

THE RIO NEWS.

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

VOL. XIII.

RIO DE JANEIRO, JULY 24th, 1886

NUMBER 21

OFFICIAL DIRECTORY

AMERICAN LEGATION.—157, Rua das Laranjeiras.
THOMAS J. JARVIS,
Minister.
BRITISH LEGATION.—Travessa de D. Manoel, No. 8.
H. G. MAC DONELL,
Minister.
HENRY CADOGAN,
Secretary of Legation.
AMERICAN CONSULATE GENERAL.—No. 42, Rua do
Ouvidor.
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 Esprito da Veiga. Divine
Service every Sunday at 11 a.m. and on the 2nd and 4th
Sunday in each month at 7.30 p.m. Holy Communion
Sundays 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.
No. 6, Rua Humaydi

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.—Ingo do Cattede.
English services: Sunday School 10 a.m., preaching 11.30
a.m. Sunday;
Portuguese services: Sunday School 10 a.m., preaching
11.30 a.m. Sunday; prayer-meeting, 7.30 p.m. Wednesday.
J. I. KENNEDY, Pastor.
Residence: Rua Sendor Garcia, B.1.

RIO SEAMEN'S MISSION AND READING ROOM.—
Open daily, No. 89, Rua do Misericordia. 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. 175, Rua
de S. Joaquin. 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 evening. 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 7.14 a.m., Entre
Rios (central line) 9.28 a.m., Lafayette (Queiroz) 5.00 p.m.,
Porto Novo (branch from Entre Rios) 11.13 a.m., Cachoeira (S.
Paulo branch) 11.43 a.m., São Paulo (Nov. S. P. & 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 4.20 and Rio 6.55
p.m. Connects with Valenciana line at Desengano; Rio
das Flores line at Commercio, União Mineira line at Ser-
raric; Oeste de Minas (S. João d'El-Rey) line at Sitio;
Leopoldina line at Porto Novo; and S. Paulo and Rio de
Janeiro line at Cachoeira.
Limited Express: Upward, leaves Rio at 6 a.m.; arriving
at Barra at 9.05 a.m.; Entre Rios 12.55 p.m.; Porto Novo
5.30 p.m. Cachoeira 6.00 p.m. Downward, leaves Cachoeira
at 6.40 a.m.; Porto Novo 6.30 a.m.; Entre Rios 10.58 a.m.
arriving at Barra 2.14 p.m., and at Rio at 5.39 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 da Pirahy.
Night service: Train leaves Rio at 10 p.m. every Friday,
arriving at Barra at 12.30 and Porto Novo at 5 a.m. Down-
ward, train leaves Porto Novo at 10.50 p.m. every Monday,
arriving at Barra at 3.15 and Rio at 5.50 a.m.
CANTAGALLO R. R.—Leaves Niteroi (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 Niteroi 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
Trapiche 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. Mixed
train: upward 12 m.; downward (from Petropolis) 12.13
p.m., week days only.

LIBRARIES, MUSEUMS, &c

BRITISH SUBSCRIPTION LIBRARY.—Rua do Hos-
picio, No. 1, 1st floor.
BIBLIOTHECA NACIONAL.—Rua do Passeio No. 48.
BIBLIOTHECA FLUMINENSE.—No. 62, Rua do Ou-
vidor.
MUSEU NACIONAL.—Praça da Aclamação, cor. Rua da
Constituição.
GABINETE PORTUGUEZ DE LEITURA.—No. 12
Rua dos Benedictinos

Medical Directory

Dr. Custodio dos Santos, Surgeon and Physician.
Residence: Rua do Haddock Lobo, No. 70. Office Rua do
Hosario, No. 131, from 1 to 3 p.m.
Dr. Alexandre Calaza—Surgeon and Physician—
Office, Rua Primeiro de Maio No. 29. 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: No. 120, Rua de S.
Clemente, Botafogo, Med. Director of Equitable Life Ins. Co.
of N. York.

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.

HOTEL DO GRÃO-PARÁ.
PETROPOLIS.
No. 90, RUA DO IMPERADOR.
(In front of the Imperial Palace)
GEORGE BERESFORD, Proprietor.

HOTEL LEÜENROTH.
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 3000 feet of the Capital of the Empire is magnificently situated
and 2000 feet above the sea-level, at 5 hours distance from the
city and port of Rio de Janeiro. All principal languages
and dialect, furnished by Messrs. Alves Nogueira
& Dalziel, Rua d'Ouvidor 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

THE GLAMORGAN COAL
COMPANY, LIMITED.
CARDIFF
Hood's Merthyr Smokeless Steam Coal
Representative in Brazil:
Alberto J. P. Hargreaves,
Rua 1ª de Março, 76. Rio de Janeiro.

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 depots at St.
Vincent, (Cape Verde) and Montevideo, and 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;
The New Zealand Shipping Companies;
&c.

Insurance.—Fire & Marine Insurances effected at moder-
ate rates.
Bonded Warehouses on the Island Mocanguê Pe-
queno for the storage of Merchandise in transit.
Tug Boats always ready for service.

John L. Bisset,
Manager.
Establishments: Wilson, Sons & Co. (Limited),
London, St. Vincent (Cape Verde) Rio, Bahia, Pernambuco,
Paralyha do Norte, Santos and Montevideo.

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.
143 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
Oporto, Douro and Lisbon wines of the best qualities
in bottles or in casks, and under the private marks of the house

Sole Agents for
A. LEZIRO GONSALVES, Exporter of Madeira Wines;
G. PRILLER & Co., Exporter of Bordeaux Wines;
E. RIVY MARTIN & Co., Exporter of Cognac
Dealers in
Brandy, Rhine and Mosel wines, Sherris, Champagnes,
Cognacs and Liqueurs of the best brands.
Rua da Alfandega, 83.

AMERICAN Bank Note Company, 73 TO 86 TRINITY PLACE, NEW YORK.

Business Founded 1795.
Reorganized 1870.
Incorporated under Laws of State of New York, 1858.
ENGRAVERS AND PRINTERS OF
BONDS, POSTAGE & REVENUE STAMPS,
LEGAL TENDER AND NATIONAL BANK
NOTES OF THE UNITED STATES; and for
Foreign Governments.
ENGRAVING AND PRINTING,
BANK NOTES, SHARE CERTIFICATES, BONDS
FOR GOVERNMENTS AND CORPORATIONS,
DRAFTS, CHECKS, BILLS OF EXCHANGE,
STAMPS, &c., in the finest and most artistic style
FROM STEEL PLATES,
WITH SPECIAL SAFEGUARDS TO PREVENT 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 STYLE.
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, Treasurer. THEO. H. FREELAND, Secy.

BALDWIN LOCOMOTIVE WORKS, PHILADELPHIA, PENN. (Established, 1839)

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
&c., &c.
All work thoroughly guaranteed.
Illustrated catalogue furnished on application of customers.
Sole Agents in Brazil:
Norton, Megaw & Co.
No. 82, 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. CRASHLEY & 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.

Printing.

Fine commercial printing
done with neatness and dis-
patch at the publication of-
fice of this paper.

THE RIO NEWS

PUBLISHED TRIMONTHLY
for the mail packets of the 5th, 15th and 24th
of the month.

A. J. LAMOUREUX, Editor and Proprietor.

Contains a summary of news and a review of Brazilian affairs a list of the arrivals and departures of foreign vessels, the commercial report and price current of the market, tables of stock quotations and sales, a table of freights and charters, a summary of the daily coffee reports from the Associação Commercial, and all other information necessary to a correct judgment on Brazilian trade.

(Cash invariably in advance)

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

SINGLE COPIES: 000 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, JULY 24th, 1886.

The legislative record since our last report is a brief one, no measures of any considerable importance having been before either house. The expulsion of José Mariano, deputy-elect from the 2nd district of Pernambuco, and the admission of his opponent, has furnished the one exciting incident of the interval, but the feeling aroused has found expression outside rather than within the Chamber. Disgraceful and arbitrary as the act certainly was, there were too few liberals in the Chamber to interpose indignant opposition, and even all these were not overmuch in favor of the Pernambuco republican and abolitionist. It would seem that the government had decided to have a comfortable time of it, too which end the liberals were to be reduced to the smallest number possible, and their strongest men, particularly those holding abolition principles, were to be kept out. No man was to be permitted inside who would force disquieting questions upon the house, or who would oppose ministerial purposes with inconvenient arguments. A Chamber of nonentities was desired, and has very nearly been obtained. The hostile attitude of the Senate, however, has quite upset the summer dreams of Premier Cotegipe and his colleagues. The measures which have gone quickly and calmly through the Chamber have been sharply attacked and criticised in the Senate, and the cabinet has been at times put in a critical defensive position. The sudden reverse of the 12th was an incident of this kind, to meet which the premier found it necessary to say that he should take no notice of such votes. This clearly places the government in a very questionable position. Premier Cotegipe says that he does not propose to resign as long as he possesses the confidence of the Crown and of the Chamber. The first element is clearly an impossible one in a representative government, because it is also presumed to be responsive to public opinion when properly expressed. Here, this has not been the case, as the Crown has generally pursued its own course regardless of the people and of the principles involved in the representative system under which the country is nominally governed. As to the second element, however, the reliance of the premier on it is nothing less than a broad farce. With a "packed" Chamber at his back, confidence is the simplest thing in the

world. First tamper with and overcome the popular expression of the people's choice, then eliminate all undesirable elements introduced in spite of ministerial wishes, and then triumphantly fall back on the result with smiling confidence! Machiavelli could not have managed it better! Since this issue has been raised in the Senate, which is now properly the only representative body of the two, both parties seem to have avoided the critical question which lies just behind it, the right and authority of the Senate to censure the ministry, and the right of the latter to ignore such action. As the ablest and most representative body of the two, the ministry certainly can not escape the consequences of its censure. In the Chamber two land bills have been introduced, one by Deputy Siqueira Mendes de Pará, which particularly affects rubber forests, and the other by the minister of agriculture. It is idle, however, to expect that either of them will be considered. For some time there have been frequent rumors as to an impending resignation of the present cabinet, but, although it is known that differences have occasionally arisen between its members and that many conservatives outside are not entirely in accord with the policy pursued, there is as yet no certainty of a change. The latest rumor is to the effect that Premier Cotegipe is meditating resignation because of the state of his health. If he were to consider the health of the country, he would resign immediately.

It is a genuine pleasure to note that the bazaar at the Casino assembly rooms, which has been open for some days past, is proving a great success. The enterprise was undertaken and promoted under the generous patronage of the Princess Imperial, who has employed every effort to insure its success, and is designed to raise funds for the education of poor children. Thus far the response has been most generous, the receipts for the first day alone exceeding twelve contos. When it is considered that business is still in a very depressed state and that money is far from plentiful among the majority of people, and when it is also considered how much of time is given up to business and politics,—when all these are taken into consideration, it becomes a matter for hearty congratulation that so many people have found time to visit the bazaar and leave such substantial tokens of their appreciation and charitable impulses. And in so doing they have been able to feel that their contributions were going to a cause which has a strong claim upon public sympathy, and which never fails to yield good results to every well-directed benefaction. Of all charities, other than those designed for the relief of actual distress and suffering, there are perhaps none which appeal so strongly to our sympathies as that of the education of poor children. Thrown upon the world, friendless, helpless and ignorant, they are exposed to sufferings and temptations which leave their evil marks upon them all through life. Much of the physical and moral deformities of life spring from this terrible exposure of impressionable children to the harsh and debasing influences of city poverty—with its uncertain livelihood, bad food, vices and criminal associations. For one educated in such a school there is little chance of reform. It is not only a beautiful charity, therefore, to take away the poor children from such associations and influences, and to educate them into self-respecting, self-supporting members of society, but it is a measure of high public policy. The founding of Girard College in the city of Philadelphia for the education of poor orphan children is one of the greatest benefactions of modern times, and the good which has

already resulted from it no man can hope to measure. The effort, therefore, to do something for the education of poor children here in Rio de Janeiro reflects honor upon the Princess and her assistants, and upon every one who contributes to its fund. It is a charity which lifts the heart above all sordid purposes, and gives that to others upon which an honorable, useful life can be built—the best guarantee of success and happiness to the individual, and of permanent prosperity to the state.

If a stranger were to look over the daily papers of this city at the present moment, he would unquestionably conclude that the most influential and, at the same time, the most hated man in all Brazil is Joaquim Nabuco. He would find a forcible but temperately-written article in every day's issue of the *Rio*, to which the writer's name is signed, not only as a guarantee of good faith, but as an earnest of his sincerity and his readiness to bear the responsibility of everything written. And in the paid columns of all the other papers he would find every kind and description of reply and defamatory attack, and all bearing anonymous signatures. One only, among all these writers—for the most part hired scribblers—has had the honesty to stand out over his own name, and he a clerical deputy, Padre João Manoel. And if one were to run over these anonymous articles, he would find that, for the most part, they deal in nothing but personalities, efforts to throw ridicule upon Mr. Nabuco by coarse references to his personal appearance, his manners, his associations, his career, and his purposes and personal ambition. Nothing spiteful and defamatory is left unsaid, while everything calculated to wound his sensibilities and offend his honor is used unsparingly. And among all these defamers the clerical deputy stands out pre-eminent, as though it were his purpose to still further degrade his cloth and unsettle confidence in the honor and moral character of the nation's spiritual teachers. At first sight, the contest seems to be strangely unequal, a host of mercenaries fighting in ambush against one man in the open field. There will be no question as to the cowardly and contemptible character of the attack, for, in spite of custom and precedent, no honorable man can admire and defend such methods. But as to the unequal character of the contest, we are not certain but what the advantage is, after all, with Joaquim Nabuco. He has let the shafts of malice and slander fly over his head unheeded, but has never permitted an enemy's head to be exposed without giving it a telling blow. He has let personal questions pass unchallenged, but never an assertion or argument affecting principles and public policy without meeting it frankly and promptly. And the best proof of the issue of this apparently unequal contest is the fact that reinforcements are being constantly added to the concealed enemy, and their efforts are being redoubled to drive him from his vantage ground. There is a strong and well-founded belief that this highly dishonorable contest against Mr. Nabuco is instigated, directed and supported by the government, not only because of his trenchant criticisms of the present administration, but because of his standing as a leader of the abolitionists. They defeated him at the polls by the use of official influence in order to keep him from the floor of the Chamber, and now they seek to drive him from the editorial staff of the *Rio* in order to silence his voice altogether in Brazil. A more cowardly and contemptible purpose than this can not be imagined! It would seem that the government of the day proposes to tolerate no criticism which it can not meet by subter-

fuge and evasion. And the result will be—as is already apparent—that they will strengthen the man whom they are seeking to overthrow, and discredit themselves for all time.

THE AMERICAN EMIGRANTS. Editor Rio News.

Sir,—In your issue of July 15th, I read with some surprise an editorial in which attention is called to the treatment received, from officials and others, by a family of Americans, nine in number, who recently came from the State of Texas, United States of America, with the view of locating in Brazil, but who, finding everything so different from what it had been represented, and the Americans in and around Santa Barbara in a state of such "abject poverty," had concluded to return at once to the United States.

You are correct, so far. A family of nine Americans did come out to Brazil a short time since; did remain about three weeks or a month; and did return on the June (July) steamer to the United States; but I assert that you are all wrong in some of your premises, or conclusions, regarding these people, as you would readily acknowledge if you were behind the scenes, or cognizant of facts known to all the Americans of this vicinity. *Fiat justitia, ruat cælum.* As a rule, I beg to say that I am not prone to rush into print, nor afflicted with the *cacoethes scribendi*; but, as a member of the American colony of this place, I am compelled to resent certain imputations cast upon us, in your editorial, the result undoubtedly of impressions left upon your mind by conversations had with the aforesaid "family of nine."

In the first place you are wrong in asserting that these people—this "family of nine"—paid their own expenses out. To Rio—yes, at reduced rates; but from Rio to the station of Santa Barbara, their expenses, railway and hotel, were paid by the government of Brazil. In other words, they claimed emigrants' rates, and as such, came. Some persons may claim that they had a right to do this, and afterwards, if not satisfied with the country and people, the further right to take themselves back, or somewhere else. This is a matter of opinion; one thing being certain, however, that they did not return to the government the value of their transportation from Rio to this place.

I come to that part of your editorial which, as an American and member of the American colony at this place, more nearly concerns me and my countrymen, and which very naturally, and I think very properly, we resent. From the general tenor of the editorial, we presume that you got your information, in respect to the financial condition of the Americans here, from this same "family of nine." Very well; this admitted, I claim that they are not good witnesses, or judges, of our condition. They saw but few of the Americans here, and visited in all but, perhaps, a half dozen houses. True, we are not all—in fact none of us are—millionaires; nor do we live in palaces with brown stone fronts; but, as a rule, our houses are pleasant and comfortable and far more presentable than those of the resident gentry, "lords of the manor." Nor are we in that state of "abject poverty" which your readers might suppose to be the case, from a perusal of your editorial. I have never heard it so asserted, but I assert it here, that the taking of a newspaper or journal, in this country, is a pretty fair criterion by which to judge of a man's financial condition, for when one's nose touches the grindstone it is rarely that he will have the courage to subscribe to a newspaper. Most every American in this vicinity is a subscriber to

newspapers in the "old country," and many of them subscribe to Brazilian papers and journals.

The greater number of Americans here own their own farms, and some of these are well improved, would be creditable in any country, or bear comparison with those of the United States or of Europe. Others are engaged in merchandizing and in other pursuits, and are doing fairly. In fact the rule holds good here, as it does everywhere else, that those who bought their farms and put into the stock the three cardinal principles of success—Industry, Energy and Economy—have succeeded; and those who did not, have failed, as they would have failed anywhere else.

I understand, also, that another grand objection which the "family of nine" had to remaining among us, or in Brazil, was the condition of society here. Pelion on Ossa! Society! forsooth! Very well, we challenge comparison with the "family of nine," only one member of which could write his name. We have here among us college and university graduates, lawyers, physicians, and ex-members of legislatures in the states of the United States. We have schools also, which is something I should judge to be scarce in Eastland county, state of Texas, if we take the "family of nine" as a fair example.

I imagine your article was intended to be a stricture upon the government for its general treatment of strangers, or emigrants, on arrival here. Good! I heartily endorse all you wrote with regard to this! Your language, in fact, is not strong enough, does not do the subject justice; but with respect to the parties before mentioned, I think you are wrong. There is, in this case, a "wheel within a wheel," some facts which, if known to you, might change your opinion.

As a matter of justice, I ask you to publish the above, that your readers may be enlightened as to the fact of our condition financially and may know that we are not quite the "beggars" they might otherwise be led to believe. Two years since, three members of the "American colony" here exported to Liverpool upwards of six hundred bales of cotton. I have not the copy of the News above alluded to before me and write from memory. If I have mis-stated anything I stand ready to correct it. Santa Barbara, 17th July, 1886. C.

It will be a matter for sincere regret to us if an injustice has been done to the members of the American colony at Santa Barbara by anything which has appeared in these columns. It was our intention in what was written to call attention to the fact that a family of small farmers had come here at their own expense and with money, and that after looking the ground over had concluded to return home because of the unfavorable state of affairs here. We had no need of depending wholly upon their statements for details, for we know what they wished and what they found. The personal questions between them and the Americans of Santa Barbara did not concern us in the least, and we therefore made no use of the letters in their possession whose statements induced them to sell out at home and emigrate to Brazil. So far as appearances go, these emigrants impressed us as honest, well-meaning people. They made no complaint to us about their personal treatment at Santa Barbara, and we did not misunderstand their allusion to the state of "society" there. We did make one error in our statement that they had paid all their own expenses, for we did not then know that they had received free transportation from this port to Santa Barbara—amounting, perhaps, to 225\$000. We are informed that they paid about \$1,000

(say, Rs. 2,500\$000) for their passages to Rio, which is the regular rate, less one-sixth accorded to all parties of four. They state that they had \$3,000 after paying their fares to Brazil, and we are informed that when they had paid their return fares, at reduced rates, they had nothing left. Further comment on this point is unnecessary.

As to the prosperity, or poverty of the Santa Barbara colony, that is a matter on which we should be glad to receive further information. It is difficult to dispute with a man who insists that he is prosperous and comfortable. We have talked with no less than a dozen people regarding Santa Barbara—some of them familiar with that colony from the very beginning—and they have all agreed in saying that, as a whole, the colony is not prosperous. They all agree, however, in the statement that some five or six families have done well, while the others simply live from hand to mouth. Many of the original colonists have returned to the United States. Our correspondent may be right in his comparisons with the "local gentry," but at the same time may not the "family of nine" be equally right in their comparisons with what they left behind them in the United States? If our correspondent will furnish us with statistics about the Santa Barbara colony, we shall be very glad to publish them.—Eds. News.]

Continued from No. 20.

DEPARTMENT OF AGRICULTURE.

Public Companies.

The minister refers to the fines imposed on the New York Life and Equitable Life Insurance Companies, and to the final permission given them to do business in the Empire after depositing 200,000\$ in the Treasury. This authorization was rendered useful by the liquidation of the Monte Pio which caused a want of such institutions in the country. There were 4 central sugar factories organized during the year, 8 foreign companies were authorized to do business and the by-laws of 4 companies were approved.

Subsidized Navigation.

Contracts were made with 4 companies in extension of former contracts with a saving of 288,800\$, viz:

company	subsidy	saving
Maranhão.....	170,000\$	22,000\$
Amazon.....	408,000	52,000
Nacional.....	621,000	69,000
Brazilera.....	583,200	145,800
	1,842,200\$	288,800\$

Brasileira de Navegação.—This company serving between Rio de Janeiro and Manaus, Amazonas, touching at 10 ports, continues to prosper, the dividend last year amounting to 27%, or 13½%. Its fleet consists of 6 steamers all in good order, with a total horse-power of 1,690 and a cargo capacity of 9,905 tons. Last year 36 round-trips were made covering 212,400 miles, and 22,503½ tons of coal were consumed; 9,162 first and 14,806 second class passengers were carried and 665,096 packages of cargo (the weight is not given). The traffic receipts covered expenses, leaving the subsidy, viz: 729,000\$ from the general and 72,000\$ from the Amazonas provincial governments for distribution. The contract with the company has just been renewed up to 30th April, 1896, with an abatement of 20 per cent. on the subsidy, or an annual saving of 145,800\$. The new contract fixes Cabedello as the port of call in the province of Paralyha, the company to furnish gratuitous transport to and from the capital for passengers and luggage; and permits the steamers to make Pará (Belem) the terminus, from which passengers, luggage and merchandise may be forwarded to Manaus by other steamers, of which the time tables must correspond with those of the company, transhipment expenses being for account of the latter.

Maranhense.—The contract approved on 12th December, 1885, not only effects a saving of 22,000\$ in the subsidy, but escapes the increase of this by 24,000\$ voted by law No. 3,230 dated 3rd September, 1884. The fleet consists of 4 steamers, of which the largest has a capacity of 600 and the smallest of 218 tons. On the 36 trips made during the year, 2,471 first and 2,651 second class passengers were carried; merchandise 3,037 tons and 113,800 packages with a consumption of 3,255 tons of coal and 387,590 faggots (achas) of wood. Traffic receipts were 235,705\$60 and expenses 242,845\$, leaving a deficit of 7,139\$50, which was covered by the subsidy of 192,000\$ received

by the company up to 9th September and in accordance with the new contract after, which allowed of a dividend of 10\$ per share.

Pernambucana.—This company has a fleet of 8 good steamers with a total tonnage of 3,398. During the year 76 trips were made, covering 56,765 miles and 2,212 first and 3,540 second class passengers were carried; of merchandise 387,522 packages, and the consumption was 5,907 tons of coal and 800 faggots of wood. The company has a subsidy of 155,600\$ from the general and 24,000\$ from the Pernambuco provincial governments. The net receipts [for the year?] were 43,590\$ and the dividend 5 per cent. A quarterly trip is made to the penal settlement of Fernando Noronha and the Roccas light-house.

Bahiana.—This company receives subsidies of 155,000\$ from the general and 128,000\$ from the provincial government of Bahia which with traffic receipts produced a sum of 829,941\$133, against expenses of 768,034\$542, leaving a balance of 61,006\$591, which was divided at the rate of 5\$384 per share. The fleet consists of 15 steamers, of which 9 are employed in the service of contracts with the general and 6 in that of contracts with the provincial governments. Besides contract trips (here were 21 extra trips, and the lines north and south from the capital covered 52,412 miles. To the interior of the province 935 trips were made covering 67,450 miles. Coastwise passengers numbered 4,203 first and 2,718 second class and on the interior trips 35,484 first and 40,716 second class passengers were carried. The consumption was 9,916 tons of coal and 12,700 faggots of wood. Two accidents occurred: one on the 20th August when the steamer S. Salvador was sunk by collision with a steamer, supposed to have been the Br. str. Miranon, all hands saved but the first officer, and the other on the 17th April when the *Dous de Julho* struck an anchor (*ferro*) when coming alongside the wharf and perforated a plate near the rudder.

Amazon Steam.—The contracts with this company have been extended for 5 years, to count from 22nd June, 1887, for the Madeira, Purús and Negro lines, and from 1st November, 1887, for the Amazonas and Tocantins lines, with an abatement on the subsidy of 10 per cent., or an annual saving of 52,000\$. Some irregularities in the service were reported by the fiscal of the Amazonas line, but the Pará fiscal has made no report on the lines entering there.

Nacional de Navegação.—This company has charge of the coast service to the south from Rio de Janeiro. The contract was extended for 10 years, with 10 per cent. abatement on the subsidy and 5 per cent. on passages to immigrants if the number carried annually exceeds 5,000; on passages to immigrant children under 10 years 50 per cent. reduction was made, and the route improved by the suppression of some, and the increase of other, ports of call. The number of the fleet is not stated, but 7,054 first and 14,395 second class passengers, and 779,252 packages of merchandise were carried. The trips covered 142,320 miles and the consumption was 15,487 tons of coal. Total receipts were 1,562,089\$589 and expenses 1,441,194\$042, leaving a balance of 120,895\$547. The dividend was 10 per cent. or 20\$ per share.

United States and Brazil.—The minister refers to the loss of the *Reliance* and the chartering of the *Merrimack*, and to the imposition of fines for the non-compliance with contract. The president of the company had informed the Brazilian Consul General in New York that the keel of the *Alliance* had been laid at Chester, Pennsylvania, in December last, and the work on this new ship had been delayed 6 months by the financial embarrassments of the constructor. One accident is reported, the *Finance* grounding in December to the north of Pernambuco, but the damages were happily slight.

Alagôis.—The navigation of the *lagôa* [inlet] Norte has never been inaugurated as there is not sufficient water for considerable sized vessels, without the execution of certain hydraulic works, which it has been impossible to carry out. Even on *lagôa Mangaba* where the service is working, considerable expenses for the opening of a channel are necessary. The company accepted an abatement of 10 per cent. on the subsidy. There are 4 steamers in service measuring 280 tons, which made 412 trips during the year carrying 3,042 first and 3,527 second class passengers and 56,257 packages of merchandise. The consumption was 52 tons of coal and 757,950 logs (*toras*) of wood. Traffic receipts were 23,033\$790 and expenses 44,326\$300, leaving a deficit of 21,292\$510, which was covered by the subsidy of 30,000\$ from the general and 10,000\$ from the provincial governments. The minister considers the balance of 18,700\$ insufficient to meet a fair interest on the capital employed and the deterioration of material.

River Parahyba.—The company has only 3 steamers, which number being in contradiction with the terms of the contract, it had been ordered to increase. During the last half of 1884-85 [?] the passengers carried numbered 527 first and 529

second class. The merchandise carried is so specified that a tabulation is impossible, the most important being 4,242 bags of cotton and 1,511 bags of coffee. The improvements on the river undertaken by the general government will shortly permit of extending the navigation to Sta. Philomena, if not all the year, at least during the time of freshets.

THE THREE AMERICAS RAILWAY.

We have been favored with a communication from Mr. Hinton Rowan Helper regarding the encouragement received at Buenos Aires in his great railway project. Not only has Mr. Helper found many friends and adherents to his scheme for connecting the farthest extremes of the two American continents by a continuous railway line, but a resolution of sympathy and concurrence was introduced and carried in the lower house of the Argentine Congress. Much of this hearty sympathy is probably due to the change in Mr. Helper's plans, it now being his purpose to begin construction at the southern end of the line, instead of the northern.

It would seem, however, that some opposition has been aroused to this scheme in the United States, which has called out the following letter to the *Washington Post*, a copy of which has been forwarded to us for publication:

Hotel de la Paix, Buenos Ayres,
Argentine Republic,
June 15, 1886.

To the Editor of the *Post*,

Washington, D. C.

Sir,—Now in the course of my seventh voyage to and from South America, my first passage here and herefrom was made more than thirty-five years ago. Since that time, I have twice crossed this torrid but teeming continent, from the Atlantic to the Pacific, carrying with me my bed and baggage, and occasionally as was indispensably necessary, in some of the far-interior and Andean districts, food and water, on muleback. The most valuable and incontrovertible history of my journeyings and labors in these austral regions will, in due time, be found, not in the perishable pages of a book, but in an immense and ever-enduring intercontinental railway from Behring Strait to the Strait of Magellan—in other words, from the northern part of Alaska to the southern portion of Patagonia.

The Argentine Congress, now in session in Buenos Ayres,—a great and wonderfully improving city, which is already and at once, in size, business and elegance, the London and the Paris of the Southern Hemisphere—will, I am assured, soon pass a resolution approving and recommending the construction of the proposed All-American Highway of Nations. With an adequate degree of earnest and prudent co-operation, rapid and continuous communication, beneficial to all and injurious to none, ought to be opened the entire distance between New York and Buenos Ayres within the next ten or twelve years.

Events, however, are already beginning to develop in evidence of the fact that my projected Three Americas Railway, which, so to speak, has been the budding flower of both my head and my heart ever since the latter part of November, 1866,—a period of nearly twenty years,—is not, as yet at least, a beautiful and fragrant rose without thorns. Letters received from Washington, this morning, have brought to me strange tidings; not a confirmation [for that would be impossible] of the false reports of my death; but rumors that a clique of scheming and unscrupulous creatures, miscalled men, are trying to supplant me in the superlative endeavor of my life. This news, while as yet not perfectly authentic, affords me the first real or plausible clue that I have thus far been able to obtain as to the identity of the evil-minded and depraved person who forged, a few months ago, the utterly unwarrantable and groundless report of my death; my good health not having been in the least impaired since I left the United States, last year.

The names of the alleged miscreants are in my possession; but, for the present, I forbear their disclosure; preferring to await fuller verification of the statements connected with them. Meanwhile, I would thank the *Post* to publish this letter; assuring you, Mr. Editor, that it is my purpose to defend, in every respect, and to the uttermost, my rightful position in the premises; and notifying the guilty gang of would-be underminers and usurpers that, if the reported news be true, they may be prepared to hear from me, through the statutory provisions of either national or international law, immediately after my return to Washington, two or three months hence, if not earlier.

Yours respectfully,
HINTON ROWAN HELPER.

—Eight newspaper editors were arrested in Montevideo on the 17th for injurious comments on the diplomatic corps. So far as we can see, the only thing that Santos proposes to admit is unstinted praise of himself. It remains to the editors, however, to try the plan of roundly abusing each other.

FOREIGN TRADE OF RIO DE JANEIRO.

The following are the official figures for the nine months, July-March, of the fiscal years 1885-86 and 1884-85.

Countries	Imports.	
	1885-86	1884-85
Great Britain...	29,063,081\$372	26,018,668\$994
British colonies...	1,579,649 061	1,382,191 341
France.....	9,579,811 395	9,707,788 515
Uruguay.....	7,158,468 380	5,566,762 237
Germany.....	6,646,679 440	6,444,110 396
United States..	5,375,947 746	6,393,590 241
Portugal and colonies	4,868,406 259	4,464,012 675
Belgium.....	3,965,737 053	2,943,023 484
Argentine Rep.	3,389,674 708	1,980,409 822
Italy.....	587,466 624	522,282 546
Sweden.....	132,971 821	144,693 367
Spain and colonies	103,342 963	137,066 389
Austria.....	84,148 759	206,668 225
Holland.....	70,302 550	64,319 142
Chili.....	59,465 725	49,445 650
Russia.....	58,371 667	32,220 667
Denmark.....	18,745 334	—
All others.....	87 400	—
Totals.....	72,742,358\$167	65,964,243\$791

Countries	Exports.	
	1885-86	1884-85
United States..	51,686,296\$077	55,390,394\$935
Germany.....	8,659,489 379	8,306,704 888
France.....	5,898,741 536	5,115,698 043
Great Britain..	3,718,813 077	4,523,317 571
Austria.....	3,638,271 091	4,385,157 118
Belgium.....	1,325,642 899	1,917,639 136
Argentine Rep.	1,218,114 701	1,435,237 995
Italy.....	988,616 037	846,512 986
Cape of Good Hope	849,882 215	1,201,334 526
Uruguay.....	386,702 572	538,498 823
Channel I.o.....	180,570 000	—
Portugal.....	153,189 851	382,033 350
Chili.....	73,191 522	57,038 789
Mediterranean	21,600 000	1,240,610 246
Russia.....	24,360 000	270,936 000
All others.....	45,010 280	17,490 445
Totals.....	78,868,491\$267	86,068,604\$887

In exports only articles upon which duties are levied are included, but these pretty well cover all exports.

The balance in favor of our port is reduced from 20,104,361\$096 in 1884-85 to 6,126,133\$100 this year. The result for the quarter Jan.-March was

	1885-86	1884-85
Exports.....	21,073,663\$343	24,695,222\$059
Imports.....	25,673,950 602	23,102,534 118

LEGISLATIVE NOTES.

July 14.—No session in the Senate. In the Chamber the exclusion of Sr. José Mariano, and the election of Sr. Theodoro Machado as deputy from the 2nd Pernambuco district caused great confusion. The *relator* of the committee on credentials defended the report. The vote taken showed 60 to 30 against Sr. José Mariano's diploma, and 56 to 34 for the election of Sr. Theodoro Machado, from which it appears that 4 deputies are against the latter's election. Various deputies and the galleries declared this result a scandal, and the police cleared the galleries. Deputy Cantão was inspired to speak on the army bill by his sentiments as to the necessities and sufferings of the military, which seem principally caused by the lack in some, and by an over-plus in other corps, of surgeons. Medicines are wanting also, and the speaker begged the minister of war to use every effort to make in the military career such improvements as would lead Brazilians to adopt it. Deputy Cesario Alvim sharply referred to the rejection of Sr. José Mariano, and to the undue interference of the Crown in politics. He expressed disbelief in promised economies, and saw no use for great armies and navies, but great advantages in attracting immigrants.

July 15.—In the Senate Sr. Octaviano referred to the premier's speech on the 13th, and denied using any trick in securing the hostile vote on the 12th, but parliamentary means alone. He objected to the declaration made by the premier that hostile votes in the Senate would not affect the cabinet, and after some further remarks moved that the rule constituting a committee on the reply to the Speech be struck out. Senator Correia replied in defense of the government, and the minister of empire and Senator Afonso Celso also spoke on the question. The rest of the session was of no general interest. In the Chamber the session was of no general interest.

July 16.—In the Senate a committee report on a credit to the department of justice was read, from which it appears that the police secret service in 1884-85 cost 155,000\$. The committee is very severe on the authorities in the report. Senator Siqueira Mendes presented the project of a law on public lands. The reform of the rules was discussed by Senators Franco de Sá, Martinho Campos, Octaviano, minister of the empire, Silveira

Martins and Correia. The liberal senators seem apprehensive of an attempt at interference with the freedom of debate. In the Chamber the discussions were of no general interest.

July 17.—In the Senate, the session was of no general interest. In the Chamber, the navy bill for 1887-88 was passed. On the budget of the department of foreign affairs, Deputies Barão de Guahy, Matta Machado and Afonso Celso spoke, and on that of the department of justice, Deputies Ratisbona and Vieira da Silva, the latter declaring himself in opposition to the government, because he saw well meant efforts at economy by the minister of finance defeated by the demands of some of his colleagues in the cabinet.

July 19.—In the Senate the budget of the department of empire for 1886-87 was read; after some remarks on public instruction by Senator Franco de Sá, the minister of empire replied that the occasion was not opportune for debating the subject, which he would discuss later. In the Chamber the committee reported in favor of the credit for 125,000\$ to be expended in necessary works at the abattoir. On the department of justice budget for 1886-87 Deputies Candido de Oliveira and Duarte de Azevedo spoke; the former declaring that the defects in the magistracy were caused less by politics, than by ignorance; the latter proposed to abolish the courts of appeal in Goyaz and Mato Grosso.

July 20.—No session in the Senate. In the Chamber, Deputy Rodrigo Silva asked that Sr. Paulino de Souza's project for municipal reform be called up for discussion. The president said he would order a re-print as the edition of the project had been exhausted. Deputy Jaguaribe presented a scheme for the irrigation of the provinces of Ceará, Parahyba and Rio Grande do Norte by means of the river S. Francisco. The rest of the session was occupied by Deputies João Caetano, who discussed provincial affairs, Carlos Peixoto, who spoke on the department of justice budget, Lourenço de Albuquerque, who attacked the proposed payment of the settlements of the Duke de Saxe and referred to the "delirious demagogism" of recent public meetings. He believed that if the payment was offered the Duke, he would refuse to accept it [Laughter, and cries of Oh!]. The cabinet would be discredited and rendered infamous if it asks a credit to meet this payment. The minister of empire replied that the settlements were guaranteed by contract and that the government would apply for a credit to pay them. Deputy Albuquerque insisted that such a payment would not be authorized.

July 21.—In the Senate, Sr. Martinho Campos inquired whether the bill for municipal reforms called up in the Chamber had been submitted to the Council of State. The minister of empire asked for 24 hours to reply to the question. The credit for the department of justice for secret service, etc. was opposed by Senators Correia and Junqueira. In the Chamber the minister of agriculture read a project for a law relative to public lands. Deputies Afonso Celso, the minister of marine and José Pompéo spoke on the navy budget.

July 22.—In the Senate, the committee to present the reply to the speech reported that H. M. the Emperor had replied that he thanked the Senate for its promised support to the government. The session was of no general interest, nor was the session in the Chamber, where the navy budget for 1886-87 was passed in second reading, and the discussion on the war budgets continued.

—Fifteen liberal deputies publish a manifesto to the country relative to the rejection by the Chamber of Sr. José Mariano. A government writer pertinently inquires what need was there for this manifesto, as the deputies could have announced their views in the Chamber; if the manifesto was necessary the deputies should have resigned their chairs.

—On the 17th Deputy Candido de Oliveira asked the government whether Sr. Theodoro Machado, just nominated deputy from the 2nd Pernambuco district, had received orders to turn over the administration of the province of Bahia.

—The rumors of a ministerial change have commenced and the usual symptoms, publishing possible combinations, are appearing. The action of a deputy on the 20th in calling up a superannuated project of a law for municipal reform will possibly serve to secure a vote of confidence in the cabinet from the Chamber. This vote is so utterly unnecessary, that the fiction of taking it is almost ludicrous.

—The position of the committee appointed to carry the reply of the Senate to the Speech must have been a painful one. To tell the Crown that its ministers have obliged it to subscribe to a falsehood is very peculiar language.

—The daily press says that when the committee reported the Emperor's reply to the message in reply to the speech, on the 22nd, the senators smiled. This is hardly surprising.

PROVINCIAL NOTES

—The Barão de Parahyba has been appointed to the presidency of São Paulo.

—A São Paulo exchange reports a sweet potato grown at Piracicaba weighing *nine kilos.*, or 19½ pounds.

—The June receipts of the Ypanema foundry amounted to 7,441\$516, against 7,039\$930 in the same month of last year.

—The Porto Alegre custom house receipts in June were 253,051\$079, against 139,439\$499 for the same month of last year.

—The June receipts of the Maceió (Alagoas) custom house amounted to 60,491\$683, against 41,673\$389 in the same month of last year.

—Frost is reported from Belém do Descalvado on the morning of the 18th inst., but not sufficient to injure the coffee trees. It is thought, however, that it will prejudice the next crop.

—After having expended over 500,000\$ on the Pará custom house, the minister of finance has resolved to suspend further works for the present.

—Dr. Martinho Prado Junior, of São Paulo, is preparing a provincial immigrants guide book for distribution in Europe, which is to be printed in various languages and scattered broadcast.

—The new provincial budget of Minas Geraes for 1886-87 fixes the receipts for the year at 3,410,200\$, and the expenses at the same. The appropriation for public instruction is 1,035,030\$.

—The government has celebrated a contract with José Sotero Ribeiro Rosa for the carrying of the mails between the capital of Goyaz and the city of Uberaba, Minas Geraes, at a cost of 12,500\$ per annum.

—An exhibition of the Espírito Santo products destined for the Berlin exposition was opened in Victoria on the 16th inst. An immigration society was founded immediately after the exhibition was opened.

—The "Sociedade Promotora de Imigração" of São Paulo is calling upon all foreigners to send in the names of persons, or members of their families, whom they wish to have brought out to Brazil as immigrants.

—The June receipts of the Pará custom house amounted to 845,377\$331, against 577,423\$494 last year and 520,701\$205 in 1884. The *recebimentos* receipts for the same month were 126,373\$581, against 125,203\$007 last year.

—A Spaniard named Muntoza was recently arrested in Pirahy for dealing in counterfeit money. He had offered 100,000\$ in counterfeit notes to a merchant of that place for 10,000\$, and was captured by inviting him to bring his notes for inspection.

—A Bagé, Rio Grande do Sul, paper of the 13th notices the fact of an officer of the 3rd cavalry, who had gone to S. Gabriel to draw the quarter's pay for the regiment, being induced to gamble, and losing 6,000\$, he fled, it is supposed, to the Oriental Republic; probably, with the balance of the money.

—The *Sul de Minas*, of Campauba, Minas Geraes, says that the drought in that part of the province has been most severe, the plantations and pastures having suffered serious injury for the want of rain. Considerable damage has also resulted from the repeated frosts of the last two months.

—"John English," says a S. Paulo paper, "has complained to the health authorities that a quack-doctor had applied tobacco dissolved in kerosene to his wife's ear, and that she had been insane since." We cannot but think John had designs of becoming a widower, if he was a consenting party to the treatment.

—It would seem that the Assurá gold mines in the *comarca* of Chique-Chique, Bahia, according to the opinion of a couple of Polytechnic engineering professors, are fabulously rich. They figure out the value of the three distinct mines in that region at 307,224,000\$. In view of preceding reports, and failures, this opinion is somewhat startling.

—The administrator at the Jaguaré *mesa de rendas*, on the Uruguayan frontier, Rio Grande do Sul, complains of the female smugglers who bring in dry goods from the Uruguayan town of Artigas. It is said that they are very "sleazy" when they cross over into Uruguay, but very "fat" when they return. A female examiner has been added to the *mesa* for the suppression of this traffic.

—The "4th of July" was celebrated in Pará as though it were a national instead of a foreign commemoration day. Flags were hoisted on the provincial palace, all the public offices, all the consulates, and on all the ships in port. And then bands of music played in front of the residence of the American consul, and many people of distinction called on him to offer their compliments.

—There was a meeting of merchants in Pernambuco on the 19th inst. to protest against the new imposts voted by the provincial assembly. Pernambuco seems to be one of the worst governed provinces in the empire, for hardly a year is allowed to pass without the imposition of some new and vexatious tax. At this last meeting a motion of regret for the expulsion of José Mariano from the Chamber of Deputies was adopted.

—The enterprising people of São Paulo are now talking about the construction of a new theatre.

—The May receipts of the Parahyba custom house amounted to 3,689\$970, against 17,738\$178 in the same month of last year.

—A plaster of paris St. John the Baptist has for some time existed on a farm not far from Bocaina, S. Paulo, and recently a person of the house noticed that this image was growing hair on its right arm and breast. Thousands of people have gone to see this hairy St. John, whose hair is still growing. Never perhaps was there such a chance for advertising "thine incomparable oil, Macassar!"

RAILROAD NOTES

—The total capital of the Juiz de Fôra e Piaú railway which is about to be extended to Rio Novo, is 1,800,000\$, on which the province of Minas Geraes guarantees 7½ for 30 years.

—The first sleeping train on the D. Pedro II railway left at 10 p.m. on the 16th. The passengers, no less than 10 in number, including a senator, are said to have expressed satisfaction with the service.

—On the 8th inst. the president of Minas Geraes approved the proposed call of 10 per cent on the capital of 4,000,000\$ of the Oeste de Minas railway, guaranteed by the province, on which interest will be allowed from the date of its deposit in any bank.

—On the 12th the Juiz de Fôra e Piaú railway signed the contract for the extension of the line to Rio Novo, Minas Geraes. The Juiz de Fôra newspaper is jubilant, as the extension is expected to increase the commercial importance of that town.

—The April traffic receipts of the Sobral, government, railway were 3,055\$610 and expenses 11,803\$804; deficit 8,748\$194. In the same month the receipts of the Bahia, government, railway were 11,519\$660 and expenses were 24,725\$955, deficit 13,206\$295.

—The *Jornal do Commercio* on the 21st hears that the contract for the works of the Bahia and Minas railway from Caravellas to Philadelphia, 225 kilometres, has been taken, and that the plant and rolling stock will be furnished by Krupp, who took 3,000 debentures of the late loan of the company.

—The extension of the Oeste de Minas railway is from S. João d'El Rey to Ribeirão Vermelho and Oliveira, with a total length of 30 kilometres. The contract fixes the period of construction at 30 months, and is to be executed by Castro Rocha & Co. The company has a privilege for 70 years, and a provincial guarantee of 7½ on 4,000,000\$ for 30 years.

—The carelessness of a pointsman at Belém, D. Pedro II railway, was nearly the cause of a serious accident on the 20th. The express train ran into an extra locomotive and the post-office and luggage waggon were so seriously damaged that they had to be changed, causing a delay of an hour and three-quarters. There were no casualties fortunately.

RIO CRICKET CLUB.

On the 15th a match was played at the grounds of the Rio Club, between the officers of the British Squadron, now in port, H. B. M. S. *Ruby, Ruddy and Frolic*, and the Rio Cricket Club. The Club won, but the weather was very unfavorable and the ground sloppy. Only one innings was played. The scores were:

RIO CRICKET CLUB.	
1 Fitzhugh, b. Fraser.....	8
2 Tross, c. Parr, b. Bassett.....	30
3 Slater Jr., b. Capt. Parr.....	1
4 Hills, c. Callaghan, b. Bassett.....	15
5 Holman, b. Fraser.....	12
6 Bull, c. Parr, b. Thring.....	0
7 Oliver, not out.....	30
8 Gepp, c. Callaghan, b. Thring.....	2
9 Jones, b. De Crespiigny.....	4
10 Key, c. De Crespiigny, b. Thring.....	3
11 Cox, b. Thring.....	10
Byes 1-w. b. 5.....	6
Total.....	121

Analysis of the bowling.

	balls.	runs.	wickets.	wt. w.
1 Fraser.....	150	43	10	2
2 Bassett.....	40	20	1	2
3 Capt. Parr.....	35	17	1	1
4 Thring.....	90	34	3	4
5 De Crespiigny.....	25	1	3	1

BRITISH SQUADRON.

1 Thring, b. Holman.....	9
2 Ethelston, do.....	10
3 Callaghan, do.....	2
4 Capt. Parr, b. Tross.....	11
5 Fraser, c. Gepp, b. Holman.....	1
6 De Crespiigny, b. Tross.....	14
7 Bassett, c. and b. Gepp.....	1
8 Guyatt, b. Holman.....	6
9 Rev. Mr. Pitman, run out.....	4
10 Prowse, b. Gepp.....	0
11 Buckland, not out.....	2
Byes 2, leg byes 2, w. b. 2.....	6
Total.....	66

Analysis of the bowling.

	balls.	runs.	wickets.	wt. w.
1 Holman.....	100	18	10	5
2 Jones.....	55	21	2	0
3 Slater.....	15	6	0	0
4 Tross.....	39	7	3	2
5 Fitzhugh.....	35	6	0	1
6 Gepp.....	10	2	0	2

LOCAL NOTES

The American packet Finance is expected to arrive on the 29th.

Among our imports now figures artificial earth. Buenos Aires supplies it.

The Emperor showed his appreciation of the Rio d'Ouro water works the other evening at the bazaar by paying 10\$ for a glass of water.

The mileage to a deputy from Bahia is 400\$. As the passage money is about 70\$, there does appear something wrong in mileage calculations.

The Relação has ordered a new trial of the case against Capt. Henrique Wanderley Muller de Campos for setting fire to the Monte-pio in this city to conceal a fraud.

The minister of agriculture is proposing to print a great quantity of "immigrants' guide books" for distribution in Europe. Assuredly the propaganda is making admirable progress.

There seems to be some difficulty in finding prominent men to serve as directors of the telephone company, judging from the number of resignations. The speculators who have brought a good enterprise to this state, ought certainly to feel proud of their work.

An address was delivered before the Sociedade Geographica do Rio de Janeiro on the evening of the 22nd by Alexandre Haag on the subject of Bolivia, her commerce, industries and lines of communication, considered especially with reference to the projected Madeira and Mamoré railway.

A student of the 10th year at the normal school of the province of Rio wants a pension. The Jornal do Commercio of the 10th publishes the application of the student and the refusal of the president to grant it. If a fellow needs to stop 10 years at a normal school, he ought to be made a pensioner at the lunatic asylum.

The new steamer Alliança of the United States & Brazil line was successfully launched at Chester on the 17th inst. the name being given by a daughter of Consul-General Salvador de Mendonça, assisted by Prince D. Augusto as sponsor. The officers of the Abirante Barroo and a large number of spectators were present at the ceremony. It is expected that the Alliança will be ready for the October trip, arriving here October 31st.

A memorial tablet in honor of Sarah Bernhardt has been put up in the S. José theatre, in São Paulo, and the students of the law school there are to have a bust of her for their institution of learning. A tablet is also proposed for the S. Pedro theatre of this city. If further suggestions are in order, we would suggest a bust of Sarah for the central police station, in which the great actress will be represented with ten thumbs and fingers projecting horizontally from the nose.

The Brazilian consul-general in Paris having advised the government that there is a great number of individuals there who wish to emigrate to Brazil, the minister of agriculture has informed him that the government has measured lots for sale at from 1/2 real to 2 1/2 reis per square braça in Espírito Santo, Santa Catharina and Rio Grande do Sul, and that time for payment is granted to purchasers, eight days support and free transportation to the place selected by them.

An official count of the votes cast in the last municipal election was made at a meeting of the municipal chamber on the 20th inst., in which it was shown that the total number of votes cast in the whole city was 4,364, the number of votes for each of the 21 aldermen being therefore 207. Only four of the candidates received this number, viz.: Dr. José Ferreira Nobre, 237; Dr. José A. P. de Carvalho, 219; Dr. Torquato J. F. Couto, 208; and José Carlos do Patrocínio, 207. The 34 candidates receiving the next highest numbers of votes, ranging from 196 to 45, will have to submit to a second election, from which the remaining 17 aldermen will be chosen. For a city of 325,000, this vote of 4,364 is a strangely small one.

We regret to announce the death of Mr. Hermann Haupt, so long and favorably known in this city as a merchant and consul-general of the German Empire, which took place in Berlin on the 19th inst., at the age of 56 years. Mr. Haupt was formerly consul for the kingdom of Wurttemberg, and then of the German confederation, and was on various occasions entrusted with the affairs of the German legation here. He was widely known in Brazil, not only because of his interest in the affairs of his own countrymen, but particularly because of his intelligent interest in all public matters affecting the prosperity of this country. He was once charged with an investigation into complaints of cruelty toward German immigrants in this country, and we believe discharged his difficult task so well as to give satisfaction to both sides. For services rendered this country he had conferred upon him the distinctions of dignitário and commendador in the Order of the Rose, and cavalheiro in the Order of Christ. From his own country he had received orders of the 3rd class in the Crown of Prussia, 4th class in the Red Eagle, 2nd class in the House of Hohenzollern and the royal order of Frederic Carlos, of Wurttemberg.

The municipal authorities bestowed 58 free papers upon slaves on the 17th, 49 to females and 9 to males. The amount expended for the same was nearly 15,000\$.

The chemical experts appointed to analyze certain artificial wines and preparations seized by the health authorities at the distillery of Fritz, Mack & Co., presented their report on the 15th. The report is designed to favor both sides.

On the 16th the minister of empire declared the ports of Fiume and Trieste infected with cholera and the other Austrian Adriatic ports up to Cattaro "suspected." Vessels from these ports must be quarantined at Ilha Grande.

A bazaar was opened at the Casino on the 18th inst. under the patronage of the Princess Imperial, to raise funds for the Sociedade Protectora da Infancia Desamparada. The attendance has been large and a considerable sum has already been realized.

Only the necessity of filling a lacuna in Brazilian statistics would justify our publishing the following: The Emperor weighs 97 1/2 kilos.; the Princess Imperial 70; the Comte d'Eu 72; Prince Pedro 88 1/2; the Prince of Grão Pará 29 1/2; D. Luiz 27 1/2 and D. Antonio 16 1/2 kilos. Total 491 4/10 kilos.

We note with pleasure the arrival here on the 18th inst. of Dr. Burmeister, director of the national museum of the Argentine Republic, who comes on a brief visit to this city. If we mistake not, Dr. Burmeister came to Rio some 30 years ago, but not receiving the encouragement for scientific investigation desired, went down to the River Plate where he has since resided.

The government has at last nominated a commission to study heri-heri, which is gaining so rapidly all along the coast. The nominees are Drs. Francisco de Castro, José Maria Teixeira and João Baptista de Lacerda of this city, Dr. Silva Lima of Bahia, and two medical practitioners from Pará and Maranhão. The appointment of Dr. Lacerda is a matter for great satisfaction and insures good work.

News was received on the 17th that the Pacific packet Magellan had run aground in the Straits of Magellan and had been badly injured. No particulars have as yet been received, consequently it can not be stated how seriously the steamer has been damaged. The latest advice is that she arrived at Sandy Point on the 6th, where it is probable she will remain until the arrival of the Aconagua.

An exhibit of agricultural products from the colonies of Silveira Martins, Conde d'Eu, D. Isabel and Caxias, Rio Grande do Sul, has been open for inspection at the Exchange for some days past. The exhibits would hardly attract attention in an American county fair, but they show that the colonies can produce a considerable variety of products. Most singularly, however, a fine specimen of "jute" figures as silk.

The United States steamer Tallapoosa, Commander William Whitehead, left Brooklyn navy yard on June 7th for the South Atlantic station, and may soon be expected to arrive at this port. She was to call at Hampton Roads and Norfolk for four days, and then proceed direct to her destination. The Tallapoosa is an old side-wheeler, but enjoys the reputation of being one of the most comfortable ships in the service.

Although it may not be generally credited we are diffident in offering advice. The occasion requires it, however, and we venture to ask our colleague of L'Estreite du Sud to translate "call loans, etc.," in our monthly summary of bank statements, "Emprunts," etc., rather than "Capital non versé." We have no objection to our colleague using the figures we are at some trouble to collect, but only ask that the translation be correct.

An opinion by Dr. José Eduardo Teixeira de Souza on the sanity of D. Francisca da Silva Castro, the woman accused of brutal treatment of two slave girls, was published in the Jornal of the 20th. It fills about 1 1/2 columns, and appears to be a treatise on emotional insanity and kindred subjects. We have had neither time nor courage to read it, but the Nô do at the end indicates that the learned writer is of the opinion that the accused was not insane between December 20, 1882, and February 12, 1886, and that the crime alleged was not committed during an attack of insanity.

As we foresaw, the 5 per cent. surtax, so far as stamps are in question, will merely increase the general revenue, and in no manner affect the emancipation fund, nor immigration service, under the name of which it is levied. The minister of agriculture on the 15th advises the treasury agent in Sta. Catharina that the 5 per cent. surtax can only be specified in the accounts of the agency, when documents are presented there for stamping, and to interested parties belongs the verification of the payment of the extra tax on documents requiring stamps. The law is so visibly absurd, that its execution will be impossible, and it will probably be revoked.

H. B. M. S. Thalia, Capt. Bosanquet, arrived here on the 19th from Madeira, bound for the Australian station.

The United States corvette Nipsic, about whose safety fears were for some time entertained, arrived safely at Brooklyn navy yard on May 22.

The recent changes effected in the administration of the telephone company of this city have resulted in the choice of Joaquim Candido Guimarães Junior as president, Augusto Coelho de Oliveira as treasurer, and Victor Dias as manager. The last named gentleman was manager of the Telegraphos Urbanos.

Attention is very properly called by a daily colleague to the inconvenient situation of the Brazilian men-of-war in this harbor. These ships lie right in the way of the ferry steamers to and from Praia Grande. As the bay is sufficiently large to admit of a more suitable anchorage, we hope the authorities will order a change.

COMMERCIAL

Rio de Janeiro, July 23rd, 1886. Par value of the Brazilian mil reis (1\$000, gold 27 d. do do do do U. S. 54 45 cents. do coin at \$4 84 per £1 stg. 54 45 cents. do \$100 (U. S. coin) Brazilian gold. 1887 do of £1 stg. in Brazilian gold. 8 48 1/2 Bank rate of exchange on London to-day. 20 1/2 d. Present value of the Brazilian mil reis (paper). 759 rs. gold do do do U. S. 41 00 cts. Value of \$100 (\$4.80 per £1. stg.) in Brazilian currency [paper]. 2 43 1/2 Value of £1 sterling " " 113 7/10

EXCHANGE.

July 14.—Late in the day the English banks advanced rates on head offices to 20 1/2. The native banks fixed 20 1/2 on head office, and at 20 1/16 and 20 1/2, last on commercial sterling was quoted at 20 1/16, 20 1/16, 20 1/16, 20 1/16, and 21 and francs at 453. A considerable business was done. Sovereigns sold at 118 3/4 for the 20th, and closed with buyers at 118 3/8, sellers at 118 3/4. July 15.—The rates at the banks were 20 1/2 on London, 460 on Paris, and 571 on Hamburg at 90 djs; \$240 on New York at sight. On head office and from second hands bank sterling was quoted at 20 1/2. Commercial sterling was reported in a small way at 20 1/16, 21 and 21 1/16. Sovereigns closed with buyers at 118 3/8, sellers at 118 3/8. July 16.—Market quiet and rates at the banks unchanged. A transaction in bank sterling at 20 1/2 was reported and commercial was quoted at 20 1/16-20 1/16. Sovereigns closed with buyers at 118 3/8, sellers at 118 3/8. July 17.—No change in rates at the banks, but a considerable business was reported in bank sterling at 20 1/2 and 20 1/16. Commercial sterling was reported at 20 1/16, 20 1/16, 20 1/16, and 21 and francs at 453-453. Sovereigns closed with buyers at 118 3/8, sellers at 118 3/8. July 18.—Rates were lower at the banks, viz: 20 1/2 on London, 460 on Paris and 572-573 on Hamburg at 90 djs; 27 1/2 on New York at sight. Market quiet and steady at the close, with commercial sterling quoted at 20 1/16 and 20 1/16. From second hands bank sterling was reported at 20 1/2. Sovereigns closed with buyers at 118 3/8, sellers at 118 3/8. July 19.—Market very quiet at unchanged rates. On head office some transactions were reported at 20 1/16, and in commercial sterling at 20 1/16-20 1/16. Sovereigns sold at 118 3/8, closing with buyers at 118 3/8, sellers at 118 3/8 on the street at 118 3/8. July 20.—The market opened at yesterday's rates, which were however withdrawn in the afternoon, and closed very flat. Some small transactions were reported in bank sterling at 20 1/2 and in commercial at 20 1/16-20 1/16. Sovereigns closed with buyers at 118 3/8, sellers at 118 3/8. July 21.—There were no rates at the banks before mid-day, when the natives and the English Bank fixed 20 1/2 on head office, the London and Brazilian 20 1/16 on head office, the English banks shortly after were drawers at 20 1/2 on head offices. The market was very quiet with commercial sterling quoted at 20 1/16, 20 1/16, and 20 1/16. Sovereigns closed with buyers at 118 3/8, sellers at 118 3/8. July 22.—Rates at the banks are 20 1/2 on bankers and 20 1/16 on head offices, at which no money is offered. An advance is expected. Bank francs 45 1/2.

The Diario de Noticias of the 16th says that the representative of Krupp took 600,000\$ of the debentures issued by the Bahia and Minas railway. On the 17th the minister of agriculture asked his colleague at the Treasury to order the London agency to pay the interest guarantees to the various central sugar factories. Among the loans floated in London during the first half of 1886, Brazil appears as having raised the £6,000,000 loan on March 1st, and the city of Pará tramway £90,000 on January 4th. On the 3rd inst. the minister of finance informs the president of the Banco Predial that if the interests of the holders of its hypothecary notes are fully secured according to law and the statutes of the bank, there is no objection to the bank's establishing a commercial department.

SALES OF STOCKS AND SHARES.

Table listing sales of stocks and shares including items like Six per cent. apolices, Banco Real, S. Paulo, Banco Rural, S. Christovão tramway, and various bank shares.

Table listing various bank shares and interest rates, including Six per cent. apolices, Gold Loan, Banco do Commercio, and Banco Real.

Table listing bank shares and interest rates, including Six per cent. apolices, Gold Loan, Banco do Commercio, and Banco Real.

Table listing bank shares and interest rates, including Six per cent. apolices, Gold Loan, Banco do Commercio, and Banco Real.

Table listing bank shares and interest rates, including Six per cent. apolices, Gold Loan, Banco do Commercio, and Banco Real.

Table listing bank shares and interest rates, including Six per cent. apolices, Gold Loan, Banco do Commercio, and Banco Real.

Table listing bank shares and interest rates, including Six per cent. apolices, Gold Loan, Banco do Commercio, and Banco Real.

LATEST LONDON QUOTATIONS OF BRAZILIAN STOCKS AND SHARES.

Table listing latest London quotations of Brazilian stocks and shares, including Government Stocks, Railways, and various bank shares.

Miscellaneous table with columns for item name and price/percentage. Includes Amazon Steam Navigation, English Bank of Rio, London & Brazilian Bank, etc.

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

Main coffee market report table with columns for date (July 14-23), stock, receipts, and various price points for different grades of coffee.

WEEKLY SUMMARY table showing sales for United States and Europe, steamship clearances, and stock at Santos.

MARKET REPORT. Rio de Janeiro, July 23rd, 1886. Exports.

Coffee.—The market has dragged somewhat since our last report, dealers resisting a decline, and receipts have shown an important increase. Brokers have made no change in quotations, but we consider these somewhat nominal, or rather as representing the views of the larger dealers, than those of exporters, or the smaller dealers who show some disposition to meet the market. Stock shows an increase of over 30,000 bags.

Europe section table listing arrivals from Hamburg, Antwerp, Havre, London, etc., with dates and quantities.

Receipts for the past nine days have averaged 10,400 bags per day, against 7,720 bags for the preceding eleven days. The daily average since the 1st inst. has been: 8,588 bags against 11,324 " 1885, 9,478 " 1884, 8,672 " 1883, 7,557 " 1882, 10,702 " 1881, 6,882 " 1880.

Brokers' quotations this morning table listing various grades of coffee and their prices per arroba.

Vessels loading and to load table listing ship names, destinations, and dates.

DAILY RECEIPTS AND SALES OF COFFEE AT RIO DE JANEIRO.

Detailed daily receipts and sales table for coffee at Rio de Janeiro from July 14 to July 23, showing receipts, sales, and stock levels.

Imports.

We have had very quiet markets since our last report and most articles are flat or lower. Receipts of Flour are small, but the shipments advised for the past month are very good, and the visible supply, part of which is for dealers' account, is estimated at 100,000 lbs. The only receipts in pine are some 20,000 feet of White, which have been sold. Kerosene is flat as is Lard also. The receipts of Indian Corn continue to be very free, and the market has become flatter.

Imports table listing various goods like Codorus, Araby, Cordova, Harper's Ferry, Silver Spring, Castilla, and Bruley's with their respective prices.

Sales for the same period have been only some 1,300 lbs, and stock in first hands is estimated to be: 17,150 lbs. American, 1,200 " Trieste, 7,500 " River Plate, 150 " New Zealand.

Brokers quote the market dull, at the following prices: Trieste, 18500-18550; Richmond 1st, 18 000-18 500; do 2nd, 17 000-17 250; Baltimore 1st, 17 000-17 500; do 2nd, 16 000-16 500; Western & Int., 15 500-17 000; Chili, nominal; River Plate, 14 200-16 250; New Zealand, 15 000-15 500.

Pitch Pine.—No receipts and quotations unchanged at \$8500 per doz. Market steady. White Pine.—Receipts are 220,971 feet per Benjamin Fabens from New York, which are reported sold at 100 1/2 per foot. At this quotation brokers report the market steady. Spruce Pine.—Nothing new. Swedish Pine.—Receipts nil, but the market is flat at \$6500-6800 per doz. for red and \$4000-5000 for white deals, according to assortment.

Kerosene.—Receipts are 10,000 cases per Benjamin Fabens from New York. Brokers now quote invoices at \$6400 per case, and the market flat. Lard.—No receipts. Brokers continue to quote at 350 rs. per lb. and the market weak.

Rosin.—The Benjamin Fabens brought 525 lbs. from York. We may still quote at \$8500-10500 per bil. as to quality and weight. Turpentine.—No receipts and retail quotations unchanged at 505-540 rs. per kilo.

Indian Corn.—Receipts have been: 5254 per Orion, 2870 " Equator, 10,925 " Ohio, 1,570 " Rosario, 2,700 " Neta. all from the River Plate. There seems no reason to doubt that the maize crop in this province and the neighboring districts of Minas and S. Paulo is extremely small, and consumption must be supplied from abroad. Prices under the very favorable receipts are lower, \$3500-3600 per bag, and the market is reported flat.

Erani.—Receipts are 500 bags per Neta. Nominal quotations are still \$2300-\$2400 per bag. Coffee.—Arrivals are 1,275 cases Norwegian and retail quotations are 26500-30500 for tubs and 22500-24500 for cases, as to quality and marks.

Coal.—Receipts have been: 2,498 tons per Everett from Cardiff, 1,122 " Accongaia do, 1,137 " Emilia do, 1,157 " Ingomar do, 1,341 " Dramadon do, 623 " Alfa from Newcastle, 829 " Rosetite from Newport.

all to dealers and companies. The cargo of the Dramadon is patent fuel. Cement.—Receipts are 500 casks British and we may now quote British at 7500-78300, German 65000 and French 78500-78700 per cask.

Hay.—Receipts are: 1,983 bales per Margareta, 1,419 " Herbert C. Hall. to dealers, or contractors. Quotations are continued at about 600-65 rs. per kilo.

PERNAMBUCO. From Messrs. Henry Foster & Co's. Market Report, dated 15th July.

SANTOS section table listing arrivals from North Europe, South, United States, and Coastwise, with quantities and prices.

DEPARTURES OF FOREIGN VESSELS.

Large table listing ship names, destinations, dates, and agents for various vessels departing from Rio de Janeiro.

GOVERNMENT AND PROVINCIAL BONDS

Table listing arrivals of foreign steamers with columns for ship name, origin, and arrival date.

Table of Government and Provincial Bonds with columns for denomination, interest, nominal value, and last sale.

DEBENTURES AND SHARES

Large table listing various debentures and shares with columns for capital, shares, interest, and last quotations.

ARRIVALS OF FOREIGN STEAMERS.

Table of arrivals of foreign steamers with columns for date, name, where from, and consigned to.

DEPARTURES OF FOREIGN STEAMERS.

Table of departures of foreign steamers with columns for date, name, where to, and cargo.

* Calling at intermediate ports.

FOREIGN SAILING VESSELS IN THE PORT OF RIO DE JANEIRO, JULY 23rd, 1886.

Table of foreign sailing vessels in the port of Rio de Janeiro, listing ship name, tonnage, and agent.

Insurance.

GUARDIAN FIRE AND LIFE INSURANCE CO.

Agents in Rio de Janeiro
Smith & Youle.
No. 62, Rua 1^o de Março.

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 Itaborahy.

HOME AND COLONIAL MARINE INSURANCE Co.

Agents for the Empire of Brasil
Norton, Megaw & Co.
No. 82, Rua 1^o de Março, Rio de Janeiro.

THE MARINE INSURANCE COMPANY LIMITED.

Capital..... £1,000,000 sterling
Reserve fund.... £ 430,000 ..
Agent in Rio de Janeiro
E. W. May,
RUA DO GENERAL CAMARA No. 2,
Corner of Rua do Visconde de Itaborahy.

COMMERCIAL UNION ASSURANCE COMPANY, LIMITED, OF LONDON. FIRE AND MARINE.

Fire Risks Marine Risks
Authorized 1870 Authorized 1884.
Agents for the Empire of Brasil
Wilson Sons & Co. Limited.
No. 2 Praça das Marinhãs.

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

BRITISH & FOREIGN MARINE INSURANCE COMPANY, LIM'D.

Capital..... £1,000,000 sterling
Agents in Rio de Janeiro
Swanwick & Gordon,
39, Rua General Camara. Telephone No. 427.

NORWICH UNION FIRE INSURANCE SOCIETY.

Established 1797
Losses paid..... £5,500,000
Agents in Rio de Janeiro
Swanwick & Gordon,
39, Rua General Camara. Telephone No. 427.

NOBEL'S EXPLOSIVES Co. LIMITED.

Blasting Gelatine and Dynamite
In cases of 50 lbs. ea., nett weight
Also patent Detonator caps and Blockford's patent fuse. 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 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.

July Departures:

To New York:
[Every Saturday]
Sirius..... July 3rd
Kepler (Loading in Santos)..... 10th
Rose do 17th
Others..... 24th
Hogarth (Loading in Santos)..... 31st

To Southampton:
Orion Belgian mail July 15th
Gallio do do 29th

For Other Ports:
Lassell New Orleans July 10th
Herschel River Plate 2d
Halley River Plate..... 15th

To Rio Grande Ports:
Cavour..... Every
Chatham Wednesday
or Canning.....

LAMPORT & HOLT,
21 Water Street, Liverpool

ARTHUR HOLLAND & Co.,
17, Lendenhall Street, London

For freight and passages apply to
Agents:—NORTON, MEGAW & Co.
No. 82 Rua 1^o de Março
Brokers:—Sivert Sivertsen,
Rua 1^o 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

Date	Steamer	Destination
July 24	Neva	Southampton and Antwerp, calling at Bahia, Pernambuco and Lisbon.
Aug 9	La Plata	Montevideo and Buenos Ayres.
Aug 9	Trent	Southampton and Antwerp, calling at Bahia, Macao, Pernambuco, Lisbon and Vigo.

This Company's steamers leave Southampton on the 9th and 24th of every month and arrive in Rio de Janeiro on the 26th 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 Itaborahy).

UNITED STATES AND BRAZIL MAIL STEAMSHIP Co.

SAILINGS
ADVANCE, for New York, 22nd Sep.
FINANCE, " " 16th Oct.

The fine packet
FINANCE,
will sail 4th August at 10 a. m. for
NEW YORK

calling at
BAHIA, PERNAMBUCO, MARAMHAM,
[entering the two last named ports]
PARÁ, BARBADOS and St. THOMAS

Reduced Passages
To New York..... cabin \$148 steerage \$75 gold

For passages and information apply to
Wilson, Sons & Co., Limited; Agents
No. 2 Praça das Marinhãs
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, Pará, Pernambuco, Santos and São Paulo.

Capital..... £ 1,000,000
Ditto, paid up..... £ 500,000
Reserve Fund..... £ 190,000

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..... 249,000

Draws on:
Messrs. GLYN, MILLS, CURRIE & Co., LONDON,
Messrs. MALLET FRERES & Co., PARIS,
Messrs. J. H. SCHRÖDER & Co., HAMBURG,
Messrs. MORTON, BLISS & Co., NEW YORK.

STEAM LAUNCHES & TUGS

Novas Empresas de Bonds Maritimos a vapor. For the transport of passengers & luggage on board Steamers. Also tonnage of Vessels.
For information at the office of the Company, No. 6, Praça 28 de Setembro, (antigo Largo da Pólvora), Telephone 435, with Sr. Valente on the Caes Novo do Largo do Paço.

or with
Swanwick & Gordon,
39, Rua General Camara. Telephone No. 427.

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.,
Newsdealers 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 Tauchnitz Editions, of the Franklin Square Library and of the Lovell Library constantly on hand.

Orders received for Scientific and other books.

Agents for Longstreth's Rubber Stamps.

Dealers in Atkinson's, Piesse & Lubin's and Royal Perennettes and Pear's Soap.
No. 67, Rua do Ouvidor.

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

and Metal-Bodied Rubber Type.
S. T. LONGSTRETH,
No. 67, Rua do Ouvidor,
Rio de Janeiro,
Caixa no Correio No. 906.

ORCHIDS, ETC

Collections filled and shipped on short notice, suitably packed for transportation to all parts of the world.
Address: Peter Turi,
Care of The Rio News,
Rio de Janeiro, Brazil.

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.

We do not hesitate to say, that its single instance has it failed to remove worms from either children or adults who were afflicted by these foes to human life.

We are constantly in receipt of testimonials from physicians as to its wonderful efficacy. Its success has produced counterfeits, and the buyer must be particularly careful to examine the entire name, and see that it is

"B. A. Fahnestock's" Vermifuge.

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 issue were changed at the time of transfer, the designations of number and volume were continued. At the beginning of 1881 the style of the publication was still further changed by an increase from four to eight pages, and a diminution in the size of the page. This change not only largely increased the size of the publication, but it added greatly to its convenience for office and reference use.

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

With the beginning of its 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 1\$ per inch per quarter, with a reduction of 20% for additional space and time.

TERMS:
One year's subscription..... 20\$000
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.

TVF. ALDINA, 79, Sete de Setembro.