé, Rio de Janeiro, 1,376 hexagenarian slaves have been declared free, of which 788 are obliged to serve 1, 2 and 3 years yet, and 588 are free unconditionally.

—The *Diário do Gram-Pará* is making a praiseworthy attempt to give complete commercial news of the Amazon valley, and it is apparently succeeding. In our opinion, the *Diário* is the best commercial paper in the North.

—The February receipts of the Pará custom house amounted to 680,338\$321, against 484,311\$747 last year and 28,589\$520 in 1884. The receipts of the *receptoría provincial* were 276,879\$512, against 201,809\$070 last year.

—The December revenue receipts in the province of Piahyá amounted to 32,084\$410, against 26,725\$866 in the same month of 1884, showing an increase of 5,358\$544. A falling off of 11,306\$631 in the customs receipts from imports is reported.

—The *Correio de Santos* of the 20th states that the Br. str. *Amethyst* arrived there from Rio with yellow fever on board and was not permitted to communicate with the land. Three deaths among the sailors occurred at the anchorage. The *Amethyst* left for Rio on that day.

—A project is under consideration in São Paulo for a concentration of all the telegraph lines of the province at a central office, with an arrangement for joint operation. Now one must go the station of each railway in order to send a message over its wires, and when a message goes from one line to another it must be carried from one station to the other. So great is the inconvenience that it is surprising the "union office" has not been thought of before.

—Statistics recently organized show the following changes in the slave population of the province of Pará from September 30th, 1873, date when the special register was closed, up to 30th June ult.:

Slaves registered.....		31,266
Arrivals.....	5,502	
Departures.....	4,593	
Death.....	3,092	
Emancipations.....	7,945	16,500
Remaining.....		20,268

The free-born descendants of these slaves number 10,685 who are under control of their mothers' masters, and 515 delivered to emancipated mothers. Only four masters demanded the pecuniary indemnification marked by the Rio Branco law. —*Journal do Commercio*, March 17th.

—On the 31st December last the public indebtedness of the province of São Paulo amounted to 7,389,937\$392, as follows:

Funded debt, 6%.....	1,200,000\$000
Planting debt:	
1st Ypiranga lottery.....	800,000\$000
Security deposits.....	50,544 054
Interest advanced by national treasury to São Paulo and Rio K. R.....	5,055,484 664
Unpaid accounts.....	27,908 674
Bills private loans.....	256,000 000
	7,389,937\$392

On the other hand the province has a total of 12,153,703\$248 owing from various enterprises for loans and interest guarantees, only a small part of which will be available for some time to come. These debtors are:

Ituana railway, loan.....	1,000,000\$000
Fluvial Paulista, do.....	200,000 000
Mogyana railway, guarantee.....	84,830 737
Ituana railway.....	1,454,349 704
Sorocabana railway.....	3,697,497 605
Bragantina railway.....	478,957 676
S. Paulo and Rio railway, guarantee, before payments by general government.....	182,612 862
idem, guarantee paid for account of province by gen. gov't.....	5,055,484 664
	12,153,703\$248

—The February receipts of the Maceió custom house amounted to 60,399\$016, against 85,862\$327 in the same month of last year, showing a decrease of 25,463\$311. The principal falling off was in exports, which show a decrease of 22,218\$946.

—At the formal inauguration of the new abolition society—"27 de Fevereiro"—at Santos, the other day, 12 slaves were liberated in honor of the occasion and with demonstrations of great rejoicing. An examination of the record, however, shows that only 5 were liberated outright, while 4 were liberated for sums varying from 240\$ to 500\$, and 3 on condition of serving 2, 3 and 4 years respectively!

—The *Correio de Santos* says that there is a carpenter living in Bananal, São Paulo, whose name is Tristão Tiboreçá Mucury Piragena de Orenbal Orlando Coimbra de Montezuma Cansação de Sinimbá. Whew! Almost as many as the crown prince of Portugal! Such a man ought to reside in a rope walk where he can keep his whole name in out of the weather.

—The February customs receipts in Rio Grande do Sul were as follows:

Porto Alegre.....	320,459\$753
Rio Grande.....	267,602 100
Uruguayana.....	44,143 888
Pelotas (mesa).....	28,652 479
Total.....	660,858\$220
Same month 1885.....	497,547 493

—The Pouso Alegre chief of police telegraphs to the minister of justice that everything is all right there, and that he is going to make an inquiry into the recent occurrences, one of which was the destruction of the printing office of the *Valle do Sapucahy*. As the leaders of the mob, the chief of police and the minister are all members of the same party and of the same province, the result will be awaited with no slight interest.

RAILROAD NOTES

—The second section of the Santo Amaro railway, São Paulo, was formally inaugurated on the 14th.

—The annual report of the Corcovado railway states that there was a surplus of 29,466\$997 up to the end of December last.

—The government has authorized an expenditure of 20,000\$ in repairing recent damages on the Paulo Afonso railway.

—The Paulista company has recently received an electric light plant from England for the lighting of its station at Campinas.

—The January receipts of the Paulista railway amounted to 221,361\$149, and the expenditures to 88,171\$070, leaving a surplus of 133,190\$070.

—The January receipts of the Cantagallo line amounted to 50,069\$520 and the expenditures to 30,064\$203, leaving a surplus of 21,185\$747.

—A train was thrown from the track on the Minas and Rio line on the morning of the 16th by a drove of cattle. Fortunately no one was hurt.

—It is expected that the locomotive will reach Bataates, on the Mogyana extension, about the end of July next, and Franca in March of next year.

—The January receipts of the "Natal Nova Cruz" line were 5,035\$110, and the expenditures 18,458\$922, leaving a deficit of 13,423\$812.

—The January receipts of the "Rio Grande à Bage" line were 26,237\$400, and the expenditures 47,949\$949, leaving a deficit of 21,712\$549.

—The modifications in the tariffs of the São Paulo Railway were approved provisionally by the government on the 17th ult.

—The government has authorized the extension of time for return on an excursion ticket to 40 days for all the principal stations on the Minas and Rio railway.

—The February receipts of the Pará tramway lines amounted to 25,916\$800, against 18,407\$400 in the same month of last year. The increase for January was very nearly the same.

—The government has approved the definite surveys of an extension of the Carangola railway, Itapemirim branch. The extension will be 40 kilometres long, and the estimated cost is 1,760,969\$.

—The minister of agriculture has very properly declined to permit the Recife and S. Francisco railway to reduce its rates on the products of the Central Sugar Factories of Brazil. The reason is a just one—that of an unfair discrimination against private sugar growers.

—An arrangement has been effected in São Paulo for a traffic connection between the São Paulo, Sorocabana and São Paulo and Rio lines, by which the traffic of the two last named will be much improved. The accord was brought about by the president of the province.

—A defalcation of 2,354\$ has been discovered in the treasurer's office of the D. Pedro II line.

—The São Paulo and Rio de Janeiro railway has been authorized to build a branch, 1,200 metres long, to the Penha church at a cost not to exceed 18,193\$.

—The minister of agriculture has placed a credit of 50,000 francs in London for the purchase of two new boilers of the Nøeyer & Co. type for the Engenho de Dentro workshops.

—The minister of agriculture has refused to permit the "Natal a Nova Cruz" company to include in their working expenses the 1% commission paid to the banks for cashing its drafts for expenses.

—The minister of agriculture has asked the treasury for a credit of 231,052\$360 to be placed at the disposal of Engineer Fernandes Pinheiro in London for the acquisition of material for the Porto Alegre and Urugayana railway.

—By an *ariso* of the 8th inst. the minister of agriculture reaffirms the decision of 9th February, 1885, that the Alagôas railway incurs a fine of 1% on the amount paid as guarantee for every month of delay in opening the line to traffic. These fines now amount to about 40,000\$.

—A passenger train on the Mogyana line was thrown from the track on the 18th inst., resulting in the death of a train assistant and slight injuries to one passenger, an Italian. The accident occurred on a curve near Anhumas, and is attributed to the speed at which the train was running. The locomotive driver, Edward Young, has been placed under arrest.

—The minister of agriculture has returned the Paraná railway accounts for the first half of last year to the fiscal of that line with instructions that a new account shall be made out in harmony with clause 12 of the law of 1878. In addition, the representative of the company is informed that the final liquidations must be half yearly and be sent to the government agent in Europe, Dr. Fernandes Pinheiro.

—The *Diário Mercantil* of São Paulo is informed that at the beginning of next month the São Paulo and Rio line will begin running a night express in connection with the Dom Pedro II line. The train is to leave São Paulo at 5 p.m., and will arrive at Rio at 6 o'clock the next morning. From other sources, we learn that it is probable that but one train a week each way will be run at first, as an experiment. As the São Paulo line has no sleepers, the train will leave Rio at 10 p. m. (probably Tuesdays) and arrive at Cachoeira at 5 a. m., and then by day train to São Paulo, arriving there at 11 a. m. The return (probably Fridays) will be as above, the change to the sleeper at Cachoeira being at about 11 p. m. The experiment under such absurd conditions will probably be a failure.

—That long-expected accident on the Príncipe do Grão-Pará railway to Petropolis has at last been experienced, and, unhappily, with fatal results. The idea of compelling a conductor to pass along an outside step on the passenger cars to collect fares while the train is in motion, is one which has very often excited remark and aroused fears that an accident would some day happen. It was a risk perfectly needless and inexcusable, and now that the accident has occurred it certainly seems no less than criminal. On the evening of the 18th, while the baggage man Manoel Dias Janikes was thus engaged in collecting fares from the outside, his head came in contact with a telegraph post and he was thrown off the step. The train was stopped as soon as possible and Janikes was picked up. He was taken on up the *terra* and died just as he arrived in front of his own house. He leaves a wife and child. The whole affair was so needless, that no excuse will ever suffice for the loss of this man's life. The least that the company can do is to pension his wife and child. The travelling public is contributing liberally, but this can not diminish the company's obligation.

—The *Journal do Commercio* of the 10th shows what railways in S. Paulo have cost the general and provincial governments up to 31st Dec. last. The figures are:

Mogyana, interest to 1882-83.....	430,098\$244
Ituana.....	1,454,349 704
Sorocabana.....	3,697,497 605
Bragantina.....	478,957 676
S. Paulo and Rio (previous to the assumption by the general government of the guarantee).....	182,612 862
	6,243,486\$991

Deduct amount repaid by the Mogyana company..... 345,267 597

Add payments by the general government for account of the province to the S. Paulo and Rio railway..... 5,898,218\$584

Total..... 10,953,703\$248

—The February public gas bill of this city was 55,324\$850.

—The *Almirante Barroso* arrived at Barbadoes on the 13th inst.

—There is a rumor current that the Barão de Jaconay (Silveira da Motta) intends to ask to be placed on the retired list.

—The Emperor has chosen Canon Manoel José de Siqueira Mendes from the triplicate list as senator from the province of Pará.

—The minister of agriculture has again refused to extend the time for the American Steamship Co. to replace the *Reliance* with a new steamer.

—The presidents of Pará and Ceará have resigned and Desembargadores João Antonio de Araujo Freitas Henriques and Joaquim da Costa Barradas have been appointed their successors.

—Dr. Sizenando Nabuco, as the guardian of the slave girl Eduarda, has asked for the prosecution of her former mistress for cruel treatment, and the judge has ordered the *promotor publico* to proceed accordingly.

—Telegrams from the River Plate on the 16th repeat the news of Arredondo's invasion of Uruguay. Both parties, however, are probably too busy foraging among the unhappy stock-raisers to do any fighting.

—The ironclad division of our navy left on the morning of the 15th for Ilha Grande for gun-practice. The unfortunate monitor *Salmões* was delayed, as usual, about an hour and a half by an accident to the steering gear.

—The *Journal do Commercio* of the 16th transcribes articles from the *Financial News* relative to the recent Argentine loan, without comments. What will our colleague have to say, when this same authority refers to Brazilian loans?

—The great actress Janauschek has entered into a contract to make a grand tour of the world. She will visit South America sometime during the early part of next year and will give representations here and in all the principal cities of Brazil.

—A gentleman came down from Petropolis on the 16th, and when he left in his pocket for the 1,400\$ which he had placed there, it was missing. He attended an imperial reception on the 14th, and thinks his pocket must have been picked at that time.

—In the presence of the minister of finance an examination was made into the assets of the national treasurer on the 16th. It is reported that everything was found correct, but particular care was taken not to let it be known how much cash was found on hand.

—The minister of empire has ordered the municipal council to make all necessary improvements at Santa Cruz for the better preparation and transportation of fresh meat, and also that killing shall be begun at a convenient hour in the evening so that it may be placed in the S. Diogo station at 5 o'clock in the morning.

—The morning papers of the 18th contained the welcome news that the ironclad fleet arrived at Ilha Grande the same day of its departure from Rio, and that the exercises have begun. We trust that the naval authorities will not insist on any very violent exercise, for the weather is too hot even for an ironclad.

—The president of the municipal council has had to ask the chief of police to protect a poor slave woman liberated on the 14th inst. Her letter of liberty was stolen from her and she was at once sold for a plantation up country. It would be interesting to know how many unfortunate freedmen have been treated in this way.

—The board of health visited the *Trapiche Freitas* on the 13th inst. and condemned 15,000 bags of damaged rice which they ordered to be thrown into the sea. At the petition of the attorney of the London and Brazilian Bank, which held the bills of lading, a second examination was ordered, but without changing the previous decision of the health officers.

—The now celebrated Dr. Poli left Santos for Europe on the *Bormida* about two weeks ago, having been concealed there 12 days before the departure of the steamer. The chauvinists are to be congratulated on their success—that of transforming a very ordinary and unimportant quack doctor into an influential enemy. Dr. Poli will now exert more influence in Italy than a minister plenipotentiary could do.

—The first and second police delegates recently fell out about the arrest of two youthful devotees of Bacchus at one of our theatres. The third delegate put his beard in soak and left for Macaé. The delegates did not exactly treat each other with kid gloves, but the matter was finally arranged by a convenient illness on the part of 2nd, leaving the whole police business in the hands of the 1st delegate.

The cable between Maranhão and Pará is broken, and telegrams will now be carried two or three times a month by boats.

A hotel-keeper in Botafogo, who was been keeping hogs in a part of his grounds, has been compelled by the board of health to suppress the nuisance.

The sanitary state of Niteroy is said to be very bad and yellow fever is having its own way. The board of health seems to have overlooked the place altogether.

Now that Arredondo is fairly over the border with his forces, the Argentine government has sent troops to prevent crossing and to maintain what it is pleased to call "neutrality."

A lot of contraband dentist's tools were discovered in a passenger's baggage on the American steamer Finance on the 19th. They were at once extracted by the customs officers.

A new ferry boat, called the Paqueta and destined for the service between this city and the island of Paqueta, was run over the course for the first time on the 20th. The time was 55 minutes.

The Rio section of the Lisbon geographical society is about to send an album to the Portuguese explorers Capello and Ivens. We are glad to see that the Rio section has a little money left for such practical uses.

The long dry season through which we have lately been passing is again steadily decreasing the water supply. The heat during the past week has been most intense, and its effects are beginning to be seriously felt.

The two chemists charged with the analysis of the substances and artificial wines found in the establishment of Fritz, Mack & Co. are still trying to accomplish something. Their incapacity is becoming burdensome.

The board of health has posted a notice at the market forbidding the preservation of fish on ice from one day to another. The proper place to preserve fish, we believe, is in an open, shallow basket, out on the hot pavement and in the sun!

There were 220 deaths from yellow fever reported in this city from the 1st to the 21st inst. Many cases, however, are sent across the bay to Jurujuba and are not reported. Jurujuba hospital is said to be full, and the mortality there is very great.

The grounds of the Palacio Isabel were entered by thieves on the night of the 20th, and various objects were carried off. The police guard was promptly arrested for neglect of duty. Why not arrest every policeman when a burglary takes place on his beat?

The minister of agriculture tells the director of the D. Pedro II railway that if the Municipal Chamber does not "chip in" with the value of the coal furnished the slaughter house, on or before April 1st, he must cut off the supplies. What is the matter with the Chamber, anyhow?

The minister of agriculture has authorized the payment of 17,707\$500 to the Companhia Nacional for the transportation of immigrants during the month of December. The bill of the S. Paulo and Rio railway for the same service for the three months ending 31st December last is 9,429\$210.

The minister of agriculture has informed the war department that the request for reduced fares for the officers and soldiers at Campo Grande coming into the city on private business, is detrimental to the interests of the D. Pedro II railway, and can not therefore be granted. And Minister Prado is perfectly right!

By an avizo of the 9th inst. the minister of finance instructs the collectors throughout the empire that fines should not be imposed for the infraction of the law of 1871 and Regulamento of 1879. Whatever happens, it would seem that slaveholders are not to be held accountable for violations of the law.

The city fathers are indignant over the lack of courtesy shown by the minister of agriculture in calling upon them to pay for the coal shipped over the Dom Pedro II line for the Santa Cruz slaughter house. They do not deny the account, but they feel that it ought to have been sent in through the minister of empire.

According to Dr. Ferraz the new Santa Cruz slaughter house is in such a state that it will cost 100,000\$ to put it in good condition—and he does not know where the money is to come from! Why not make another raise on the boot-blacks and street porters? They are poor and helpless and friendless, and perhaps they will not strike back!

The well known French writer Charles Expilly, who wrote several books on Brazil and the River Plate countries, died at Tain, France, on the 13th ult., at the age of 72. A colleague notices the event with the words: "Brazil has just lost one of her old enemies." In his works on Brazil Expilly confined himself to facts and expressed his honest convictions, and is therefore classified as an "enemy of the country."

The Almirante Barroso left Jamaica for New Orleans on the 19th inst.

The December receipts of the state telegraph lines amounted to 57,852\$590.

The minister of agriculture has declared lapsed that part of the concession to the North Brazilian Sugar Factories, Limited, relating to the projected central usines of Serinhaem, Ipojuca, Pilar, Marom and Camaragibe. The capital of the company is limited to the usines of S. José de Mipibá, S. Lourenço da Matta and Pau d'Alho, which amounts to 196,875.

According to a telegram from Brussels on the 19th inst., a joint stock company has been organized there for the acquisition of the Rio Gas Co.'s plant and for the public and private lighting of this city with gas under the Briant contract. A number of prominent Belgian bankers and capitalists are in the company. The News gave the first information of this undertaking on the 5th inst.

On the 17th O Paiz notices the case of a clerk in the war department who had asked for his retirement in November last, on the ground of bad health. He died in December, but the minister of war only despatched his petition on the 13th inst. and then ordered his examination by a medical board. Fancy an examination of a dead man, after three months burial.

The birthday anniversary of the Empress was celebrated on the 14th inst. with the customary demonstrations of congratulation and good will. Whatever may be the political changes, or whatever of personal difficulty may arise, the hearty esteem of the public for Her Majesty remains unchanged. And it is an esteem which is deepened and intensified with each recurring year. The municipal authorities celebrated the event by the liberation of 176 slaves (instead of 162 as stated in our last number) of which 103 were females and 70 males.

Some days ago a Rua Direita capitalist received an anonymous letter demanding 10,000\$, under a threat of assassination. He placed the matter in the hands of the police officials, who sent two detectives to his residence to watch the premises. After three days waiting their patience was rewarded, for they caught a young fellow who had scaled the wall and was forcing the door of the house. The prisoner was disguised and carried a razor. He gave his name as Augusto Pereira da Silva, and was a stranger to both his intended victim and the police.

An American mail was received here on the 14th by way of the Brocklehurst steamer Theozima and the coasting steamer Pará. The former left New York February 4th and arrived at Pará February 20th. The Pará did not leave Pará until the 26th, and arrived here on the 14th. This makes a total of 39 days between New York and this port. We received a letter dated January 17, and bearing the New York stamp of January 18, which shows that it was retained there 17 days before the Theozima sailed. Had this letter been sent via England we would have received it nearly a month ago.

It is said that the Quixadá reservoir commission has been revived and that Dr. J. J. Revy leaves for Ceará early next month to resume the work suspended about one year ago. Although grave accusations were made against this gentleman by his first assistant, which were afterwards reiterated by an engineer sent there to inquire into the charges, nothing seems to have been done either to prove or disprove the charges. And now the government sees fit to overlook the whole matter and to send Dr. Revy back to continue the work. Verily, the favoritism of those in power is a law unto itself, and above all other law!

A serious accident occurred on the Santa Thereza tramway nearly in front of the Santa Thereza hotel on the night of the 20th inst. A tram was coming down the grade toward the city with about 20 passengers, and when turning the curve in Rua Junquillo, it jumped the track and ran full speed into a tree and wall at the side, smashing the tram and injuring nearly every passenger on board. Several bones were broken, two passengers having double fractures, and all sustained more or less severe bruises. The prime cause seems to have been the carelessness of the driver and conductor in rounding a down grade curve at so great a speed, and without a single brake on. No attempt whatever seems to have been made to use the brake. Of course the driver disappeared, but the police have since pronounced him blameless.

CHARLESTON received last week the first cargo of coffee imported direct from Brazil by the Charleston Coffee Importing Association. This importation has attracted great interest at Charleston, as it is thought there that a great direct trade in coffee from Brazil is now about to begin at Charleston. If the latter port has all necessary facilities there certainly seems no reason why these hopes should not be fulfilled. Charleston has a large back country and her trade can, if her merchants choose, become more diversified than it is to-day.—New York Maritime Register, Feb. 17th.

COMMERCIAL

Rio de Janeiro, March 23rd, 1886. Par value of the Brazilian mil reis (1000), gold 27 d. do do do do in U. S. coin at \$1.84 per \$1 stig. 54 45 cents do do do do in U. S. 1887 do \$1.00 (U. S. coin) Brazilian gold 8 289 do of 21 stig. in Brazilian gold 8 289

Bank rate of exchange on London to-day 19 d. Present value of the Brazilian mil reis (paper) 700 rs. gold do do do do in U. S. 38 00 cts. Value of \$1.00 (\$1.84 per \$1 stig.) in Brazilian currency (paper) 2 632 Value of £1 sterling 127632

DAILY COFFEE REPORTS.

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

Table with columns for Stock this morning, Receipts yesterday, Sales for United States, State of the market, Exchange on London, Steamer freight U. States, Freight per ton to Rio, and Freight by steamer. Rows are dated from March 15 to March 22.

WEEKLY SUMMARY.

Table with columns for Sales for United States during the week, Sales for Europe etc, Sailing clearances for the United States, Steamer clearances, and Stock at Santos this morning. Rows are dated for March 13th and March 20th.

EXCHANGE.

March 13.—The rates at the banks were 19 on London, 50 on Paris and 618 on Hamburg at 90 djs; 2870 on New York at sight. From second hands bank sterling was reported at 19 1/16, and commercial was quoted at 19 1/16—19 1/2. Market quiet. Sovereigns closed with buyers at 128830, sellers at 128930. March 15.—Rates at the banks were unchanged, but the market was not quite so strong. Some small transactions in bank sterling at 19 and in commercial at the extremes of 19 1/16—19 1/2 were reported, and also in bank francs at 502 and commercial 478. Sovereigns closed with buyers at 128840, sellers at 128900. March 16.—At opening rates were unchanged, but in the afternoon the English banks reduced their rate on London to 18 1/2, while the native banks drew over the counter only at 19; at this latter rate bank sterling from second hands was also reported. Market still quiet and commercial sterling quoted at 19 1/2. Sovereigns closed with sellers at 128940, no buyers. March 17.—The posted rates at the banks were 18 1/2 on London, 505—506 on Paris and 625 on Hamburg at 90 djs; 2870 on New York at sight. On head office 18 1/16 was reported, and commercial sterling at 19—19 1/2. From second hands bank sterling was at 19. Market quiet. Sovereigns closed with sellers at 138000, no buyers.

March 18.—The native banks advanced rates to 18 1/16 on London, and the English banks were drawers on head offices at 19. Bank sterling was reported from second hands at 19 1/16 and commercial at 19 1/16—19 1/2, with very little doing. Sovereigns closed with buyers at 138000, no buyers.

March 19.—The English banks advanced rates to 19 on bankers, at which rate and at the extremes of 19 1/16—19 1/2 for commercial sterling a moderate business was reported. On Paris banks was quoted at 502 and commercial francs at 497. Sovereigns closed with buyers at 128800, sellers at 128900.

March 20.—Market quiet at unchanged rates: viz. 18 1/16 on London at the native banks and 19 at the English banks. On Paris the posted rates were 502—503 and 618 on Hamburg at 90 djs; 2870 on New York at sight. In commercial sterling some small transactions were reported at 19 1/4 and in francs at 498. Sovereigns closed with buyers at 128840, sellers at 128900.

March 21.—The market was firm at 19, on London, 502 on Paris and 618 on Hamburg. There was little business done at these rates. Sovereigns closed with buyers at 128980, sellers at 128900.

March 22.—No change in rates, all the banks posting 19, on London with corresponding rates on other markets. Brokers report the market firm, though few private bills are obtainable.

The Banco União de Crédito on the 13th asked for tenders for a debenture loan of 800,000\$ for the Caricou cotton mill. The par is 200\$ per debenture and interest 7 1/2 per cent. The loan was taken at 92 per cent.

FORTNIGHTLY BULLETIN OF THE BOARD OF BRUKERS.

Table with columns for Exchange passed, Coffee sold, and Sales of Stocks and Shares. Rows include exchange rates for Francs, Marks, and Coffee sold, and a list of stocks with their respective values.

Table with columns for Sales of Stocks and Shares. Rows include various stocks such as Banco C. Real de S. Paulo, Carris Urbanos tramway, and various bonds, with their respective values and percentages.

Table with columns for date (March 20, 21, 22), item description (Six per cent. apolices, 1868 Gold Loan, Banco Industrial, etc.), and numerical values.

LATEST LONDON QUOTATIONS OF BRAZILIAN STOCKS AND SHARES.

Table listing various Brazilian stocks and shares with their respective prices and percentages.

Table listing various Brazilian railways with their respective prices and percentages.

Table listing various miscellaneous items and companies with their respective prices and percentages.

MARKET REPORT.

Rio de Janeiro, March 23rd, 1886.

Exports.

Coffee.—No changes worthy of note have occurred in the market since our last report. Holders for the most part have maintained their position, there being a slight advance on the quotations then given. The sales have been somewhat increased, though exporters are still disinclined to enter the market freely at the prices ruling. The receipts are still large, notwithstanding the season. The sales since our last report have been: 67,864 bags for United States, 19,831 for Europe, 8,357 for Elsewhere, 96,072 bags. The clearances for the same period have been: United States, 10,727; New York, 15,000; Br str Ashbrooke, 15,501; Br str Orion, 11,501; Br str Phoenix, 22,776; Br str Kepler, 94,356; Port bk Venturana, 10,000.

Table listing European imports from Hamburg, Bordeaux, Genoa, Naples, and Trieste.

Receipts for the last ten days have averaged 9,266 bags against 9,308 bags for the preceding nine days.

Table showing daily average since the 1st inst. has been: 8,971 bags against 13,014 in 1885, 7,440 in 1884, 14,802 in 1883, 3,354 in 1882, 12,645 in 1881, 6,623 in 1880.

Table showing the brokers' quotations this morning with columns for item, per arroba, and per 1000.

Stock was this morning estimated to be 231,000 bags by one broker, and 212,000 bags by another.

Table listing various vessels loading and unloading with columns for location, vessel name, and quantity.

DAILY RECEIPTS AND SALES OF COFFEE AT RIO DE JANEIRO.

Large table with multiple columns showing daily receipts and sales of coffee, including items like Receipts, Sales, Total Sales, and various grades.

Imports.

There has been but little movement in the import market since our last report and quotations have undergone but few changes. The flour market has been sluggish, though some activity has been developed in the demand for River Plate grades. Two cargoes only of Pine have been received, one of Pitch and the other of White. There have been some light receipts of Cardiff and Kenosae but prices may be considered but slightly changed. In other articles, the movement has been slight.

Flour.—The receipts since our last have been: Leblite from River Plate: 3,000 bags, 1,500 blrs.; Orion from River Plate: 4,300 bags, 2,150 blrs.; Gluswern from Trieste: SSSF, 1,650 blrs.; A., 50 blrs.

Tugs from River Plate: 2,020 bags, 1,010 blrs.; 6,360 blrs.

The sales during the same period have been about 10,000 blrs., and brokers estimate the stock in first hands to be: 12,000 blrs. American, 1,700 blrs. Trieste, 6,350 blrs. River Plate, 29,000 blrs.

Quotations are: Trieste, 18,500-19,500; Richmond 1st, 17,500-18,500; do 2nd, nominal; Richmond 1st, 17,750-18,500; do 2nd, 17,000-17,250; Western & Int., nominal; Chili, nominal; River Plate, 16,000-17,500; New Zealand, nominal.

At the above quotations the market is reported fairly active, for River Plate brands, while the American grades go off slowly. Pitch Pine.—The only cargo to report is 367,691 feet by the Diaca from Brunswick which has been sold at 48,500 per dozen. The market is quoted steady at this price. White Pine.—The E. S. Powell from New York brings 106,000 feet which were sold to arrive. The market is quoted firm at 115-120 reis per foot.

Spruce Pine.—There have been no arrivals and the market is without change. Swedish Pine.—No arrivals and market unchanged from last report.

Kerosene.—The E. S. Powell brought about 8,700 cases, and quotations are 6,500-6,600 per case. Market weak.

Lard.—The arrivals have been only 75 kegs per Finance from New York. Invoices are quoted at 390-400 reis; market weak.

Rosin.—There have been no arrivals, but prices remain at previous quotations of 6,500-10,500 according to quality.

Bran.—The arrivals have been 2,000 bags per Orion from the River Plate which are quoted at 2,800-2,950 per bag.

Indian Corn.—The receipts have been only 105 bags per Leblite from the River Plate. Quotations are lower, ruling from 55,000-58,500 per bag.

Turpentine.—No arrivals. The quotations are 500-520 reis per kilo.

Codfish.—The receipts have been 350 blrs per Finance and 500 blrs per Elbe castwise, all for dealers account, 515 boxes per Buenos Aires from Hamburg and 134 boxes per Elbe from Southampton, part for account of dealers, and part sold at reserved prices. The market is firm at 29,500-30,500 for tubs and 30,500-32,500 for cases.

Cement.—The receipts have been 500 casks per Goffner from London. Quotations are nominal.

Coal.—The receipts since our last have been: 1,976 tons per Senator Weber from Cardiff; 1,200 tons per Crusader; 832 tons per Ellen Grant; 2,544 tons per Vanloo; 2,326 tons per Vaudava; 597 tons per Friedley from Newcastle.

Rice.—The receipts of foreign rice have been only 500 bags per Goffner from London. Invoices are quoted at 9,700-9,850 per bag, according to quality.

Hay.—No arrivals; quotations unchanged.

SHIPPING NEWS.

ARRIVALS OF FOREIGN VESSELS.

Table listing arrivals of foreign vessels with columns for date, vessel name, origin, and agent.

Table listing departures of foreign vessels with columns for date, vessel name, destination, and agent.

DEPARTURES OF FOREIGN VESSELS.

Table listing departures of foreign vessels with columns for date, vessel name, destination, and agent.

VESSELS AFLOAT & LOADING FOR RIO.

Table listing vessels afloat and loading for Rio with columns for vessel name, origin, and destination.

GOVERNMENT AND PROVINCIAL BONDS

ARRIVALS OF FOREIGN STEAMERS.

Table with columns: DATE, NAME, WHERE FROM, CONSIGNED TO. Lists arrivals of steamers from various ports like Mar. 13, 14, 15, etc.

DEPARTURES OF FOREIGN STEAMERS.

Table with columns: DATE, NAME, WHERE TO, CARGO. Lists departures of steamers to various destinations like Mar. 13, 14, 15, etc.

FOREIGN SAILING VESSELS IN THE PORT OF RIO DE JANEIRO, MARCH 22nd, 1886.

Table with columns: NAME, TONNAGE, DESTINATION, WHERE FROM, CONSIGNED TO. Lists sailing vessels from various countries like American, British, Norwegian, Swedish, German, Danish, Italian, Dutch, Spanish, Austrian, Portuguese.

Table with columns: EMISSION, CIRCULATION, DENOMINATION, INTEREST, NOMINAL VALUE, LAST SALE, LAST QUOTATIONS. Lists government and provincial bonds with details on interest and value.

DEBENTURES AND SHARES

Large table with columns: CAPITAL, SHARES, EMISSED, VALUE, PAID UP, BANKS, DEBENTURE FUND, LAST SALE, LAST DIVIDEND, LAST QUOTATIONS. Lists various debentures and shares from banks and companies.

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 Inhaúma.

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 Itaboraity.

HOME AND COLONIAL MARINE INSURANCE CO.

Agents for the Empire of Brazil

Norton, Megaw & Co.

No. 87, 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 Itaboraity.

COMMERCIAL UNION ASSURANCE COMPANY, LIMITED, OF LONDON.

FIRE AND MARINE.

Fire Risks Authorized 1870 Marine Risks Authorized 1864.

Agents for the Empire of Brazil

Wilson Sons & Co. Limited.

No. 2, Praça das Marilhas.

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

UNITED STATES AND BRAZIL PORTS Established in 1865 Loading Berth: Covered Pier No. 17, East River. 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.

March Departures: To New York (Every Saturday)

Reste Mar. 6th Kefler (Loading in Santos) 13th Orion 20th Sirius (Loading in Santos) 27th

EXTRA

Ashbrook Mar. 10th To Southampton:

Buffon Belgian mail Mar. 15th Leibnitz do do 13th Hercules do do 20th

For Other Ports:

Herschel River Plate Mar. 4th Laplace Baltimore 10th Tycho Brahe River Plate 17th Lassell New Orleans 28th

To Rio Grande Ports:

Caroupe Every Wednesday or Canning Wednesday

LAMPFORD & HOLT,

21 Water Street, Liverpool.

ARTHUR HOLLAND & Co.,

17, Leadenhall Street, London

For freight and passages apply to

Agents:—NORTON, MEGAW & Co.

No. 82 Rua 1º de Março

Broker:—Sivert Sivertsen,

Rua 1º de Março No. 35.

ROYAL MAIL STEAM PACKET COMPANY.

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

TABLE OF DEPARTURES, 1886

Table with columns: Date, Steamer, Destination. Includes entries for Mar. 24 (Togus) and Mar. 29 (Neva).

This Company's steamers leave Southampton on the 24th and 29th of every month and arrive in Rio de Janeiro on the 28th and 16th proceeding to the River Plate after the necessary delay. The latter also calling at Santos.

The homeward bound steamers continue to leave Rio on the 9th and 24th of every month. The former also calling at Santos.

For freight and passages apply to

E. W. MAY, Superintendent, Rua do General Camara No. 2, (Corner of Rua Visconde de Itaboraity).

UNITED STATES AND BRAZIL MAIL STEAM SHIP CO.

The fine packet

FINANCE,

will sail 24th March at 10 a.m. for NEW YORK

calling at

BAHIA, PERNAMBUCO, MARANHAM,

[entering the two last named ports]

PARÁ, BARBADOES and St. THOMAS

For passages and information apply to

Wilson, Sons & Co., Limited; Agents No. 2 Praça das Marilhas

And for cargo to

W. C. Peck.

No. 6, Praça do Commercio

Banks.

ENGLISH BANK OF RIO DE JANEIRO (LIMITED)

HEAD OFFICE IN LONDON BRANCHES:

Rio de Janeiro, Pernambuco, Santos and Pará

Capital £ 1,000,000 Ditto paid up £ 500,000 Reserve fund £ 150,000

Draws on THE LONDON JOINT STOCK BANK, and transacts every description of Banking business.

LONDON AND BRAZILIAN BANK, LIMITED.

HEAD OFFICE: LONDON BRANCHES:

LISBON, OPORTO, PARÁ, PERNAMBUCO, BAHIA RIO DE JANEIRO, RIO GRANDE DO SUL, SANTOS, SÃO PAULO, AND MONTEVIDEO.

Capital £ 1,000,000 Capital paid up £ 500,000 Reserve fund £ 240,000

Draws on:

Messrs. GLYN, MILLS, CURRIE & Co., LONDON,

Messrs. MAULET FRÈRES & Co., PARIS,

Messrs. J. H. SCHROEDER & Co., HAMBURG,

Messrs. MORTON, BLISS & Co., NEW YORK.

WINES

Port—from J. & W. Graham & Co. of Oporto:

Sherry—from Ashburner:

Madeira—direct from Welsh Brothers:

in cases of 1 doz. bottles.

Imported by

Andrew Steele & Co.

No. 72, Rua 1.º de Março.

CRASHLEY & Co.,

Newspapers and Booksellers.

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

The European Mail.

A large assortment of English novels, of the Fanchon Editions of the Franklin Square Library and of the Lovell Library constantly on hand.

Orders received for Scientific and other books.

Agents for Longstrech's Rubber Stamps.

Dealers in Atkinson's, Pesse & Lubin's and Royal Penman's and Peck's Soap.

No. 67, Rua do Ouvidor.

THE HANDY DESK TABLET.

Convenient for rough notes, memoranda, calculations, etc., where loose scraps of paper are usually employed.

Common size in stock.

Special sizes, plain or printed, made on short notice.

TYPOGRAPHIA ALDINA.

79, Sete de Setembro.

THE CRUISE OF THE BROOKLYN.

on the SOUTH ATLANTIC STATION

Compiled from the record of the cruise published in The Brooklyn Eagle.

Contains a full account of the principal incidents of the cruise; a graphic description of the places visited and the social entertainments given and received by the officers of the ship at Rio, Montevideo, Cape Town, St. Helena and elsewhere.

Paper, 272 pp.; Price 4\$000.

For sale at No. 79 Sete de Setembro, 1st floor.

RUBBER HAND STAMPS.

Metal-Bodied Rubber Type.

S. T. LONGSTRETH,

No. 67, Rua do Ouvidor.

Caixa no Correio No. 996. Rio de Janeiro.

ALMANACK IN ENGLISH for 1886.

With a passage of the Holy Scriptures for every day 100 rs. each. Sold at Rua Sete de Setembro, 71. Rio de Janeiro.

TYPOGRAPHIA ALDINA

79, RUA SETE DE SETEMBRO, 1st floor.

This new printing office is well mounted with new presses and type, and is prepared to do all kinds of general and commercial work with dispatch.

It is the only English Printing Office in Rio de Janeiro, and is therefore the best place for having printed the many English forms which are so largely used in commerce.

For the finer grades of work this office can not be surpassed in Rio de Janeiro.

FAHNESTOCK'S "B. A." VERMIFUGE.

THIS valuable remedy has now been prominently before the people for fifty-seven years, the manufacture and sale of it having been commenced in 1827. Its popularity and sale have never been so large as at the present time, and this, of itself, speaks loudly as to its wonderful efficacy.

No. 72, Rua 1.º de Março.

THE RIO NEWS

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

The Rio News was established under its present title and management on the 1st of April, 1879, succeeding the British and American Mail.

Although the style, title and frequency of its issue were changed at the time of transfer, the designations of number and volume were continued unaltered. At the beginning of 1884 the style of the publication was still further changed by an increase from four to eight pages, and a diminution in the size of the page. This change not only largely increased the size of the publication, but it added greatly to its convenience for office and reference use.

The policy adopted by THE NEWS at the outset was that of strict independence and impartiality. The editors had well-grounded convictions on political and economic questions, and as they believed that all such questions had a direct or indirect influence on commercial and financial enterprises they decided to discuss them just as far as their relative importance made it desirable. In this line of policy THE NEWS has been successful even beyond all expectation.

With the beginning of its 13th volume (January, 1886) the editors feel themselves warranted in calling attention to the uniform and general satisfaction with which their policy and management have thus far been received, and in advising their patrons that no deviation whatever from them will be made. THE NEWS will seek to keep its readers fully and accurately informed on all commercial questions, and upon all matters of Brazilian news or policy which may have more or less bearing upon any and all enterprises and investments. In its discussions it will treat every question frankly, and for the opinions expressed the editors will hold themselves personally responsible. In its news columns it will seek to keep its readers fully informed on all matters and occurrences throughout Brazil.

In addition to a large circulation in the United States and Europe, where its commercial reports are much appreciated, THE NEWS has a wide circulation throughout Brazil, thus making the paper a valuable advertising medium. The rates charged are 15\$ per inch per quarter, with a reduction of 20% for additional space and time.

TERMS: One year's subscription, \$25.00 English and American subscriptions, £2 or \$10 All subscriptions should run with the calendar year.

BUSINESS AND EDITORIAL ROOMS:—

79, Rua Sete de Setembro.

POST-OFFICE ADDRESS:— Caixa no Correio, A.

Typ. ALDINA, 79, Sete de Setembro.