

# THE RIO NEWS.

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

VOL. XIII.

RIO DE JANEIRO, OCTOBER 5TH, 1886

NUMBER 28

## OFFICIAL DIRECTORY

AMERICAN LEGATION.—157, Rua das Laranjeiras.  
THOMAS J. JARVIS,  
Minister.  
BRITISH LEGATION.—Travessa de D. Manoel, No. 8.  
W. HENRY D. HAGGARD,  
Chargé d'Affaires.  
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 Evaristo da Veiga. Divine Service every Sunday at 11 a. m. and on the 2nd and 4th Sundays in each month at 7:30 p. m. Holy Communion on the first Sunday in each month at eleven, and on the Great Festivals at nine, in the morning. Holy Baptism every Sunday after the morning Service.  
N. B.—All notices should be sent to the Clerk.  
FREDERICK YOUNG, M. A., Chaplain.  
157, Rua das Laranjeiras.  
ALBERT ALLEN, Clerk. No. 6, Rua Hamayda.  
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.—Lagoa do Catete. English services. Sunday School at noon, preaching at 10:30 a. m. on Sundays, and at 7:30 p. m. on Fridays.  
H. C. TUCKER, Pastor.  
Portuguese services: Sunday School at a. m., preaching 7:30 p. m., Sundays; prayer-meeting, 7:30 p. m., Wednesdays.  
J. I. KENNEDY, Pastor.  
Residence: Rua, Senda Corréa, B. 1.  
RIO SEAMEN'S MISSION AND READING ROOM.—Open daily, No. 84, Rua da Misericórdia. Divine Service on Sundays and Wednesdays, at 7 p. m. Sailors fare and essay 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.—Depot at No. 21, Rua Sete de Setembro, Rio de Janeiro.  
JOÃO M. G. DOS SANTOS, Agent.  
Igreja Evangelica Fluminense.—No. 175, Rua de S. Joaquim. 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 at 10 o'clock, 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 branch; former arrives at Barra da Piraia 7:20, Entre Riox 9:49 and Lafayette (terminus) at 5:30 p. m. latter arrives at Barra at 9:50 a. m. and Cachoeira, where passengers for S. Paulo must change, at 11:57. From Entre Riox train leaves at 12:50 a. m., arriving at Porto Novo da Cunha at 12:50. Downward, train leaves Lafayette at 7:10 a. m. Cachoeira (S. Paulo branch) at 1:10 p. m., Porto Novo at 1:15. Entre Riox 3:07, arrive at Barra at 5:10 and 5:15 p. m., and Rio at 8 p. m.  
Limited Express, leaves Rio at 7 a. m.; arrives at Barra at 10:25; Entre Riox at 12:13 and Mariano Propicio (terminus) at 6:58 p. m. S. Paulo branch leaves Barra at 11:30 and arrives at Cachoeira at 6:25 p. m. From Entre Riox train leaves at 1:15 p. m. and arrives at Porto Novo at 6:05. Downward, train leaves Mariano Propicio at 5:50 a. m. Cachoeira 6:45 and Porto Novo 6:25, arriving at Barra at 11:25 and 11:37 p. m. reach Rio at 5:10 p. m.  
Mixed Trains, leave Rio at 8:15 and 9:20 a. m. 3:45 and 5 p. m. first goes to Entre Riox arriving at 8:03 p. m. second and third to Barra arriving at 9:10 a. m. and 3:55 p. m. and third to Belém arriving at 7:30. Downward, train leaves Entre Riox at 4:30 a. m. arriving at Barra 6:17 and Rio at 9:20 p. m.; leave Barra at 4 and 5:30 a. m. arriving in Rio at 9:15 a. m. and 11:15 p. m. and leave Belém at 5:10 a. m. arriving in Rio at 7:50.  
Night service: Train leaves Rio at 10 p. m. every Friday, arriving at Barra at 12:30 and Porto Novo at 5 a. m. Downward, train leaves Porto Novo at 10:50 p. m. every Monday, arriving at Barra at 3:15 and Rio at 5:30 a. m.  
S. PAULO AND RIO.—Train leaves Cachoeira at 12 m. arriving at S. Paulo at 6:10 p. m. Downward, train leaves S. Paulo at 6:45 a. m. and arrives at Cachoeira at 12:30 p. m. when passengers change to the D. Pedro II line.  
CANTAGALLO R.—Leaves Niterói (Sant'Anna) 6:30 a. m., arriving at Nova Friburgo 10:35. Condição (11 hour) per trainway from Cantagallo) 12:48 and Maceno 1:48 p. m. Return train leaves Maceno 1:05, Condição 1:06 and Nova Friburgo 1:08 p. m., arriving at Niterói 5:00 p. m. A ferry boat runs between Rio and Sant'Anna, connecting with trains.  
CORCOADO R. R.—Trains leave the Station at Cosme Velho, Laranjeiras, at 6, 8, 10, and 12 a. m. and 2, 4, and 6 p. m. on Sundays and holidays; and at 8 and 12 a. m. and at 4:20 and 8:20 p. m. on week-days.  
PETROPOLIS STEAMERS and R. R.—Steamers leave Trapiçá Mack at 4 p. m. week days and 7 a. m. Sundays and holidays. Return, trains leave Petropolis at 7:30, 8 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 Hospício No. 1, 1st floor.  
BIBLIOTHECA NACIONAL.—Rua do Passeio No. 48.  
BIBLIOTHECA FLUMINENSE.—No. 62, Rua do Ouvidor.  
MUSEU NACIONAL.—Praça da Acclamação, cor. Rua da Constituição.  
GABINETE PORTUGUEZ DE LETTURA.—No. 12, Rua dos Beneficentios

### Medical Directory

Dr. Custodio dos Santos, Surgeon and Physician—Residence: Rua do Haddock Lobo, No. 70. Office Rua do Rosario, No. 131, from 1 to 3 p. m.  
Dr. Alexandre Calaza—Surgeon and Physician—Office, Rua Primeiro de Março No. 22. From 1 to 3 p. m. Residence, Rua de S. Francisco Xavier No. 47.  
Dr. W. J. Fairbairn; M. D. Edin; Surgeon and Physician. Office: Rua de S. Pedro, No. 21; from 11 to 1 p. m. and 4 to 4:30 p. m. Residence: N. 110 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 establishment 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 LEUENROTH.

NOVA FRIBURGO,  
(Province of Rio de Janeiro)  
CARL ENGERT, Proprietor.

This first class Hotel, established 40 years ago, opposite the railway station, with fine gardens and excellent cold baths, the healthy and favorite summer residence of the nobility and gentry of the Capital of the Empire, is magnificently situated 3000 feet above the sea-level, at 3½ hours distance from the city and port of Rio de Janeiro. All principal languages spoken. Information 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 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

JOHN H. BELLAMY & Co.  
IMPORTERS AND COMMISSION  
MERCHANTS.

88, Rua 1.º de Março,  
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.

Corpl.—Wilson, Sons & Co. (Limited) have depôts 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 moderate rates.

Bonded Warehouses on the Island Mocanguê Pequeno 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, Montevideo and Buenos Ayres.

## JOHN MILLER & Co.

Importers and Commission Merchants.  
SANTOS and SÃO PAULO.

## TRAPICHE VAPOR.

Receives Goods in bond according to Table No. 7 of the custom house regulations.

Rua da Gambôa No. 10 & 12.  
Telephone Call, No. 39.

## W. R. CASSELS & Co.

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

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

## WENCESLAU GUIMARÃES & Co.

WINE MERCHANTS.  
Importers of  
Opato, Domo and Lisbon wines of the best qualities in bottles or in casks, and under the private marks of the house  
Sole Agents for  
A. LEIRO GONSALES, Exporter of Madeira Wines;  
G. PERREY & Co., Exporter of Burgundy Wines;  
E. RIMMEL & Co., Exporter of Cognac  
Dealers in  
Brandy, Rhine and Mosel wines, Sherries, Champagnes, Cognacs and Liqueurs of the best Brands.  
Rua da Alfanega, 83.

## RUBBER HAND STAMPS

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

## AMERICAN

Bank Note Company,  
78 TO 86 TRINITY PLACE,  
NEW YORK.

Business Founded 1795.  
Reorganized 1879.  
Incorporated under Laws of State of New York, 1854.

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.  
THEO. H. FREELAND, Sec'y and Treas.

## BALDWIN LOCOMOTIVE

WORKS,  
PHILADELPHIA, PENN.

(Established, 1831)

BURNHAM, PARRY, WILLIAMS & Co.,  
Proprietors.

These locomotive engines are adapted to every variety of set vice, and are built accurately to standard gauges and templates like parts of different engines of same class perfectly interchangeable.

Passenger and Freight Locomotives, Mine Locomotives, Narrow Gauge Locomotives, Steam Street Cars, etc., etc.

All work thoroughly guaranteed.

Illustrated catalogue furnished on application of customers.

Sole Agents in Brazil:  
Norton, Megaw & Co.  
No. 82, Rua 10 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 & Irmao,  
Deposit of Engineering Instruments.

## NOBEL'S EXPLOSIVES Co.

LIMITED.

Blasting Gelatine and Dynamite

In cases of 50 lbs. ea., nett weight

Also patent Detonator caps and Blackford's patent

use. For further information and price, apply to the

Agents for Brazil:  
Watson, Ritchie & Co.  
No. 25, Rua Theophilo Ottomii  
Rio de Janeiro.

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.

## 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 10 de Março.

## American Linen Envelopes

A good assortment

of commercial sizes just

received at the

TYPOGRAPHIA ALDINA  
78, Sete de Setembro.

# THE RIO NEWS

PUBLISHED TRIMONTHLY

for the mail packets of the 5th, 15th and 25th of the month.

A. J. LAMOUREUX, Editor and Proprietor.

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

(Cash invariably in advance)

Subscription: 20\$000 per annum for Brazil.

\$10.00 or £2 for abroad.

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

All subscriptions should run with the calendar year.

EDITORIAL AND PUBLICATION OFFICES:—  
79, Rua Sete de Setembro.

Subscription and advertisement accounts will be received by

GEORGE H. PHELPS, Esq.,  
151 Nassau Street, New York.

Messrs. STREET & Co.,  
30 Cornhill, LONDON E. C.

Messrs. BATES, HENDY & Co.,  
37 Wallbrook, LONDON, E. C.

Messrs. JOHN MILLER & Co.,  
São Paulo and Santos.

RIO DE JANEIRO, OCTOBER 5th, 1886.

The legislative record since our last issue has been one of considerable importance so far as the Senate is concerned, because of the debates on financial questions in that house. Senator José Bonifácio has devoted considerable attention to the Bank of Brazil, whose administration has not been as efficient as could be desired. The favors extended to this institution by the government have long been subjects of private criticism, and it is therefore matter for congratulation to all the parties concerned that the question has been raised in parliament. There is clearly too much favor and politics in its administration, and too little real business capacity. The Waring question seems to have run its course, the government carrying the appropriation through, though opposed by many of the prominent liberals in the Senate. One of the curious incidents connected with this question was the vote of Senator Affonso Celso, who, after admitting that the Warrings had a just claim for an even greater amount than the sum allowed, and whose brother is the claimants' administrative lawyer, was compelled to vote against the present appropriation for political reasons. The "Forges et Chantiers" indemnity question has also received some attention, but the consensus of opinion is that no contract was ever made with this company for an ironclad, in spite of the fact that the document is on record in the department of marine. On the 25th, the ministry received another check, the Senate refusing to pass an amendment offered by the premier for the suppression of the two emancipation amendments adopted a few days previously. The department of agriculture budget was passed on the 25th, and the 300,000\$ appropriation for sanitary improvement surveys on the day following. On the 26th Senator Affonso Celso made a noteworthy speech on the finances, in which he reminded the government that the country is rapidly approaching bankruptcy. He advocated a system of national banks, but did not clearly indicate just what he understands by the term. On the 28th Senator Correia made a severe attack on that pernicious and dangerous administrative abuse—the practice of permitting contractors to exceed their appropriations and to continue the execution of public works after the appropriations have been exhausted. Had he also condemned the practice of misapplying appropriations, he would have brought another

abuse to light which is the cause of great mischief. A certain sum of money is voted for certain works, but before the works are completed and the appropriation exhausted, a part of the money is used for something else and the treasury fails to pay the contractor all that is due him. A continuation of the work is promptly authorized in the department, and a promise made to secure another appropriation at the next legislative session. In the case brought up by Senator Correia, the government owes the contractors on the Recife and S. Francisco extension a total sum of 3,764,000\$. On the same date the minister of finance declared himself opposed to export duties in principle, but refused to suppress those on sugar for which the people of Pernambuco had petitioned. In the Chamber nothing of importance has transpired, except the adoption of the Senate amendment to the abattoir loan bill, which merely authorizes the municipality to borrow 125,000\$, instead of appropriating that sum from the imperial treasury. On the 2nd instant a fourth prorogation was decreed—from the 5th to the 12th instant.

Now that the General Assembly is near its adjournment for the current year, it may not be out of place to ask what it has done to meet the really serious questions before the country. There is an almost unbroken concurrence of testimony as to the critical state of the treasury, of commerce and of industry; and there is never a voice raised against the constantly repeated statement that measures must be at once taken to avert impending ruin. And yet, what is done? The incubus of slavery is still upon the land, and nothing has been done to accelerate its abolition; in fact, the prime minister gives notice that, so far as he is concerned, the last step has been taken. And through the pernicious influence of this institution and the illiberal laws and customs of a slave-nourished society, immigration is repelled and free industry smothered. With enormous tracts of fertile land yet unsettled, with undeveloped resources of mine, forest and fishery, with a beneficent climate, and with hundreds of thousands of idle consumers who ought to form an industrious laboring population—with all these, the country continues to flounder along in an unending slough of commercial, industrial and financial depression. And all this for the simple reason that the governing classes have not the courage and wisdom to grapple with the real sources of all these troubles. Slavery is the direct cause of many of the difficulties which beset the country, and the indirect cause of many others; but, to save a few paltry milreis for the favored few, all these adverse conditions must be retained for years to come, and the natural progress of the country restricted. Then there are the questions of import and export taxes, both of which are causing grave prejudices to industry and trade! Ministers, legislators and commissions have all agreed that radical changes are necessary in the taxes and practices of the custom house. The duties on imports weigh too heavily on necessities and are so unequal and capriciously imposed as to create serious incumbrances to commerce. And as for the duties on exports, we have the anomaly of hearing a minister of finance condemning them in unqualified terms, and then refusing to consider either suspensions or reductions simply because the treasury needs the money! It matters not that the industry of sugar-growing is suffering from over-production and low prices; it must pay its national and provincial export taxes to enable the government to maintain an army of useless officials, to buy unnecessary ironclads, to build unproductive railways, and

to spend countless sums on such questionable jobs as the lazaretto, the abattoir, and the sanitary improvement of the capital. Like slavery, the export tax is an incubus on the progress of the country; and, like slavery again, it has a visible, calculable value—for which reason it is continued. Then there are the questions of public lands, of transfers, registry, labor, land taxation, and of civil and political rights—all of prime importance in the acquisition of immigrants. What has been done to solve these questions in a manner worthy of the position which this great empire should occupy? Absolutely nothing! We know what oceans of rhetoric and rivers of promises have been poured out upon a long-suffering world about emigration to Brazil, and we know equally well how little has been done to realize either statement or promise. For more than sixty years the propaganda of boundless fertility and endless summer has gone on, and during all this time immigrants have been starving, struggling, begging, and breaking down as nowhere else on the face of the earth. And with this long, shameful record of deception and suffering before them, Brazilian legislators still find nothing of urgency in the demand for reform legislation! The questions of banks and currency are also of prime importance, and have not lacked advocates who realize the tremendous benefits which might spring from a proper change in the systems now pursued. We will not say that their appeals have fallen upon unwilling ears, but they certainly have been addressed to men with palsied hands. If to these be added those no less urgent and important questions of municipal and provincial government, police courts and criminal law procedure, suffrage, primary education, decentralization and a score of others of similar character, we have a congestion of urgent reform measures which few legislative bodies have ever been called upon to settle at one time. But instead of taking up the work with courage and energy, both houses fritter away their time in personal and political discussion and accomplish nothing.

WITHIN the last week or so, a sharp controversy has arisen in the columns of the daily press over the action of the new gas company in requiring security from theatrical managers for their gas bills. Our Brazilian colleagues seem to think that this is a gross imposition on the part of the company, for which it has no authority under either law or contract. We can not see that there is any occasion whatever for all the discussion which has arisen, nor can we see wherein the company has exceeded its rights. It must be remembered that a company has rights just as well as persons, and that one of these rights is that of doing business in a business-like way. This company has invested its money in an expensive gas-making plant, and undertakes to supply the city with gas. It is not expected to do this gratuitously, nor can it justly be expected to take extraordinary risks in the service. If we mistake not, under the terms of the new contract the company has no claims whatever upon house-owners, but only upon the house-occupiers to whom the gas is furnished. This necessarily involves a very sharp fiscalization on its part, as it would not take a very large percentage of losses in this way to absorb the profits. It should also be remembered that the new company is working on a much narrower margin than did its predecessor, and that it is the duty, as it should be the policy, of all to strengthen its hands and help it to carry out its obligations. We do not know what has been the experience of the old company in its dealings with the theatres, but as these parties

are large consumers and as there is unusual risk in their ventures, we do not see that the new company is doing anything wrong in requiring satisfactory security. If a deposit be considered objectionable, then let some responsible persons, whose feelings are so injured by this new requirement, sign their names as guaranty for the bills incurred. Perhaps it might give them a little practical insight into business matters which would be of great value to them.

THE present position of the sugar-growing industry in this country is one which merits far more serious attention than it appears to be receiving. It is one of the oldest industries in Brazil and has at times been the source of great wealth and commercial activity. Like all other industries, it has had its periods of prosperity and depression, while in some provinces, as in São Paulo, it has been completely supplanted by other and more profitable products. During all these long years, however, and through all its many vicissitudes, the industry has maintained its prominence in many parts of the country, notably in those tributary to the port of Pernambuco. Within the last few years a new policy has been inaugurated with reference to this industry which was designed to encourage its extension and improvement, but which, in our opinion, was a serious economic error. We refer to the grant of interest guarantees on central factories. The general purpose was unquestionably good in itself, for it was expected that the new factories thus founded would lead to an increase of cane-growing. And not only was it designed to increase the product, but through the employment of improved machinery a far better grade of sugar would be produced. This new policy was inaugurated, however, just at a time when the production of sugar throughout the world had greatly outstripped its consumption, and this almost permanent over-production—for a sugar-grower who has a costly plant to maintain can not suspend production at pleasure—naturally led to a great depression in prices. The government was therefore offering pecuniary encouragement for the extension of an unprofitable industry, which involved the acquisition of costly machinery and the construction of expensive buildings. It was certainly a very ill-timed encouragement, to say the least. Then, too, the government led the industry into another position scarcely less anomalous than the first. It is well known that the best customer for Brazilian sugar is the United States—a country whose tariffs discriminate against refined sugars in order to protect its refineries. The crude product of Brazil has always found a ready market there, and has paid the minimum of duty. The establishment of these new central factories here therefore tends not only to increase the production of a class of sugars which can not be placed upon the American market because of the high duties, but it discriminates against the old plantation mills and thus decreases the production of the only grade which finds a ready sale there. We do not question the advantage and desirability of producing refined sugars instead of the crude article, but where an important and indispensable customer expresses a wish to share in the profits of manufacture and has the power to enforce its wish, then it is good policy to produce just what that customer wants. It must be remembered that in most cases it is the consumer, and not the producer, who determines the price and quality of products. The natural result of this state of affairs in the sugar-producing industries of the world has caused serious losses to planters everywhere, and those of Brazil



have not escaped. A few days since an urgent petition was received from three commercial and industrial associations in Pernambuco, praying for the suspension of the export duties on sugar, as the planters can not keep on at the low prices now ruling. On the 28th ult. the question was brought up in the Senate, where the minister of finance, while admitting the bad policy of imposing export duties, stated that the government can neither suspend nor reduce these taxes because it can not spare the revenue. The reason is not at all conclusive. If the industry is crushed, as is threatened, then the treasury will certainly lose part or all of this revenue. At any rate, it is pledged to a guarantee of a certain profit on a large number of central factories, and if its export duties operate against the profitability of the industry then they directly augment the interest charges on the treasury. If, on the other hand, the government can increase the profits of the industry by suspending these export taxes, then the result will be to reduce, or eliminate, the interest guarantee charges on the treasury and at the same time preserve an important industry from ruin. The course which should be pursued is as clear as day—the immediate suspension of the tax. If the revenue involved can not be spared, then let a corresponding amount of expenditure be suspended also. The country can much better stand the suspended extensions of the Dom Pedro II, and the two S. Francisco railways, than it can the ruin of so valuable an industry as that of sugar-growing.

DEPARTMENT OF AGRICULTURE.

Government railways. "Batunité," in the province of Ceará, 109,482 metres in traffic, cost 6,519,244\$814. Receipts 273,588\$, expenses 250,463\$ and balance 23,125\$. "Camocim to Sobral," in the same province, 128,020 metres in traffic, cost 2,464,904\$205. Receipts 59,431\$, expenses 143,878\$ and deficit 93,447\$. "Recife to S. Francisco" extension, in the province of Pernambuco, 103 kilometres in traffic and 38 constructing, cost 7,326,837\$384. Receipts 103,166\$, expenses 315,944\$ and deficit 152,778\$. "Recife to Caruarú," same province, 38 kilometres in traffic and 73 kilometres constructing, cost 5,910,973\$174. The receipts and expenses are included in those of the preceding line. "Paulo Afonso," in the province of Alagoas, 115,833 metres in traffic, cost 6,000,000\$. Receipts 51,815\$, expenses 182,977\$ and deficit 131,162\$. "Bahia and S. Francisco" extension, to Joazeiro on the S. Francisco river, 182,508 metres in traffic and 150,528 metres constructing, cost 10,052,402\$403. Receipts 125,989\$, expenses 253,136\$ and deficit 127,147\$. "Dom Pedro II." The principal line of the Empire: 724,008 metres in traffic, 149,811 constructing and cost 107,202,602\$929. Receipts 12,266,686\$, expenses 6,342,991\$ and balance 5,917,695\$.

"Rio do Ouro," in the neutral municipality, was built to serve the water supply works of the capital. It has 54,541 metres in traffic and cost 887,364\$911. There are constructing 12 kilometres. Receipts 131,182\$, expenses 132,518\$ and deficit 1,336\$.

"Tiquary to Caecury," in the province of Rio Grande do Sul, 261,847 metres in traffic, 118,878 metres constructing and cost 18,000,000\$. Receipts 287,742\$, expenses 392,249\$ and deficit 104,507\$. A foot note states that all these figures of cost are approximate and subject to revision. The D. Pedro II trunk line and branches, with the exception of the extension from Lafayette to Sabará and the Ouro Preto branch, have a gauge of 1.60 metres; all the other lines are of 1 metre gauge. "Cantagallo," in the province of Rio de Janeiro and the property of the province. The *Retardos* does not give the extension, but Sr. Pessoa's work gives 209,423 metres in traffic and 102 kilometres constructing. Cost 11,553,950\$815 and receipts 1,600,072\$, expenses 1,305,993\$ and balance 294,109\$.

Summary of government lines. in traffic, constructing, total kilometres. cost. 1,927 642 2,569 176,918,371\$

Guaranteed railways. "Natal and Nova Cruz," in the province of Rio Grande do Norte, 121 kilometres in traffic, guaranteed capital 5,496,052\$544, total capital 7,111,111\$, guarantee 7 per cent. Receipts 68,492\$, expenses 227,068\$ and deficit 158,576\$. "Conde d'Eu," in the province of Paralytina, 121,539 metres in traffic, guaranteed 7 per cent. on 6,000,000\$. Receipts 106,303\$, expenses 259,543\$ and deficit 153,240\$.

\* Traffic returns are for the calendar year 1885, except where otherwise expressed.

"Recife and S. Francisco," in Pernambuco, 124,739 metres in traffic. Guarantee 7 per cent. on 1,200,000 and 6 per cent. on 2,435,000; total capital in currency 17,175,681\$704. Receipts 977,116\$, expenses 712,523\$ and balance 264,593\$. "Great Western of Brazil" (Recife and Linoeiro), in the same province, length, including Nazareth branch, 96,300 metres in traffic and 40 kilometres constructing. Guarantee 7 per cent. on 5,000,000 total capital 7,537,500\$. Receipts 359,850\$, expenses 376,117\$ and deficit 16,267\$. "Alagoas Central" (Maceió a Imperatriz), 88 kilometres in traffic. Guarantee 7 per cent. on 4,553,000\$. Receipts 124,544\$, expenses 139,270\$ and deficit 14,726\$.

"Bahia and S. Francisco" and Timbó branch, 123,340 metres in traffic and 82,600 metres constructing. Guarantee 7 per cent. on 16,000,000\$ and 6 per cent. on 2,650,000\$. Receipts 481,210\$, expenses 482,098\$ and deficit 879\$.

"Bahia Central," 299,877 metres in traffic and about 11 kilometres constructing. Guarantee 7 per cent. on 15,000,000\$. Receipts were 444,188\$, expenses 431,569\$ and balance 12,619\$.

"Cachoeira to Alegre," in the province of Espírito Santo, 70,510 metres in construction. Capital, on which 7 per cent. is guaranteed by the province, 1,250,000\$.

"Campos and Carangola," in the province of Rio de Janeiro, 328,851 metres, of which 188 kilometres are in traffic. Guarantee 7 per cent. on 6,000,000\$. Receipts 679,788\$, expenses 385,164\$ and balance 294,624\$.

"Santa Isabel do Rio Preto," in the same province, has a provincial guarantee of 7 per cent. on 3,800,000\$ capital. In traffic 74,260 metres. Receipts 131,125\$, expenses 126,575\$ and balance 4,550\$.

"Resende to Aréas," in the same province, 28,340 metres in traffic, provincial guarantee 7 per cent. on 1,200,000\$, total capital 2,200,000\$. Receipts 48,125\$, expenses 63,318\$ and deficit 15,193\$.

"São Paulo and Rio de Janeiro," 231 kilometres, guarantee 7 per cent. on 10,665,000\$. Receipts 1,234,626\$, expenses 989,786\$ and balance 244,840\$.

"São Paulo" (Santos to Jundiaby), 139,450 metres, guarantee 7 per cent. on 23,555,850\$. Receipts 6,174,742\$, expenses 2,782,781\$ and balance 3,391,961\$.

"Itana," in the province of S. Paulo, 237 kilometres, provincial guarantee 7 per cent. on 2,052,695\$906, total capital 5,402,695\$906. Receipts for the first half of the year were 354,795\$, expenses 225,394\$ and balance 129,401\$.

"Mogyana," in the same province, 348 kilometres in traffic. Total capital 20,350,000\$, of which 7,000,000\$ has 6 per cent. guaranteed by the general, and 7 per cent. on 5,100,000\$ is guaranteed by the provincial government. Receipts for the first half of the year were 800,980\$, expenses 405,714\$ and balance 395,266\$.

"Bragantina," in the same province, 52 kilomet. provincial guarantee 7 per cent. on 2,320,000\$. The receipts and expenses are not given.

"Sorocabana," 186 kilometres in traffic, provincial guarantee 7 per cent. on 5,500,000\$, total capital 8,000,000\$. Receipts for six months 326,962\$, expenses 207,704\$, balance 119,258\$.

"Paraná," 111 kilometres, guarantee 7 per cent. on 11,492,042\$707. Receipts 338,551\$, expenses 356,302\$ and deficit 17,751\$.

"D. Theresia Christina," in the province of Sta. Catharina, 116,620 metres, guarantee 7 per cent. on 5,609,258\$820. Receipts 43,442\$, expenses 196,678\$ and deficit 153,236\$.

"Southern Brazilian" [Rio Grande a Bagé], in the province of Rio Grande do Sul, 280½ kilomet., guarantee 7 per cent. on 13,521,452\$222. Receipts 599,431\$ and expenses 560,178\$; balance 39,253\$. As to the Caecury and Uruguaiana section, the minister refers to the decree dated 27th March, 1886, declaring lapsed the concession, and further prints a table of estimates, from which it appears that the Southern Brazilian company reduced their first estimates from 22,892,668\$ to 13,693,466\$.

"Brazil Great Southern" (Quararim a Itaiqui), 183½ kilometres, which were not in traffic. Guarantee 6 per cent. on 6,000,000\$.

"Minas and Rio," 170 kilometres, guarantee 7 per cent. on 15,495,253\$. Receipts 445,445\$, expenses 379,913\$ and balance 77,532\$.

"Leopoldina," in the province of Minas Geraes, 590 kilometres in traffic of a proposed extension of 87½ kilometres. Guarantee 7 per cent. on 15,190,612\$895 by the province and also a kilometre subsidy of 9,000\$ on 288,510 metres. Receipts 2,402,922\$, expenses 1,264,791\$ and balance 1,138,131\$.

Private Companies. "Recife to Casagangá," in Pernambuco, 25,710 metres, capital not given. Receipts 256,646\$, expenses 179,234\$ and balance 77,412\$.

"Recife and Beberibe," 12,532 metres, capital not given. Receipts 176,045\$, expenses 118,493\$ and balance 57,552\$.

"Macahé and Campos," in the province of Rio de Janeiro, 96½ kilometres, capital 13,008,718\$248. Receipts 1,601,383\$, expenses 894,266\$ and balance 707,117\$.

"Bahia de Ararucama," in the same province, 40½ kilometres, capital 800,000\$. Receipts 146,289\$, expenses 75,874\$ and balance 70,415\$.

"Príncipe do Grão Pará," 25 kilometres, of which 6 on the ascent to Petropolis are on the Riggenbach system, in traffic, and the line towards S. José do Rio Preto is being rapidly pushed forward. Capital 3,100,000\$; receipts 633,016\$, expenses 309,755\$ and balance 323,261\$.

"União Valenciana," in the same province, 63,350 metres in traffic, capital 1,735,250\$969. Receipts 217,044\$, expenses 161,184\$ and balance 55,860\$.

"Sant'Anna," in the same province, took over the plant, etc., of the Pirahyense company, 41,763 metres, capital 600,000\$. Receipts 58,690\$, expenses 53,864\$ and balance 4,826\$.

"Piedade to Theresopolis," in the same province, will be 45,800 metres long; work is only just commenced.

"Corcovado," city of Rio de Janeiro, Riggenbach system, about 4 kilometres in length, capital 656,396\$723. Receipts 50,413\$, expenses 24,962\$ and balance 25,451\$.

"Norte," in the same province, from the capital to Magé, constructing 48,800 metres and surveyed 25,000. Capital 2,000,000\$. This line proposes to carry a branch to Tijuca.

"Paulista," in the province of S. Paulo, 242½ kilometres, capital 20,000,000\$. Receipts and expenses are given for the first half of the year, the balance amounting to 797,150\$.

"Rio Claro," in the same province, 173,978 metres in traffic and 87,518 constructing, capital 5,000,000\$. Receipts 429,530\$, expenses 207,915\$ and balance 221,615\$.

The total railway system of the empire is: kilometres. In traffic..... 7,062 Constructing..... 2,268 Projected..... 5,661 14,991

LEGISLATIVE NOTES. September 22.—In the Senate Sr. José Bonifácio made a violent attack on the Bank of Brazil, reading certified copies of letters by one of its officers to a correspondent in Santos, which are edifying. The law for retiring judges upon their attaining a certain age was passed. The premier proposed an amendment to the agriculture budget suppressing the amendments of Senator José Bonifácio relative to the emancipation law. In the Chamber the minister of agriculture defended and Deputy Candido de Oliveira attacked the law relating to public lands.

September 23.—No session in either Senate, or Chamber.

September 24.—In the Senate Sr. Saraiva denied that any contract had been made with the Forges et Chantiers company for building an iron-clad, and said that his idea of fixing the rate of exchange at 24d would necessarily have done away with the profits of the intermediaries and was equivalent to the rejection of the proposal. A severe attack on *advogados aduaniarios* (concession lawyers) was made. He further stated that the Emperor had been satisfied with his emancipation law which, with Sr. Prado's depreciation of values table, would have abolished slavery in 7 or 8 years; but that the *reglamento* produced effects which had not been contemplated when His Majesty signed the law. Senator José Bonifácio pointed out the antagonism between the views of the ministers of finance and of empire, criticised the proposed credit for works at the abattoir and thought, as matters stand, it would be better to make the municipal chamber a section of the department of empire. The minister of empire said he had already replied in the Chamber to all the criticisms of the preceding speaker and he thought enough time had already been spent in discussing the proposed abattoir credit. The credit as amended in the Senate finally passed. On the proposed credit of 300,000\$ for sanitary reforms Sr. Octaviano thought it preferable to adopt the plans said to have been submitted by a private individual to government for executing these reforms. The minister of empire replied that among certain conditions contained in the plans referred to some that could only be granted by the legislature and the projector had therefore been referred to that branch of the government. Senator Cruz Machado said that navigation to Oceania, Africa and Asia touched at Rio de Janeiro and that therefore the improvement of its sanitary condition was necessary. His idea is that when the tramway concessions expire, one immense company will take over the whole network in the city and the government receive one large amount from this for sanitary purposes, and he proposed the adjournment of the discussion. The premier read the Senate a sharp lesson, referring to hostile votes and verbosity, and if his amendment to those of Sr. José Bonifácio falls, he had no choice but to demand a joint session. Senator Viriato de Medeiros again attacked the telegraph department and favoured the employment of military engineers in certain civil works. Senator Correia defended the conservatives voting with the opposition on Sr. José Bonifácio's motion, against reproaches of the premier. In the Chamber Deputy Afonso Penna referred to the possible invasion of the zone of the D. Pedro II railway (and the consequent reduction in its revenue) by private enterprises. Deputy Afonso Celso compared the promises of the government with what they had succeeded in fulfilling and presented 9 (!) motions for information on diverse subjects. Deputies Americo de Souza and Candido de Oliveira spoke on the bill for the punishment of arson, and the latter and Deputy Rodrigo Alves on the public lands bill.

September 25.—In the Senate, Sr. Taunay after referring to the beauties and capacities of the port of Sta. Catharina asked for information as to plans and estimates for the removal of a sea-bank at its entrance. Senator Viriato de Medeiros spoke for tables showing the unities of cost of works executed by various public departments. The premier made a few remarks on Sr. José Bonifácio's motion relative to the reformed by-laws of the Bank of Brazil, after which the motion passed. Senator José Bonifácio again violently attacked the late domestic loan, declaring it was not subscribed, but divided, and was merely the precedent necessary for the conversion of the 6 per cent. stock. He said no legislator had imagined that in voting conversation, takers of the loan would receive at 91, what holders of 6 per cent. stock would receive at 95 per cent., nor that artificial means to advance the value of 5 per cent. stock would be used to secure conversion. He finally moved for further information regarding the matter. Senator Dantas was severe on the credit for sanitary reforms, declaring it excessive for preliminary expenses; what is needed is an abundance of water and an improved sewage system. Moreover, sanitary reforms pertain to the privileges of the municipality. The minister of empire replied, but his defense was rather weak; a part of the credit being apparently destined to meet an appropriation suppressed in the budget of the department of empire, as was charged by Sr. Dantas. The agriculture budget was voted, the motion of the premier suppressing Sr. José Bonifácio's motion being lost. In the Chamber there was no session.

September 26.—In the Senate the credit of 300,000\$ for sanitary reforms in this city finally passed, as also the bill fixing the general expenditure of the empire for 1886-87; Senator José Bonifácio's motion for striking out the Natividade identity was lost. Senator Afonso Celso said that in 64 fiscal years since the independence of the empire, but two had been closed with balances. He referred to the rapid succession of recent loans and said if we were not yet arrived at bankruptcy, we had covered a good part of the distance separating us from it. In criticising a remark of the minister, that the country did not wish economies, he said that if successive ministers insisted upon these the Chamber would be obliged to yield on this point. He opposed the 5 per cent. surtax, giving reasons therefor. The minister, he said, had furnished him a table to show that by proposed changes in the tariffs, in the stamp laws, and by an excise on spirits, the revenue could be increased by 4,700,000\$ per annum, and if the proposed duty on salt be added, the revenue would be increased by 5,200,000\$. The surtax being levied for the benefit of the few at the cost of the many, would simulate the abolition movement to increased activity. While he did not consider the scheme for withdrawing currency would be efficacious, he would vote for it, as he had proposed a somewhat similar measure, without success, in 1879, when he proposed conversion of the funded debt and the employment of the saving of interest in withdrawing currency. The true cause of the depreciation was not the superabundance of currency, but the constant deficits and the fear of issues to meet urgent necessities. His estimate is that the balance of payments is against the country to the extent of 49,000,000\$ per annum, and that the result, met by remittances of exchange, which, becoming mercantile, is subjected to the laws of supply and demand. He referred to national banks in all parts of the world, except the United States, and favored the establishment of an institution of a similar character. He concluded by declaring that the government savings banks required a radical reformation. The minister of finance, in reply, did not support the surtax. The reform of the savings banks would be brought on next session and the preceding speaker's remarks on the currency answered later on. Senator Ignacio Martins thought Sr. Afonso Celso had assigned the minister to sustain as such his opinion when deputy as to the surtax, he opposed and moved to strike out the proposed salt duty. In the Chamber the law for the punishment of damages and arson was passed as amended in the Senate. Deputy Candido de Oliveira opposed the law against carrying concealed weapons, because while in the capital certain articles were weapons, in the interior they were necessities. He moved that the minister of justice be invited to attend at the debate. The public lands bill passed second reading, the minority declaring that, in view of the haste closing of the debate, it would take no further part therein. The discussion of the concealed weapons law was resumed and Deputy Coelho de Campos favored the project while dissenting from some of its clauses.

September 28.—In the Senate Sr. Correia made a violent attack on the proposed credit for 3,764,000\$ for works executed on the extension of the Recife and S. Francisco railway, declaring that funds should have been asked for as required, and not this enormous sum allowed to accumulate. In 1883-84 the deficit was 338,500\$ and in 1884-85 the sum due the contractor was 2,746,000\$. The minister of agriculture said the credit was necessary, or the contractors would be ruined by their confidence in the consent of the government as to the continuance of the works, but that steps had been taken to prevent a recurrence of this practice. Senator Saraiva defended liberal governments against the imputations of Sr. Correia. The contractor had agreed to receive payment as funds were voted, or upon completion of the work, and the government asked for this credit not from necessity, but from choice. Senator Soares Brândão asked the minister of finance what was the opinion of the government as to suspending the export duties on sugar, in view of the miserable position of this article. The minister declared himself an enemy to all export duties, but under existing circumstances they were indispensable. Senator Ottoni referred to knavery in the management of the emancipation fund, to the necessity of serious reforms in the 1885 law, a presentation amendment as to the disposition of the 5 per cent. surtax. Senator Dantas said it was impossible to improve the exchange value of the currency under existing circumstances; the minister proposed to devote the project of the stamp taxes to withdrawing currency, but this action would further aggravate the deficit. His opposition to the 5 per cent. surtax arises from his opposition to currency indentity to the slaveholder. In the Chamber Deputy Araujo Góes again attacked the Bahia Central Sugar Factories company. Deputy Candido de Oliveira and Afonso Celso claimed a victory for the opposition on the abattoir credit, but Deputy Rodrigo Silva denied. Deputy Afonso



Penna combatted the payment to the Paraná railway. Various amendments to the public lands bills were proposed, but no action taken for want of a quorum. Deputy Carlos Peixoto defended the payment of interest to the Paraná railway.

September 29.—In the Senate Sr. Taunay inquired after a civil registry bill that had been passed in the Chamber in 1875 and had been shelved in the Senate. The senator was much interrupted by satirical remarks. After some observations in answer by Senator Leão Velloso, Sr. Taunay withdrew the inquiry. The credit to pay the contractor for works on the extension of the Recife and S. Francisco railway finally passed. Senator Leão Velloso made an extremely weak defense of flogging, saying that Brazil was not the only civilized nation where this punishment was in force; England flogged garroters, etc. He agreed that flogging slaves might be abolished, but opposed the entire revocation of the 1835 law, which was passed to protect masters, their families and overseers. He finally declared his unbelief in the system of parliaments. Senators Cruz Machado, Ignacio Martins, Silveira da Motta and the premier also spoke on the bill to abolish flogging. After some remarks by Senators Martinho Campos and José Bonifacio, the minister of finance is reported to have said (the official journal does not publish it in his speech) that a lottery of some certain advantages to children, institutions, it was not proposed to abolish them, but that these institutions must prepare for a change, for lottery gambling must be done away with. He insisted upon the superabundance of currency and the necessity of its withdrawal. The summary of the minister's speech is so meagre as to be virtually useless. Senator Dantas again combatted the withdrawal of currency and said that before this could be done the financial position must be mended. In the Chamber there was no session.

September 20.—In the Senate the premier denied in reply to a question from Senator Avila that the president of Rio Grande do Sul had refused to publish an *aviso* from the war department. After four years repose in the committee portfolios two reports on civil registry were dug out, but one on the secularization of cemeteries is missing. After Senator Silveira da Motta had made some remarks to prove that the government amendment to the bill abolishing the flogging of slaves was of an abolitionist tendency, the bill as amended passed second reading. Senator José Bonifacio attacked and opposed nearly all the projects of the minister of finance. His speech is not published in full. The minister defended his ideas and Sr. José Bonifacio replied. In the Chamber the bill authorizing the municipal chamber to raise 125,000\$ for works at the abattoir passed. Deputy Affonso Celso opposed the proposed payment of interest to the Paraná railway and Deputy Costa Pereira spoke on the public lands bill.

October 1.—In the Senate the bill abolishing the flogging of slaves passed. Senator Silveira Martins defended his action, when minister of finance, in issuing currency and criticised the projects of the minister, who replied. Senator Martinho Campos attacked the protective policy of the minister and the duty on salt. He considers import duties excessive and ridiculed the so called "national industry." The minister denied that he was a protectionist and while not calling upon the opposition for support on minor economies, considered this should be afforded to a great scheme of financial reforms. Senator José Bonifacio returned to the charge on the loans, treasury bills, etc., and the minister again spoke in reply. Senator José Bonifacio replied to the latter, but neither of his speeches are published in the official journal. In the Chamber, after a considerable debate on certain amendments by the Senate to the department of empire budget, these were all passed. The bill fixing the general expenses of the empire for 1886-87, as amended in the Senate, also passed. Deputies Cantão and Cesario Alvim spoke on the public lands bill.

October 2.—In the Senate the session was occupied in discussing the budget clauses, Senators José Bonifacio and Silveira Martins attacking the minister, who replied in defense. In the Chamber there was no quorum.

—Senator José Bonifacio on the 25th said the Banco União de Credito had proposed to take 30,000,000\$ of the late 5 per cent. loan at 93 per cent. This offer from a bank with a nominal capital of 2,000,000\$ and a paid-up capital of 200,000\$ is proof enough that either the success of the loan was guaranteed, or that the managers of the bank possess rare audacity.

—The following were the principal amendments passed in the Senate to the bill fixing the expenditure of the department of agriculture:

To strike out the salary for a technical assistant to the minister;

To increase to 1,000,000\$ the appropriation for D. Pedro II railway extensions to Itaboraí and Sabará;

To strike out the words under decree No. 9415 dated April 18th 1885;

And Senator José Bonifacio's amendments which we have already published.

—From the minister of agriculture's reply to Senator Correia on the 28th, it appears that the credit asked for paying the contractor for the Recife and S. Francisco railway became necessary, because under the contract works might be carried on in one fiscal year, even when the appropriation was exhausted, and paid for under the appropriation of the next year.

—The credit for 125,000\$ for works at the abattoir when passing the Chamber authorized the government to lend this sum to the municipality. The Senate amends the law so thoroughly that it goes back to the Chamber as an authority for the municipality to borrow this sum.

—Another prorogation of the General Assembly was decreed on the 2nd instant—this time to the 12th.

## PROVINCIAL NOTES

—Capivary, São Paulo, is to have a cotton factory; at least the *Diario de Santos* says several gentlemen have proposed to mount one.

—Blumenau, Sta. Catharina, has two aldermen who neither speak nor understand Portuguese. The president of the province says there is nothing to prevent their assuming office.

—According to the *Diario Mercantil* of S. Paulo, Campinas is the victim of a terrible drought. For a long time little or no rain has fallen, and the inhabitants are beginning to get into a state.

—The *Diario Popular* charges that there has been great irregularity in the distribution of blank forms for the São Paulo census. In some streets of the city not a single paper has been seen.

—The Swedish brig *Iduna* cleared from Victoria, Espirito Santo, for New York on the 24th ult. with 4,340 bags of coffee, and the Norwegian bark *Ellida* for Trieste on the 25th with 4,828 bags.

—The September receipts of the Santos custom house were 824,058\$863, against 536,156\$399 in the same month of last year. The *meza de vendas* receipts were 198,252\$301, against 104,582\$893 last year.

—Two Pelotas doctors, it is said, are going to fight a duel, in order to decide the merits of a dispute over a surgical operation. We are afraid that the public has little to hope for from such an encounter.

—A telegram published here on the 30th ult. says the police surrounded a gambling house in Victoria, Espirito Santo, and captured an ex-deputy, the municipal judge, many public employes, etc. Good for the police!

—The Sertorio Museum of S. Paulo is on the high road to celebrity. The travelling collector of that institution has telegraphed from Jundiá that he has obtained a bed once occupied by Padre Feijó, and three chairs that belonged to Padre Galvão.

—The Pernambuco cotton dealers have resolved to reduce the difference between first, medium and second qualities to 500 reis per 15 kilos. The difference in prices heretofore ruling has been 1\$000, which was established when cotton commanded much higher prices.

—According to the *Correio Paulistano*, there is a 12-year-old girl at Caçapava, São Paulo, who is something of a magician in her way. She can turn herself into any kind of an animal, bird or insect at will; she can go through a keyhole; and she can transport herself to any part of the world in an instant. A very inconvenient girl, surely!

—The people of São Paulo are complaining of the delays and lack of attention in the telephone service of that city. Until Brazilians learn that "time is money" and that prompt attention is a duty for white men as well as slaves, all such public services as the telephone, postoffice, etc., will be subject to these annoying delays.

—On the 26th ult. the *Correio Paulistano* gave a statistical table showing the increase of customs receipts in August over the preceding month of July in Santos, Bahia, Pernambuco and Pará, the aggregate increase in the four being 428,634\$746. Nothing was said of the Rio custom house, however, where there was a decrease of 186,424\$602.

—A recent fire at "Laranja Azeda," one of the *fazendas* of the Conde de Tres Rios, destroyed property to the amount of 80 contos of reis (\$35,000). The Conde very philosophically consoles himself by saying it might have been much worse; that the whole place might have been burned by the "impious flames," in which case his loss would have been ten times as great.

—We fear that the São Paulo census will be somewhat defective. From an announcement in a São Paulo exchange, it appears that the census-taker in one of the city parishes requires the people to bring their reports around to his residence. That is certainly an innovation in census taking, and will probably secure returns for about 25 per cent. of the population.

—The business classes of Santos, São Paulo, are complaining bitterly of the postal service in that province. And there seems to be abundant reason for it, for the service is simply abominable. It takes from five to seven days to carry a letter from Rio to Campinas, though a passenger can go in a day and a half. In the central office at São Paulo, the principal idea seems to be to kill time doing nothing.

—A conservative paper published at Cuyabá, Matto Grosso, says that a gentleman there had celebrated the anniversary of the ascension of the conservative party. The celebration was novel; his wife presenting him with an addition to his family. Mother and child are both doing well. João Mauricio Francisco Antonio Leitão da Cunha Ribeiro da Luz Chaves McDowell da Costa Andrade should be the baptismal names bestowed on this latest addition to the party of order.

—Five prisoners escaped from the Barbacena jail on the night of the 24th ult.

—The planters about Itaiuba, São Paulo, are having their annual fright because the coffee trees are not blossoming as well-behaved coffee trees should. The same phenomenon is reported, too, from Araras and S. Carlos do Pinhal.

—A telegram from the Arroio dos Ratos coal mine, Rio Grande do Sul, on the 1st inst. announces that work was begun with the new machine for making *brquettes* [patent fuel] on the 28th ult. with good results. The first day's work showed a result of seven tons of *brquettes* per hour.

—Twenty lawyers of Ouro Preto, Minas Geraes, have signed a public agreement not to accept or advocate any cause which may be, directly or indirectly, contrary to the liberation of slaves. And the *Liberal Mineiro* declares that it will not accept advertisements of runaway slaves. Good for Ouro Preto! That is just the talk we like to hear!

—The revenue collector at Ouro Preto, Minas Geraes, has imposed a fine upon Joseph R. Partidge and the "The Ouro Preto Gold Mines of Brazil, Limited" for the sale of the Passagem, Raposos, and other gold mines, without paying the tax on transfers. The fine is divided equally between the two parties, and payment is ordered before the 10th inst.

—The government is trying its old dodge with the Pernambuco defaulting treasurer. The restriction against his communication with others has been withdrawn, and he has been given 15 days to return the money. Of course if he or his friends return the money, then he will be set at liberty. For a defaulting official restitution is all the punishment the government cares to inflict.

—The debt of the province of Parahyba is stated to be:

Funded, at 9 per cent. ....	186,150\$
Interest on above .....	180,697
Due for salaries .....	124,147
Loan from Bank of Brazil .....	400,000
Old debts .....	21,933
	912,927\$

The fiscal year 1885 closed with a deficit of 41,370\$, receipts being 465,725\$ and expenses 507,095\$. The shipments of cotton and sugar, in bags, were:

	Cotton.	Sugar.
1883 .....	35,838	203,428
1884 .....	22,330	131,658
1885 .....	22,989	86,605

## RAILROAD NOTES

—The June traffic of the Great Western of Brazil left a deficit of 6,397\$840. Receipts were 15,340\$590; and expenses 21,738\$430.

—The August traffic receipts of the Macahé and Campos railway were 120,043\$950, of which 16,366\$500 from passengers and 93,091\$870 from goods.

—The June traffic receipts of the Rio Claro railway were 35,900\$483, and expenses 17,895\$385. The fiscal engineer's report has no date, but is published on September 29th!

—The traffic receipts of the Recife and S. Francisco (English) railway for the first half of the current year were 498,505\$126 and expenses 345,817\$379; balance 152,687\$747.

—On the 25th ult. the new time table of the Cantagallo railway went into effect, and it is reported that season tickets are to be sold this season between Rio and Nova Friburgo with considerable reductions on regular rates.

—A local paper of Bataias, São Paulo, says that the official inauguration of the Mogyana line to that place will take place at the end of October, the Emperor to be present on that occasion. Regular traffic from Ribeirão Preto to Bataias will be begun on November 1st.

—The total receipts of the Mogyana (trunk) line during the first six months of the current year were 638,803\$790, and the expenditures 308,483\$960, leaving a surplus of 330,399\$830, from which a dividend of 12% per annum has been declared. The receipts of the Ribeirão Preto extension were 187,050\$640 and expenditures 94,176\$368, leaving a surplus of 92,874\$272. The dividend on this part will be 7%.

—An extract from the report of the Southern Brazilian Rio Grande do Sul railway up to June 30th last states that the capital was £1,674,684, or £600,000 in shares, £885,476 in 6 per cent. debentures and £189,208 in debentures to meet the claims of the French company from which the line was taken over. The total revenue for the year was £70,697, and working expenses were £60,021, adding to this £9,914 general expenses a balance remains of £762. A dividend at the rate of 7 per cent. per annum was recommended.

## LOCAL NOTES

—The new ironclad *Riachuelo* is to be investigated.

—Late telegrams from Uruguay announce the contemplated resignation of Dictator Santos.

—The minister of agriculture has charged the treasury agency in London with the purchase of 200 kilos of "spring wheat."

—If Gen. Santos looked anything like that picture in the *Diario de Noticias* of the 37th ult. the pity is Ortiz did not kill him on the spot.

—A man recently died in Minas Geraes aged 110 years. Now you see what two good square meals a day can do. If he had had three, perhaps he would have reached 150.

—The United States corvette *Juanita*, Commander G. T. Davis, is now on her way out to join the South Atlantic squadron. She left New York August 7th.

—The municipal chamber is after the new gas company also. The Most Illustrious tells the company that the pavement must be torn up without its permission.

—Acting Rear Admiral Daniel L. Braine, United States Navy, has been assigned to the command of the South Atlantic squadron, and left New York on the 11th ult. for this city.

—A recent parliamentary report states that in 1885 Brazil furnished England with £421,427 in gold and £75,889 in silver. In the same period the latter shipped the former in coin and bullion £192,240.

—Mr. Ladislão Netto, director of the national museum, has secured something very like a whale—that is, its skeleton is to be mounted at the museum. It came ashore not long ago on the beach at Paraty, in this province.

—We have been asked to explain what a *magnanimo* is? The word is derived from the Greek and signifies, "the who, entering for a prize, has been defeated." It was bestowed upon unsuccessful competitors in the Olympic games.

—Who in the world is employed to draw up the by-laws of our various joint-stock companies? Hardly a day passes that meetings are not called to reform them, and it would appear that carelessness in their original preparation must be the cause.

—The new gas company is encountering difficulties at every step. The theatre managers are resisting the requirement that they shall deposit in advance the estimated cost of a week's consumption, and the press is applauding their opposition.

—The business of procuring concessions from the public departments has been known for the last ten years to speculators, but it appears that the legislators are only just finding it out. And yet how many of them may not have better filled pockets to-day through its agency!

—We are nearly inconsolable. The director of the Mint sent nearly every one of our colleagues 350 rs. in nickels and quite overlooked our modest sanctum. We should like to have it understood that specimens of home-made nickels and stamps are always acceptable.

—Sr. Augusto da Fonseca, well known to most of our readers and for many years employed by Messrs. E. P. Wilson & Co. and Wilson Sons & Co., died suddenly in this city of congestion of the lungs on the 26th ult. His untimely death is sincerely deplored by a wide circle of friends.

—Now, it is perfectly well known that the fiscal guards of the municipality are about the worst paid of any of our *empregados publicos* and the local press does not hesitate to say that certain irregularities exist. The *guardas*, however, scraped together sufficient of the wherewithal to present the president of the municipal chamber with a "rich doctor's ring" on the 23rd, his birthday.

—O *Pauz* wants to know how letters were closed before envelopes were discovered, and replies with a chronological table. We think we have heard somewhere, that once a letter was written with red hot iron on the bald scalp of a slave and then his hair allowed to grow before the epistle was sent to its destination. The inconvenience of this form of envelope consisted in the necessary presence of a *coiffeur* before the contents of the communication could be appreciated.

—The *Gazeta de Noticias* of the 2nd inst. calls the attention of the authorities to an incident which took place at the Uruguanayana tram station on the night of the 30th ult.—a lady being most grossly insulted by a rowdy, while standing at the corner in the company of two men. She sought protection from the police, but without success. What the "two men" were doing all this time does not appear, but if they had given the scoundrel a beating on the spot there would have been a better result obtained than will ever be had through an appeal to the police authorities.

—It is too bad that after that dinner and the mutual admiration, the daily press have been obliged to get after the new gas company. Perhaps the salad disagreed with them. The new-comers not being perfectly satisfied as to the solvency of gas consumers, want payment in advance and its reported the minister of agriculture has permitted monthly collections by the company. We consider this last a sensible move, for there will be less chance of the taker of a house being confronted with a three-months gas bill of the former occupant, than has hitherto been the case.



The Argentine commission for surveying the Missions boundary left Buenos Aires on the 30th ult. for the frontier.

One of the greatest triumphs of modern science has just been achieved by the director of the national museum, Sr. Ladislao Netto, who has determined that the whale, whose skeleton was found down at Paraty, was harpooned in the neighborhood of Bahia. It would whether there is another man living who could see so much in an ordinary collection of bones.

An anomalous state of affairs has arisen in this country through the scarcity of revenue stamps of small denominations, the parties authorized to sell them asking a premium of 20 per cent on them. We have ourselves been compelled to pay 240 reis for a 200 reis stamp. If the Mint can not print revenue stamps fast enough for business uses, then it is time that their manufacture should be entrusted to some one else. The great difficulty is that Dr. Sobrany, the director of the Mint, is making too much of a hobby of this business and is therefore spending his time in trying experiments and making new designs instead of attending to the manufacture of established designs and denominations.

We are very desirous of obtaining information on a trifling matter, and perhaps the postoffice people can help us out. The "carte postale" is a double postal card, one side of which is designed for the receiver's use in his reply. It is folded together so that the blank face for the reply is the back of the double card when folded. Now, if the post-office here, or elsewhere, covers this blank face all over with ugly black stamps so that there is no vacant place left for the reply, what is the use of the "carte postale"? We have a very fine specimen of this double postal card—the blank face of which is carefully spoiled by three stamp marks and a pasted slip to hold the free margins together—and we are very much puzzled to know what to do with it.

The August immigrant arrivals at this port numbered 1,563, of which 1,246 were males and 317 females, 814 Italians, 515 Portuguese, 117 Germans, and the remainder of diverse nationalities. Of these 917 left for the provinces, while 626 remained in the city or left for destinations unknown. The number of immigrants leaving this port for foreign destinations during the same month was 590, while 45 passed through the port of Santos. The net increase of population by immigration during the month was therefore 1,018. The total arrivals since January 1st [including 1,071 passing through to Santos and Santa Catharina] number 15,049, and the total departures for foreign ports 4,383. Of the arrivals 6,939 were Italians, 3,661 Portuguese and 1,401 Germans.

In our issue of the 5th ult. we noted the fact that the government had granted a privilege for a scheme designed to secure and protect the capital invested in new enterprises against risk and loss, and intimated that this in other countries would be classed as insurance. In the Journal of the 23rd ult. Dr. Santos Leal takes us to task for this intimation, and says that his privilege, or patent, is not for an "insurance," but for an "industry." We have tried hard to understand the Dr.'s explanation—but to no purpose; and for the simple reason that we can not see how a mercantile enterprise can be patentable, and particularly when it is nothing new. In the United States there are companies for guaranteeing investments, and for insuring nearly everything in which property or life is concerned. There is even a company to insure business men against dishonest clerks.

COMMERCIAL.

Rio de Janeiro, October 4th, 1886.

Table with exchange rates for various currencies including gold, silver, and bank rates.

EXCHANGE.

Table with exchange rates for various banks and locations including London, Paris, and Hamburg.

September 29.—Rates were again advanced at the banks to 2 1/2% on London, 4 1/2% on Paris and 2 1/2-3% on Hamburg at 90 days. \$310-330 on New York at sight. A moderate business was reported as doing in bank sterling at 2 1/2-2 1/2% and 2 1/2-2 1/2% on head offices and at 2 1/2-2 1/2% from second hands. Commercial was quoted at 2 1/2, 2 1/2 and 2 1/2. Sovereigns closed with buyers at 108 1/2, sellers at 108 1/2.

September 30.—There were no change in official rates and the market was fairly active at 2 1/2% bank sterling on bankers and 2 1/2-2 1/2% on head offices; at the last rate bank was also reported from second hands. Commercial sterling was quoted at 2 1/2-2 1/2. Sovereigns sold at 108 1/2-850 s. Oct. 1st, and closed with buyers at 108 1/2, sellers at 108 1/2 for cash.

October 1.—Rates at the banks were advanced to 2 1/2% on London, 4 1/2% on Paris and 2 1/2-3% on Hamburg at 90 days: \$310-330 on New York at sight. The market was quiet with commercial sterling quoted at 2 1/2-2 1/2%; bank from second hands 2 1/2. Commercial francs were reported at 4 1/2. To-day the government is paying in sovereigns dividends on the 1868 and 1870 loans and will also pay the called-in bonds of the former. Sovereigns sold at 108 1/2 and closed with buyers at 108 1/2, sellers at 108 1/2.

October 2.—Rates were unchanged at the banks, but the London and Brazilian was a drawer at 2% on head office. The market was quiet with bank sterling, from second hands quoted at 2 1/2. Commercial sterling 2 1/2, 2 1/2 and 2 1/2 and francs 4 1/2. Sovereigns sold at 108 1/2, 860, closing with buyers at 108 1/2, sellers at 108 1/2.

October 4.—Rates are unchanged at the banks and bank on head office is still obtainable at 2 1/2. Commercial sterling is scarce and quoted at 2 1/2. Market firm.

Sr. Luiz P. Frias was re-elected director of the Brazilera de Navegacao company at the general meeting held on the 1st inst.

By telegram received here on the 30th ult. we learn that the directors of the London and Brazilian Bank, Limited, had declared an interim dividend at the rate of 8 per cent. per annum.

The Confianca cotton mill has negotiated a debenture loan of 400,000\$, at 95 per cent. Interest is 7 per cent. payable in April and October and the sinking fund is to extinguish the debt in 20 years.

The Assurad (Bahia) gold mining company was finally organized on the 29th ult. by the election of Sr. Joao Franklin de Alencar Lima, Paulo de Frontin and Jose Marcelino Pereira de Moraes as directors, and Francisco C. Naylor, Barao de Araujo Maia and Michel Calogeras as auditors.

At the general meeting of the shareholders of the Bank of Brazil held on the 28th ult. Visconde de Tocantins was elected to substitute Councillor Jose Machado Coelho de Castro, as president of the bank, and Barao de S. Francisco de Castro as president of the bank, and Barao de S. Francisco de Castro as president of the bank, and Barao de S. Francisco de Castro as president of the bank.

The report of the directors of the Brazil Industrial cotton-mill for the twelve months July, 1885-June, 1886, states that the out-turn in 302 working days was 4,977,140 metres valued at 1,099,601,800, or an average of 2 1/2 pieces of 10 metres per loom in the first and 3 1/2 per loom in the second half of the year, and it was hoped to increase this average to 3 1/2 pieces per loom. There are 320 men, 180 women, 80 boys and 180 girls employed. The net profits were 18,983,820, of which 120,000, or 5% per share were divided. The mill and dependent figure at 2,858,608,600, reconstituted of the company 419,308; capital is 3,000,000\$ and the company has a debenture debt of 465,000\$.

The receipts at the Rio custom house in September were: Importation 2,875,645,519; Port dues 1,388,470; Exportation 588,573,808; Sundries 2,531,410; Surtax of 5 per cent. 143,097,218.

Deposits 22,536,603; Restitutions 25,757,121; Internal revenue receipts 413,438,117; and for the first quarter of the three last fiscal years the comparative figures are as follows:

Table with comparative figures for imports, exports, and other commercial data.

FORTNIGHTLY SUPPLY OF THE BOARD OF BROKERS.

Table with fortnightly supply of various goods and services.

SALES OF STOCKS AND SHARES.

Table with sales of stocks and shares for various companies and locations.

Table with six per cent. apolices and other financial data.

Table with Sovereigns and other financial data.

Table with six per cent. apolices and other financial data.

Table with Banco Auxiliador and other financial data.

Table with Banco Auxiliador and other financial data.

Table with Banco Auxiliador and other financial data.

Table with Banco Auxiliador and other financial data.

Table with Banco Auxiliador and other financial data.

Table with Banco Auxiliador and other financial data.

Table with Banco Auxiliador and other financial data.

Table with Banco Auxiliador and other financial data.

Table with Banco Auxiliador and other financial data.

Table with Banco Auxiliador and other financial data.

Table with Banco Auxiliador and other financial data.

Table with Banco Auxiliador and other financial data.

Table with Banco Auxiliador and other financial data.

Table with Banco Auxiliador and other financial data.

Table with Banco Auxiliador and other financial data.

Table with Banco Auxiliador and other financial data.

Table with Banco Auxiliador and other financial data.

Table with Banco Auxiliador and other financial data.

Table with Banco Auxiliador and other financial data.

Table with Banco Auxiliador and other financial data.

Table with Banco Auxiliador and other financial data.

Table with Banco Auxiliador and other financial data.

DAILY COFFEE REPORTS.

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

Large table with coffee market reports, including prices for various grades and locations.

WEEKLY SUMMARY.

Table with weekly summary of sales for United States and Europe.

Table with weekly summary of sales for United States and Europe.

Table with weekly summary of sales for United States and Europe.

Table with weekly summary of sales for United States and Europe.

Table with weekly summary of sales for United States and Europe.

MARKET REPORT.

Rio de Janeiro, October 4th, 1886.

Exports.

Table with market report details, including coffee sales and other exports.



Sept. 28	London Big str Hevelius	760
	Antwerp do	216
29	Mediterranean Br str Pine Branch	6,071
30	do do Inal str Clara	1,569
Oct. 1	do do Nord America	765
2	Have Fr str Rio Negro	2,447

**Elsewhere:**  
 Sept. 24 River Plate Fr str Equateur 1,932  
 30 do do do do do do do 1,747  
 Receipts for the past eleven days have averaged 17,357 bags per day, against 14,017 bags for the preceding nine days.

The daily average in September was:  
 12,920 bags  
 against 15,453 " in 1885  
 18,261 " " 1884  
 11,170 " " 1883  
 26,319 " " 1882  
 18,374 " " 1881  
 16,370 " " 1880

Brokers' quotations this morning were:

per 100 kilos.		per arroba	
Washed	4,920—5,850	68,200—87,500	nominal
Superior	5,110—5,240	7,500—7,700	nominal
Good first	4,920—5,040	7,200—7,400	nominal
Ordinary first	4,560—4,700	6,800—7,000	nominal
Good second	4,290—4,430	6,200—6,500	nominal
Ordinary second	3,880—4,090	5,700—6,000	nominal
Capitana	2,450—2,750	3,600—4,000	nominal

Stock was this morning estimated to be 225,000 bags by one broker and 229,000 bags by another.

Vessels loading and to load:

Baltimore	Amer lug Glad Tidings	—
do	do do do do do	—
do	Amer bk Grey Eagle	—
do	do do D. Pedro II	—
London	Br str Elbe	—
do	do do Rosario	1,000
Bremen	do do Strassburg	1,500
Tiaste	Austr str Stefanie	1,800

**DAILY RECEIPTS AND SALES OF COFFEE AT RIO DE JANEIRO.**

Exchange on London average	Average price Ordinary 1st per arroba	Shipments	Receipts		Sept. 23	Sept. 24	Sept. 25	Sept. 26	Sept. 27	Sept. 28	Sept. 29	Sept. 30	Total
			Stock	Shipments									
215	6,350	39,880	14,067	14,067	16,635	17,120	17,117	13,561	8,849	29,243	18,220	16,564	306,824
215	6,350	178,000	2,973	2,973	1,720	8,859	8,859	1,000	3,025	16,677	3,882	5,038	224,504
215	6,350	178,000	2,542	2,542	3,718	883	883	3,025	4,613	16,677	7,150	400	81,972
215	6,350	178,000	805	805	6,313	9,292	9,292	18,553	4,995	18,680	6,247	1,878	336,564
215	6,350	178,000	7,775	7,775	6,313	9,292	9,292	18,553	4,995	18,680	6,247	1,878	336,564
215	6,350	178,000	805	805	6,313	9,292	9,292	18,553	4,995	18,680	6,247	1,878	336,564
215	6,350	178,000	805	805	6,313	9,292	9,292	18,553	4,995	18,680	6,247	1,878	336,564
215	6,350	178,000	805	805	6,313	9,292	9,292	18,553	4,995	18,680	6,247	1,878	336,564
215	6,350	178,000	805	805	6,313	9,292	9,292	18,553	4,995	18,680	6,247	1,878	336,564
215	6,350	178,000	805	805	6,313	9,292	9,292	18,553	4,995	18,680	6,247	1,878	336,564

**Total clearances of Coffee from Rio during three months of crop-years.**

DESTINATION	1886-87	1885-86	1884-85
<b>UNITED STATES</b>			
New York	425,582	442,708	432,058
Baltimore	66,159	104,086	132,249
Hampson Roads f.o.	—	—	—
North of Europe & Baltic	—	—	—
Charleston	—	—	9,300
Savannah	—	—	7,000
Mobile	—	—	59,744
New Orleans	57,807	68,922	59,744
Galveston	33,923	4,000	19,200
Total	512,481	619,716	649,860
<b>EUROPE</b>			
Channel f.o.	17,090	3,900	—
Havre	53,174	27,630	12,267
Antwerp	43,317	37,798	56,492
North of Europe & Baltic	131,033	152,723	121,330
England	59,355	32,554	43,118
Bordeaux	1,314	5,295	2,199
Portugal	—	500	3,355
Mediterranean	119,655	110,202	96,777
Total	431,850	372,502	316,308
<b>ELSEWHERE</b>			
Cape of Good Hope	18,200	18,800	28,100
River Plate & West Coast	15,518	17,548	19,047
Total	33,718	36,348	47,147
United States	584,811	619,716	649,860
Europe	434,850	372,502	316,308
Elsewhere	33,718	36,348	47,147
Totals	1,053,380	1,028,566	1,013,315

**Total clearances of Coffee from Rio for 9 months 1st January—30th September.**

DESTINATION	1886	1885	1884
<b>UNITED STATES</b>			
New York	1,149,437	1,287,584	1,094,179
Baltimore	284,224	316,959	394,417
Hampson Roads f.o.	—	—	34,072
Richmond	—	—	4,683
Charleston	5,000	—	—
Mobile	5,652	16,780	21,223
New Orleans	172,295	199,469	150,500
Galveston	46,123	41,050	138,214
Port Eads f.o.	—	7,476	—
St. Thomas f.o.	—	—	5,000
Total	1,642,731	1,860,218	1,693,383
<b>EUROPE</b>			
Channel f.o.	34,583	25,537	7,000
Havre	89,664	65,993	49,106
Antwerp	57,008	57,881	73,138
North of Europe & Baltic	247,157	301,758	214,137
Portugal	91,889	66,746	99,800
Bordeaux	7,177	8,282	5,611
Lisbon f.o.	—	—	2,844
Mediterranean	125,727	1,027	2,810
Total	749,164	846,214	784,105
<b>ELSEWHERE</b>			
Cape of Good Hope	41,187	52,699	71,000
River Plate & West Coast	42,354	45,355	49,374
Total	83,541	98,054	117,374
United States	1,642,731	1,860,218	1,693,383
Europe	749,164	846,214	784,105
Elsewhere	83,541	98,054	117,374
Totals	2,475,436	2,804,478	2,474,867

**Imports.**

Brokers report a fair movement in the markets and prices generally are somewhat better. In Flour there has been a considerable movement at lower prices, but as the quantity on the way is considered to be moderate the market is firm. Of pine receipts have been a cargo of Pitch and two of Swedish, all of which has gone into consumption. Kerosene is firm at a slight advance and Lard remains steady at last quotations. Rosin shows a sharp decline and is very flat, while Indian corn is firm at an advance. Rice also is rather better in tone, although quotations are unchanged.

**Flour.—Receipts since our last report have been:**

Grey Eagle from Baltimore:	3,833 bbls.
Codorus	150 "
Monrovia	3,983 "
D. Pedro II do:	1,000 "
Cordura	1,000 "
Silver Spring	1,000 "
Crystal	1,000 "
Araly	725 "
Lochiel	500 "
Castilla	500 "
Edgewood	200 "

Sales for the same period have been about 19,000 bbls, and stock in first hands, is estimated to be:  
 27,000 bbls. American  
 3,000 " Trieste  
 30,000 bbls.

Brokers quote:

Trieste	17,000—18,000
Richmond 1st	17,000—17,500
do and	16,250—16,500
Baltimore 1st	16,500—17,000
do and	15,500—16,000
Western & Int.	15,500—17,000
Chili	nominal
River Plate	nominal
New Zealand	nominal

Market firm. Receipts in September were:  
 57,333 bbls. American  
 3,822 " Trieste  
 59,155 bbls.

against 46,504 " for the same month 1885.

**Pitch Pine.—**The *Guadringa* brought 54,802 feet from Brunswick which were sold at 38500 per doz. At this price brokers report the market firm. Receipts in September were 1,073,098 feet, against nil in September last year.

**White Pine.—**There are no receipts and the market is quoted steady at 105 rs. per foot. Receipts last month were 124,144 feet, against 400,072 feet for the same month, 1885.

**Spruce Pine.—**Nothing to report.

**Swedish Pine.—Receipts are:**

498 doz. per *Koldinghus* from Memel  
 521 " *Sjovval* from Elsinore

both on order. Brokers report the market weak at 34500—37500 for red and 35000 for white deals, according to assortments and quality. Receipts in September were 3,490 doz. against 4,536 d. z. in the same month last year.

**Kerosene.—**No receipts and the market is steady at 6800—6400 per case for invoices. Receipts last month were 39,000 cases, against 19,000 cases in September, 1885.

**Lard.—**Receipts are 250 kegs per *Grey Eagle* and 500 kegs per *D. Pedro II* from Baltimore. We may quote invoices at 475 rs. per lb, market steady. Last month receipts were 4,375 kegs, against 5,327 packages in September last year.

**Rosin.—**Receipts are 250 bbls. per *Grey Eagle* from Baltimore. The market has become very flat and brokers now quote extreme prices at 5500—5800 per bbl. Receipts last month were 2,835 bbls, against 2,235 bbls. for September, 1885.

**Turpentine.—**The *Mary G. Reed* brought 290 cases to dealers from New York. Receipts in September were 1,290 cases, against 55 cases for the same month last year.

**Indian Corn.—**Receipts have been:  
 5,845 bags per *Tamar*  
 8,419 " *Barricade*  
 100 " *Hervina*  
 4,558 " *Claudine*  
 1,450 " *Euclid*  
 2,491 " *Rio Negro*

from the River Plate. Prices have advanced and brokers quote the market firm at 4500—4550 per bag. Last month receipts were 48,589 bags, against 15,948 bags in September, 1885.

**Bran.—**Receipts have been 1,516 bags per *Tamar* and 995 bags per *Provence* from the River Plate. Brokers quote at 1200—1250 per bag. Receipts last month were 5,231 bags, against 1,750 bags in September last year.

**Coal fish.—**The market is still over-loaded and quotations are nominal. Receipts last month were:  
 7,767 packages Canadian  
 1,350 " Norwegian

against 9,995 " in September, 1885.

**Hay.—**Receipts are:  
 129 bales per *Ansin Friars*  
 100 " *Dolphin*  
 3,320 " *Dolphin*

from the River Plate to dealers or contractors. Receipts in September, large and small, were 9,935 bales, against 7,821 bales for the same month last year.

**Coal.—**There have been no receipts since our last report. Last month there arrived 18,091 tons, all British, against 24,321 tons in September last year.

**Cement.—**No receipts and we may continue quotations at 7500—7800 for British, 6500—6800 for German and 7500—7800 for French per cask. Receipts in September, 3,167 casks British  
 1,000 " German  
 4,015 " French

against 4,767 " in September, 1885.

**Rice.—**No receipts since our last report and invoices are now quoted at about 8500—8800 per bag. Receipts last month were 500 bags, against nil, last year.

**SHIPPING NEWS.**

**ARRIVALS OF FOREIGN VESSELS.**

SEPTEMBER 23.  
 MEMEL.—Dan by *Koldinghus*; 247 tons; Swensen; 81 ds; pine to Ch. Heckler & Co.  
 CAMPANA.—Arg bk *Barricade*; 341 tons; Ferris; 20 ds; maize to Max. Nollmann.  
 SEPT. 24.  
 BRUNSWICK.—Nor bk *Guadringa*; 695 tons; Johannsen; 70 ds; pine to order.  
 SEPT. 27.  
 MACAO.—Ger scht *Frita*; 95 tons; Dreis; 25 ds; salt to Leonel de Carvalho & Co.  
 SEPT. 29.  
 ELSINORE.—Nor bk *Sjovval*; 235 tons; Oqvist; 70 ds; pine to Ch. Heckler & Co.  
 CAMPANA.—Ger bk *Claudine*; 241 tons; von Riegen; 18 ds; maize to Luis Camuyans.  
 ROSARIO.—Br bk *Dolphin*; 293 tons; Annis; 18 ds; hay to GUSTAVUS Gudgeon.  
 SEPT. 30.  
 BALTIMORE.—Amer bk *Grey Eagle*; 420 tons; Boyle; 50 ds; sundries to Phipps Brothers & Co.

**OCTOBER 1.**

BALTIMORE.—Amer bk *D. Pedro II*; 465 tons; Johnson; 60 ds; sundries to Phipps Brothers & Co.

**DEPARTURES OF FOREIGN VESSELS.**

SEPTEMBER 23.  
 BRUNSWICK.—Nor bk *Progress*; 437 tons; Olsen; ballast.  
 DIAMOND ISLAND.—Br ship *Prince Edward*; 2177 tons; Hannay; do.  
 MARANHAM.—Port bk *Triumpho*; 477 tons; Arnellas; do.  
 SEPT. 25.  
 VICTORIA.—Br lug *Jessie McDonald*; 274 tons; Mann; ballast.  
 SEPT. 26.  
 PENAMBUCO.—Swed bk *Frammas*; 373 tons; Nilsen; ballast.  
 SEPT. 27.  
 CAPE HAVTI.—Nor bk *La Plata*; 599 tons; Hennrichsen; ballast.  
 PORT EADS.—Br ship *Abana*; 1288 tons; Williams; do.  
 VALPARAISO.—Fr bk *Union*; 2219 tons; Martin; do.  
 SEPT. 28.  
 BARBADOS.—Amer bk *Wailace*; McCormack; ballast.  
 PENAMBUCO.—Nor bk *Leon*; 281 tons; Andersen; do.  
 SEPT. 29.  
 PANAMA.—Br bk *Aydon Forest*; 499 tons; Trail; ballast.  
 JAMAICA.—Nor bk *Frya*; 581 tons; Johnson; do.  
 BARBADOS.—Br bk *Keewaydin*; 650 tons; Robinson; do.  
 —Nor bk *Steward Tani*; 441 tons; Olsen; do.  
 PENAMBUCO.—Br bk *Isabella Balconi*; 301 tons; Armstrong; do.  
 —Nor bk *Polykarp*; 505 tons; Rasmussen; do.  
 SEPT. 30.  
 PENAMBUCO.—Br bk *Jane Kilgour*; 252 tons; Taylor; do.  
 —Swed bk *Norden*; 469 tons; Hals; do.  
 CARAVELLAS.—Port lug *Hercules*; 208 tons; Santos; do.  
 NEW YORK.—Amer ship *Martha Cobb*; 1317 tons; Green-Zugard; do.

**OCTOBER 1.**

BALTIMORE.—Amer lug *Adda Y. Bonner*; 460 tons; Berry; coffee.  
 BARBADOS.—Amer bk *Sarah Doe*; 621 tons; Merriman; ballast.  
 PARANAGUA.—Swed bk *Laura*; 211 tons; Cornet; do.

**OCT. 2.**

CHARLESTON.—Br bk *Souvenir*; 489 tons; Collins; ballast.  
 MINATILAN.—Nor bk *Freidig*; 270 tons; Bies; do.  
 CAMOCIM.—Ger lug *General von Werder*; 348 tons; Steinbagen; do.

**OCT. 3.**

ARICATI.—Br bk *Century*; 181 tons; Romerik; ballast.  
 VALPARAISO.—Fr ship *Pesceance*; 238 tons; Voissin; do.  
 —Fr bk *Buenos Aires*; 659 tons; Barbach; do.

PENAMBUCO.—Port bk *Pereira Borges*; 329 tons; Borges; sundries.  
 —  
 CLEARED AND READY FOR SEA.

NEW YORK.—Nor bk *Telefon* coffee.  
 BR ship *Konstantin* ballast.  
 PENAMBUCO.—Br bk *Eliabeth* do  
 CAPE HAVTI.—Nor bk *Sigdel* do  
 LAGUNA, Mexico.—Nor lug *Phanis* do  
 PENAMBUCO.—Nor bk *Borras* do  
 —Br bk *Plover* do

**FREIGHTS AND CHARTERS.**

The following charters are reported since our last issue:  
 Nor bk *Aff* and Nor bk *Ebrain*, Victoria and Channel f.o., or United States, coffee, 201, 251 and 276; Nor bk *Leon*, Pernambuco f.o., sugar, United States, or Halifax, 181, 216 and 251 in full, Nor bk *Flora*, do do, 176, 201, and 246 additional in part for orders, in full, Br bk *Jane Kilgour*, Pernambuco f.o., sugar, United States, or Halifax, 185 and 239 in full; Swed bk *Laura*, Paranaqua and River Plate, maize, 1/2 real, ceros, 1 real, bbls.; Br bk *Martaban*, cargo ex *Helix Fax*, condemned and sold here, Arica and for Iquique, Lto.

**Freights—steamer:**  
 New York ..... 20c per bag  
 New Orleans ..... 20c do  
 London ..... 25c per ton  
 Antwerp ..... 25c do  
 Hamburg ..... 25c do  
 Havre ..... 25 fcs do  
 Marseilles ..... 30 fcs do  
 Trieste ..... 25-30c do  
 Genoa ..... 30 fcs do

Unit. States, North ..... 10c—15c per ton  
 do South ..... nominal  
 Channel f.o. do nominal  
 Lisbon f.o. do nominal ..... 25c—27c do

**VESSELS AFLOAT & LOADING FOR RIO.**

<i>Adelaide</i>	Baltimore	..
<i>Arctida</i>	Opoto	..
<i>Arctic</i>	Rangoon	2 Sept.
<i>Affair</i>	Swansea	28 Aug.
<i>Ariel</i>	Soderhamn	15 July
<i>Argo</i>	London	1 July
<i>Arctur</i>	Liverpool	2 Sept.
<i>Amykos</i>	Antwerp	10 Aug.
<i>Amy</i>	Baltimore	27 Aug.
<i>Arctur</i>	St. John's	..
<i>Auland</i>	Cardiff	15 Aug.
<i>Bernardin</i>	Newport	5 Sept.
<i>Bertha</i>	London	17 Aug.
<i>Columba</i>	Cardiff	..
<i>Carl Max</i>	Rosario	..
<i>Caravall</i>	Hamburg	19 Aug.
<i>Campite Glen</i>	Pensacola	..
<i>Clara E. McGilvery</i>	New York	..
<i>Crescent</i>		



GOVERNMENT AND PROVINCIAL BONDS

ARRIVALS OF FOREIGN STEAMERS.

Table with columns: DATE, NAME, WHERE FROM, CONSIGNED TO. Lists arrivals of steamers from various ports like Napoli, Patagonia, etc.

DEPARTURES OF FOREIGN STEAMERS.

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

FOREIGN SAILING VESSELS IN THE PORT OF RIO DE JANEIRO, OCTOBER 18, 1886.

Table with columns: NAME, TONSAGE, WHERE FROM, WHERE TO, CONSIGNED TO. Lists foreign sailing vessels in the port of Rio de Janeiro.

Table with columns: EMISSION, CIRCULATION, DENOMINATION, INTEREST, NOMINAL VALUE, LAST SALE, LAST QUOTATION. Lists government and provincial bonds.

DEBENTURES AND SHARES

Large table with columns: CAPITAL, SHARES, ISSUED, VALUE, PAID UP, BANKS, RESERVE FUNDS, LAST SALE, LAST DIVIDEND, LAST QUOTATIONS. Lists various debentures and shares.



**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. 69, Rua 1º de Março.

**LONDON AND LANCASHIRE FIRE INSURANCE CO.**

Agents in Rio de Janeiro  
**Watson Ritchie & Co**  
 No. 25, Rua de Theophilus 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 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 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.

October Departures:

*To New York:*

<i>Sirius</i>	[Loading in Santos]....	Oct. 2nd
<i>Dallon</i>	do do .....	5th
<i>Kepier</i>	do do .....	16th
<i>Others</i>	do do .....	23rd
<i>Laplace</i>	[Loading in Santos]....	30th

*To Southampton:*

<i>Buffon</i>	Belgian mail.....	Oct. 15th
<i>Galileo</i>	do do .....	29th

*For Other Ports:*

<i>Vandyck</i>	New Orleans.....	Oct. 15th
<i>Lassel</i>	New Orleans.....	30th
<i>Rosie</i>	River Plate.....	16th

*To Rio Grande Ports:*

<i>Cavour</i>	.....	Every
<i>Chatham</i>	.....	Wednesday
<i>or Canning</i>	.....	.....

**LAMPORT & HOLT,**  
 21 Water Street, Liverpool.  
**ARTHUR HOLLAND & Co.,**  
 17, Leadenhall Street, London  
 For freight and passages apply to  
 Agents:—NORTON, MEGAW & Co.  
 No. 82 Rua 1º de Março  
 Broker:—Sivert Sivertsen,  
 Rua 1º de Março No. 35.

**ROYAL MAIL STEAM PACKET COMPANY.**

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

**TABLE OF DEPARTURES, 1886**

Date	Steamer	Destination
Oct. 9	Elbe.....	Southampton and Antwerp, calling at Bahia, Macao, Pernambuco, Lisbon and Vigo.
" 18	Trent....	Santos, Montevideo and Buenos Ayres.
" 24	Neva....	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 23rd and 16th respectively to the River Plate after the necessary delay. The latter also calling at Santos.  
 The homeward bound steamers continue to leave Rio on the 9th and 24th of every month. The former also calling at Santos.  
 For freight and passages apply to  
 E. W. MAY, Superintendent,  
 Rua do General Camara No. 2,  
 (Corner of Rua Visconde de Itaboraity).

**UNITED STATES AND BRAZIL MAIL STEAMSHIP CO.**

CARRYING THE U. S. AND BRAZILIAN MAILES

**SAILINGS**  
 ALLIANÇA, for New York, 10th Nov.  
 ADVANCE, " " 4th Dec.  
 FINANCE, " " 29 th "

The fine packet  
**FINANCE,**  
 will sail 16th October 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**  
 To New York..... cabin storage \$145 \$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, 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.

**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 1º de Março

**STEAM LAUNCHES & TUGS**

*Nova Empresa de Bondes Maritimos a vapor. For the transport of passengers & luggage on board Steamers. Also towage of Vessels.*  
 For information at the office of the Company, No. 6, Praça 28 de Setembro, (antigo Largo da Prainha), Telephone 435, with Sr. Valente on the Caes Novo do Largo do Paço, or with  
**Swanwick & Gordon,**  
 39, Rua General Camara. Telephone No. 427

**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 Tanchitz 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 Perfumeries and Perf's Soap.  
 No. 67, Rua do Ouvidor.

**THE RIO NEWS. HAND-BOOK OF RIO DE JANEIRO.**

*The Editors of this paper have in preparation, in English, a pocket guide-book of this city and vicinity, which will indicate and describe all places of interest, and direct passengers from passing steamers where to go in order to best spend the brief time they may have in port. Thousands of English-speaking travellers pass through this city every year, and to all such the Hand-book will be invaluable. A few First-Class Advertisements will be inserted, those being preferred which have a special interest for travellers. Applications should be made at once for terms and space.*

**THE GLAMORGAN COAL COMPANY, LIMITED.**

**CARDIFF**  
*Hood's Merthyr Smokeless Steam Coal*  
 Representative in Brazil:  
*Alberto J. P. Hargreaves,*  
 RUA 1º DE MARÇO, 75. Rio de Janeiro.

**ORCHIDS, ETC**

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

**MEMORANDUMS**

and other blank forms used in business offices are much more convenient when put up in blocks, for which purpose the new **ELASTIC CEMENT** is much preferable to the pasts used by binders. All commercial forms printed at the **TYPOGRAPHIA ALDINA** can be put up in blocks with this Cement at a slight additional expense.

**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, 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 unbroken. 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 12th volume (January, 1886) the editors feel themselves warranted in calling attention to the uniform and general satisfaction with which their policy and management have thus far been received, and in advising their patrons that no deviation whatever from them will be made. The News will seek to keep its readers fully and accurately informed on all commercial questions, and upon all matters of Brazilian news or policy which may have more or less bearing upon any and all enterprises and investments. In its discussions it will treat every question frankly, and for the opinions expressed the editors will hold themselves personally responsible. In its news columns it will seek to keep its readers fully informed on all matters and occurrences throughout Brazil.  
 In addition to a large circulation in the United States and Europe, where its commercial reports are much appreciated, The News has a wide circulation throughout Brazil, thus making the paper a valuable advertising medium. The rates charged are 15¢ per inch per quarter, with a reduction of 20% for additional space and time.

**TERMS:**  
 One year's subscription..... 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.  
 117 ALUNA, 79, Sete de Setembro.