# RIO NEWS.

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

Vol. XIII.

RIO DE JANEIRO, NOVEMBER 24TH, 1886

NUMBER 33

## OFFICIAL DIRECTORY

AMERICAN LEGATION.—157, Rua das Larangeiras, CHARLES D TRAILL, Chargé d'Affaires.

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p.m., every evening—sunnay scinor at 47.59. p.m.
BAPTIST CHURCH.—Rua do Conde d'Eu, No. 121Services in Portuguese every Sunday at 11 o'clock, a mand 7 30 o'clock, p.m: and every Wednesday at 7.0
o'clock pm. Sunday School at 10 o'clock, a.m. English
services on the 1st [7 p.m.] and utl [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 Beleim into Central, and S. Paulo branche fromer arrives at the Diraby 752, 25. Entre Rios 454 and Ladystea and Cacholine, below pinel latter arrives at Barra at 74 change, at 11153. From Entre Rios train leaves at 74 change, at 11153. From Entre Rios train leaves proposed to the proposed proposed from the Person Novo da Cambrida 150, 250 and 250 and 251 and Cacholine at 750 and 251 and Cacholine at 750 and 750 an

5 op: arrive at harra at 510 ann 515 p.m. ann 180 at 6 p.m. Limited Express, leaves Rio at 7 a.m.; arrives at Barra it 1025; Entre Rios at 223 and Marianno Procopio (terminus) it 658 p.m. S. Paulo brand Marianno Procopio (traja and arrives it Cachoeira at 652 p.m. Prom. Entre Rios train leaves at \$155 p.m. and \$152 p.m. Prom Savo at 6.05. Demotrary, \$155 p.m. and \$152 p.m. Prom Savo at 6.05. Demotrary, \$155 p.m. and \$152 p.m. Prom. \$150 p.m. (achoeira 645 and \$150 p.m.) each Rio at 510 p.m.

reach Rio at \$10 p.m.

Mirid Trains, leave Rio at \$135 and \$200 a.m. \$145 and
50 p.m. first goes to Entre Rios arriving at \$0.0 p.m. second
and dufid to Barra arriving at \$0.10 a.m. and \$35 p.m. and
third to Belean arriving at Farra \$170 p.m. and \$15 p.m. and
Riosat \$40 a.m. arriving at Barra \$17 and Rio at \$10 p.m.
Beave Barra at \$10 p.m. arriving in Rio at \$15 p.m. and
\$115 p.m. and leave Belean at \$10 a.m. arriving in Rio at \$15 p.m.
\$115 p.m. and leave Belean at \$10 a.m. arriving in Rio at \$15 p.m.

High service: Train leaves Rio at 10 p. m. every Friday, Arriving at llarra at 12:30 and Porto Novo at 5 a. m. Dozon-rourd, train leaves Porto Novo at 10:50 p. m. every Monday, arriving at Barra at 3:15 and Rio at 5:50 a. m.

S. PAULO AND RIO.—Train leaves Cachoeira at 12 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 64.3 a.m. and arrives at Cachoeira at 12:46 p.m.
where passengers change to the D. Pedro II line.

where passengers change to the D. Pedro II line.

\*\*CANTAGALLOR R.\*\*—Leaves Nitheroby (Sant'Anna)

6;39 a. m., arriving at Novar Finlurgs to 25; Cordeiro (t hour
per trainway from Cantagallol 12;43 and Macuco 12;43 p. m.

Return train leaves Macuco 10:05, Cordeiro (1):05 and Nova

Finlurgo 1:05 p. m., arriving at Nitheroby 5:00 p. m.

A ferry boat runs between Rio and Sant'Anna, connecting with

trains.

CORCOVADO R. R.—Trains leave the Station at Cosme Velho, Larangeiras, 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.

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picio, No. 1, 1st floor. BIBLIOTHECA NACIONAL —Rua do Passeio No. 48 BIBLIOTHECA FLUMINENSE. — No. 62, Rua do (vidor.

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GABINETE PORTUGUEZ DE LEITURA. — No. 12

Rua dos Benedictinos

#### Medical Directory

Dr. Gustodio dos Santos, Surgeon and Physician'
Residence; Rua de Haddock Lobo, No. 70. Office Rua de
Rosario, No. 13, from to 3 p.m.

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Office, Rua Primeiro de Maryo No. 22. From to 3 p.m.
Residence, Rua de S. Francisco Xavier No. 47 surgeon and
Dr. W. J. Fairlpairri, M. D. Edir, S. Francisco In Physician, Office: Rua de S. Pedro, N. 7, 19 Rua de S.
t pm. and 4 to 4 to 2 p.m. Residence, N. 130 Rua de S.
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## THE RIO NEWS

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

A. J. LAMOUREUX, Editor and Proprietor.

Contains a summary of news and a review of Brazilian affair Contains a summary of news and a ferrew of Dassels, the com-mercial report and price current of the market, tables of scocl quotations and sales, a table of freights and charters, a sum-mary of the daily coffee reports from the Associação Com-mercial, and all other information necessary to a correc-

mercial, and all other made, judgment on Brazilian trade.

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RIO DE JANEIRO, NOVEMBER 24th, 1886.

FROM latest advices it appears that the epidemic of cholera which has broken out in the Argentine Republic is steadily increasing in spite of every effort to localize and stamp it out. After the first outbreak in Buenos Aires, the number of daily cases reported appeared to diminish for a time, from which hopes were entertained that the sanitary authorities had succeeded in confining the disease to certain limits and in getting control of it. There have been reports to the effect that the new cases were not all reported, and that the authorities were not as trustworthy as the circumstances required, but such charges are common incidents in all perilous emergencies of this character and we, therefore, attached no special importance to them. A few days since, however, the tenor of the daily reports began to change for the worse. The dreaded disease broke out in the lunatic asylum, and from the increased number of cases reported it appears to have spread very widely throughout the city. According to telegraphic reports the deaths have increased to from fifteen to twenty a day, and the sanitary authorities seem to be powerless to arrest its progress. In Rosario, the situation is not definitely known, as no news have been received from that city in many days, The last telegram was to the effect that no statistics could be given, from which it appears that the city and sanitary authorities have become totally demoralized. At the outset the epidemic seems to have secured a firmer hold on Rosario than on Buenos Aires, and the death rate was much higher, From these data it may be concluded that Rosario is suffering severely from the epidemic, and the more so because of the panic which appears to have seized its population. We are still hoping to hear better news from the River, but we fear that the bad sanitary condition of the two citiesparticularly Buenos Aires-and the season are very much against them.

WHATEVER may be the state of affairs at the River, the sanitary authorities of Brazil have two urgent duties to perform, both of which are equally imperative. These are measures of prevention and precaution; the one to keep the dreaded epidemic out of the country, the other to prepare the people for it in case the first should prove ineffectual. So far as we can see, every thing is being done in the first case which the emergency requires, except in the one matter of imposing a check on the acquisition of Italian colonists; but in the second case, very little appears to have been accomplished. | always too low?

It is good policy to prevent the coming of cholera, but it is far from enough. An equally wise policy is to be prepared for it. In the main, the preparations required are simply those of cleanliness and the abatement of nuisances. All such sources of pollution as cow stables, overcrowded tenement houses, etc., should at once be suppressed, and all places where many people are accustomed to congregate should be kept scrupulously clean. Also all depressions in the pavement which become receptacles of stagnant water and filth, should be cleaned and repaired. The markets, likewise, should be kept clean, and nothing but wholesome fruit and vegetables should be offered for sale. Then, too, immediate provisions should be made to regulate and control the water supply. The sanitary authorities can very well afford to pension Dr. Revy for the summer and give their whole attention to these small, but very necessary matters, and if their subordinates and fiscaes do not attend to them promptly, the public may very properly take upon itself the duty of publishing every delinquency in the newspapers. We are certain that our daily colleagues will give prompt and cheerful attention to all such matters, and will aid the public in securing the improvements required. If the city is put in a proper condition, it will not be a difficult matter to control the cholera, should it effect an entrance. And it will be no disadvantage to the city to be prepared for it, even if the quarantine authorities are successful in keeping it away.

Comparisons are at times not so oderous as Mrs. Malaprop has declared them to be. The latest market reports from abroad giving the quotations in foreign markets, if compared with our prices here, are of decided interest, but we confess our inability to explain why Rio is so far in advance of consuming markets in this matter of quotations. The calculations made are not ours, but have been furnished by a friend in the trade, and we consider them to be entirely reliable. They are as follows:

October 21st, 1000.

First Ord'y—London 53' Rio 577-59.

do —Antwerp 29½ 300 ., 35½-36½

do —Havre 62½ f. , 70½-73½

10-52 m , 63½-6-½ October 21st, 1886: -Hamburg 49-52 m -New York 120 1338 do 1/3/c

On this date "good ordinary" Java was quoted in Antwerp at 34 -34 1/2 c. From these figures it would appear that all business doing in Rio at the date we have assumed was done with a tremendous difference against the operator staring him in the face, and that even with the important advance advised in the public telegrams, coffee now arriving in Europe is not leaving an astonishing profit, whereas in New York it would seem to be leaving a loss. Does it not seem clear that there must be something wrong in so abnormal a condition of commerce? Certainly, all the coffee shipping from Rio can not be steadily losing money, and although there are mysteries in all trades, this seems so gigantic an one, that we confess our inability to speculate upon it. If the Brazilian planter is successfully putting his coffee on exporters at so great an advance on quotations abroad, and it he finds exporters and importers so complaisant as to deplete their pockets to fill his, he is without doubt the happiest man in existence. But we have yet to learn that European and American coffee operators are the pure philanthropists this idea suggests them to be, and it must be dismissed therefore. Where is a solution to this problem? Will no one interested in the trade give us a gleam of light on this dark question of whether Brazilian coffee markets are always too high, or whether consuming centres are

to which our correspondent, in another column, does not refer-and that is the redistribution of money in such a manner as to leave it in the hands of the few instead of the many. The lottery gathers in the small earnings of the people in small amounts-the bulk of them here in Brazil ranging from 1\$000 to 5\$000-and then pays out a certain proportion of the aggregate in large amounts. The unavoidable result is that 99 out of every 100 lose absolutely the small sum paid in, while the fortunate one recovers a much larger sum than that risked. Such a disturbance in the possession of capital-for the poor man's accumulated 5\$000 may be considered as capital in the true sense of the word-is highly prejudicial. The more uniformly the capital of a country is distributed among its people, the stronger and more prosperous will it be. If it were possible for every man to be a property-holder and to possess a small amount of accumulated savings, we should then have a state of society not only free from want and wretchedness, but free also from many of the crimes and disorders which make life and property so insecure. When we disturb this approximate uniformity in the possession of property-some becoming very rich while many others become very poorthen we not only produce want and misery, but we create incentives to crime. It is evident, therefore, that the great aim of a civilized government should be to encourage the accumulation of capital on the part of the lower classes and to use every legitimate effort to secure the more uniform distribution of the accumulated capital of the nation. Probably much of the disorder lately experienced in the United States is due to the facilities enjoyed by a few men to accumulate large fortunes, thus increasing the inequalities among the people to the unavoidable dissatisfaction of those less fortunate. There ought to be but one recognized way to wealth-that of honest industry. In this path, every man will gain just what his ability and energy entitle him to, and no more; and every man's capital will therefore represent the effort which he has employed in gaining it. The lottery, however, is subversive to all this. The prize drawn represents neither ability, energy, special training, invention, nor any legitimate effort. It simply represents the misfortunes of some hundreds of misguided people, who have invested their little savings with the hope of drawing a great prize. And it represents a violent disturbance in the distribution of wealth which is prejudicial to the nation in the highest degree.

One of the daily journals recently attacked the action of the sanitary authorities in permitting the discharge of cargo and passengers at the lazaretto on Ilha Grande from Argentine ports, while the ports of the empire were closed against these, and this has produced one of the most curious justifications for quarantine regulations that we remember having seen. It consists in a declaration that the refusal to allow the landing of passengers and cargo would be contrary to the humanitarian sentiments of civilized nations, would amount to the revocation of express dispositions of sanitary legislation, and would render useless the existence of a lazaretto upon which the state has spent and is spending large sums of money; all of this too without great interest to public health, over which the government is watching, and which is sufficiently guaranteed by the regulations in force, it these be observed, as they are. That it would be rather unchristianlike to drive away a vessel that comes from an infected

THERE is one economic evil in lotteries for proceeding on its voyage to the port of destination, seems unquestionable; but that cargo and passengers should be permitted to land seems not so clear, at least from a Brazilian point of view; while that the landing of passengers and cargo is to be permitted for the purpose of producing a revenue to meet charges incurred by the construction of the lazaretto is really the most extraordinary argument we ever heard. The anomaly of closing all ports but the quarantine station to vessels which may have even completed their purgation is sufficiently apparent. For if the suspected vessel is not permitted to enter any port, of what earthly use can it be to lay out a quarantine and incur heavy expenses without any possible advantage, for, in the case of steamers, bills of lading always provide for quarantine difficulties and contain the privilege of carrying on cargo to an open port? The fact is, the alarm has carried the authorities rather farther than was necessary, and a defense being requisite, this was made without due consideration. We have already had occasion to commend the promptitude with which measures were taken to prevent the introduction of cholera, but we must say that the closing of all our ports to arrivals from Argentine ports, even after quarantine, seems unnecessary severity. If an arrival at quarantine can show a satisfactory sanitary condition, that no deaths of a suspected character had occurred, and can otherwise meet the utmost exigencies of sanitary prudence, we cannot see why after a sufficiently lengthy quarantine has been imposed, that this vessel should not be permitted to enter a port to discharge passengers and cargo. We do not believe that many steamers would submit to a veritable quarantine of 40 days, but sailing vessels might, and in any case, the masters of the vessels might have the option of accepting the imposed conditions, or of rejecting them. The authorities were doubtless justified by advices from the South that mortality statistics were being falsified and the sanitary position sophisticated, in following the decree of the 4th inst., imposing quarantine, by that of the 13th, which closed the ports, but it will result in great inconvenience, and as we have already said the sudden action taken seems to be unnecessarily

> THERE are no two export houses in our city, perhaps, whose coffee statistics are organized on the same basis, and this peculiarity led us to compile the table, published regularly, of the daily sales and shipments. Our monthly tables of clearances only comprise coffee cleared for foreign ports, but the monthly shipments included in the table published in every issue covers coffee shipped coastwise as well. We do not include in sales local consumption, but deduct it from stock at the end of each month. This preface is to introduce a defense of the figures we published in our issue of the 5th by which we endeavored to prove that our stock was underestimated. These figures have been questioned and an important export house here has kindly handed us the following table, which was prepared for its own convenience:

> July..... bags 329,173 296,952 August....., 380,742 451,601 September...,, 336,876 356,789 October. . . . ,, 323,651 251.820 1,441,301

or, if 30,000 bags be deducted from the sales for local consumption, there is a difference between sales and shipments for the four months of 124,989 bags. We can only make it 50,936, from which we infer port, without offering necessary supplies that the table of shipments printed above

does not contain coffee shipped coastwise. The matter is clearly proven, however, that on November 1st our coffee stock must have been considerably underestimated, or a considerable quantity of coffee had been smuggled out of the country, and as this last hypothesis is absurd the former, must be accepted. It is quite possible that at the close of this month the disparity we are referring to will have disappeared, but it certainly existed at the date when we referred to it and howsoever arising should have been promptly corrected. No one seems to be interested in purposely underestimating stock. Differences must arise occasionally, through re-sales, but it is clearly the duty of the brokers to provide, so far as they can, against these differences reaching so important a sum as 50,000 bags in four months. And this does not seem to have been done. Then it has been contested that the comparison of sales and shipments for four months can hardly be considered fair. For the sake of argument we will concede this and print ten months:

1886	sales	shipments
January bags	211,982	291,136
February,	388,091	362,143
March ,,	230, 147	267,485
April ,,	106,248	145,030
May,,,	220,718	158,977
June,	170,871	215,256
July,	317, 173	293,275
August,	445,601	404,813
September	330,806	365, 264
October ,,	318,313	297,605
		0 0

bags 2,739,950 2,800,984 or 61,034 more bags shipped than sold. A startling result, the explanation of which however is readily discovered in the January figures; a very large quantity of coffee reported sold in December was shipped in January. In fact, shipments should as a rule exceed sales, for there must be coffee shipped that is not really sold, or which may not be reported for reasons concerning interested parties, but that sales purposing to be for export should greatly exceed shipments is simply absurd.

THE establishment of the "Banco Internacional do Brazil" seems to have met the approval of our commercial body. The shares were promptly subscribed for, the allotment gave about 70 per cent, to subscribers for over 50 shares, and these allotments have since been dealt in at 40 to 50 per cent. premium. All of these facts should go to prove that the future of the bank is considered secure. That our market required increased banking facilities is assured to us by merchants and brokers; money transactions had become almost questions of favor, and too frequently the quality of the borrower, rather than the quality of the transaction was the basis upon which business was done. In fact the inveterate system of empenhos has invaded our banking system, after thoroughly impregnating public employment. If the new institution is to correct this manner of doing business, then our heartiest applause is offered the gentlemen who have organized the bank, although we may not entirely agree with the idea that any permanent advantage to the general trade of the country is to be secured by the establishment of a great central bank, with branches in the various provinces. There is too much centralization in Brazil already, and we opine that twenty independent banks with capitals of 1,000,000\$ each, distributed over the empire, would have proved of more real profit to the country, than can be afforded by the one institution just organized. It is a matter of opinion, and as such liable to criticism. That the new bank will do a considerable business seems unquestionable. The directory, or, to speak more correctly, will go a long way towards improving the

the incorporators, are all merchants or men of influence, and the manager is highly considered by our commercial body. There is moreover a curious connection between the incorporators of the new, and the directories of the already organized banks; degrees of relationship, of commercial intimacy, etc. This too seems a feature favorable to the success of the "Banco Internacional." Per contra, the doubt (if it may be so entitled) arises, whether a directory composed of three different nationalities can be rendered homogeneous. Anglo-Saxon ideas of sound banking principles do not always agree with those derived from Latin origin, and if, as seems quite possible, the "Banco Internacional" is to become in some manner a bank of issue, the problem will arise as to which views on political economy, Anglo-Saxon or Latin, are to prevail in the councils of the directory. consummate reliance of Brazilians on the resources of the empire will, we fear, lead to some precipitate attempt at a resumption of specie payments, and the position likely to be assumed by our new bank will render a great amount of caution and experience requisite, that its directory may not involve its shareholders in distress, or, as has already occurred here, in disaster. We are not croakers. On the contrary, we think with the majority, that a well managed bank will succeed in Rio, but we can not avoid suggesting an hypothesis or two on the other side, that the subject may be thoroughly examined before it is conceded that the mere fact of the establishing of a new bank is to bring halcyon times to commerce and trade. There are few if any more responsible positions than that which Mr. Herdman is about to assume. He will have a weight in Brazilian financial affairs that has been enjoyed by few bankers in Rio, and that he will support his responsibility in an able and satisfactory manner seems doubted by none. We for our part sincerely wish him all success, but "to whom men have committed much, of him they will ask the more." One other result of the organization of the new bank seems clearly evident: the directories of the existing banks are likely to be closely watched by the shareholders, and the position of a director will become of less easy acquisition. Our leading journal has already hinted that the shareholders of one banking institution are moving to have more commerce and less politics in the management and if the "Banco Internacional" is destined to give one blow to empenhos in money transactions and at the same time another to the management of our financial institutions, then no wishes can be too good for its utmost success.

### TRAMWAYS.

The almost daily occurrence of accidents in our streets, which are nearly always fatal, is received with a coolness by the authorities that is refreshing, and with a carelessness by the tram companies that results from the impunity with which human beings may be mutilated or killed in our city, where a blow is a serious matter, and a "butter" is indicted under various articles and sections of equally various laws.

The corrective for the present actual condition of a foot-passenger in the streets of Rio-and his condition is very little less dangerous than it would be in a sharp skirmish-is for the immediate preparation of a law which will impose pecuniary penalties upon our tram companies when they kill, or mutilate a human being. No other form will ever be efficacious, but attack the pockets of shareholders and they will take care to see that directors and managers use more consideration in the preparation of time-tables, and such other particulars as

present risks of a foot-passenger in our Companies are liable for accidents caused by the negligence of their servants elsewhere, and why not in Brazil?

We maintain that the great proportion of accidents arises from faulty time-tables. The drivers of our trams are fined if they exceed a certain time on a certain trip, and if any interruption of traffic occurs-and in the city these interruptions are constant -the driver, with the fine confronting him, thrashes his unfortunate mules into a gallop and goes through our narrow and frequently crowded streets at a rate that would not be discreditable on a race course. The result is that an unwary man, an unfortunate woman, or a thoughtless child is either killed, or mortally hurt. The driver abandons his car, disappears, and no punishment results to

Now this is radically wrong, and to enforce this truth on the directors of tram companies is the duty of the authorities We do not mean to say that all accidents are caused by the tram-cars. Many are doubtless the result of imprudence on the part of passengers, but no one who does much riding in our trams can doubt for a moment that the speed at which the animals are driven is utterly unnecessary and must necessarily be extremely hurtful to the unfortunate mules.

Human prevision can not in all probability concoct a perfect time-table, but that improvements are possible on those at present in force on our tramways, we think two or three round sums lost in the way of damages would render plainly evident to the directors of the companies.

That passengers are very much to blame for unnecessary stoppages must be allowed. Women, and even men, full grown and apparently healthy men, will not walk six yards, but will stop a car in front of their particular residence, or desired point of destiny, although a stoppage may have been made within the distance we mention. The corrective for this sort of egoism is very practicable. Let no car stop save on the corner of a street, or if a block be of extraordinary length,-as some are in Rio-stop at the corners and just in the middle. There will be a little grumbling at first, but once the rule is established and firmly maintained, the passengers will become used to the little walk requisite to take them to a station. The frequent obstruction of the rails by waggons and carts is a matter for police interference, and sharp fines should be imposed for willful obstruction of traffic. The conductor of a tram should take the number of the obstructive vehicle and report it immediately on arriving at his destination, and as in even our narrowest streets there is generally ample space for a waggon to give way to a tram, the police should impose the fine without any sort of hesitation.

An advantage to the companies, were a rule of stopping only at fixed places adopted, and in case a law were passed to render them pecuniarily liable for accidents, would be that if a passenger chose to jump from the car while in motion, he would lose all possible claim on the company.

Something must be done. All these ideas of contrivances for thrusting a body off the rails are pure humbug. The remedy lies in allowing more time for trips and some such modification in stoppages as we have suggested. And above all, the passage of a law is required by which a mutilated fellow-being may have the slight satisfaction of making the companies pay for his mutilation. In all these changes the public has a vital interest and should therefore do its part toward the improvement of the service-and this part is simply that of using a little more consideration in its requirements as to frequent stoppages.

#### LOTTERIES.

To the Editor :

Sir.-Some time ago, referring to the recent defalcations at the English Bank, you remarked on the general want of trustworthiness in this country, accounting for the evil by the utterly inadequate punishment which follows upon breaches of trust. You are doubtless right in holding that, as a general rule, inadequate punishment is an encouragement to crime; but in this particular case something may surely be urged in desence of slight punishment, inasmuch as it would be monstrous for a government to encourage a particular evil and then punish it with severity. That untrustworthiness is publicly fostered and encouraged in this country by the system of Lotteries is the thesis of this present paper.

The evil of lotteries might be inferred from the fact that, in the most advanced and enlightened communities, they have been put down as injurious to the public interest. Any thing more injurious to this country, or more demoralizing to the character of its people, it would be difficult to

The great need of this country is labor, muscular and mental-steady, persevering industry in developing the great material resources of the country.

But the rewards of labor, though generally sure, are seldom sudden, and seldom startling or dazzling. The lottery, on the other hand, is a short and easy path to fortune. It is true that, of a thousand who enter this path, not more than one does or can succeed; but each subscriber hopes to be that fortunate one, and the chance of being a prize-winner effectually paralyzes the hand of patient industry: for who should go on toiling and saving and plodding, when a single prize may outweigh the fruits of the toil of years?

Here, then, is one great evil of lotteries: they discourage labor, and so arrest the progress of the country, keeping it poor in spite of all that nature has done to enrich it. For, let it ever be borne in mind that lotteries do absolutely nothing to increase the wealth of any country. There is often a good deal of gambling in mines and other speculative ventures. But in these there may be grounds for expecting an adequate return for the risk incurred in the shape of valuable products. But in lotteries nothing is produced: nothing is drawn out which has not first been put in. A certain proportion of the money subscribed goes to the promoters. It is sometimes thought that an undue proportion is thus absorbed; but, assuming that the promoters are only reasonably paid for their trouble, yet at the best their labors do but impoverish the country, seeing that they are thereby diverted from other pursuits which might be of public utility, to be expended on that which reproduces nothing.

As to that part of the money subscribed which does not go to the promoters, it is simply redistributed, and as a rule it falls into worse hands than before it was put into the lottery-worse, as less conducive to the comfort and happiness of individuals and to the welfare of the community at large.

What the effect of lotteries upon the happiness of the poorer class of subscribers really is, may be judged by observing the crowd of half maddened wretches that assemble about the "houses of fortune" to learn the results of the drawings. It is not an edifying or a pleasing sight, and multitudes return to miserable homes which might have been brightened by that which has been lost upon this fruitless venture.

Of course here and there is a prize. But even in this case there is no certain advantage; for how seldom does the prize do any real good even to the winner! It

would be interesting to trace the history of those who have been the most successful at the urn. How few there are who can bear without injury to themselves a sudden accession of fortune! This is so even when fortune comes in the most legitimate way, as by inheritance. But there is an old saying 'easily got, easily lost,' which is especially true of lottery prizes. And so it will, I suppose, be generally admitted, that such prizes nearly always do injury even to the winners. Take the case of our own cook. He had been with us for some years, and was a steady, capable, and much valued servant. But he had the ill luck to draw a prize of three contos of reis. Of course he lost his head, and at once gave up his place, and took to drink and other evil In less than two years he got courses. through all his money, but not before he had become the mere wreck of his former self. One conto more would probably have ended his career; but happily want overtook him, and now, after great sufferings, and many lapses, he is with difficulty recovering his former character and position.

But I said at the ouset that untrustworthiness is fostered and encouraged by the system of lotteries; take only a few cases that will occur to every one.

How many shop-boys have been tempted to dishonesty and ruin by the ticket-seller hanging about the door! How many tradesmen, on finding their affairs becoming embarrassed or desperate, have spent all the ready money they could lay their hands on in the purchase of lottery tickets, as their only chance of saving themselves from ruin; thus using not their own but their creditors money for the desperate venture.

And what shall we say of those more highly placed defaulters, whose crimes create so fatal a barrier to the more general employment of Brazilians in positions of Foreign mercantile houses and companies are compelled to employ foreigners at high salaries, because they can not depend upon natives. In this way honorable Brazilians are made to suffer all round for the faults of the dishonorable and how often it is found that these entered upon their careers of crime through their not being able to resist the temptations openly pressed upon them by the lotteries.

And what about the common thieves that prey upon society, and that are prepared ven to shed blood in pursuit of their prey? How often would it be possible to trace and detect their crimes, were it not for the safe and easy way they have of disposing of their booty! If it is true, according to the proverb, that "the receiver is as bad as the thief," then what shall we say of the lottery system, which is the grand and universal receiver and concealer of stolen goods, and the great encourager and rewarder of all the dishonesty and rascality in the country?

That such an institution should be publicly tolerated by a government that claims to be in some degree civilized is as sad as it is strange.

A FRIEND OF BRAZIL. 10th November, 1886.

THE ARGENTINE BUDGET

The nation's expenses for next year are fixed at

\$43,104,642.41 m/n, distributed as follows: min of the interior \$8,900,437.32; foreign office \$482.604; finance office \$17.110,717.25; justice and public instruction \$5,833,713; war office \$7,746,663.84, marine \$3,030,506.

The receipts are calculated at \$46,022,000 m/n, follows: imports \$29,039,000; additional do. 966,000; exports 3,047,000; storage, etc, 653,000; stamp paper 2,100,000; stamps 217,000; patentes 1,035,000; direct tax 1,600,000, post office 879,000; telegraphs 283,000; light dues, etc, 115,000; santelegraphs 23,000; Ignt dues, etc., 115,000; saler tary visits 34,000; wood cutting 23,000; water supply 400,000; judicial deposits 75,000; Central Argentine railway shares 225,000, Central Northerin railway 2,000; National Bank shares 967,000; 12 Entre Riano 0,000; National Bank shares 967,000; tax on bank notes 679,000; port and wharf dues 366,000; sundries 100,000.—Buener Aint; Herald. 588,004, and for 1883-84, 325,015\$950.

RIVER PLATE ITEMS.

Buenes Ayres Herald, Nov. 7 —Brazil has closed its ports against Buenos Aires. Now let old Beeswax prohibit the import of

brimstone. -The value of imports into Rosario during October was \$1,645,238 m/n and exports \$510,880

m/n. That from Bolivia was \$150,394 m/n. -In the same square where is one of the offices of the health board there is a stinking slough of despond, actually made at considerable cost of labor and money, and no notice is taken of the festering mass of corruption.

-The number of military and naval uniforms one sees in the streets would lead us to think that we had an army of at least 500,000 men, and that it was on a war footing. If General Levalle wants to have the public bless him. will take away some of the brass and copper-fastened multitude from the streets. The order to salute is relaxed, for the reason that one soldier who tried it made 69 salutes per minute and then missed so many that he was punished for disrespect to superior officers.

-The provincial railway report for 1885 has just The total receipts for that year been issued. ounted to \$3,865,684.77 m/n and the expenses 2,757,979.91. The total length of the line was 892 kilometres. The rolling stock comprises 90 Jocomotives, 106 passenger carriages, 40 waggons for parcels, etc., and 2,924 cargo waggons. The ther of passengers carried was 1,707,051, par number of passengers carried was 1,9-93-1 per cels and luggage 16,042 tons, merchandise 647.751 do., basura 49,620 do., materials 5,310 do., carth 308,710 do., dead bodies 5,358.

-The Buenos Aires custom house receipts during October were \$2,711,916.66 m/n, making since

S	of January \$23,792,57	
	January	\$3,310,000.02
	February	2,718,653 18
	March	2,254,437 31
	April	2,283,602 29
	May	2,217,183 86
	June	1,761,137 21
	July	2,110,686 62
	August	2,029.710 29
	September	2,717,884 04
	October	2,711,916 66

The total receipts during the 10 months last year were \$20,148,025.64. (There is something wrong in the addition of the table, and we advise ou colleague to go over the items again-Eds, News)

### PROVINCIAL NOTES

-The epidemic of yellow fever at Bahia is officially reported to be extinct.

-A new cotton factory, called the "Industrial Cearense," at Caxias, province of Maranhão, is about to commerce work.

-A mercantile house at Joazeiro, on the Rio S. Francisco, has recently received a steam launch for towing purposes on that river.

-The October receipts of the Maranhão c house amounted to 204,761\$709, against 173, 778\$616 in the same month of last year.

-The October receipts at the Ypanema foundry | which the principal items are : were 3,853\$984, against 2,730\$086 in the sam

-Slaves are dear in Minas. It cost the er ancipation fund 708\$ per head to free eleven in the municipalities of Pouso-Alto and Tres Pontes.

The president of the province of Goyaz is trying to organize a provincial exposition. ust he will succeed.

-Several planters at Guaratinguetá, São Paulo affirm that the next coffee crop will not be over one-fourth of the present crop.

-There were 63 shipping arrivals at Santon during the month of October, of which 46 were steamers and 17 sailing vessels.

-The emancipation, und he fund, of 24 slave in the municipality of Rezende, Rio de Janeiro cost 13,887\$826, and no doubt the fortunate senhores are satisfied with the prices.

-Thieves broke into a church at Campinho, in the municipality of Irajá, Rio de Janeiro, and stole every valuable that Our Lady of the Conception possessed. A borrowed silver lamp also

-According to the Republica, of Pará, a young lawyer there was prevented from conducting a case because of his Protestantism. He declined to take the Catholic oath, and the judge refused to permit him to take any other.

-S. Paulo is always ahead. A Sorocaba paper says that recently a tooth resembling a horse-shoe nail was extracted from the mouth of a newly-born child. It would be well to watch this child, for Richard III was also born with teeth.

-Over 50,000 bags of coffee were dispatched for exportation in Santos on Saturday the 13th The Santos market seems, to be gaining with surprising rapidity.

-A jury in Fortaleza, Ceará, has acquitted Capt. Guilherme Cesar da Rocha from the charge selling tickets for eleven lotteries, of the value of 880,000\$, and never paying a vintem of pre-Nevertheless, the tickets were sold, the lotteries drawn, and the prizes "absorbed"-William Cæsar was the treasurer of the company charged with the busin

-In a town called Machado, in the province of Minas Geraes, a slave recently took refuge in the house of the parish priest, who sent word to the master to come and fetch the runaway. The master and his son appeared, when the negro fell the young man and severely wounded him with a knife

-It is proposed to establish a bank at Juiz de Fóra, province of Minas Geraes, with a capital of 1,000,000\$. The bank will have two sections, one for mortgage operations, the other for commercial transactions. Not content with this bank, the people of Juiz de Fóra wish to establish a banking mstitution with a capital of 500,000\$ to assist shopkeepers, etc. Juiz de Fóra is showing praiseworthy energy in stimulating trade.

-On the 20th the central sugar factory built by the "Lavoura, Industria e Colonisação" compa on the plantation near Barra do Pirahy, Rio Janeiro, formerly belonging to Barão do Rio Bo nito, was inaugurated. This company promise well. Its objects are to induce small farmers to take up its lands, which are already under culti vation, and is, we believe, the first attempt at the proper manner of attracting immigrants

-The Joinal do Commercio of the 16th hears that by decree, dated the 9th, the Northern Brazilian Sugar Factories Company had been granted an extension of time to the 31st Jan. prox for finishing the S. Lourenço da Matta factory in Pernambuco, and to 30th Sept. for completing the tories of Minibu, Rio Grande do Norte and Páo d'Alho, in Pernambuco, the interest guarantee o remain in suspense pending the completion The decree declaring lapsed the concessions for factories in Ceará-mirim, Rio Grande do Norte, and in Nazareth, Pernambuco, was revoked. One year is fixed for the commencement, and two for the completion of these two factories.

#### PROVINCE OF RIO DE TANEIRO.

The budget was passed on the 9th during a ver disorderly session, which however culminated in a dinner offered by the majority of the provincia assembly to the president of the province a night and on the 18th the president approved the

The receipts are estimated to produce 6,017,

117\$060, of which the principal iten	ns are:
4 per cent. on coffee	2,148.497\$640
House tax	400,000 000
Toll on cattle	350,000 000
Cantagallo R. R	1,502,650 000

The expenditure is fixed at 5,986,964\$340, o

ı	Provincial deputies	88.5005000
ı	Secretaria of the assembly	68,800 000
	do of the government	80,033 333
	Directory of public works	104,000 000
	do finance	119.200 000
	Financial agencies	254,070 384
	Public instruction	974,810 000
	Police	731,674 000
	Public lighting	115.680 000
	Public works	879,814 238
	Cantagallo R. R	1,169,200 000
	Subsidies	42,400 000
	Interest	620,108 000
	Among the general clauses are:	one to author-

ize the president to increase the licence duties by 25 to 50 per cent.; to increase the tax on cattle and horses passing on the turnpikes; to collect house tax on such villages as count 30 houses and upon railway stations where houses are built; to reduce the tax on the purchase and sale of slaves from 50\$ to 20\$ and to tax all emoluments paid by the ince to employés 2 per cent. The president i authorized to sell the Cantagallo railway for no less that 8,000,000\$ and the branch from Rio Bo nito at the rate of 19,200\$ per kilometre, the purchaser to assume the responsibilities province towards the contractor of this branch. If the sale be effected the funded debt of the pr ince is to be converted into 5 per cent. stock (the present stock earns 6).

The provincial assembly has been very gene to churches, and the financial position is very far from flattering. Whether with the show it makes the Cantagallo railway will find a purchaser at so important a sum as 8,000,000\$ seems at least very questionable. That the province wishes to dis of the railway is a good sign, however, and the example might with profit be followed by the general government.

Under the auspices of a foreign company, it is quite possible that the Cantagallo railway would leave a fair interest, not perhaps on 8,000,000\$, but on a more modest amount.

### RAILROAD NOTES

-The September work on the Ouro Preto branch of the D. Pedro II railway cost 69,618\$030. -The D. Pedro II railway coal bill against the navy department in October amounted to 10,

-The decapod locomotive built by the Baldwin Locomotive Works for the D. Pedro II railway h christened by the Emperor. It will henceforth be known as the S. Francisco.

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-The October receipts of the Macahé and railway were 147,528\$930, of which 15,369\$560 from passengers and 115,813\$800 from goods. Expenses are not given.

-The Diario de Campinas of the 12th says: "Both from stations on the Mogyana and on the Rio Claro railways complaints continue of the want of waggons. At Amparo the planters are want of waggons. At Amparo the planters are already availing of the resource of contracting for pack animals to carry their coffee to Campo Limpo. If this be not the most economical, it is certainly the most expeditious means of transportation. Here is seen how pack animals may yet compete with railways. We hear that at Amparo alone there are 20,000 bags of coffee accumulated."

-One of the daily papers on the 20th knows that the director of a London bank recently arrived here has purchased from the province of Rio de Janeiro the Cantagallo railway and branch for 9,500,000\$. In the relatorio presented by the president of the province to the assembly in August last, it is stated that the railway represented a cost to the province of 11,512,499\$156 on 31st December last. This looks like a considerable loss, but we think it will prove a decided gain. The line has only very little more than paid traffic expenses, and we hear is in a far from satisfactory

#### LOCAL NOTES

-On the 17th a man died of hydrophobia here Yet the wandering curs are not killed.

-There seems to be a good deal of small pox in the city, and it has appeared at the naval hospital.

-The Emperor and Empress returned from their excursion to the province of S. Paulo on the evening of the 18th.

-O Paiz says that water which will not dissolve soap, is not fit for potable or culinary purposes. What is it good for then? -What sort of place is Uberaba? The Jornal

seems to have a very active correspondent there, but his letters seem rather local in tone. -Manoel Moreira Martins endeavored to pass

in front of a locomotive. Manoel has only two toes now, instead of ten, and the doctor says he is in a bad way. -The Diario Official of the 26th ult. says that on

the Ilha de Corvo, wherever it may be, there are 150 more women than men. Now, how is this erions matter to be settled? -The latest is the Club Chopin, which has been organized in Harmony street (Rua da Harmonia), A musical club could hardly have been organized

in a more favorable locality. -The Tornal says that the winner of the grand prize at the races at the Prado Villa Isabel on the 7th was presented with a card-case. What does

-- There was a meeting of the Society for the Protection of Animals on the 14th, but the only decision arrived at seems to have been the authorization for printing diplomas for the members.

-We see by our Argentine exchanges that the daughter of Bishop Sterling, who is known to many people here in Rio, was to have been married in Rosario on the 10th inst. to Mr. C. Dickinson.

-The directory of the deaf and dumb asylum has been authorized to spend 300\$ with the solemnity of presenting premiums to the alumni. quite moderate, but how many alumni are there?

-We are utterly disheartened by the railway statistics published in the *Jornal* on the 16th. The time passed on railways by passengers in Great Britain is equivalent to the annual annihilaon of 800 lives!

-The minister of empire has authorized the director of the Polytechnic school Schreiner 1,500\$ for his plans. What are these plans about? The value seems moderate, but 1.500\$, is always 1.500\$.

Since 1870 there have been 847 duels fought in France, besides an unknown number between officers and private soldiers which have never been reported. And out of this large number there were only nine in which injuries were received. In ninety-eight per cent. of the cases both of the parties left the field unscathed, and, it is pleasing to add, with their honor fully satisfied.

-Joke by an exchange broker. "If the cholera gets here, rates will advance, for all the takers will be scared out of the market." Neat, is it not?

The Antwerp and Beauvais exposition produced 38 decorations for parties interested in the coffee propaganda,

-A citizen applies to the minister of war for a certified copy of some document. The minister asks, what does he want to do with it? Ministerial curiosity, or a snake in the grass?

-The police were informed that a black boy was in irons on board the Br. str Borghese in the Saude graving dock, and visited the vessel on the 20th. The information was declared to be false.

The indignation said to be expressed by Buenos Aires papers at the sanitary precautions against cholera just taken by the Brazilian govern-ment, strongly recalls the occasion when Messrs. Pot and Kettle exchanged recriminations.

-If the author of that Geographical Society diploma destined for the Emperor desired to puzzle every one, he has succeeded. A Chinese metaphysician would require time to make out what it represents.

-Our colleagues sling around their decimal marks with very little care. O Paiz makes its correspondent say that the cable on the S. Paulo railway inclined plane is 6 m 034 thick, or nearly

-A telegram received here on the 20th announc ed the death, on the 19th, of John Bramley Moore, Esq., for many years interested in Brazilian com-merce and the founder of the important house of Messrs. John Moore & Co.

-The minister of empire has appointed Dr. Abdon Milanez to the administration of quarantine at Ilha Grande. This gentleman once held a similar position here many years ago, and is said to be well fitted for the place.

-Owing to unexpected delays both in the preparation of the map and that of the text, the Hand-book of this city in course of publication at this office has been greatly delayed. It is now expected that the book will be ready early next month.

-The total number of deaths in this city in October amounted to 782, which gives a daily average of 25.2, equivalent to an annual average of 29 per thousand. The deaths from consumption numbered 161, and from beri-beri 2. There were no deaths from yellow fever.

-On the 21st the Superior Council of Public Health met under the presidency of the minister of empire and decided that the quarantine station at Ilha Grande should not be closed to arrivals from The minister said this decision would be laid before the council of ministers.

-Either the Boletim da Alfandega, or O Pais of the 22nd, is wrong in its statistics of the foreign trade of this port in the fiscal year 1885-86. The former gives a balance against the empire of 7,695,000\$: the latter puts the boot on the other The Boletim is undoubtedly correct, and the mistake of O Paiz has no excuse.

-This morning's telegrams from Buenos Aires reports the cholera epidemic there as stationary. but states that the heat is intense and that no rain has fallen. Another dispatch, dated the 22nd, says the epidemic has made its appearance Cordoba, in the interior, where four cases were reported on the 19th, two of which were fatal. A Paiz telegram says that there were 46 deaths in Buenos Aires on the 19th.

-The Pacific Navigation Co's, steamer John Elder arrived at Pernambuco on the 21st with a disabled engine. The Havas agency first reported that a week would be required for repairs, and then on the following day (22nd) that the steamer would proceed on her voyage that day. Roth these reports are untrue, as the steamer can not be repaired in Pernambuco, nor had she sailed at latest reports. One of the engines is in working order and the steamer will come to Rio for repairs.

-An amusing scare took place out at the military barracks near Fort S. João on the ows how fearful the authorities are of an invasior of cholera from the sea. A Norwegian brig went out to sea that morning in tow, and a friend of the master went out with him, expecting to brought back by the tow-boat. For some reason the tow-boat failed to do this, so the master of the brig had to send his friend ashore in one of his boats, and await its return. A landing was effected on the beach outside the barracks, where the three men were at once seized under suspicion of having come from some vessel in quarantine. Not one of them could speak Portuguese, and they were there fore unable to give any account of themselves. The sanitary authorities were at once sent for, and the prisoners were put through a thorough fumiga tion and were kept closely quarantined. In the meantime, the brig waited outside all day, and then had to return after its boat and men.

-Our Buenos Aires exchanges up to the 7th pooh-pooh the cholera scare. The next we receive will probably sing another song.

-On the 19th the minister of empire instructed Marseilles bringing Italian passengers as "sus-pected." the port health authorities to consider vessels from

-The commandant of Fort Santa Cruz complains that the gunboat on service at the station to warn off vessels from suspected ports, takes from three-quarters to one hour to get under way, and points out the inconveniences of this delay.

-The organization of the "Banco Internacional" seems to have startled the shareholders of the Bank of Brazil into activity and a cleaning up seems imminent. The pity is that it had not been commenced years ago.

-Messrs. P. S. Nicolson & Co., representatives of the St John d'El-Rey mine advise the daily press that the accident at the mine, referred to in our last, was caused by a fall of stones within the mine, and that ten lives were lost.

—The local papers are awfully lunny over the reception of the Emperor at a railway station in the interior of S. Paulo. The reception consisted of the execution, by a legal gentleman of the locality, of the national hymn on a hand-organ!

-We cannot but think that the application of the agents of a transatlantic steamship company to the government for indemnity, etc., for losses occasioned by quarantine regulations was ill-advised. The government has been enabled to make a high-toned reply.

-The sanitary delegate at Ilha Grande put a gentleman in quarantine who came to pay his respects to Conselheiro Affonso Celso. Good enough too! The desire to pay attention to a councillor might have introduced cholera into the whole body politic.

-On the 21st inst., at the hospital of the Portuguese Benevolent Society, Mrs. Gunning, wife of Dr. Robert H. Gunning, the well-known phil-anthropist, was decorated with the "Cruz Humanitaria" in return for valuable services rendered the Society.

--Nell'Isola dei Fiori sounds like a sentimental It is a book about the imromance, but it is not. migrant station on Flores island, and the government has paid 1,000\$ for 10,000 copies for distribution. On the Isle of Blossoms would not be tribution. On the Isle of Blossoms would not a bad title for an English immigrant romance.

-The minister of war, and pro tem also of griculture, visited the postoffice on the 22nd and informed himself of all the service of the depart-We presume Sr. Prado is going to resign ment. and that Sr. Chaves, who has been minister marine, is minister of war, may be the next min-ister of agriculture, commerce and public works.

-A daily colleague praised the action of the Carris Urbanos tram company in reducing the number of seats on a bench in the cars to three. The government forced the company to adopt this measure, and it required something like a year of constant hammering to attain the desideratum. Praise the minister, colleague, not the company.

-The gambling houses here are a perennial source of revenue to the municipal authorities. The police surround a shop, capture a speculators, fine them, let them go, and a few days after pick them all up again. We should consider this monotonous, were we interested in a gambling house.

-The Diario de Noticias of the 6th says the —The Diarto de Noticias of the Oni says the Semitic professor contracted by the Emperor has arrived. Hebrew is likely to become a part of the collegiate curriculum. Now let us have Hindus-tance, Coptic and Turkish; Russian, Romaic and, Benguela professors, and we will depart this life content.

The government has ordered the establishment of telegraphic communication with the lazaretto at Ilha Grande and the Western and Brazilian Telegraph company has sent for one of its steamers to lay the piece of cable required. We have not heard whether, or not, the telegrams are to be disinfected previous to delivery.

-Under the head "physical offense," a daily paper publishes the account of a man "butting another (presumably in the epigastric region), as another (presumanty in the epigastric region), as reported by a police delegate, which is a monu ment of legal knowledge. The "butter" was interrogated by the police in harmony with Art. 42 § 3 of Reg. No. 4,824 of Nov. 22, 1871; 179 § 8 § 3 of Reg. No. 4-3-4 of the codigo do processo and 182 of the codigo criminal, and it was proven that the malefactor was to be prosecuted under Art. 201 of the criminal code. The police clerk is to remit this investigation to the public prosecutor by means of the judge of the 5th criminal district by means of the judge of the Sn Challet and and Art. 42 § 6 of Reg. No. 4,824 dated 22nd Nov., 1871. Now all this for "butting" a man. Had he kicked him, or pulled his nose, Heaven only knows where the articles, sections and "regulamentos" would have ceased.

-We take pleasure in noting the return of Dr. R. H. Gunning to spend the summer at his Palmeiras residence.

-The correspondent of a daily paper says the Emperor visited in the province of S. Paulo an important manufactory of "carriages and pumps" (carros e bombas), where he assisted at the man ufacture of ice, the preparation of pork, sausages, etc., and where ices, etc., were served. Do carriage factories in S. Paulo combine with their probusiness that of ice manufacturers and pork butchers?

On the 17th William Flack, steward of the Br. bark Arabella, was acquitted by the jury of the charge that he had poisoned Capt. Jack of that bark and Capt. Hannay of the Br. bark Sarah. The acquittal is entirely in accordance with the best opinion of those best informed in the case, for it is pretty clearly established that Flack was not the guilty party. And it appears, we are glad to note, that the judge and public prosecutor believe the same, for they omitted the customary formality of appealing the case. A subscription has just been circulated among the British merchants of the city to raise funds to assist Flack in returning home and resulted in the handsome sum of 95\$000 in a very short time.

### COMMERCIAL

Rio de Yaneiro, November 23rd, 1886. Par value of the Brazilian mil reis (1\$000), gold 27 d. Bank rate of exchange on London to-day. . . . . 21 ¾ d.

Present value of the Brazilian mil reis (paper). . . 807 rs. gold
do do in U. S. 

#### EXCHANGE.

iovember 15.—Rates at the banks were advanced to 21% on London, 435 on Paris and 538—539 on Hamburg at 90 dls;  $x^28290-x^28590$  on New York at sight. There is not much doing in bank sterling at 27%—215(b), latter on head offices, and very little in commercial at 22—221(b). Sovereigns closed with buyers at 11\$000, sellers at 11\$000. November, 16.-The market was quiet at unchanged official Owember, 1.6—The market was quiet at unchanged official rates. Bank on bankers was reported at 21%—21 1516, one transaction at the latter rate, and at 21 1516 on head offices. Commercial sterling 29, 22 2116 and 22½. Bank francs 435 and commercial 439—Sovereigns closed with buyers at 11\$040, sellers at 11\$660.

November 17.—No change in official rates and little doing. Bank sterling 21%—2115[16], latter, on head offices, and commercial at 22—221[16]. Bank on Pairs 435. Sovereigns sold at 115040—060, closing with buyers at 115050, colleged 1.5505. sellers at 11\$070.

seiters at 11\$070.

Jovember 18.—The market is still quiet and there are no changes in rates. Some trifling business was reported in changes time at 21\(\frac{1}{2}\)—211\(\frac{1}{2}\) for commercial Bank francs 43\(\frac{1}{2}\) and commercial 433. Sovereigns closed with buyers at 11\(\frac{1}{2}\)exposes sellers at 11\(\frac{1}{2}\)exposes open considerable at 12\(\frac{1}{2}\)exposes open considerable at 12\(\frac{1}{2}\)exposes open considerable at 11\(\frac{1}{2}\)exposes open considerable at 12\(\frac{1}{2}\)exposes open considerable at 12\(\frac{1}{2}\)exposes

sellers at 11\$100.

November 19.—The market opened rather flat, and in the forenon the English banks were drawers on head offices only at 21%. The native banks maintained this rate on bankers. The insignificant business reperted was at 21% —21 1516 on head offices, and at the former on bankers: commercial 21 1516—22. Sovereigns sold at 11\$120, closing with buyers at 11\$100, sellers at 11\$180.

mg with buyers at 11\$100, sellers at 11\$180.

November 20. —The market was firmer, but there is still very little doing. Rates at all the banks were: 21\$5 on London, 435 on Paris and 538-539 on Hamburg at 90 dys; a\$300—2\$300 on New York at sight. Commercial sterling was quoted at 21 1516—22. Sovereigns closed with buyers at 11\$100, sellers at 11\$170.

ers at 113100, seiters at 113470.

November 22.—Rates at the banks are unchanged and market quiet. From second hands bank sterling on head effice was reported at 211516, and commercial sterling was quoted at 211516, 2 and 22116. Commercial francs 433. Sovereigns closed with buyers at 11\$440, selement 15820. lers at 11\$170.

November 23.—No change in rates at the banks and the market is firm. Commercial sterling is quoted at 22.

—The Carangola railway company advertises that the terest on shares is payable on and after the 22nd inst.

Sr. Michel Calogeras has been appointed an auditor of the Nacional de Navegação company, to substitute Mr. W. Gordon who has resigned

-Messrs. John Moore & Co. announce that the ch for dividends on the shares of the Nictherov Gas company are at the disposition of the shareholders at their counting

—Since the subscription list to the "Banco Internacional" was closed there has been considerable movement in the allotment letters. The sales as reported in the *Jornal de Commercio* amount to:

380 shares..... 14\$0 

with 1.5 300 do ... 15 300 with 1.5 300 do ... 15 300 do . extremely shareholders.

—At the general meeting of the shareholders of the "Banco União de Credito" held on the 15th, Srs. João Pereira da Silva Monteiro and L. Paridant were elected administrators. The report of the bank directors covering the period expin on 30th Sept. ult, is very favorable, but it seems to us the the profits from "interest and discounts" do not comp favorably with those arising from other, and more transic

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

12.74	12 %	12%	12 5l16	12 5116	12 5116	121/	12 6	and freight by steamer
4,050	4,850	4.850	4,850	4,850	4,850	4,850		do Good 2nd, per 10 kilos expenses
13 5110	orls 81	13 5116	133%	13%	13%	13 5116	13 1li6 c	and freight by steamer
5.350	5.350	5,350	5,350	5,350	5,350	5,350	5,300	Prices: Regular 1st, per 10 kilos expenses
50 c & 5%	50 c & 500	50 C & 5%	40 c & 5%	30 € 85%	Steamer freight U. States 30 c & 5%			
22		22	221/8	221/8	221/8	221%	221/8 d	Exchange on London, private
tirm	hem	firm	firm	firm	firm	firm	firm	State of the market
and con		4,000	1	30,000	4,000	21,000	L	Sales for United States, bags
15,000	15,000	12,000	13,000	16,000	16,000	15,000	9,000	do Santos
14,000	20,000	13,000	12,000	14,000	14,000	17,000	20,000 *	Receipts vesterday, bags
412,000	438,000	431,000	427,000	<b>415,000</b>	441,000	435,000	444,000	Stock this morning, bags
Nov. 23	Nov. 22	Nov. 20	Nov. 19	Nov. 18	Nov. 17	Nov. 16	Nov. 15	

#### WEEKLY SUMMARY.

	Nov. 20th
ales for United States during the week	74,000 bags
ales for Europe etc do do	25,000 ,,
ailing clearances for the United States	20,000 ,,
teamer clearances do (3)	56,000 .,
learances for Europe and Elsewhere	16,000 ,,
reights by steamer	50 c. & 5%
do sail	1216 & 5%
teamers loading for United States	1
Stock at Santos this morning	150,000 bags
Receipts during week to 19th Nov	81,000 ,,
sales for United States during week	16,000 ,,
do Europe do	81,000 ,,
Shipments to United States do	32,000 ,,
do Europe do	30,000 ,,
Market firm : Good Average	5\$250
Steamers loading for United States	

reight	by str. do	
	SALES OF STOCKS AND SHARES.	
N	lovember 15.	
23		,004 000
4	do 1	,005 000
100\$	do	100 %
30	deb. Leopoldina R.R. 200\$	185 000
35	S. Isabel do Rio Preto R.R. £50	490 000
50	S. Christovão tramway	282 000
50	Villa Isabel do	210 000
186	deh Carris Urbanos 7%	104 00
100	,, Arroio dos Ratos coal	67 %
10	hyp. notes Banco Predial	70 %
15	,, Banco C. Real do Brazil (6%)	79 %
1	November 16.	
25		,004 000
155	Five per cent. do	995 000
1 33	do old issuc	,000 000
200	Banco do Brazil	276 000
10	do	277 000
20	Banco Mercantil de Santos	270 000
6	deb. Carangola R.R	165 000
22	" Leopoldina R.R. 200\$	185 000
	1. (10	560 <b>00</b> 0
34	hyp. notes Banco C. Real do Brazil (6%)	79 %
431		
1	No vember 17. Six per cent. apolices	
90	Six per cent. apolices	995 000
20		
5	do	101 %
,000\$	Apolices Prov. Rio	11 040
5,000	Sovereigns	11 040
1,000	do	
15	Banco do Brazil	274 000
90	do	276 000
10	do	276 500
130	deb. Leopoldina R.R. 200\$	185 00
117	" Sorocabana R.R. 100\$	6614 %
40		138 000

6			
N	Jovember 18.		1
33	Six per cent. apolices	502 00	0
5	do Five per cent. do. T. Banco do Brazil. Banco Commercial de S. Paulo.	000 000	0
15	Banco do Brazil	80 OC	~ ~
100	Jardim Botanico tramway	138 oc	o
4	Fidelidade Insce	230 00	
50	hyp. notes Banco C. Real do Brazil (6%)	79 9	6
N	November 19.		
19	Six per cent. apolices 1	100	14
800\$	do	11 13	
1,000	n C Doulo	80 00	00
10	Banco do Commercio	227 OF 560 OF 185 OF	00
140	deb. Leopoldina R.R. £50	560 0	00
110		185 0	00
96	,, Grão Pará R.R. 6½%	97 60 0	00
20	Navegação Paulista w/subs	230 0	00
1 2 10	deb Nova Industria	90	
10		79	90
1	November 20.		
20		,005 0	00
160	Five per cent. dodo do do	995 0	
3		80 C	000
50 105	deb. Leopoldina R.R. 2005	185 0	
20	Grāo Pará R.R.	220 0	000
42	Grão Pará R.R. hyp. notes Banco Predial.	691/2	%
4	,, Banco C. Real do Brazil [0%]	79	70
	November 22.		•
	Six per cent apolicesdo	100	96
2,000\$ 2,000\$		2,016	000
220	Fine per cent do	996	000
24	do	274	000
5	Banco do Brazil	184	000
. 5		184	500
70	" 1.	185	ooo
75	Sorocabana R.R. 100\$	661/2	
150		79	%
	MARKET REPORT.		
	Rio de Janeiro, November 23rd,	1886	
	Exports.		
	ast report, and the market has been firm th		
On th	last report, and the market has been in the test that quotations were advanced too rs. per a has been no change since. Receipts have what, while the stock is reduced, although this st	rroba,	ead
there	has been no change since. Receipts have	ill exce	eds
day a	are 200300 rs. per arroba higher than a m quotations from abroad are only now about o	n a pa	rity
with t	those ruling in Rio last month.		
The	e sales as reported since our last have been :		
	95,941 bags for the United States		
	39,195 ,, Europe 3,000 ,, Cape of Good Hope		
	4,750 ,, Elsewhere		

142,886 bags.

The	e clearances since our last issue have been:	
1	Inited States:	bags.
Nov.	15 New Orleans Br str Palm Branch	28,601
	17 New York Nor bk Gulnare	10,000
	20 do " Snefrid	10,000
	20 do Br str Herschel	14,000
	20 do " St George	13,418
	Europe:	
Nov.	13 Havre Fr str Ville de Victoria	1,179
	19 Hamburg Ger str Pernambuco	8,567
	19 Liverpool Br str Aconcagua	500
	Elsewhere:	
Nov.	18 River Plate Br str Mondego	478
Re	ceipts for the past eight days have averaged 13,82	6 bags

per day, against 11,360 bags for the preceding eleven days The daily average since the 1st inst. has been :

12,500 bags 15,471 ,, in 1885 12,228 ,, ,, 1884 11,395 ,, ,, 1882 20,375 ,, ,, 1881 13,784 ,, ,, 1880 Brokers' quotations this morning were:

	per 10 kilos.	per arroba
Washed	4\$900 5\$860	7\$200 8\$600
Superior	nominal	nominal
Good first	5 450 - 5 580	8 000 - 8 200
Regular first	5 310 - 5 380	7 800 - 7 900
Ordinary first	5 110 - 5 240	7 500 - 7 700
Good second	4 770 - 4 970	7 000 - 7 300
Ordinary second	4 430 — 4 630 nominal	6 500 — 6 800 nominal
Escolha	3 000 - 3 270	4 400 - 4 800
C. I	autimated to b	a ser one hage

۰	scoma 3 000 3 -/- 4 4 1
	Stock was this morning estimated to be 412,000 bag
	Vessels loading and to load. bags
	New York Br str Ptolemy 20,000
	do Amer bk Crescent 12,000
	do " Gamaliel 12,000
	do Nor bk Nor 13,000
	do ,, Columba 13,000
	do " Rhyno 6,500
	Baltimore Amer bk Serene 5,000
	do " Amy 7,000
	do ,, Templar 7,000
	do " Adelaide
	do Amer lug E. A. Sanchez 4,000
	New Orleans Br str Plato 6,000
	do or Galveston Nor bk Nora 4,500
	London Br str Halley 19,000
	Hamburg Germ str Valparaiso 9,000
	do " Paranaguá 1,000
	Gibraltar f.o. Nor bk Euxinus 4,000
	Genoa Ital str Paraguai 1,500
	Trieste Br str Ashbrooke 13,000
	Port Natal Br bk Roanoke 4,000

DAI	LY	R	ECE A			1 N I D E		NE.	S C		COFI	FEE
Freight per steamer	Exchange on London average	do Good 2nd. do	Average price Ordinary 1st per arroba	Stock	Shipments	Total Sales bags	,, Elsewhere	" Cape	,, Europe	Sales U. States	Receipts bags	
30c & 5%	22	7,150	7,600	434,000	1	25,766	162	ī	4.425	21,179	16.793	Nov. 15
40c & 5%	22 1/16	7,150	7,600	440,000	† 32,725	7,977	1,850	1	2,750	3,377	601.41	Nov. 16
50c & 506	22	7,150	7,600	414,000		40,431	1	3,000	954	36.477	14,332	Nov. 17
50c & 5%	22	7,150	7,600	426,000	21,068	1,	1	1	F	1	11,777	Nov. 18
50c & 5%	21 15/16	7,150	7,600	430,000	23,502	9,618	208	1	5,410	4,000	.3,727	Nov. 19
500 & 5%	10	7,150	7.600	429,000	10,495	19,491	1	1	8,491	11,000	18,122	Nov. 20
1	ĺ	1	1	437,000	1	1	1	1	1	j	7.746	Nov. 21
50c & 500	22	7,150	7,600	412,000	1	39,603	2,530	1	17,165	19.908	14,001	Nov. 22
1	1	1	1	1	203.133	215,444	8,402	3,000	63,944	170,098	275,011	Totals since 1st Nov.
1	1	1	1	. J	1,564,090	1,057,337	8,.+07	37,600	621,945	912,385	1,862,934	Totals since 1st July
	† . 4	ady	rs.			_						
					1	mr	or	ts.				

Brokers report a fair amount of business doing, but receipts have been very small. Of Flour we have received none, and stocks in first hands are very insignificant; prices have advanced and are strong. In pine we have to note the arrival of a lot of White, a small cargo of Spruce and three cargoes of Swedish. Kerosene has been very flat, under the large supplies expected, but Lard is not quotably lower, although the market is reported flat. Rosin is in a miserable position, the market having been overloaded. Indian corn continues firm, but not higher, while Bran is strong at an advance. Hay has advanced 100 per cent and we are likely to suffer from the stoppage of supplies. Cement is unchanged and Rice is rather better.

Flour.—We have had no receipts and stock in first hands is reduced to:

5,500 brls. American 500 ,, Trieste

6,000 brls.

Brokers report the market firm and advancing at the follow ing quotations, which already show an advance on those reported in our last issue:

Trieste,	175	17\$50018\$000				
Richmond a	st 17	500-18	000			
do 2	nd 17	000-17	250			
Baltimore 1	st 17	250-17	750			
do 2	nd 16	500-16	750			
Western & I	nt. 16	500-17	500			
Chili		nominal				
River Plate		nominal				
New Zealan	d	nominal				

Pitch Pine ... There are still no receipts and we may ontinue quotations at 385000 per doz. Market steady.

White Pine.—The receipts are 56,136 feet per *Tuck*Sing from New York, which were sold on private terms.

Brokers quote at 115 rs. per foot, and the market supplied.

Spruce Pine. - The Brazil from Halifax brought Spruce File. The survival of a considerable quantity of white Swedish has had a bad effect, and brokers quote Spruce deals very flat at allout 19\$000--31\$000 per dozen.

Swedish Pine .- Receipts have been :

605 doz. per Arctic from Christiania 574 ,, Dygve from Copenhagen 595 ,, Amanda from Soderhamn

which have been sold within quotations, viz: 33\$000 for white, and 37\$000-39\$000 for red deals, per doz. For white he market is flat, but red deals are firm. A cargo of red deals to arrive from Memel, via Pernambuco, has been closed t 37\$000.

Kerosene.—Receipts are 7,250 cases per Tuck Sing from New York, but as the supply on the way is still considerable, the market is very weak and brokers quote at about \$\$600--5\$800 per case.

Lard .- There have been no receipts and brokers do not change quotations of 350 rs. per lb , flat.

Rosin.—Receipts are 300 brls per Tuck Sing from New York. The quantity recently arrived here has been so considerable, that we cannot quote to-day at over 4\$800... \$000 per brl. as to quality and weight.

Turpentine.—The Allanwilde from New York brought o cases. We may quote to-day at 415--430 rs. per kilo.

Indian Corn.—There are no receipts of foreign, but rokers quote at about 4\$600-5\$000 per hag, firm.

Bran.— This article has sharply advanced, and is likely to go still higher. Brokers quote at 3\$400---3\$700 per bag, market firm. Codfish.— Receipts are 754 t., 199 cases per Brazil from Halifax and 2,698 t., 58 c. per Reafer from Paspebiac. We may quote at retail: tubs 18\$000---24\$000 and cases 18\$000---24\$000.

Hay.—The Carl Max brought 1,324 bales from Rosario and the Otra is at the quarantine station from the same port. Dealers are asking very high prices, 120-1130 Is. per kilo.

Coal.-Receipts have been:

| 543 tons per Hermanos from Warkworth | 540 | Axel from Swansea | 2,855 | Governor Wilmot from Cardiff | 400 | Licy March | do | 641 | Calo | do |

to companies and dealers.

Cement.—Receipts are 500 casks per Hipparchus from London. We may continue quotations, viz: British 6\$800---7\$000, German 6\$000---6\$200 and French at 7\$200---7\$500.

Rice.—The only receipts are 500 bags per Hipparchus from London. Prices are rather higher at 8\$800-9\$000 for lots and the market is firm.

## SHIPPING NEWS.

ARRIVALS OF FOREIGN VESSELS.

NOVEMBER 15.

CHRISTIANIA-Nor bk Arctic; 263 tons; Hansen; 71 ds; pine to Chr. Hecksher & Co.

Oporto-Port bk Isabel; 1143 tons; Araujo; 45 ds; sundries to Martins & Macedo Jr.

NOV. 16.

WARKWORTH-Nor bk Hermanos; 378 tons; Olsen; 92 ds.

ROSARIO—Ger lug Carl Max; 294 tons; Meyer; 31 ds; hay to Sonza, Assumpção & Caidoso.

NOV. 18.

New York...Br bk Tuck Sing; 388 tons; Ryder; 70 ds; sundries to Francisco Clemente & Co.

HALIFAX—Br bg Brazil, 266 tons; Le Marchant; 58 ds; sundries to Norton, Megaw & Co.

Swansea—Swed bk Axel; 359 tons; Hagerstrom, 79 ds; coal

NOV. 19. CARAVELLAS—Port lug. Hercilia; 200 tons; Santos; 6 ds: fish-oil to Ferreira Pinto & Co.

NOV. 20.

CARDIFF -Br ship Governor Wilmot; 1611 tons; Clague; 48 ds; coal to Wilson Sons & Co.

NOV. 21.

CARDIFF-Br lug Lucy March; 244 tons; Griffiths: 47 ds; coal to Wilson Sons & Co.

COPENHAGEN—Swed by Dygre; 240 tons; Fortsberg: 110 ds; pine to Leonel de Carvalho & Co.

ILHA DO MAIO—Nor bk *Marie*; 441 tons; Krug: 32 ds; salt to Leonel de Carvalho & Co.

NOV. 22.

CARDIFF-Nor bk Cato; 476 tons; Andreasen; 49 ds; coal

SODERHAMN—Swed bk Amanda; 222 tons; Anderssen; 8 ds; pine to Leonel de Carvalho & Co.

Liverpool.-Br bk Ehen; 301 tons: Griffiths; 51 ds; sun- John R. Stanhope...... dries to order

PASPEBIAC .-- Br bg Reaper; 127 tons; Godfiey: 58 ds; codfish

DEPARTURES OF FOREIGN VESSELS.

NOVEMBER 15. NEW YORK-Port ship America; 930 tons: Soares; coffee.

NOV. 16. PHILADELPHIA-Br ship Salamanca; 1210 tons; Bryce; bal-IMBETIBA-Ger lug Hedwig: 337 tons: Leucherhand; same

PARANAGUA'-Nor bg Amykos; 232 tons; Osmundsen; do

NOV. 17.

LIVERPOOL—Br bg Robins, 152 tons. Le Ruer, ballast.

Branadoes—Br lug Marning, Star.; 285 tons: Bushnell. do.

Sr. Tayans—Nor lug Terdenskjold; 290 tons: Amundsen; do.

PERNAMBUCO—Nor lug La Bella; 255 tons: Olsen; do.

RIO GRANDE—Swed lug Hiber; 254 tons: Peterson; sundires.

Sta. Catharina—Span bg Amistad; 172 tons, Rosas; same cargo.

NOV. 18.

PERNAMBUCO-Port bk Camões; 530 tons; Villar; ballast NOV. 19.

NEW YORK-Nor bk Gulnare; 456 tons; Olsen; coffee,

NOV. 20 PARANAGUA'---Nor lug Vega; 198 tons; Levorsen; ballast.

NOV. 22. DIAMOND ISLAND .-- Br ship Carnarvonshire; 1227 tons; Ro-

—Br bk Nocl, from Cardift with coals to Wilson Sons & Co. went on the rocks behind Fort Lage in entering our harbor on the night of the 22nd. The tug boats succeeded in pulling the bark off at about to 30 this morning, (23rd) and towed her up to Mocangué

#### CLEARED AND READY FOR SEA.

집에 가지 하게 되었다면서 그렇게 됐는데 되었다.	
Pernambuco-Br bk Douglas	ballast
Macao-Br bk Frenchny	do
LAGUNA, Mexico-Ger bg Bertha	do
NEW YORK-Nor bk Snefrid	coffee
VICTORIA- ,, Kongsbyrd	sundries
PANAGUA'- Nor by Kiarton	do

#### FREIGHTS AND CHARTERS.

There has been quite a stir in our market in coffee charters There has been quite a stir in our market in coffee charters and rates are stiffer. The charters reported since our last have been i Amer lik Gamaliel, coffee to New York, 12f6, Nor bis Nor and Calumba, do. do, Nor by Rhyna, coffee to New York 151, or to New Orleans, or Galveston, £270: Amer lug E. A. Sauchez, coffee to Baltimore 200: Br bit Raunder, coffee to Port Natal, £330: Nor bit Euxims, coffee to Gibraltarf 0., 301 and Nor bit Norn, coffee to New Orleans, or Galveston, 151; Swed by Mina, sali, Macao and Rio. 300 ts.; Fr ship Bernardino Bravo, matte, Paranaguá and Valpariso, 1961 final do Nor by Kjartan, matte, Paranaguá and River Plate, ¾ and ¾ real.

New York	50c per bag
New Orleans	5∞ do
London	40-45  per to
Antwerp	25[ do
Hamburg	351 do
Havre	35 fcs do
Marseilles	- do
Trieste	351 do
Genoa	45 fcs do
sail:	
United States, North	. 12[615] per tor
do South nomina	l 15 20  do

## Channel f. o. Lisbon f. o. nominal 301---3216 do

1			
i	VESSELS AFLOAT & LO.	ADING FOR	R10.
į	Albemarle	Baltimore	8 Nov-
1	Alves	Oporto	
	Arcelina	Oporto	
1	Arbutus	St. John's	
į	Agnes Barton	Baltimore	
	Apolline Emilie	Cardiff	23 Sept.
.	Argosy	Newport	17 Oct.
	Aphrodite	Newport	8 Oct.
	Annie Reed	Rosario	3 Nov.
	Alice	Baltimore	
ì	Bessie Dodd	Liverpool	14 Sept.
	Christine	Hamburg	15 Oct.
	Campsie Glen	Pensacola	20 Aug.
	Caledonia	Brunswick	
	Charles Cox	Brunswick	
	Crown Prince	Cardiff	18 Oct.
	Chowan	Baltimore	•
	Celeste Burrill	Cardiff	
	Dawn	Paspebiac	Sec.
	Daisy	Baltimore	
	David Stewart	Baltimore	24 Sept.
	Dagny	Cardiff	26.000
	Dois Amigos	Lisbon	18 Oct.
	Dominion	Cardiff	
	Eikunassund	Middleboró	100
	Elverhol	Newcastle	17 Sept.
	Folkvang	Cette	12 Oct.
	F. J. Merriman	Satilla River	16 July
:	Ferda	Satilla River	
	George Treat	New York	18 Sept.
	George Gilroy	Newcastle	23 Sept.
	Glenowen	Liverpool	
t	Heldos	Cardiff	4 Oct
	Hotspur	Rosario	37 Pr 344
	Helen M. Rowley	Baltimore	••
	Helene	Hartlepool	1 Oct.
d	Heros	Brunswick	••
	Julia Rollins	Baltimore Boston	12 Oct.
8	Julia	Marseilles	
	Jonas Rein	New York	28 Sept.
1-	James A. Borland	Richmond	28 Sept.
ď	John R. Stanhope	Hamburg	28 Sept.
	7. G. Fichte	New York	
h		St. John's	
	Jumbo	St. John's Cardiff	
	Lauretta	Cardiff	6 Oct.
	Lorenzo	Cardiff	21 Oct.
	Langfellow	1 cusacoia	10 m

 John R. Stanlopt.

 J. G. Ficht.

 J. W. Dresser

 Jambo

 Lasvetta

 Lennia

 Larenia

 Larenia

 Marciania

 Marriaminha

 Mora

 Mishe

 Mary

 Mary

Mary.....
Martin Luther ..... Medusa.... National Nenuphar....

Premier Mackenzie...... Richn
Petra ...... Leith

Ohio .....

20 Oct.

6 Oct.

Pensacola Cardiff New York Cardiff Lisbon

Glasgow Cardiff Cardiff

Swansea Cardiff

Cardiff Arendal Oporto St. John's Rosario

	1 .					ERNMENT AND PROVI	NCIAL	BONI	S		
Plover         Leith         25 Sept.           Prince Rupert         Cardift         2 Oct           Priscilla         Baltimore           Cardift         Control	RMISSION		RCULATION	-		DENOMINATION Jan. July	INTEREST	1,000 200-	SOOO -	1,005\$000 100 %	1,004\$000—1,006\$000
Rossignoi Cardil Oporto	339,675,100\$6 50,000,000	000	03,100\$000	do do		do	5 %	1,000	000	996 000 100 °/c	997 000—1,000 000
Rauma Memel 10 July	2,158,400 c 199,600 c 30,000,000 c	20,6	97,200 000 19,600 000 58,100 000	do Gold Loa	n of 18	do d	4 % 6 % 4 ½ % 6 %	1,000	000	1,300\$000	-102 %
Rapide	51,885,000 (	000 42,0	83,000 000 89,600 000					200-		101 0/6	
Shawmut. Baltimore Stadacona Rosario	=	1,0	870,700\$000 597,100 000	Brazil Credito R	eal do	HYPOTHECA   Y NOTES.	5 % 6 % 5 % 6 % 6 % 6 %	100	\$000 000 1,5 S	79 °/o 90\$000 8734 °/o 6934 °/o	78 %-79 % 86 oco 90 ooo
Tarapaca	=	3,	289,600 000 25,900 000 744,100 000	do do Predial	S. I	anlo	6 % 6 %	100	000	8736 °/o 6936 °/o	86 oco— 90 oco —87 % 69 %—6934 %
Ulrika London 12 Oc		3,				DEBENTURES AND	SHARE	S			200
Verona         Brunswick           Willie         Antwerp           Yamoyden         Baltimore         30 Seg		- Si	G	an l	4	NAMES	RESERVE FUL	D LAST SALE	LAS AM'T	PAID	LAST QUOTATIONS
Zingara Gaspe Zulmira Brunswick	CAPITAL.	SHARES	ISSUED	VALUE	PAII	and the same and t		1	AM 1	T FAID	1
ARRIVALS OF FOREIGN STEAMERS.	500,000\$	2,500		200\$	All All	BANKS Auxiliar	11,671\$3 6,364,564 9	4 274 00		000 July 1886	270\$000—275\$000
DATE NAME WHEREFROM CONSIGNED T	33,000,000 12,000,000 2,000,000	165,000 60,000	All 30,000 All	200	All 80 All	Auxiliar . Bizzil . Commercial do Rio de Janeiro . do de S. Paulo . Commercio . Commercio . do de S. Paulo . do de S. Paulo . Deleredere .	900,000 0	80 00	9 0	000 July 1886	— 82 000 —228 000
	20,000,000	60,000 100,000 25,000	30,000 12,500 All	200 200 200	60 70	Credito Real do Brazil	66,077 7 80,966 5	41 00	0 -	Boo July 1886	70 000 40 000
17 Mondego Br South'ton 23d Royal Mail	2,000,000 C £ 1,000,000	10,000 50,000 30,000	All &	200	40 10 All	Delcredere English Bank Industriale Mercantil London and Brazilian, Limited Mercantil de Santos. Predial Rurale Hypothecanio Visto de Credito	∫ 190,0 900,000 0 ∠ 250,0	00 197 90	0 6 6	Doo July 1886 April 1886	198 000
18 Pernambuco Gr do 20h E. Johnston & Valparaiso* 20d Wilson Sons &	C & 1,000,000	50,000 5,000 20,000	All 10,000	20 200 200	All All	Mercantil de Santos	500,000 C 124,919 7 2,958,118	00 270 00 70 65 00 60 333 00	0 6 0	000 July 1883	
Comte d'Eu Fr   Havre* 21d   A. Leuba & C	8,000,000	40,000 5,000	All	200 200	Ali 40	União de Credito	42,753	90 90 00	0 7	_	
DEPARTURES OF FOREIGN STEAMERS.	- 12,000,000 6,000,000	50,000	All _	200 200 200	20	Rural e Hypothecario. União de Credito RAILWAYS Bahia e Minas do debentures. Bragantina do Grande Connecto	14.642	184 00	7 0 8 9 90 2½ 90 6½	Oct. 1886 Nov. 1886 Nov. 1886	-130 000
DATE NAME WHERE TO CARGO	1,300,000 10,000,000 1,500,000 400,000	2,000	20,000 All	200 200 200	-All	Bragantina do Carangola do debentures Corovado.  Corovado. Caravellas, and Navigation.		165 00 26 00	00   -	000 July 1886	
Nov. 15 V. de Victoria Fr Havre* Sundries Coffee	1,600,000	8,000 7,500	All 1,926	200 200 200	All			180 0	00 61/2	"/a July 1886 000 July 1886	
15 Palm Branch Br New Orleans 15 Hipparchus Blg River Plate 15 V de Marau mFr Santos do do	8,735,800 11,264,200	43,679 56,321	All	200 200 200 200	All 20	Leopoldina do 2nd series do debentures	170,827	185 0	00 614	300 July 1886 Oct. 1886	183 500—184 500
17 Halley Br do	15,398,400 £ 493,600 8,000,000	40,000		200	All	do do	122,000	90 0	0 6 1/2	000 Jan. 188 0/ <sub>0</sub> July 188 000 Oct. 188	5 = =
20 Pernambuco Gr Hamburg* do 20 Lykus Br Maceió do 20 Herschel Br New York Coffee	3,071,000 8,100,000 070,000	40,500	25,500	250 200 200	All	Mogyana  do debentures	167,258	180 0	00 8	Oct. 188 July 188 000 Oct. 188	6 =
21 St. George Br do do	1,000,000	6,000	4.350	200 200 200	All	Oeste de Minas	20,050	184 0	00 7	000 July 188	6
* Calling arintermediate ports.	4,000,000	20,000	10,000	100	~	Juz de Foia lo Frais.  de de Melestiures.  de de debentures.  do debentures.  do Macalé e Campos.  do do debentures.  Note debentures.  do debentures.  Oestede Minas.  do debentures.  do do do Ramal Bananalense.  do do de destinas.	=	97 198	00 7	% July 188 Oct. 188	6
FOREIGN SAILING VESSELS IN THE PORT RIO DE JANEIRO, NOVEMBER 23rd, 1886.	\$10,000 370,000	4,050	All	200 200 100	All	Ramal Bananalense	474	493 188	000 7	000 May 188	6 40 000—100 000 6 190 000—
₩ 2 ♥ ₩ ₹ ₩ WHERE CONSIGNED	3,800,000 1,600,000 £ 140,000	19,000	6,984	200 200 £ 50	— All	do debentures	::  =	490		"/o July 188 "/o July 188 5 000 Sept. 188	6
NAME Z WHERE CONSIGNED OF Z	1,000,000	53.325	30,000	200	All	Santo Autonio de Padua debent'es. S. Paulo e Rio de Janeiro. do with subsid. do subsidiary.  Sorocalama	::  =	145 G	000	= =	
American	7,200,000	36,000	23,591	200	All	do subsidiary		74 661/2 515	000 6 000 6	"/a Jun. 183 0/0 Jun. 183 2 0/0 Feb. 183	36
bk Crescent	£ 320,000	1,000	All	£ 50 200	A11	Soucaiana, do delentres do do delentres do	34,600 69,614	678 259	000 5	500 Oct. 18	86258 000
bk Adelaide 371 bk Amy 665 7 Baltimore. Phipps Bros. 8 Phipps Bros. 8	C 5,400,0001	27,000	AB	200 500 100	All	Carris Urbanos	150,000	000 138	0/0 7	9/0 July 18	86 138 000—139 000
bk Templar 372 To Saltimore. To order	C 500,000	50,000 2,500	All All	200 200 200	All	Jardim Botanico. Nitherohy. do debentures.	71,489	204	000 6	500 July 18 0/0 July 18 5 000 July 18	84100 000
lug Allanwilde 606 14 New York. F. Clemente 8	1,200,000 360,000	6,000	A11	200 200 200	All	Permanbuco do debentures	40,000	000 00	000	7 % Oct. 18 4 000 July 18 5 000 July 18 6 000 July 18	86
British	&C 1,200,000 C 1,000,000 250,000	20,000	3,500 All — All	200 200 200	All	S. Christovão S. Paulo e S. Amaro debentures Villa Izabel.	12,018	195	000 8	3 500 Oct. 18	86
bk Roanoke 535 bk Roanoke 326 29 Marseilles. Cerf, Dale &		12,500	10,410	6 15	AI AI	NAVIGATION COMPANIÈS  Amazon Steam Navigation	6	778 346	000	6 ooo Oct. 18 8 % May 18	86 345 000—350 000 86 99½ %
sp Pr. Amadeo., 1581 7 Newport Norton, M w 8		20,000	All 16,000	200 100 200	Al	Ferry debentures	210,510		000	0 000 Oct. 18 0 000 Oct. 18 7 500 May 18	86
bk Wm Wright bk A. Sutherland sp Pr. Umberto bk Chandernagor 687  bk Chandernagor 687  7 Newport Minas & Rio Gas Co. Gas Co. 10 Cardiff G Gudgeon		4,000	2,500	200	A			215	000 8	7 000 July 18 12 % July 18 4 000 Feb. 18	86 40 000 = 70 000
bk Zimi. 943 10 Cardiff E. W. May bg Brazil. 260 18 Halifax Norton, M'w	C 600,000	3,000	1,853	200	A1			050 31	000	2 000 July 15	386
sp Gov. Wilmot 1011 20 Cardiff Wilson Sons	3,000,000	3,000	All	1,000 200	250 20 125	Confiança	300,00 200,00 260,00	000 70	000	4 000 July 11 15 000 July 11 16 000 July 11	38609 000
bg Reaper 127 22 Paspebiac E Johnston &	C 8,000,000 2,500,000 4,000,000	2,500	10,000	1,000	20	Geral	199,00	000 185	000 1	4 000 July 1	386 — 30 000
Danish bg Dron, Louise bk Mena 199 7 Hamburg R. Riechers ch Express 7 Macáo E. G. Ferreir	₹ C 8,000,000	20,000	10,000	1,000 200 200	100 20 20	Nova Permanente	17,97	000 69	000	5 000 July 1	386
bk Therese 413 10 Gefle C. W. Gross	1,200,000	\$ 6,000	3,750	200	A	Nova Permanente. Previdente	9,71	_ 150	6 %	9 "lo Feb. 1	886
sp Bern. Bravo 1021 Nov. 6 Newport D Pedro II	R 300,000 244,600 500,000	1,500	All	200 200 200	A A	do dehentures	Ξ			Oct. 1	886
lug Beethoven 248 Oct. 22 Cadiz V. Leone, M. Bek Argo 666 28 Rangoon A. Pollery, F.	& C 250,000 & C	=======================================		200	=======================================	do debentires.  Il Aracaty do delentires  Lorena Princicala do debentires  do debentires  Princicala  Partir Feliz	Ξ			8 % July 1 1/2 % April 1	886
bg Bertha 290 31 Hamburg. C. Hecksher		_	-	200	- - A	do debentures	23,9	5 567		7 % April 1	886
bk Elise Both 319 lug Carl Max 294 16 Rosario Walter, Fl. Souza, A. &	800,000	4,00	o All	100 200 200	162	2 PHICZA		0 000		3½ % Oct. 1	886
Norwegian bk Snefrid		8,50		200 200 200	A A	II Onissama		_ 18	000		886
lug Zeus 271 3 Havre To order		00 7.50	o A11	£ 10 F 500	A	do debentures.  Rio Branco GAS COMPANIES  III Nitherohy Societé du Gas MINRS  Artiol dos Ratos (coal) debentures.	=		000	4 s Nov.	
bk Euxinus 247 7 Lisbon V. Leone, N. Rodrigue	& C 1,200,00	6,00		200					_	8 % Nov. :	886 67 %
bk Sylvia 1121 9 Cardiff Hamilton & bk Alfarin 446 9 Swansca T. Hudson Ferreira Pin	8 C 200,00	0 -	E	E	10	COTTON MILLS		_	85 %	8 % April  - July 8 000 July	1886
bk Nor 582 to Cardiff A. Hargrea bk Columba 558 to Cardiff A. Hargrea In Cardiff A. Hargrea	es 1,600,00 C 3,000,00	0 15,0	oo All	200 200 200	1	All Brazii Industriat		21	000	8 % July July 71/2 % Sept.	1886 —204 00
bg Vaerenger 247 to Havre C. Heckshe	& C 1,000,00	5,0	00 All	200 200 	=	do debentures	=		=	= =	1886
bk Gordon 757 to Newport E. W. May	R.R   600,00 400,00 160,00 1,000,00	00 -	=	=		Páo Grande do debentures	=	_ 22	6 000 0 000 92 º/o	7 % Oct.	1886
bk Freden 392 11 Liverpool. I Hudson bk Homewood 11124 11 Cardiff II. Amilton & bg Ryhno 282 12 Wisby. C. Heckshe bk Arctic 261 13 Christiania. C Heckshe bk Hermanos. 378 16 Warkworth E. Johnston	Faro 1,000,00 & C 172,00 & C 600,00	00 8	60	200	-	All S. Pedro de Alcantara do debentures	=		5 000 par	7 % Oct.	
bk Marie 441 21   de Maio L. Calvani	& C 250,00 & C 2,000,0 & C 1,000,0	00 10,0	5,550		20	do debentures MISCELLANEOUS		21	0 000	8 % May	1884
Portuguese	3,000,0	00 -	A1	200	-	Candenna Charles debentures		70 070 21		8 % Sept. 7½ °10 Oct. 8 000 July	1886 485 000-490 0
bg Tito 235 Sep 8 Oporto To master bk Triumphante 1375 Oct. 11 Lisbon In distress bg Luzitano 188 Nov. 5 Oporto V. Leone, bk News Silencia 230 Oporto V. Leone, bk News Silencia 230 Oporto I. A. G. S.	1. & C 800,0 atos 800,0	00 4.0	00 Al	200	400	All   Carruagens Fillminense	20.6	54 130 16	000 000	10 000 Jan.	1886
bg Tito. 25 Sep 8 (D)porto. I o master bk Triumphante 31 Oct 11 Lisbon In distress bg Luritano (88 Nov. 5 (D)porto. V. Leone, bk Noves Silencio 350 9 (D)porto. J. A. G. S. bk Gratidão 275 bk Isabel (143 lug Hercilia. 209 10 Caravellas Ferreira P	1. & C 1,000,0 1. Jr. 10,000,0 10 & C 331,2	00 50,0	18,000	200	_	All Commercio e Lavoura.  All Constructora All Docas de D. Pedro II  do debentures.  All Glora market All Industrial Fluminense (kiosques).	172,	48 830	2 000	9 % July	1886 1886
그 보다 그는 그 사이에 가는 사람들이 어떻게 하면 하는데	220.0	00 2,5 00 4,4 00 75,0	000 Al	50		All Industrial Fluminense (kiosques)	180.	22 241 1	52 000 90 000 15 000	2 000 Aug. 3 000 Oct. 5 000 May	1880
Steedish       Steedish     S	1,984,0 2,000,0 8 C 633,2	00 10,			-	All Serviços Maritimos All União Telephonica do debentures.		- "   '	70 %	g o/, Aug.	1886
bg Amanda 2/2 22 Soderhamn L. Carvair	1		'								

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Nov. 13th

To Southampton: 

For Other Ports:

Archimedes River Plate. Nov. 4th
Hipparchus do , 16th
Lassell New Orleans , 3rd
Bestel do , 3oth
Laflace London , 6th

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Chatham Wednesday

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1886

Date Steamer Destination Southampton and Antwerp, calling a Lisbon. Nov. 24 La Plata\*

\* From Ilha Grande

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

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MAIL STEAMSHIP Co.

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