

THE RIO NEWS.

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RIO DE JANEIRO, SEPTEMBER 15TH, 1886

NUMBER 26

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.
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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 Espírito da Veiga. Divine Service every Sunday at 11 a. m. and on the 2nd and 4th Sundays in each month at 7:30 p. m. Holy Communion on the first Sunday in each month at eleven, and on the Great Festivals at nine, in the morning. Holy Baptism every Sunday after the morning Service.
N. B.—All notices should be sent to the Clerk.
FREDERICK YOUNG, M. A., Chaplain.
ALBERT ALLEN, Clerk. No. 6, Rua Humayth.
PRESBYTERIAN CHURCH.—No. 15, Travessa da Barreira. Services in Portuguese at 11 o'clock, a. m., and 7 o'clock, p. m., Sundays; and at 7 o'clock, p. m., Thursdays.
METHODIST EPISCOPAL CHURCH.—Largo do Cattede. English Service: Sunday School at 10 a. m., preaching at 11:30 a. m. on Sundays, and at 7:30 p. m. on Fridays.
H. C. TUCKER, Pastor.
Portuguese services: Sunday School at 10 a. m., preaching at 7:30 p. m. Sundays; prayer-meeting, 7:30 p. m., Wednesdays.
J. L. KENNEDY, Pastor.
Residence: Rua Senador Corrêa, B. 1.
RIO SEAMEN'S MISSION AND READING ROOM.—Open daily, No. 83, Rua da Misericórdia. Divine Service on Sundays and Wednesdays at 7 p. m. Sailors free and easy on Tuesday Evenings at 7 p. m. 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 for them.
THOMAS HOOPER, Missionary.
BRITISH AND FOREIGN BIBLE SOCIETY.—Deputat No. 71, Rua Sete de Setembro, Rio de Janeiro.
JOÃO M. G. DOS SANTOS, Agent.
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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 at 10 a. m. English services on the 1st [7 p. m.] and 3rd [11 a. m.] Sunday of each month.

TRAVELLER'S DIRECTORY

RAILWAYS.
DOM PEDRO II.—Through Express: Train leaves Rio at 5 a. m., and is divided at Belém into Central, and S. Paulo branches; former arrives at Barra do Piraty 7:20. Entre Rios branch leaves Barra at 7:40 a. m., and Calchoira, where passengers for S. Paulo must change, at 11:55. From Entre Rios train leaves Barra at 7:40 a. m., arriving at Porto Novo da Cunha at 12:30 p. m.; arriving at Calchoira at 7:30 a. m.; Calchoira (S. Paulo branch) 1:10 p. m.; Porto Novo at 1:15. Entre Rios 2:07. arrive at Barra at 5:10 and 5:15 p. m., and Rio at 5 p. m.
Limited Express, leaves Rio at 7 a. m.; arrives at Barra at 10:25; Entre Rios at 12:25 and 1:20 p. m.; arrives at Barra at 6:58 p. m., S. Paulo branch leaves Barra at 11:30 and arrives at Calchoira at 6:25 p. m. From Entre Rios train leaves Barra at 3:15 p. m., and arrives at Porto Novo 6:25. Calchoira 6:45 and Porto Novo 6:50, arriving at Barra at 12:25 and 1:37 p. m., reach Rio at 5:10 p. m.
Mixed Trains, leave Rio at 8:35 and 9:00 a. m., 3:45 and 5 p. m.; first goes to Entre Rios arriving at 9:05 p. m.; second and third to Barra arriving at 10:30 a. m., and 3:55 p. m., and third to Belém arriving at 7:30. Dononard, trains leave Entre Rios at 4:30 a. m., arriving at Barra 6:17 and Rio at 7:20 p. m., and leave Barra at 1:10 a. m., arriving in Rio at 9:15 a. m., and leave Barra at 2:15 and 3:15 p. m., arriving in Rio at 7:50 and 8:50 p. m.
Night service: Train leaves Rio at 10 p. m., every Friday, arriving at Barra at 12:30 and Porto Novo at 5 a. m. Dononard, train leaves Porto Novo at 10:30 p. m., and every Monday, arriving at Barra at 2:15 and Rio at 5:20 a. m.
S. PAULO AND RIO.—Train leaves Calchoira at 12 m., arriving at S. Paulo at 6:10 p. m. Dononard, train leaves S. Paulo at 6:45 a. m., and arrives at Calchoira at 12:46 p. m., where passengers change to the D. Pedro II line.
CANTAGALLO R. R.—Leaves Niterohy (Sant'Anna) 7:00 a. m., arriving at Nova Friburgo 12:15. Cudeiro (1 hour per tramway from Cantagallo) 12:18 and Macico 1:10 p. m. Return train leaves Macico 9:30, Cudeiro 10:40 and Nova Friburgo 12:35 p. m., arriving at Niterohy 1:35 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 Trancão Mack at 4 p. m. week days and 7 a. m. Sundays and holidays. Return train, trains leave Petropolis at 7:30, a. m., week days, and 4 p. m. Sundays and holidays. Mixed train: upward 12 m. m. downward (from Petropolis) 12:13 p. m., week days only.

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MUSEU NACIONAL.—Praça da Aclamação, cor. Rua da Constituição.
GABINETE PORTUGUEZ DE LETURA.—No. 12, Rua dos Beneficentes
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Dr. Custodio dos Santos, Surgeon and Physician. Residence: Rua do Hadlock Lobo, No. 70. Office: Rua do Rosário, No. 131, from 1 to 3 p. m.
Dr. Alexandre Galaz—Surgeon and Physician.—Office, Rua Primeiro de Março No. 22. From 1 to 3 p. m. Residence, Rua de S. Francisco Xavier No. 47.
Dr. W. J. Fairbairn; M. D. Edin; Surgeon and Physician. Office: Rua de S. Pedro, No. 21; from 11 to 1 p. m. and 4 to 4:30 p. m. Residence: N. 120 Rua de S. Clemente, Botafogo, Med. Director of Equitable Life Ins. Co. of N. York.

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THE RIO NEWS

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A. J. LAMOUREUX, Editor and Proprietor.

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

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RIO DE JANEIRO, SEPTEMBER 15th, 1886.

THE tone of the speech made by the minister of finance on the 4th instant is certainly far from assuring. He takes care to place the financial difficulties of the country fairly before the Senate, and then demands new taxes to balance the budget. If these be not granted, he threatens to diminish the legal par of the currency. This may appear to be a simple remedy, but it can not be unknown to Minister Belisario that it will be a virtual act of repudiation. Suppose this par of exchange were reduced to 24 pence, what would be the result? Every currency payment for remission abroad would suffer a loss of over 11 per cent. unless all existing debts and contracts are expressly excepted. All guarantees of interest and payments on contracts expressed in currency, unless excepted, would suffer a like reduction. If all these be expressly excepted, then where is the Treasury to gain in the operation? Evidently the minister is not contemplating exceptions, but is seeking immediate relief for his financial necessities. It is evident that he has not carefully considered all the dangers into which such a step would lead, and we doubt whether he would care to face the indignation and the complications which would arise. Bad as a further issue of paper would be, it would be nothing compared with this alteration of the standard of values. And whatever relief, if any, might be secured for the moment, its ultimate consequences would be disastrous in the extreme. Such a reduction will not affect the foreign debt, nor the gold obligations of the Treasury, but it will diminish still further the value of the currency in which the taxes are paid and thus render necessary a larger sum in this currency to meet these obligations. There are other ways out of the difficulty, and we trust that Minister Belisario will still find the right one.

WHEN the doors of the national sub-treasury at Pernambuco were opened on the morning of the 9th instant, it was found that the safe had been opened and robbed by some persons unknown. The loss amounts to nearly 800,000\$, of which a considerable amount was in coin. There were three doors to pass, with a sentinel at each, but the thieves seem to have accomplished that feat most successfully. And then, to avert suspicion from the employés of the treasury, they very considerably left the false keys—duplicates of those possessed

by the officials—in the locks. Who the thieves are, how they got in and out of the building, and how they obtained exact duplicates of the keys to the safe, no one appears to know. And yet, the robbery was apparently committed sometime between the evening of the 6th and the morning of the 9th, and the thieves got away with their booty—which must have made two or three large parcels—without attracting the slightest attention. The affair seems to have been most cleverly planned, and then carried out neatly and successfully during the two holidays of the 7th and 8th. In fact, so slight a trace remains of the persons who effected the robbery, so accurate was their knowledge of the place and its valuables, and so well were they provided with duplicate keys and all needful facilities for getting in and getting out unobserved, that we very much doubt whether it really was a burglary. It will be remembered that a similar exploit occurred in Porto Alegre just one year ago, and we need not remind our readers that defalcations have been alarmingly frequent of late years. We do not like to say that this Pernambuco burglary is simply a "blind" to cover a defalcation, for that would be a rash conjecture on our part, but until some reasonable proof is shown to the contrary we shall be unable to get rid of some very well-founded doubts as to its being the work of professional burglars.

THE news of this successful "steal" in Pernambuco, taken in connection with the constantly recurring thefts and defalcations in all parts of the empire, ought to arouse the anxious attention of honest men to the character and enforcement of the laws touching such crimes. There is, unhappily, no avoiding the conclusion that crimes of this character are on the increase, the great majority of which go unpunished. The petty defalcations that are reported from all parts of the country are so numerous and frequent that one can not help wondering whether Brazil really has a law to repress and punish the criminals. And as for the larger defalcations, the facility with which the defaulters escape punishment even when caught, compels the belief that the laws of Brazil do not consider thefts, embezzlements and breaches of trust as crimes, but as petty offenses which may be compromised by the parties concerned. Some two or three years ago a large defalcation was detected in the sinking fund department, and the defaulter was caught before he could get away. Instead of prosecuting him as a criminal, the government entered into negotiation with his sureties and friends for the restitution of the amount stolen, and when this was done the thief was promptly set at liberty. A similar crime in the Rio Grande postoffice a year or so ago was settled in precisely the same way, the defaulter being treated by the public as a hero rather than as a criminal. In every case which has come under our notice, the return of the money stolen has been accepted as full satisfaction for the crime committed. In the case of the Banco do Brazil defalcation some two or three years ago, when the defaulter was captured and imprisoned in New York, the sole aim of the bank directors was not to bring him back for prosecution, but to exert pressure on him and his friends to enforce a restoration of the money. Defalcation appears to be no crime against society in which the public have an interest, but an offence against individuals, or corporations, which may be condoned without the intervention of the law. And in cases where restitution is out of the question, as that of the English Bank defalcation now under investigation, the matter is treated more as a civil action between private parties than as a crime

against society. In this case the bank is compelled to prosecute, and its shareholders and managers are treated as interested, and therefore suspected, parties whose testimony can not be accepted. One of the auditors who was present when the defalcation was discovered, who investigated the matter and verified the amount of the loss, is the Barão de S. Francisco, an old merchant of this city, and a gentleman of unblemished character and high social standing. No one would dream of questioning his word, nor of doubting the honesty and purity of his motives, even where his own private interests are concerned. The Barão de S. Francisco, however, happens to be a shareholder in the English Bank, and his testimony is therefore thrown out as interested and suspected. Such a proceeding is simply a travesty of justice, an illogical and unwarranted protection of crime. A court or a jury ought to be able to determine whether a man's testimony is biased by his private interests, or prejudices, and make all due allowance, but no testimony bearing on the case should be excluded. There is probably not a judge nor a jurymen in this city who would question the word of this gentleman, and yet through an ill-considered and mischievous provision of law his important testimony is excluded. And with what result? Simply this:—the laws and the courts conspire to protect the criminal and to shield him from the consequences of his crime. There is no other possible conclusion. The crime was committed and the evidence against this man is conclusive. He does not deny the crime. And yet the whole machinery of justice is used to protect him and to prevent his punishment. After he had disappeared and before his crime was even suspected, his cash box was broken open in order to permit the auditors to verify the cash, and because this was thoughtlessly done without calling in the police the manager of the bank is actually more censured to-day than the defaulter. In view of these instances of condoning crime and protecting criminals, which illustrate common practices all over the country, the question may be asked with all seriousness: Is it not full time for a reform in Brazilian criminal law? As long as defaulters can escape with such impunity, no one is safe. The public treasuries will be sacked and private corporations pillaged. And with such examples of great crimes unpunished before their eyes, the people of Brazil will soon come to feel that honest manual labor is the only crime which a quibbling, hair-splitting code of laws does not protect.

Just as we are going to press we have had a called-in 10\$ note—"No. 072,623, Serie C"—placed in our hands which, although duly cancelled, has again found its way into circulation. The cancellation is somewhat faint and would pass detection in a large package of notes. Of course this note never found its way into circulation honestly.

At the conclusion of the ceremony of conferring letters of liberty on some sixty slaves at the municipal hall on the 7th instant, the Emperor is credited with two words of encouragement, which reflect more credit on His Majesty's heart than on his head. First addressing the aldermen, he said: *não esmoreçam*, literally "don't despond;" and then on leaving the room he added simply, *prosigam*, "continue." We can not entertain the slightest doubt as to the pleasure which His Majesty derives from these spectacles of conferring liberty on slaves, nor can we believe that he would not experience profound satisfaction at the immediate total extinction of the institution

of slavery itself. But all this, we submit, is totally inadequate to meet the vital issues of this question. If His Majesty were to spill a peck of sand on the floor and had to clean it all up, we doubt very much whether he would content himself with picking it up grain by grain, and were we to try a "*não esmoreçam*" on him during such a task we doubt very much whether he would consider it the proper kind of encouragement to offer. And after he had gathered up some three or four hundred grains, suppose we were to try a little more encouragement of the same kind, by telling him to "continue"? His Majesty would unquestionably feel that he had an endless job on hand, and that his friends were playing a sorry joke on him by advising not to despond and to continue the infinitely petty task of picking up a peck of sand grain by grain. Now, Brazil has about a million of slaves and the country has undertaken to liberate them in very much the same way. Man by man, the liberation of such a number is a gigantic task, and in some respects an endless one, for death will break their bonds long before this halting, snail-paced process can reach them. It is very much like the task of picking up a peck of sand grain by grain, and just about as sensible. And it is not only a waste of time, but it is a needless waste of effort and capital, a task whose cost is immeasurably increased by the time consumed in carrying it out, and the arrested development of the country. And notwithstanding all this, His Majesty has no better encouragement to offer than "don't despond!" We understand, of course, that these words were addressed to the aldermen of this city, and refer specifically to the effort to emancipate the slaves within its limits. But in this respect there is even less occasion for it than in the other. This city has a slave population of about 40,000, which implies a task for emancipation of no slight magnitude. But there is not one single obstacle to the importation of 40,000 or 100,000 more, and the general government has refused to permit the municipal council to enact a prohibition to that effect. There is not a single legal obstacle to the importation of two slaves for the liberation of every one by the municipal subscription fund, nor is there anything to prevent such importation as long as slavery exists in Brazil. Practically speaking, the municipal council have not only undertaken to emancipate all the slaves in the capital, but all the slaves in Brazil whose masters may see fit to bring them to this market. Had a prohibition been put upon the importation of slaves into the municipality at the time this emancipation movement was inaugurated, then the task undertaken would have been definite and reasonable. But for this city to undertake the liberation of an indefinite number of slaves, is one of the crowning follies of one of the most Quixotic enterprises into which an intelligent people ever entered.

On January 30th, 1877, a five years' contract was celebrated between the imperial government and Mr. Joseph Hancox for the rain water drainage of this city, the plans and specifications for the same to be furnished by the government. Soon after these works were begun the municipal council of the city passed an ordinance forbidding all street excavations within the city limits from the beginning of December to the end of March, which prohibition resulted most prejudicially to the contractor who was thus compelled to suspend all work for one-third of the year. Another obstacle encountered was the failure of the government engineers to furnish the plans and specifications promptly. At the termination of the five years the works were far

from finished, and even then the plans had not all been handed in. The contractor had a large quantity of material on hand, and the payments due him for the work finished and accepted were months in arrears. Being thoroughly tired of the delays and annoyances connected with the work, he then proposed to have the government take over the material on hand and release him from the execution of the contract. Technically he was then free from all obligations under this contract, as the time for its execution had expired, and the government alone had failed to meet its requirements. Practically, however, he was not free to withdraw, because of his stores of material for the work and his surety deposit in the national treasury. After much negotiation and delay they entered into a new contract for the completion of the works, to which were added certain works in the suburbs not specified in the original agreement. Under this contract Mr. Hancox has been pushing the works as rapidly as possible, and in strict accordance with the plans and instructions of the government engineers. It appears, however, that the authorities have not been working on a definite, well-matured plan, and the result is that the drains have been put down here and there by piecemeal so that now, when it is discovered that the original appropriation is exhausted, the originally specified works for the city proper stand uncompleted. And the consequence is that an order to suspend work was issued a few days ago, and the minister declines to ask an appropriation to finish the contract. The government does not seem to understand that this is an arbitrary breach of a contract, under which the contractor has accumulated materials for the completion of certain specified works, nor does it seem to see that these delays are compelling Mr. Hancox to incur expenses with staff and material which are clearly unjust. If the government does not propose to complete these specified works, then it is under every obligation to take over the contractor's stores and to indemnify him for his losses. It, however, the works are to be finished, then there should be an end to these expensive delays.

This question of contracts between the government and individuals is becoming one of grave importance, for it is not only occasioning frequent and unjustifiable losses to private parties but it is seriously injuring the credit of the nation. When a government has reached a point where its London bankers are compelled to write warning letters and the representative of a foreign government is compelled to ask for the satisfaction of a formal, imperial agreement, then it is certainly full time to stop. We are well aware that expenditures have far outstripped receipts, and that the revenues of the treasury are totally inadequate to meet its obligations, but this is no excuse whatever for the breaking of contracts. Economies are urgently necessary, of course; but let them be in undertakings not covered by contracts. The government formally agreed to pay Messrs. Waring Brothers £70,000 for the recision of a railway contract. We agree that the amount is too large, but the minister was fully empowered to come to an agreement on that point, which was to the effect that £70,000 should be paid for surveys and indemnities. If there was any corrupt bargain, as some are assuming, then a parliamentary or judicial investigation should be held; but this, we are inclined to think, is just what no one cares for. Whether the British minister, or the Rothschilds, were warranted in interfering, is not a question for discussion; it is rather the occasion or necessity for such interference that should claim attention. All this talk about diplomatic discourtesy is

mere dust-throwing. Then there are the other questions connected with the suspension of the D. Pedro I railway, and of the Hancox contract, and the many other enterprises which are now awaiting settlement. The economies required may be made in the suspension of the state railway extensions, the great sanitary works job now advocated, the useless expenditures on immigration, and in the salaries paid to officials who render little or no service to the state. Then too, a little thoughtful attention should be given to the opinion of foreign contractors and companies which appears to be held at the department of agriculture. It is claimed that the grantees of railways enjoy so many opportunities for altering documents relating to expenditures that the government can not properly fiscalize them. This is a very serious charge to be made in a public report. When it is considered how many different companies and capitalists are interested in Brazilian enterprises, and how many of them are of unquestioned integrity, it becomes evident that the minister is condemning all for the faults of the few. And if a few speculators have secured some of these concessions, whose fault is it? Every one knows something of the history of these concessions, how they were first granted to Brazilians, and then how they were hurried upon the London market until they could not even be given away. And when Brazilians were able to realize such sums as that obtained by Gen. Couto Magalhães for the Rio and Minas concession—which is said to have been £100,000—then there are other good causes for complaint besides those now indulged in at the department of agriculture.

THE question of extending commercial relations between Brazil and the United States is one of great and increasing importance and is therefore a matter which can not fail to attract the thoughtful attention of both countries. It is not merely a question of present commercial profit and advantage, but one of future political relationship. It is therefore a matter of prime importance to both countries that no judicious effort should be spared to strengthen the ties between them and to develop that better commercial intercourse in the present which will become the medium of the inevitable social and political relationship of the future. It may be that this relationship is not now clearly foreseen in either country, and it is certain that it is not the unanimous desire in Brazil; but at the same time it is as unavoidable as was the influence of the American revolution on the destinies of France, Spain and the Spanish colonies of the American continent. Notwithstanding all this, however, we can not join those of our contemporaries in the United States who are so bitterly lamenting the defeat of the foreign mail subsidy bill in Congress. Steamship lines can and will do much to develop commercial intercourse between the two countries, and they should therefore be treated with the greatest liberality; but that they are prime requisites and, as such, entitled to subsidies from the public treasury, we are not quite prepared to admit. There is on record one conspicuous illustration of this point—that of the heavily subsidized Garrison line. As long as the subsidy continued the service was kept up, but the moment it was suspended the steamers stopped running. If the subsidy was merely intended to establish the service, to aid the enterprise while the trade between the two countries was being developed, then it signally failed to accomplish its purpose. In our opinion this Garrison enterprise clearly established one fact—that a subsidized mail steamship service between Brazil and the United States is not a prime

requisite. We have now been having a partially subsidized service, at times a little irregular, for several years, and with what result? There has been a slight increase in the aggregate imports from the United States, which represents manufactured goods, while the exports to that country, which are not affected by this steamship line, have been largely increased. The trade balance against the United States has therefore been increasing, instead of diminishing. Besides this, there has been a decided falling off in the imports of flour from the United States, which is a proof that Brazil is transferring her custom to other countries. In view of these facts, our American colleagues should lose no time in revising their opinions on this question of a subsidized steamship service, and in instituting investigations into other means of attaining the desired end. And in so doing, it may not be amiss to find an answer to this one question: What useful purpose can a subsidized steamship line serve in the development of a foreign trade which is in every other respect discouraged? Here in Brazil, as in every other foreign country, the merchants and manufacturers of the United States are compelled to meet the open competition of all other countries, and their chance of success is through the excellence and cheapness of their goods, and the means employed to place them upon the market. As long as it costs more to manufacture goods in the United States than in Great Britain, France and Germany, just so long will that country occupy a position of disadvantage in the consuming markets of the world. The first requisite is, therefore, that of reducing the cost of manufactured goods. And then, even were American goods as cheap, the absence of American merchants in these foreign markets and the absence of American capital in foreign enterprises, which often determines the direction of trade, would discriminate against them. A second requisite is, therefore, that of purely mercantile enterprise. When these two important requisites are satisfied, we are inclined to think that the supplementary one of ocean transportation will find a quick and easy solution.

LEGISLATIVE NOTES.

September 2.—In the Senate Sr. Dantas defended Sr. Carneiro da Rocha's action in the Victoria and Natividade business, spoke of government railways, the delay in surveying lots for immigrants and apparent favoritism relative to certain provinces, against which he protested. The minister of agriculture in reply denied any purpose of charging evil intentions to Sr. Carneiro da Rocha, said the Victoria matter is of the same description as the Tripoti question and that the government had not yielded to diplomatic pressure. In the Chamber, Deputy Salles opposed the salt tax and all new taxes, for the government had not proved that all economy had been exercised. Deputy Ferreira Vianna did not consider the position terrifying, but salutary, for pain caused efforts for its cure; taxes are the only means of correcting the deficit and finally he proposed an expenditure of \$0,000\$ with harbor and road improvements in Santa Catharina. Deputy Matta Machado put his question to the minister of foreign affairs as to diplomatic pressure in the Natividade business. The minister denied the pressure, saying the law could not destroy a contract, although the legislature might refuse funds for its execution, in which case negotiations on the basis of the concession should have been recommenced. Rothschilds had telegraphed and written him that Waring proposed to legally protest against the government for breach of contract and that the effect of this would be very disagreeable. The British minister on the eve of departure had called on him and expressed a desire to carry with him a solution of the question and on the 7th a note was received in which the minister demanded this settlement. This note, however, he did not consider as a pressure, nor as containing a threat. He replied that he would submit the matter to parliament, but previously to receipt of the note he had decided to apply for the necessary funds. Deputy Matta Machado declared himself satisfied.

September 3.—In the Senate Sr. Viriato de Medeiros, in a long and comprehensive speech, pretty well covered with criticisms the whole *relatorio* of the department of agriculture. He said there was a chief of a sub-department who furnished official information to one journal in anticipation of others, that in Ceará ox-carts worked in competition with a government railway; he referred to the probable loss if the Norte railway is allowed to invade the zone of the D. Pedro II line and to the traffic in concessions by which fortunes of \$00,000\$ and \$1,000,000\$ had been made; he would have government make preliminary surveys to be paid by concessionaires, which was the only manner to stop thievery (*ladrocinis*), and a corps of engineers should be formed to be paid only when on service. He bitterly attacked the department of telegraphs and considered the improvement of the Rio Grande bar hopeless. Efforts for immigration had been futile; the proper manner of action was to put Indians, negro and white natives to work. An attack was also made on the S. Paulo railway company and river improvements advocated and finally coffee expositious came in for their share of criticism. Senator Martinho Campos also spoke, referring to the Natividade business, to the D. Pedro I railway concession and those for central sugar factories. He said that some fiscal engineers were of proved incapacity or carelessness. The minister of agriculture replied to the preceding speaker, saying that the D. Pedro I business is not yet decided; as to central factories he was awaiting the expiration of periods for completion to declare the concessions lapsed. He had extended the time granted to such as were advanced towards completion, but had suspended the interest guarantee. In the Chamber Deputy Affonso Penna declared the necessity for new taxes was not proved. Deputy Araujo Góes defended provincial interests, particularly those of Bahia, and objected to stopping work on the government railways in that province.

September 4.—In the Senate Sr. Escagnolle Taunay was declared elected senator from Santa Catharina. Senator Affonso Celso referred to the minister of agriculture's opinion that as there was no chance of the Natividade railway ever paying 4 per cent. on its proposed capital, under the clause in the 1873 law, the concession would fall, and replied that while this clause was active before granting concessions, it was not so after. Were it otherwise all railway concessions with no exception, should have been cancelled for none have met the requirements of the law and this would have led to suits for losses and damages to pay which the state would have undoubtedly been condemned. He said in the present case legal action should have preceded diplomatic, and that the British minister's note should have been returned. He inquired whether the minister would be received here again, and was decidedly bellicose. He explained how the indemnity was fixed at £70,000. The minister of agriculture replied to Senator Medeiros' speech of yesterday, explaining various charges made and declared his opinion that under certain conditions he did not oppose private lines joining the D. Pedro II railway. The minister agreed with many of the views of the Senator. He then made a short reply to Sr. Affonso Celso. Senator Siqueira Mendes spoke on the advantages of river communication. Senator Lima Duarte opposed the government views on immigration, saying that so long as the recent occurrences in Santa Catharina were possible immigrants would not come here. He referred to the *catechesis* of Indians, saying that with some exceptions they are enslaved and brutally treated. The minister replied. Senator Avila also made some remarks. In the Chamber Deputy Affonso Celso asked that a day and hour be marked for asking the premier what is the opinion of the government as to the civil status of slaves. The minister of finance and Deputy Alvim spoke on the budgets. The former produced figures to show how rapid had been the increase of expenditures: in 1870-71 these were \$3,326,718\$, in 1884-85 they were \$138,796,730\$; he also defended his scheme for withdrawing currency, stating that either this or a reduction of the legal par, was necessary. His idea as to lotteries was for a gradual reduction in their number; if they were immediately suppressed the people would speculate in foreign lotteries. Defending the proposed duty on salt, he read a table to show that jerked beef was brought from the River Plate at less freight than from Rio Grande. The proposed excise on alcoholic drinks was also defended by figures showing the product of such a tax in foreign countries. The impossibility of preventing the entry of falsified wines was touched on; the voyage of the *Amirante Barroso* and the serious difficulties met in manoeuvring the ironclads. "My duty," said the minister, "is to explain matters as I understand them, so that if the position of the Treasury does not improve, as I have already said, next year we shall be obliged to reduce what at present does not seem to be generally believed necessary." [A reduction in the par of exchange is clearly meant.—Eds. News.] Deputy Portella also spoke.

September 6.—In the Senate Sr. Silveira Martins made a forcible reply to Senator Medeiros. Sr. Franco de Sá was severe on the government in referring to the Natividade railway business. In the Chamber the session was occupied in the discussion of the credit asked by the minister of empire for sanitary improvements, Deputies Lourenço de Albuquerque, Mattoso Camara, Mascarenhas, Campos and Penido and the minister of empire speaking.

September 9.—In the Senate a very warm debate was brought about by Sr. Ignacio Martins, who charged the president of the province of Minas with an attempt at fraudulently arranging election returns. The rest of the session was occupied by Senator Viriato de Medeiros who touched on the greatest variety of subjects connected with the department of agriculture. In the chamber Deputy Afonso Celso made an interesting speech on the budget and Deputies Theodoro Machado and Candido de Oliveira also spoke.

September 10.—In the Senate Sr. Dantas made a sharp reply to certain observations of Senator Medeiros which he considered personal, and a far from edifying scene ensued. Senators Visconde de Paranaíba, Ignacio Martins and Taunay spoke on the department of agriculture budget, the latter criticising the immigration attempts in São Paulo, where serfs not citizens are sought for. In the Chamber, after the minister of empire had defended his credit for sanitary reforms, Deputy Pereira da Silva spoke on the financial position, touching on protection, currency, etc.

September 11.—In the Senate there was no quorum, and in the Chamber the session was of no general interest.

—Upon Sr. Taunay taking his seat in the Senate flowers were cast upon him from the galleries. This is perhaps as great a novelty, as Senator Viriato de Medeiros asking for information as to whether a certain law had been nullified. A legislator who is not acquainted with the law, and a senator be-flowered are reserved for Brazil.

—A curious confession as to how much pressure is brought to bear on deputies is shown in the *Gazeta de Notícias* of the 6th, when our colleague expresses the greatest delight that Sr. Taunay has secured a life-interest in the legislature, for now he may express independent opinions.

—On the 1st ult. the *Tribunal da Relação* gave a decision in favor of the *Société Nouvelle des Forges et Chantiers de la Méditerranée*, which had brought suit against the national treasury for breach of contract in the matter of the new ironclads some two or three years ago. The amount of damages was not specified, but Senator Viriato de Medeiros stated in the Senate on the 13th that it would be over 2,000,000. The minister of justice, however, states that the government will "employ every recourse permitted by our laws to the end that the national treasury shall not be unjustly condemned to pay such an indemnity." The *Relação* sentence will probably be embargoed.

PROVINCIAL NOTES

—The Juiz de Fôra regional exposition was formally opened on the 12th inst.

—There were 261 deaths in Pará in July, of which 51 were from *beri-beri*, and 4 from yellow fever.

—The August receipts of the Santos custom house amounted to 818,180\$026, and those of the *mesa de rendas* to 136,419\$926.

—It is expected that the cotton crop in Alagoas this year will be good, as the plantations present a better appearance than for several years past.

—The August receipts of the Bahia custom house were: general 773,056\$339, and provincial 73,598\$732. The receipts of the *recedoria geral* were 28,162\$392.

—The central usine at Rio Branco, Minas Geraes, has recently shipped 150,000 kilogrammes of white crystallized sugar to this market, the first large shipment from that province.

—According to the monthly report of Mr. Albert Lofgren, of São Paulo, the average temperature at that place in August was 56.34° Fahr. The rainfall for the month amounted to 109.8 millimetres.

—The August receipts of the São Paulo postoffice amounted to 9,909\$160 for city, and 25,073\$880 for the rest of the province, against 8,857\$710 and 23,110\$420, respectively, in the same month of last year.

—The Italian bark *Luigia V.*, from Cadiz to Buenos Aires with a cargo of salt, was run ashore on the island of Fernando, one of the Fernando de Noronha group, on the 14th ult. The vessel had sprung a leak.

—A colony was recently founded about 15 kilometres from Curitiba, Paraná, under the name of "Nucleo Antonio Prado." The lands comprise 4,149,506 square metres, which are divided into 54 lots, with a site reserved for a school house and teacher's residence. This gives about 15,000 square *braças* to each lot, or very nearly 18 acres. The cost of the land was 12 *reis* per square *braça*, or 10\$032 per acre. The colony now contains 40 families, of 181 persons.

—The August receipts of the Pernambuco custom house were 689,073\$948, of the *recedoria* 38,797\$885, and of the *consulado* 111,608\$731. Of the *consulado* receipts 81,283\$490 were collected by the custom house.

—The Paulistas are looking forward to an imperial visit in October. It is anticipated that the Emperor will go to the Poços de Caldas on the 5th and 6th of October, after which he will make trips over all the railway lines of the province, visit Itá, and stop several days in the provincial capital.

—The two important commercial and industrial associations of Pernambuco have petitioned the cabinet and legislature for a suspension of the export duties on sugar. In view of the low price of this article (75 *reis* per kilo) and the large production, the sugar planters are threatened with ruin.

—By a sentence of 12th May last, the acting *juiz de direito* of Cuyabá, province of Mato Grosso, liberated 134 slaves on the ground that they were imported after the law of 7th November, 1831. The name of this judge is Dr. Antonio Augusto Rodrigues de Moraes. He evidently does not accept the doctrine that the Saravia-Colegipe amnesty of last year suspends and supercedes the anti-slave trade act of 1831.

—On the morning of the 9th inst., it was discovered that the Pernambuco sub-treasury had been robbed, the safe having been opened by duplicate keys. The room where the robbery took place was on the first floor, and could be reached only by passing through three doors, each guarded by a sentinel. The amount taken was 793,000\$, of which a small part was in gold and silver. Two officials have since been suspended. A telegram on the 12th says that it is now believed that the robbery was simulated to conceal defalcations, and that the treasurer has been arrested by order of the minister of finance.

—The *Penha festa* at São Paulo on the 8th inst., seems to have been anything but a religious gathering. The attendance is estimated at from 11,000 to 15,000, which is a very large crowd for the place. There was a perfect frenzy of gambling, and a serious conflict with the police guard was occasioned by a gambling dispute. Then, too, there was not a little pocket-picking and sneak-thieving, and a great deal of drunken disorder. At night, in a rush for a train for the city, an English woman, named Maria Dillon, was crowded under the wheels and had her head crushed. Death was instantaneous. All things considered, the *Penha festa* this year was an event of which little that is creditable can be said. If better order can not be preserved, and better amusements furnished than gambling, it might be advisable to abolish the observance henceforth.

RAILROAD NOTES

—The July traffic receipts of the Natal and Nova Cruz railway were 2,489\$770, and expenses 14,593\$177; deficit 12,103\$400.

—The tramway lines of the city of Buenos Aires carried 15,500,000 passengers during the first six months of the current year—at least, so says the *Buenos Aires Herald*.

—The June receipts of the São Paulo railway amounted to 331,718\$530, and the expenditures to 169,038\$650, leaving a balance of 162,679\$880. In addition to the expenditure reported, the company incurred eventual expenses to the amount of 55,239\$700.

—The *Correio Paulistano* says that the works on the Pirassununga branch of the Paulista railway are nearly completed as far as a place called Cachoeria. It is estimated that this branch will add about 50,000 lags of coffee to the traffic of that line.

—The minister of agriculture is proposing to change the gauge of the Dom Pedro II railway beyond Entre Rios, altering the track from the broad to a metre gauge. Economy in running expenses is given as the reason. The length of track to be changed (Entre Rios to Lafayette) is 264.6 kilometres.

—An exchange publishes the following:—Berlin papers copy from the *Germania* the account of an important discovery in glass manufacture made by Friedrich Siemens, of Dresden [using glass for rails]. He has succeeded in casting glass in the same way as metal is cast, and obtained an article corresponding to cast metal. This cast glass is hard, not dearer in production than cast iron, but has the advantage of transparency, so that all flaws can be detected before it is applied to practical use. It will be much less exposed to injury from atmospheric influences than iron. The process of production is not difficult, the chief feature being rapid cooling. The hardness and resisting power of this glass are so great that experiments are being just now carried out at the Siemens glass foundry at Dresden with the purpose of ascertaining whether the material could be employed for rails on railways.

—The Dous Corregos section of the Jahú branch of the S. Carlos do Fimhal railway, São Paulo was formally opened to traffic on the 7th.

—The July receipts of the Paulista line amounted to 172,704\$190, and the expenditures to 91,301\$010, leaving a surplus of 81,402\$580.

—The average passenger on the Dom Pedro II railway is estimated to weigh 70 kilogrammes, or 541 pounds. This is certainly an extraordinary estimate!

—The fiscal engineer has given his approval to the plans and estimates of the São Paulo railway for a passenger station at Jundiá. The cost is estimated at 83,199\$540, which is to be carried to account of working expenses.

LOCAL NOTES

—On the 7th the 64th anniversary of the independence of the Empire was duly celebrated. The Nuncio addressed the Emperor as *doyen* of the diplomatic corps.

—A domestic quarrel has occurred anent the Emperor's remark to the aldermen. One of us insists that *Não esmoreçam* means "Don't let up," while another says that it signifies "Stand on your hand." Pity the Emperor did not speak English.

—The minister of agriculture has declared lapsed all the unfulfilled concessions for central usines granted to the North Brazilian Sugar Factories, the Central Sugar Factories of Brazil and the Bahia Central Sugar Factories companies.

—What's the matter at the post office? The French mails were received on the evening of the 8th, but were not distributed until noon of the following day! If the postal employés keep on, they will soon want a whole week to handle a bag of mail. Even now they want 24 hours to advise a person that as hort-paid letter is awaiting his orders.

—A letter was recently received at this office by way of England in just 26 days from New York. This is exceptionally good time and is as quick as anything now received by the direct mails. We are glad to note that the United States postal authorities are now sending Brazilian mails by way of Europe, which is a great improvement on the former practice of retaining everything for the direct steamers.

—The business hitherto carried on by Messrs. Yarrow Helt & Co. has been transferred to and amalgamated with that of Messrs. Wilson Sons & Co., Limited, of London, Rio de Janeiro, etc., and will in future be conducted in Montevideo under the name of the latter firm. Messrs. Green and Johnson continuing as managers of the agency here in Buenos Aires, under the new style of the firm.—*Buenos Aires Herald*.

—Our esteemed colleague the *Dia de Notícias* says a curious incident happened on the anniversary of Brazilian independence at the municipal chamber. The Princess Imperial was delivering their free papers to the slaves emancipated, when two young white men, properly dressed, appeared: "Where are the freedmen?" asked the Princess. "They are these," replied Visconde de Santa Cruz, pointing to the white lads. The amazement of the future Empress of Brazil may be imagined.

—The actor Garnier, of the Sarah Bernhardt troupe, at Buenos Aires, has sent a challenge by cable to Henri Rochefort, Paris, for injurious reflections on his conduct in the Bernhardt-Noirmont scandal in this city. Why not fight by cable as well? The amusing part of the matter is that Garnier expects Rochefort to hold himself at his disposition until his return, which may be over a year hence. There is becoming a tremendous necessity for the "fool killer" in some parts of this little world!

—We omitted to note in our last issue the death of the Conde de Mesquita, known as one of the richest men in this city. He was a natural son of the Conde de Bomfim, whose wealth he inherited. He was one of the largest landholders in the city, but made so little good use of it that his wealth was of no real advantage to the municipality. He gave liberally to a few charities, however, and enjoyed the reputation of being a philanthropist. He was unmarried, but leaves a number of children legally recognized as his heirs.

—Prince Augusto Leopoldo was present in New York at the opening of the Pedro Segundo American Direct Telegraph and Cable Company, accompanied by a number of the officers of the *Barroso* and others. He said, in answer to some inquiries: "The government lines in Brazil are the finest ever built. We don't use wooden telegraph poles, for the wires are strung on iron pillars, and the service is thoroughly reliable. The lines extend along the entire coast of Brazil, and connect all the cities of the country with the United States and Europe. They are inspected throughout their entire length every twenty-four hours."—*Exchange*. The Prince is quite right about the iron poles. In Paraná, where wood is so cheap and plentiful, imported iron poles were carried hundreds of miles into the interior, over mountains and through forests, at an enormous expense. As to inspection and reliability, the Prince is—to say the least—more patriotic than correct. Senator Viriato de Medeiros' speech of the 3rd inst. will give him useful information on this subject.

—The British gunboat *Frolic* left for Montevideo on the 8th inst.

—The government has at last found a purchaser for its Paquequer plantation.

—There were 844 immigrants received at the Ilha das Flores *hospedaria* during the past month.

—According to late advice Dictator Santos, of Uruguay, seems to have quite recovered from his wound.

—By decree dated 4th inst. the London & Brazilian Bank, Limited, was authorized to establish a branch at Pelotas, Rio Grande do Sul.

—The government has paid the Companhia Nacional the sum of 32,103\$340 for the transportation of immigrants to southern ports during the months March to June last.

—The police seem to be on the track of a great false will fraud. Two experts, notaries, have declared that were not the will attested by a colleague they would declare the signature false.

—To check abuses practiced in the supply of revenue stamps to persons authorized to sell them, the minister of finance orders that the commission allowed shall not exceed 5% after the 1st proximo.

—The *distincto industrial* who prints his effusion in *O Paiz* of the 6th just completely covers every possible point as to the finances and economic position of the empire. What a pity it is he did not sign his article.

—There were 775 deaths in this city during August, or an average of 25 a day, which is equivalent to an annual average of 27½ per thousand. There were 126 deaths from consumption, 2 from yellow fever and 4 from *beri-beri*.

—A daily colleague on the 8th considers it funny that the minister of finance should have ordered the coining of 500,000\$ in gold at London. Dr. Sobrany being occupied in coining indifferent stamps, what was the minister to do?

—The new gas company publishes in the *Jornal* of the 5th a table of rates for gas at all the exchange rates from 20 to 27½ *d*. The price varies from 246.7 *reis* per cubic metre at the first rate, to 210 *reis* at 27 *d*—the par of exchange.

—The Barão de Capaema has concluded a telegraphic convention with Uruguay and the Argentine Republic, by which the service between all points in the two countries is direct, thus dispensing with the break in the transmission of messages at the frontier.

—We are informed that Bishop Granbery will preach at the Methodist Church on Friday evening next, at 7:30 o'clock, and on Sunday the 19th at 11:30 a.m. As Bishop Granbery returns to the United States in the next American steamer, these will be his last sermons in Brazil.

—The inauguration services of the new church edifice of the Methodist Episcopal mission in this city, took place on the 5th inst., Bishop Granbery officiating at the English service at midday. There were Portuguese services in the morning and evening. The new church building is not large, but it is incontestably the best appearing and best built church in city. The society is somewhat in debt for the building, and it is not to be formally dedicated until this debt is extinguished.

—It is interesting to note that the charge made by Senator Viriato de Medeiros on the 3rd that a prominent official in the department of agriculture was accustomed to furnish information to one of the daily papers, drew a formal answer from the *Jornal* on the 4th. Curiously enough, however, the *Jornal* failed to dispute the charge. This anomalous arrangement has long been a just source of complaint, because it enables the *Jornal* to publish important official news before it is obtainable by its colleagues, and even in advance of the official paper.

—It is to be regretted that Dr. Ladisláo Netto will not let the Phenicians and Hiram of Tyre rest. He made a very sad exposure of himself a few years ago by permitting a home-made inscription to be palmed off upon him and then writing a learned article upon it. Since then he has repeatedly come to the front with explanations, but somehow the joke will not be laid. If the Dr. will let the Phenicians rest and devote his attention to the Guaranyes, he will probably get as near the aboriginal inhabitants of Brazil as the facts in his possession will warrant.

—A popular meeting was held in this city on the 7th by the republicans to protest against the action of the government in the Victoria and Natividade railway question. There were repeated denunciations of the indemnity which the government agreed to pay Messrs. Waring Brothers, protests against the credit now asked, and vigorous remonstrances against the action of the British government in the matter; but, strangely as it may appear, there was not one voice raised against the breach of contract with the railway contractors, nor one voice in favor of the honest observance of all official contracts with private individuals. And yet, these gentlemen call themselves republicans!

The judge before whom the investigation is proceeding in regard to the English Bank defalcation, declined to receive the testimony of Barão de S. Francisco on the 10th on account of his being a shareholder. This gentleman was one of the auditors whose duty it was to verify the cash, and who was present when the defalcation was discovered.

There were entirely too many accidents at the sham fight on the 9th. At Fort Lage a gunner was blown out of the battery by the premature discharge of the piece; two soldiers were seriously hurt by careless handling of their guns; a horse marine, that is a mounted naval officer, had a bad fall and some of the papers report that an artillery man lost an arm. This is a serious list and leads to a surmise that the army needs manual drill more than field exercise. A funny feature was that when Comte d'Eu was returning at the head of his staff, the rear was closed by a wagon of the Serviço Funerario, whether purposely, or not, we are not prepared to say.

We deeply regret to say that our predictions as to the result of the match game of cricket on the 7th and 8th, between Rio and São Paulo, were not fulfilled. We do not often drop into prophecy, particularly in matters pertaining to the game called cricket, but in this case the Rio eleven looked so confident and irresistible that we could not doubt the result. We were almost prepared to give them a score of at least two to one. But the fates, it would seem, had ordered otherwise just before our opinion was made known, and as the fates never go back on themselves we had to give way. But, at any rate, there is one opinion which we still hold, and that is—every man of the Rio eleven deserves a "prize money," even if he did not win it. We are credibly informed that a dead frog was captured, even if the "mug" had to be left behind—and that is something for a record anyhow. We are sorry to say that the scores of the match are received too late for this issue.

PUBLICATIONS RECEIVED.

Sigmas Electricas d Note: by José Carlos de Carvalho. Rio de Janeiro: Lombaerts & Co., 1886. An exposition of a proposed system of electric light signals, which appears to be simple and complete. With the more common use of the electric light at sea, there seems to be many good reasons why it should be employed in signalling.

Revista do Instituto Archeologico e Geographico Pernambucano; for June. Recife: Typographia Industrial, 1886. Contains the report of Dr. José Hygino Duarte Pereira who was sent to Holland to obtain copies of documents in the public archives there relating to the Dutch occupation of Brazil in the 17th century. This report was presented to the Instituto on the 9th of May last, and forms an important and invaluable addition to the history of Brazil. The members of the Instituto are entitled to the greatest credit for placing this mass of historical information before the public.

Burgos Agricolas. A scheme by Sr. Manoel Gomes de Oliveira for the establishment of 20 agricultural colonies in various parts of the empire, for which purpose a company is to be organized with a capital of 20,000,000\$. Various favors are asked from the government in the way of exemption from duties and taxes, free transportation on state railways, public lands at the minimum price, disappropriation of uncultivated private lands, reduced freights and fares on guaranteed railways, privileges for building railways, exploring mineral lands, etc., and exemption from the tax on transfers. The project promises to locate 1,000 immigrants in each colony, with a "popular bank," schools, etc. The scheme is a large one, but it is both impracticable and dangerous. If it were possible to carry such an enterprise into successful operation, it would create a company so powerful and rich that it would be dangerous to the state and oppressive to the immigrant.

A Statistical Statement of the India-Rubber, Caoutchouc and Gutta-Percha Trade of Great Britain during the last Decade—1875 to 1884; published by the proprietor of the India-Rubber, Gutta-Percha and Electrical Trades' Journal. A most interesting, convenient and valuable compilation, showing countries of production, quantities, values and average prices. It is printed on a broad-sheet and in colors to indicate the imports, exports and prices.

Relatorio da Companhia E. de F. Barão de Araruaama. The regular annual report of the directors shows that the receipts for the fiscal year 1885-86 amounted to 153,747\$740 and the expenditures to 77,823\$868, leaving a surplus of 80,923\$872. The receipts showed an increase of 17,035\$870 over the preceding year. The dividend for the year amounted to 8 1/2 per cent.

Estudos sobre o Melhoramento da Barra do Rio Grande do Sul; by Adolpho Woyckiewicz. Rio de Janeiro: G. Leuzinger & Filhos, 1886. A critical study of the Caland project, in which the author concludes that the proposed improvement of the Rio Grande bar can not be permanently accomplished.

COMMERCIAL

Table with exchange rates for Rio de Janeiro, September 14th, 1886. Columns include Par value of the Brazilian mil reis (18000), gold 27 d. U.S., and various bank rates for London, Hamburg, and other cities.

EXCHANGE.

Table with exchange rates for London, Hamburg, and other cities. Columns include Sept 4, Sept 9, Sept 11, Sept 13, and Sept 14, listing rates for various banks and currencies.

At the meeting of the shareholders of the Banco Industrial e Mercantil held on the 6th, Sr. Manoel José da Fonseca was elected director.

The cash balance of the Banco Commercial de S. Paulo on the 31st inst. was 16,850\$ which the Banco Credito de S. Paulo was a creditor for 484,400\$.

Some rumors are current, that the funds of the late Gas company are to be employed in the formation of a new bank. We hear, upon good authority, that the money paid by the company has been accounted for by the Treasury agent in London. There seems to us no room here for another English bank.

The presiding judge at the investigation into the defalcation of the teller of the English Bank refused to accept the testimony of Barão de S. Francisco, one of the auditors, because he was a shareholder. By law auditors must be shareholders and if their testimony is suspect, of what use are auditors?

The administrative council of the Societe anonyme belge du Gas de Rio de Janeiro has just informed its shareholders that the additional capital of 6 millions in preferred shares, divided into 22,000 preferred and 100,000 ordinary shares, capital of the company is thus increased to 11,000,000 francs.

LATEST LONDON QUOTATIONS OF BRAZILIAN STOCKS AND SHARES.

Table with latest London quotations of Brazilian stocks and shares. Columns include Government Stocks, Railways, and Miscellaneous, listing various companies and their share prices.

DAILY COFFEE REPORTS.

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

Table with daily coffee reports for Sept 6, Sept 9, Sept 11, Sept 13, and Sept 14. Columns include Stock in morning, Receipts yesterday, and various market indicators.

WEEKLY SUMMARY.

Table with weekly summary of sales for Sept 4th and Sept 11th. Columns include Sales for United States, Europe, and other regions, along with various market statistics.

SALES OF STOCKS AND SHARES.

Table with sales of stocks and shares for September 4, 6, 9, 10, and 11. Columns include various companies like Banco Commercial, Banco Industrial, and others, listing their sales figures.

September 11.

Table with market data for September 11, listing various companies and their stock prices.

SUMMARY OF THE BANK STATEMENTS.

August 31st (in centos de reis or 1000\$000).

Table with summary of bank statements for August 31st, listing assets and liabilities for various banks.

Auxiliar

Table with auxiliary financial data, listing various bank-related figures.

Commercial de S. Paulo

Table with commercial data for São Paulo, listing various market indicators.

Commercial de Rio de Janeiro

Table with commercial data for Rio de Janeiro, listing various market indicators.

Industrial

Table with industrial data, listing various market indicators.

London & Brazilian

Table with London and Brazilian market data, listing various market indicators.

Mercantil Santos

Table with mercantile data for Santos, listing various market indicators.

Predial

Table with predial data, listing various market indicators.

Rural

Table with rural data, listing various market indicators.

União de Credito

Table with Union of Credit data, listing various market indicators.

Três

Table with Três data, listing various market indicators.

MARKET REPORT.

Rio de Janeiro, September 14th, 1886.

Exports.

Coffee—While only a moderate business has been reported since our last issue, the market shows that much more has been done than is given in. The falling off in receipts and the necessities of the United States markets have kept holders very strong and this morning brokers quote prices 450-500 rs per arroba higher. This advance, of course, has been known days ago, and it seems to us, that it would have been more convenient to have reported it gradually, rather than at one blow mark so important an advance.

The sales as reported since our last issue have been:

Table with sales data for the United States, Europe, and other regions.

The clearances for the same period are:

Table with clearance data for the United States, Europe, and other regions.

United States:

Table with United States market data, listing various market indicators.

Sept 4

Table with September 4 market data, listing various market indicators.

Receipts for the past ten days have averaged 8,557 bags per day, against 11,550 bags for the preceding twelve days. The daily average since the 1st inst. has been:

Table with columns: Receipts, per 100 kilos, per arroba. Rows include Washed, Superior, Good first, Regular first, Ordinary first, Good second, Ordinary second, Capitania, Escolha.

Table: Vessels loading and to load. Columns: Vessel, Agent, Destination, Quantity.

DAILY RECEIPTS AND SALES OF COFFEE AT RIO DE JANEIRO.

Table with columns: Receipts, Sales U. States, Europe, Cape, Elsewhere, Total Sales. Rows: Sept. 4, Sept. 5, Sept. 6, Sept. 7, Sept. 8, Sept. 9, Sept. 10, Sept. 11, Sept. 12, Sept. 13.

White Pine.—Receipts are 474,977 feet per Uricia from Pensacola and 284,939 feet per M. B. Miller from Sailla River, both of which cargoes are reported to be on order.

Spruce Pine.—Nothing whatever to report.

Swedish Pine.—Receipts have been 609 doz. per Freitag, 1,197 doz. per Palander and 665 doz. per Garibaldi.

Kerosene.—None arrived, but the market is still flat, nominal quotations are 62000 per case, in lots.

Lard.—Receipts are 100 kegs per Adda J. Bonner and 2,000 per Annandale, from United States.

Rosin.—The Adda J. Bonner brought 450 lbs. and the Annandale 45, from the United States.

Turpentine.—Receipts are 100 cases per Annandale. The article is now almost entirely imported for dealers' account.

Indian Corn.—Receipts of River Plate maize are: 5,636 bags per Parangua.

Brain.—Receipts since our last are 3,100 bags from River Plate. We may continue quotations at 283000—285000 per bag.

Cod fish.—The Union from Pashepic brought 2,628 tubs to dealers. The market is very flat under advices of a large catch of Canadian fish and quotations here are nearly nominal.

Hay.—Receipts are 3,690 bales per Elizabeth Dealers and contractors receive all, or nearly all, of this article.

Cement.—The Countess of Devon brought 1,490 casks from Marseilles. Brokers make no change in quotations.

Rice.—There are no receipts since our last, but the stock is very large, and brokers report the market flat at about 83500 per bag in lots.

Imports.

The markets have been quiet and we have but little to report. Flour is reported to have shown some movement, but the greater part of our receipts are for dealers' account, and the same may be said of pine, of which receipts have been free. Kerosene is still reported flat and Lard is weak.

Table: Hornet from Richmond, United States, Annandale from United States. Lists various goods and prices.

Sales and withdrawals for the same period are about 15,000 bags, and stock in first hands is estimated to be: 27,300 bbls. American.

Brokers report the market fairly active at the following quotations:

Table: Trieste, Richmond 1st, do 2nd, Baltimore 1st, do 2nd, Western & Int., Chili, River Plate, New Zealand.

Pitch Pine.—Receipts are 474,977 feet per Uricia from Pensacola and 284,939 feet per M. B. Miller from Sailla River.

White Pine.—No receipts and the market is weak. We may quote nominally at 100 rs. per foot.

Swedish Pine.—Receipts have been 609 doz. per Freitag, 1,197 doz. per Palander and 665 doz. per Garibaldi.

Kerosene.—None arrived, but the market is still flat, nominal quotations are 62000 per case, in lots.

Lard.—Receipts are 100 kegs per Adda J. Bonner and 2,000 per Annandale, from United States.

Rosin.—The Adda J. Bonner brought 450 lbs. and the Annandale 45, from the United States.

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The markets have been quiet and we have but little to report. Flour is reported to have shown some movement, but the greater part of our receipts are for dealers' account, and the same may be said of pine, of which receipts have been free.

Table: I. W. Parker, Adda J. Bonner, Annandale from United States. Lists various goods and prices.

Sales and withdrawals for the same period are about 15,000 bags, and stock in first hands is estimated to be: 27,300 bbls. American.

Brokers report the market fairly active at the following quotations:

Table: Trieste, Richmond 1st, do 2nd, Baltimore 1st, do 2nd, Western & Int., Chili, River Plate, New Zealand.

RIO GRANDE DO SUL.

From Messrs. Thomsen & Co.'s Market Report, dated August 31st.

Hides.—The total exports of salted hides this season (including the Matadero hides, shipped by Messrs. Viava Clausen & Co.) amount to:

Table: Total, Exports since 1st January up to date. Rows for Europe, United States, salted, dry.

SANTOS.

From Messrs. John Bradshaw & Co.'s Market Report, dated 1st September.

COFFEE.—During the first half of the past month our market ruled quiet, although a better tone was imparted to it after the favorable result of the Dutch auction became known.

The clearances have been:

Table: United States, New York, New Orleans, Europe, Havre, Antwerp, Hamburg, Bremen, England, Bordeaux, Trieste, Venice, Leghorn, Genoa, Portugal, Rio and coast.

SHIPPING NEWS.

ARRIVALS OF FOREIGN VESSELS.

SEPTEMBER 4. RICHMOND—Br lug Hornet, 497 tons; Israel; 50 ds; flour to Francisco Clemente & Co.

SEPTEMBER 5. BALTIMORE—Amer lug Adda J. Bonner, 463 tons; Berry; 55 ds; sundries to Phipps Brothers & Co.

SEPTEMBER 6. RICHMOND—Amer J. W. Parker; 361 tons; Kane; 50 ds; flour to Phipps Brothers & Co.

SEPTEMBER 7. PENACOLA—Br lug Venica; 624 tons; Hill; 92 ds; pine to Rio Gas Co.

SEPTEMBER 8. OPORTO—Port bg Tito; 235 tons; Barreto; 53 ds; wine to master.

SEPTEMBER 9. SANTIAGO—Amer lug M. B. Miller; 319 tons; Young; 54 ds; pine to order.

SEPTEMBER 10. NEWCASTLE—Nor lug Nordlyst; 346 tons; Nielsen; 108 ds; coal to Wilson Sons & Co.

SEPTEMBER 11. IMBETIA—Ger bk Johan Carl; 499 tons; Emits; 16 hours; ballast to Watson, Ritchie & Co.

SEPTEMBER 12. OPORTO—Port bk Africa; 618 tons; Cardia; 42 ds; sundries to Barbosa Costa & Co.

SEPTEMBER 13. ROSARIO—Br bk Eliaabeth; 373 tons; Rowland; 22 ds; hay to order.

SEPTEMBER 14. ROSARIO—Br bk Flower; 386 tons; Crossley; 22 ds; hay to J. de Souza & Co.

SEPTEMBER 15. PERNAMBUCO—Nor bk Vegar; 365 tons; Christiansen; ballast.

SEPTEMBER 16. BALTIMORE—Amer bk Albenarle; 413 tons; Forbes; coffee.

SEPTEMBER 17. TALECACHUANA—Ger bk Elizabeth; 837 tons; Greir; ballast.

SEPT. 10. BALTIMORE—Br bg Mississippi; 228 tons; Powell; coffee.

CLEARED AND READY FOR SEA. BALTIMORE—Amer bk Julia Kellin coffee.

FREIGHTS AND CHARTERS.

The following charters are reported since our last issue: Nor bg Skjold, Paramaguá and River Plate, matte, 1 real; Turk bk Pirros, Paramaguá and Santos, timber, 3,400\$ in full.

Table: Freight rates for various routes like New York, New Orleans, London, Antwerp, Hamburg, Havre, Marseilles, Trieste.

VESSELS AFLOAT & LOADING FOR RIO.

Table: Arrivals of foreign vessels with columns for Vessel, Agent, Destination, Date.

ARRIVALS OF FOREIGN STEAMERS

Table with columns: DATE, NAME, WHERE FROM, CONSIGNED TO. Lists arrivals of steamers from various ports like Rio de Janeiro, Santos, Valparaiso, etc.

GOVERNMENT AND PROVINCIAL BONDS

Table with columns: EMISSION, CIRCULATION, DENOMINATION, INTEREST, NOMINAL VALUE, LAST SALE, LAST QUOTATIONS. Lists various government and provincial bonds with their terms and market values.

DEBENTURES AND SHARES

Large table with columns: CAPITAL, SHARES, ESTIMATED VALUE, PAID UP, NAMES, SHAREHOLDERS, LAST SALE, LAST DIVIDEND, LAST QUOTATIONS. Lists various debentures and shares from different companies and banks.

DEPARTURES OF FOREIGN STEAMERS

Table with columns: DATE, NAME, WHERE TO, CARGO. Lists departures of steamers to various destinations like Hamburg, New York, Santos, etc.

* Calling at intermediate ports.

FOREIGN SAILING VESSELS IN THE PORT OF RIO DE JANEIRO, SEPTEMBER 14th, 1886.

Table with columns: NAME, TONNAGE, WHERE TO, CARGO. Lists foreign sailing vessels in the port of Rio de Janeiro, including their names, tonnage, destinations, and cargo.

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.

Insurance.

GUARDIAN FIRE AND LIFE INSURANCE CO.
 Agents in Rio de Janeiro
 Smith & Youle.
 No. 62, Rua 1º 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 Itaboraity.

HOME AND COLONIAL MARINE INSURANCE Co.
 Agents for the Empire of Brazil
 Norton, Megaw & Co.
 No. 82, Rua 1º de Março, Rio de Janeiro.

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

COMMERCIAL UNION ASSURANCE COMPANY, LIMITED, OF LONDON. FIRE AND MARINE.
 Fire Risks Authorized 1870 Marine Risks Authorized 1884.
 Agents for the Empire of Brazil
 Wilson Sons & Co. Limited.
 No. 2 Praça das Marinhas.

ROYAL INSURANCE COMPANY, LONDON AND LIVERPOOL.
 Capital..... £2,000,000
 Accumulated Funds... £5,245,104
 Insures against the risk of fire, houses, goods and merchandise of every kind at reduced rates.
 John Moore & Co, agents.
 (Agents for Lloyds) 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.

Steamships.

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

**September Departures:
 To New York:**
 [Every Saturday]

Tycho Brahe.....	Sept. 4th
Donat [Landing in Santos] ..	11th
Plato do do ..	18th
Sirius.....	25th
Holstein (Extra) [Landing in Santos] ..	18th
Humboldt do do do ..	25th

To Southampton:

Leibnitz Belgian mail.....	Sept. 15th
Helvetic do do ..	29th
Darwin London.....	5th
Caxton Antwerp and Liverpool ..	5th

For Other Ports:

Euclid River Plate.....	Sept. 2nd
Nasmyth New Orleans.....	15th
Teniers River Plate.....	17th

To Rio Grande Ports:

Cavour.....	Every
Chatham.....	Wednesday
or Cannock.....	

LAMPART & HOLT,

21 Water Street, Liverpool
 ARTHUR HOLLAND & Co.,
 17, Leadenhall Street, London

For freight and passages apply to
 Agents:—NORTON, MEGAW & Co.
 No. 82 Rua 1º de Março
 Broker:—Sveert Sveertsen,
 Rua 1º de Março No. 35.

UNITED STATES AND BRAZIL MAIL STEAMSHIP Co.

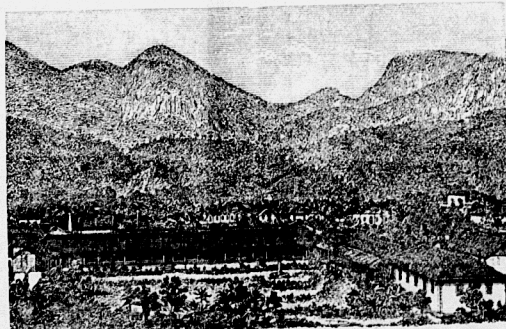
CARRYING THE U. S. AND BRAZILIAN MAILS

SAILINGS
 FINANCE, for New York, 16th Oct
 ALLIANÇA, " " 10th Nov.

The fine packet
ADVANCE,
 will sail 22nd September at 10 a. m. for
NEW YORK
 calling at
 BAHIA, PERNAMBUCO, MARANHAM,
 [entering the two last named ports]
 PARÁ, BARBADOES and ST. THOMAS

Reduced Passages
 cabin storage
 To New York..... \$145 \$75 gold
 For passages and information apply to
 Wilson, Sons & Co., Limited, Agents
 No. 2 Praça das Marinhas
 And for cargo to
 W. C. Peck,
 No. 6, Praça do Commercio

DR. EBOLI'S HYDROPATHIC ESTABLISHMENT
 NOVA FRIBURGO
 (PROVINCE OF RIO DE JANEIRO)



Director: DR. THEODORO GOMES.

This important establishment, which is situated in the picturesque and salubrious Organ Mountains, in the village of Nova Friburgo, four hours from Rio de Janeiro by the Cantagallo Railway, offers facilities to foreigners for hydropathic treatment (*douches*) by which the various diseases peculiar to the tropics can be resisted and cured.
 Attached to this establishment is a large, first-class Hotel, surrounded by spacious verandas, gardens, shady walks, etc., suitable for summer residence and for convalescents.

ROYAL MAIL STEAM PACKET COMPANY.

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

TABLE OF DEPARTURES, 1886

Date	Steamer	Destination
Sept. 16	Elbe.....	Santos, Montevideo and Buenos Ayres.
" 24	Tamar....	Southampton and Antwerp, calling at Bahia, Pernambuco and Lisbon.

This Company's steamers leave Southampton on the 9th and 24th of every month and arrive in Rio de Janeiro on the 28th and 16th proceeding to the River Plate after the necessary delay. The latter also calling at Santos.
 The homeward bound steamers continue to leave Rio on the 9th and 24th of every month. The former also calling at Santos.

For freight and passages apply to
 E. W. MAV, Superintendent.
 Rua do General Camara No. 2,
 (Corner of Rua Visconde de Itaboraity).

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, SANTOS, SÃO PAULO, RIO GRANDE DO SUL, PELOTAS, MONTEVIDEO AND NEW YORK.

Capital..... £ 1,000,000
 Capital paid up..... " 500,000
 Reserve fund..... " 250,000

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

ORCHIDS, ETC

Collections filled and shipped on short notice, suitably packed for transportation to all parts of the world.

Address: Peter Turl,
 Care of THE RIO NEWS,
 Rio de Janeiro, Brazil.

STEAM LAUNCHES & TUGS

Nova Empresa de Bauds Maritimos a vapor. For the transport of passengers & luggage on board Steamers. Also towing of Vessels.

For information at the office of the Company, No. 6, Praça 28 de Setembro, (amigo Largo da Prinha), Telephone 435, with Sur. Valente on the Caes Novo do Largo do Paço, or with

Swanwick & Gordon,

39, Rua General Camara. Telephone No. 427.

CRASHLEY & Co.,

Newspapers and Bookellers.

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

Orders received for Scientific and other books.

Agents for Langstaff's Rubber Stamps.

Dealers in Abraham's, Press & Lubin's and Royal Perennials and Pear's Soap.

No. 67, Rua do Ouvidor.

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 in no 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, 1872, succeeding the *istish 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 unbroken. At the beginning of 1881 the frequency 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 greatly 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 fairly, and for the opinions expressed the editors will hold themselves personally responsible. In its news columns it will seek to keep its readers fully informed on all matters and occurrences throughout Brazil. In addition to a large circulation in the United States and Europe, where its commercial reports are much appreciated, THE NEWS has a wide circulation throughout Brazil, thus making the paper a valuable advertising medium. The rates charged are 15¢ per inch per quarter, with a reduction of 20% for additional space and time.

TERMS:

One year's subscription..... 20\$-00
 English and American subscriptions..... £2 or \$10
 All subscriptions should run with the calendar year.

BUSINESS AND EDITORIAL ROOMS:—
 79, Rua Sete de Setembro.

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

THE ALBERA, 79, Sete de Setembro.