

THE RIO NEWS.

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NUMBER 4

OFFICIAL DIRECTORY

AMERICAN LEGATION.—157, Rua das Laranjeiras.
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Services in Portuguese at 11 o'clock, a. m., and 7 o'clock,
p. m.; Sundays; and at 7 o'clock p. m., Thursdays.
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H. C. TUCKER, Pastor.
Portuguese services: Sunday School 10 a. m.; preaching
7.30 p. m. Sundays; prayer-meeting, 7.30 p. m. Wednesdays.
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p. m., every evening. Sunday school at 4.30, p. m.
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Services in Portuguese every Sunday at 11 o'clock, a. m.
and 7.30 o'clock, p. m.; and every Wednesday at 7.30
o'clock p. m. Sunday School at 10 o'clock, a. m. English
services on the 1st [7 p. m.] and 3rd [11 a. m.] Sunday of
each month.
E. H. SOPER, Pastor.

TRAVELLER'S DIRECTORY

RAILWAYS.

DOM PEDRO II.—Through Express: Train leaves Rio
at 5.15 a. m. and is divided at Belém into Central, and S. Paula
branch; former arrives at Barra do Piraí 7.30, Entre Rios
at 7.40 a. m. and Cachoeira, where passengers for S.
Paulo must change, at 11.53. From Entre Rios train leaves
at 9.59 a. m. arriving at Porto Novo at 11.36, and at
S. Paulo branch, 1.10 p. m.; Porto Novo at 1.15; Entre Rios
at 1.30; Cachoeira at 1.45; Barra at 2.15; Rio at 2.30 p. m.
Limited Express, leaves Rio at 7 a. m.; arrives at Barra
at 10.25; Entre Rios at 11.25 and Marinho Procopio at 11.50
at 6.58 p. m. S. Paulo branch leaves Barra at 11.30 and arrives
at Cachoeira at 6.25 p. m. From Entre Rios train leaves at
3.15 p. m. and arrives at Porto Novo at 5.05. Downward,
train leaves Marinho Procopio at 5.50 a. m.; Cachoeira 6.45
train leaves Barra at 12.25 and 1.37 p. m., and
Porto Novo 6.20, arriving at Barra at 12.25 and 1.37 p. m.,
and Rio at 5.10 p. m.
Mixed Trains, leave Rio at 8.35 and 9.20 a. m. 3.15
and 5 p. m. first goes to Entre Rios arriving at 8.03 p. m.; second
and third to Barra arriving at 9.10 a. m. and 3.55 p. m. and
third to Belém arriving at 7.30. Downward, train leaves Barra
at 4.30 a. m. arriving at Porto Novo at 6.17 and Rio at 7.30 p. m.
and Barra at 4.40 and 5.30 a. m. arriving in Rio at 9.15 a. m. and
leaves Barra at 4.40 and 5.30 a. m. arriving in Rio at 7.50,
1.15 p. m. and leave Belém at 5.10 a. m. arriving in Rio at 7.50,
1.15 p. m. and Rio at 5.10 p. m.
Night service: Train leaves Rio at 10 p. m. every Friday,
arriving at Barra at 12.30 and Porto Novo at 5 a. m. Down-
ward, train leaves Porto Novo at 10.20 p. m. every Monday,
arriving at Barra at 3.15 and Rio at 5.20 a. m.
S. PAULO AND RIO.—Train leaves Cachoeira at 12 m.
arriving at S. Paulo at 6.10 p. m. Downward, train leaves S.
Paulo at 6.45 a. m. and arrives at Cachoeira at 12.40 p. m.
where passengers change to the D. Pedro II line.
CANTAGALLO R. R.—Leaves Niteroi (San'Anna)
6.30 a. m., arriving at Nova Friburgo 10.35; Cordeiro (1 hour
per trainway from Cantagallo) 12.48 and Macuco 1.48 p. m.
Return train leaves Macuco 10.05, Cordeiro 11.06 and Nova
Friburgo 11.08 p. m., arriving at Niteroi 5.00 p. m.
A ferry boat runs between Rio and San'Anna, connecting with
trains.
CORCOVADO R. R.—Trains leave the Station at Cosme
Velho, Lavareiras, 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
6 p. m. on week-days.
PETROPOLIS STEAMERS and R. R.—Steamers leave
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Tropicale Maia at 4.15 p. m. week days and 7.15 p. m. on
Sundays and holidays. Return, trains leave Petropolis at 7.15,
11.15, 4.30, and 4 p. m. Sundays and holidays. Mixed
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BIBLIOTHECA FLUMINENSE.—No. 62, Rua do Ou-
vidor.
MUSEU NACIONAL.—Praça da Aclamação, cor. Rua da
Constituição.
GABINETE PORTUGUEZ DE LETURA.—No. 12
Rua dos Benedictinos.

Medical Directory

Dr. Custodio dos Santos, Surgeon and Physician.
Residence: Rua do Haddock Lobo, No. 70. Office Rua do
Rosario, No. 131, from 1 to 3 p. m.
Dr. W. J. Fairbairn; M. D. Edin; Surgeon and
Physician. Office: Rua de S. Pedro, No. 21, from 11 to
1 p. m. and 4 to 4.30 p. m. Residence: N. 130 Rua de S.
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THE RIO NEWS

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A. J. LAMOUREUX, Editor and Proprietor.

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

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RIO DE JANEIRO, FEBRUARY 5th, 1887.

SOME of our colleagues of the daily press do not seem to look with favor on the proposition made by a considerable number of merchants in Rua da Alfandega to employ private watchmen to protect their premises against burglary. There is no question whatever as to the steady increase of this class of crime, nor is there any question as to the inefficiency of the police; the columns of the daily papers are full of accounts and complaints. Frankly, then, what are merchants to do? They have valuable stocks of goods in their warehouses, and their fortunes and livelihood are dependant upon their protection. If the police are not to be trusted, then what recourse can they employ? Must the merchant and his clerks sit up at night to protect the property, or may they not combine with their neighbors to employ trustworthy watchmen for this service? This is done elsewhere, the watchmen being enrolled as special constables. Why may it not be done in Rio de Janeiro? There is no use of waiting for a reform in the police force, for it will not come. The chief and his immediate subordinates are usually controlled by political influences, and are more interested in keeping in favor with political chiefs than in repressing crime. And as for the force, the pay is too small, and the moral support accorded them too slight, to make the place desirable for an able-bodied conscientious man. It is notorious that the worst *capoeiras* of this city are permitted to snap their fingers in the face of the police, because of their influential protection. As long as this is permitted, no full-grown man will care to be a policeman. And in the meantime, housebreaking, theft and assaults are of hourly occurrence! By all means let us have private watchmen—or, if that be denied, a vigilance committee!

The opposition to the Protestant school at Piracicaba, São Paulo, which was so unwisely stimulated by the Emperor on the occasion of his recent visit to that province, has at last culminated in an official attempt to close the school altogether. On the 27th ult. the *inspector literario* of that district, Dr. Abilio E. Vianna, addressed an official notice to Miss Bruce, directress of the school, to the effect that "in accordance with Art. 165, § 1, of the Regulamento of 18th April, 1869, and Art. 23 of the Regulamento of 8th November, 1851, I can not admit that the school, of which you are directress; shall be frequented by boys, once that it is an establishment for the education

of girls." And furthermore, that "in view of Art. 24 of this last Regulamento the school is obliged to have a professor of the religion of state." This school was founded by the Methodist Episcopal Church South in connection with its mission work in this country. Due permission was obtained for its creation, and a considerable expense was incurred in the purchase of land and the erection of a school building, nearly all of which was borne by the missionary societies in the United States. Experienced teachers were then brought out, under whose wise and efficient management the school has developed into one of the best in the province. It is true that it was established as a girls' school, but in the absence of good primary schools for boys in that locality the practice has grown up of admitting small boys, none of whom, we believe, have thus far exceeded the age of ten years. The popularity of the school has been so great among the Brazilian families of that locality that repeated attempts to establish a Catholic school by the Sisters have signally failed. It is a Protestant school, of course, and as such teaches Protestant doctrines, but in so unobjectionable a way that the Catholic families of Piracicaba have felt no hesitation in sending their children to be educated there. Of course, as a Protestant mission school it is not at all likely to have a "professor of the religion of state," and its founders probably never knew that there is a law requiring such an utter absurdity as the imposition of a Roman Catholic religious instructor on a Protestant school. In fact, there are probably very few schools in the country, even among Catholics, which are so provided. On the occasion of the Emperor's visit to Piracicaba last October, he expressly charged the vicar there to "react against this Protestant propaganda," and the result is what we see. First, some of the more timid patrons of the school were induced to withdraw their children. Then the Sisters made another attempt to start their opposition school, but failed. And now a public official unearths a couple of obsolete and forgotten laws and attempts to close up the school! But the attempt will fail. The attendance of boys can very easily be arranged, for a separate school can be provided—particularly if it is made necessary through persecution. But as for the "professor of the religion of state," it can not be enforced! If the Piracicaba school is closed up by official action on that account, then every Protestant school in the empire must be closed, which will deprive Brazil of her best and most efficient means of education. More than that, such a step will bring down the condemnation of the whole Protestant world in a way which will lead to anything but pleasant results.

THEN there is another feature to this question which should not be overlooked. If purely Protestant schools are not permitted by the laws of Brazil, except under the impossible condition of having Roman Catholic professors of theology thrust upon them, then this fact ought to be made clearly known in the Protestant countries of northern Europe where Brazil is now seeking immigrants. There is a very general impression abroad that Brazil tolerates all religions; and toleration, it should be added, does not mean merely permission to think Protestantism, but to practice, preach and teach Protestantism. If Brazilian toleration falls short of this, then let us have a clear understanding of what the word really means under the laws of the country. We admit the right of Brazil to exclude Protestants by proper means, but as long as the constitution of the country and subsequent statutes guarantee full religious freedom no

such right can justly be exercised. The other day two Protestant clergymen and a Brazilian teacher were attacked by a mob near Campo Largo, province of Paraná, but no protection whatever, nor satisfaction, has been accorded them by the authorities. One of the clergymen was badly injured by blows on the back and the teacher was knocked down several times. Recourse to the president of the province has signally failed, and there the matter stands. Now, if this is the Brazilian idea of toleration, if Protestant preachers can not be protected against brutal attacks, and if Protestant schools are not to be permitted to exist as such, we want to know it. If this law of 1851 is valid and is to be enforced, no Protestant school in the empire can be carried on. And if the law is operative, we beg to inform the minister of agriculture that every Protestant country in Europe shall know it, to the end that no Protestant emigrants shall be deceived into coming here under the promise of religious toleration. If they are not to have schools according to their own faith, then let them go where no such restriction is to be found.

ONE morning a few days since a small boy and girl started out for school in the city of São Paulo. Being the children of an American connected with one of the educational institutions of that city, and having been but a short time in the country, they appear to have been but slightly acquainted with the discriminating and polite requirements of their new home. The boy, who had reached the ripe age of 11 years, was dressed in the barbarous style of the country from which he came—a plaited waist and knickerbockers, buttoned together at the waist, with collar and cuffs, and wearing an unmistakable appearance of having been washed and ironed. It is true that he had worn this same suit in Boston, New York, Brooklyn, and many other American cities, and that no one ever dreamed of criticising his dress; but then it must be remembered that Americans and Englishmen are somewhat backward in such matters. In those countries boys are kept in knickerbockers and girls in short dresses until a shamefully advanced period—until an age when, in Brazil, they are marrying and settling for life. Well, this little American boy in São Paulo, with his little sister, took a tram-car, for it was a rainy day and the streets were muddy. After going a short distance the conductor suddenly stopped the tram-car and ordered the boy down. Not understanding Portuguese, he only looked bewildered. Finally the indignant conductor came to where he was sitting and roughly hauled him out, scattering his books in the mud. The little girl, much frightened, got out also, and together they tramped the rest of the way to school through the mud and rain. Meeting the father they could give no explanation of the matter, and of all that the conductor said they remembered only the words "*mangas de camisa*" (shirt sleeves). And that explained the whole transaction! This rude American boy had been shocking the finer sensibilities of this São Paulo conductor by appearing in his "shirt-sleeves" in a public conveyance. True, the garment is not called a shirt elsewhere, and it covered a real little shirt of the most improper kind; but then it had plaits, cuffs and collar, and, though of colored material, was a close approximation to the conductor's ideal of what a shirt should be. As the regulations of the company forbid the carrying of people in their shirt sleeves, and as the conductor's sense of duty was as strong as his sense of propriety, he had no alternative but to put the boy out in the rain and mud. The father then went to see the company's superintendent, who took

but one shocked look at the garment and then promptly retreated behind the regulations also. And that settles the whole matter! Either this unregenerate American must dress his boy properly—black broadcloth coat (frock preferred), trousers and waist coat, Derby hat, collar and cravat, and patent leather boots—or he must find another conveyance for him than the São Paulo tram-cars. It is quite time for this boy to be smoking cigarettes and staring at women with the eye of a connoisseur—and who could tolerate his doing such things in a plaited waist. Then think of the lacerated feelings of passengers and conductors at the sight of these shameless "shirt sleeves"! No matter what sights may be seen along the street, no matter what language may offend delicate ears, no matter what rudeness of look and manner may assail every lady who enters a tram-car—the Brazilian people will not tolerate a shirt sleeve! The line must be drawn somewhere, and in São Paulo it will be drawn just there!

MANUFACTURING IN BRAZIL.

The almost simultaneous organization of two enterprises for the establishment of flour mills in this city has attracted attention to the question, which we have already discussed, as to whether manufacturing in Brazil is merely an exotic plant, flourishing under the protective influence of our tariff system, or whether it may be a legitimate effort at creating a demand for certain articles to be produced in the country, which have hitherto been imported from foreign countries.

We assert, with little fear of contradiction, that at present Brazil possesses none of the attributes of a manufacturing nation. We do not propose to deal particularly with these milling enterprises, beyond noticing that it is estimated that 30 per cent. profit per annum will be divided, and that so handsome a result will stimulate foreign competition, as more moderate profits are acceptable to American and other mill owners. We merely wish to point out how completely in opposition to accepted opinions in economic matters is this rage for establishing manufacturing industries in Brazil.

J. R. McCulloch, the eminent writer on politico-economical questions, in an essay on the circumstances necessary for the progress of manufactures, divides these into moral and physical. The first are freedom for life and property, an inviolate standard of currency, public burdens fairly and equally imposed, justice speedily, cheaply and honestly administered, and perfect freedom to testators to dispose of their property. To these he adds education of the working classes. Beyond the first of these attributes—and even this is open to contestation—Brazil possesses not a single one. Of the physical circumstances, Mr. McCulloch places first an abundant supply of raw material, clearly demonstrating that without its immense supply of iron, tin, etc., England could never have assumed its present eminent position as a manufacturing nation. Next comes an ample supply of cheap fuel, without which the steam engine becomes unavailable, and without steam no manufacturer can compete with others. Skilled labor is another necessity. To this we would add, on our own responsibility, freedom of internal intercourse and moderate or cheap rates of freight. Does Brazil possess any of these physical circumstances declared by Mr. McCulloch to be necessary for the progress of manufacturers? It may be replied that immense water power is contained in the country, but to avail of this the mills must be so retired from consuming centres that the excessive freights will nullify any saving gained by using the power Nature has furnished.

All these reasons go to show that at present Brazil has none of the attributes of a manufacturing country; and that if mills are springing up over the country, it is under the shade of our excessive import duties.

Whether it is justifiable to establish manufactures to stimulate the production of certain articles, is so variously considered, that its examination would occupy more time and space than is at our disposition. Only one point may be alluded to in its application to Brazil. Manufacturers do not pretend to reduce the cost of their products to consumers. These prices will be governed by the current quotations of foreign competing goods, and the result can only be the transferring of so much money from the coffers of the Treasury, into which it has been paid as import duties, to the coffers of those interested in these manufacturing enterprises. Brazil can ill afford to see her customs revenue decrease, and that the establishment of every enterprise for the purpose of manufacturing tends to this end seems undeniable.

We have no intention of charging the organizers of these enterprises of doing a wrong to the country; they are merely acting as business men, who, the authorities having declared high duties indispensable, are availing of a perfectly lawful means of securing for themselves a part of the profit.

The Treasury may destroy these manufacturers at one blow by increasing duties on the raw material, for the supply of which they are dependent on the stranger, or foreign nations disgusted with the conceit of the idea of constituting Brazil a manufacturing country, may enter upon a system of reprisals, which must result to the prejudice of the empire.

[Communicated.]

BRAZIL AS A MANUFACTURER.

The well worn aphorism that Brazil is a country *essencialmente agricola* is no longer applicable to this land of slaves and coffee. The rest of the industrial world is asleep and Brazil is about to strip off the cloak that has hidden for so long her industrial powers, and lead the van in the army of manufacturers.

Stimulated with the success of her cotton mills, she is now to turn miller also and prove that Brazilian labor is as cheap and efficacious as that of Europe and the States.

What will the Argentines say to a mill that pays 30% nett on its capital?

Where will the American hide himself when he sees a country that produces neither wheat, coal, nor machinery, import all these articles in order that her gifted people may fill their unaccustomed stomachs with cheap bread?

No; when the slopes of the *Serra da Mantiqueira* cease to yield coffee, when the *cappos* of Oliveira and Bom Sucesso are furrowed by the civilizing steam plough, and the tropic skies look down on a sea of golden grain, when the curse of slavery no longer prevents foreign labor, then may Brazil hope to figure among the bread supplying countries of the world, and be independent of American, European and River Plate flour.

In a country which is not yet either a producer of grain or manufacturer of flour, technical knowledge of milling is necessarily rare, and a criticism in figures of Gianelli & Co.'s prospectus would neither be satisfactory nor conclusive; but on general principles where flour can be imported at a selling price of 15,000, after paying duties, commissions, and charges to the extent say of 15% on cost and freight price, the advantage of buying from the national mill is more than apocryphal.

Furthermore, as wheat has to be imported and consequently pays freight, the only advantage the national concern has lies in the protective duty of about 10%. Against this have also to be imported, coals and bags, or barrels, all paying freight likewise, so that where foreign competition only pays freight on the nett produce of its mills, the national one has to pay on all the gross requirements for making flour. And, even assuming the easy sale of the major part of the produce of the wheat, where is the home outlet for the collateral products of bran and so forth?

Without questioning the general exactness of the estimate as per prospectus, there are a few items deserving explanation.

Expediente d'Alfandega on wheat should be 5 1/4 % on 2,280,000\$000 = 119,700\$ not 48,000\$000.

The production of bran would largely exceed the demand, say 140,000\$ against 90,000\$ required. Second brand flour would also be produced on far too large a scale for the fastidious taste of this market, the consumption never exceeding about 5,000 barrels per year.

Again, it is not clear about the grinding powers of the mill, apparently in order to grind 80 tons per diem the mill must work the whole of the 24 hours.

29th Jan., 1887.

Regarding the production of wheat, it may be considered as an indisputable fact that Brazil will never figure in the world's markets as a wheat producer. Certain localities in the South and in elevated regions may produce a small quantity, but of very inferior quality for flour-making purposes. A careful experiment was made near Campinas a few years ago, and the experimenter informed us that the wheat had to be "weeded" by hand two or three times. Think of competing with Russia, United States or the Argentine Republic, when the Brazilian wheat field must be repeatedly cleaned of weeds by hand!—Eds. News.]

REGARDING SANTA BARBARA.

Editor Rio News:

Sir.—In your issue of January 24th our poor little village is once more brought to the front through the medium of an editorial and in connection with the proposal now under discussion by the "wiseacres" of the general [provincial] assembly to change us from the district of Piracicaba to that of Limeira.

True, we are not a great railroad center, or grand "entrepôt" of commerce, nor are we a community of millionaires; but though our village is small, even obscure, I cannot refrain from expressing my surprise at the general ignorance with regard to our general condition, and as you call for information upon the point I have thought it would not be amiss for me to respond, so far as my ability and the limited medium of a short letter would permit.

In the first place I should imagine that our little community would possess but little value as a political agent, on account of the small number of voters in the district, whether the preponderance were in favor of or against monarchism or republicanism. As a matter of fact, there are only twenty-eight votes polled here, of which number twenty are republicans. The contest between parties would have to be exceedingly close, which would enable the village of Santa Barbara to hold the balance of power, or enable it to decide between monarchism and republicanism. Consequently, I say that as a political factor we amount to nothing. I have resided in the village eight years and so far as I know, with the exception of one person, Dr. Prudente de Barros, no one of the contestants for political power

and place has ever, during that time, made his appearance among us to solicit the votes of the citizens, or attempted to enlighten us upon the political topics of the day.

Next, as to the advantages of religious instruction which we possess. I presume, from the tenor of your editorial that you had reference more particularly to the American portion of the community, but, as a matter of fact, in a political or religious view the Americans are not to be considered in connection with the fate of Santa Barbara, inasmuch as they are not permitted to vote, nor are they Catholics.

Referring, however, to the entire community, both American and Brazilian, I will say that the latter have a new and very handsome church, with its pastor residing in the village, and so far as religious instruction and advantages go, *a la Brazil*, I presume they are well supplied. The Americans, also, thanks to the beneficence and liberality of the mission boards of the mother country, have a fair sprinkling of religious tutors — preachers, I will say, residing among them, who dispense regularly, at two or three different churches each Sabbath day, the Holy Word. These churches are none of them at a greater distance than three or four miles from any of the Americans, consequently the ride to and fro each Sunday would only act as a good appetizer.

As to roads, I really think our roads are about as good as the generality of roads in Brazil. From our village radiate four general roads, or great highways: one to Piracicaba, distant four leagues, (or sixteen miles); another to Limeira, about the same distance; another to Campinas, about six leagues distant; another to the railway station, distant one league. With the single exception of the road to Piracicaba, I consider the roads excellent; in fact they will bear comparison with the roads of almost any portion of the United States. From Santa Barbara to the railway station we have a daily line of trolleys, and, from the village to Piracicaba a tri-weekly line. This fact of itself ought to be proof, or at least *prima facie* evidence, that the roads are in pretty fair condition.

As to the desire of the people generally to be changed to the district of Limeira, the Americans are utterly indifferent, and the majority of the Brazilians are opposed to it. To such an extent indeed does this opposition go, that a petition has been circulated for signatures among the inhabitants, to be directed to the government, asking that we be permitted to remain as we were, attached to Piracicaba.

As to our financial prosperity I have already written my views in a former letter, and it is unnecessary to reiterate here.

Very truly,

A. W. C.

Santa Barbara, 26th Jan., 1887.

Journal do Commercio, 26th Jan.

POLICE IN RIO.

We, the undersigned, importers living in the Rua da Alfandega, ward between Rua da Quitanda and Rua dos Ourives, by the present come to protest against the want of policemen in the said ward as there have lately been repeated attempts at burglary, and visible signs of attempts at forcing on the doors of various establishments. We, therefore, beg from the competent authority immediate precautions to the end that this deplorable state of affairs, in which we are involved, may cease, and in case this be decided upon, we collectively offer to contribute the expense necessary to the proper policing of the ward. Rio de Janeiro, 25th January, 1886.

From the *Gazeta de Noticias*, January 19.

AN IMPORTANT STATEMENT.

In a most important unpublished work of the eminent Dr. Louis Comte we find the following words, which are worthy of consideration:

"I ought to tell everything. The only plantations, from what I saw, on which the introduction of free labor, subject to contracts and in contact with slave service, is giving results, and where there are not arising daily and bitter doubts, have always been managed by intelligent and foreign administrators, who have sought with studious aptitude to attenuate and mitigate the inconveniences of the system and of social usages. For example, in Ibicaba the administrator is German; in Sete Quedas and in Amparo, Dutch; in Montserrat, French; on the plantation of Sr. Antonio Prado, Italian; and the Sr. Van Erven, the enlightened planter of Santa Clara, is the son of a foreigner."

PROVINCIAL NOTES

—The December receipts of the Pará custom house amounted to 973,599\$763.

—The December receipts of the Ypanema iron works were 6,969\$224, against 3,911\$616 for the same month in 1885.

—The total number of deaths in Pará last year was 2,461, of which 364 were from *berri-berri* and 81 from yellow fever.

—The December receipts of the Ypanema iron works were 6,969\$224, against 3,911\$616 for the same month in 1885.

—The December receipts of Maranhão custom house amounted to 202,651\$886, against 120,790\$729 in 1885 and 201,921\$701 in 1884.

—There appears to be yellow fever all along the coast, from Pará down to Bahia. In Paralyha it is raging with great virulence.

—Dr. Martinho Prado Junior, of São Paulo, has received a first installment of 7,000\$ on the immigrants introduced into that province.

—There were 760 immigrant arrivals in S. Paulo on the 23rd ult. They were not permitted to stay in Santos long enough to get hungry.

—The public debt of the province of Ceará, according to the latest reports, amounts to 347,763\$819, of which 278,123\$200 are funded.

—In the district of Aparecida, province of Rio de Janeiro, an Italian who played on the organ, and had a monkey, died suddenly, and the police found in his possession 6,000\$. The business must be a good one.

—Areado, Minas Geraes, seems to be afflicted. They have there measles, carbuncles, etc., which are destroying 20 per cent. of the patients. Areado is not in S. Paulo and immigrants will not catch measles, etc., if they go to S. Paulo.

—A number of Belgian immigrants, who are employed on the plantation of Col. Silveira Cintra, says the *Gazeta*, of Mogy-mirim, S. Paulo, are complaining that they have not been paid the provincial subsidy promised them. The collector there tells them he has no money.

—The public debt of the province of Minas Geraes amounts to a total of 4,257,000\$, of which 4,007,000\$ is funded and 250,000\$ unfunded. The province has thus far expended 2,861,582\$ in kilometric subventions to railways and 1,118,879\$ on account of interest guarantees.

—The *Diario Popular* of the 24th ult. is informed by some one connected with the census commission that the city and municipality of S. Paulo contains a population of 40,000. This does not include some of the outlying hamlets of other municipalities, which are by some considered to now form a part of the city itself.

—The December receipts of the Bahia custom house amounted to 981,122\$859, against 748,492\$544 in the same month of 1885, a gain of 232,630\$315. The revenue from imports gave an increase of 194,450\$052, and the receipts for the emancipation fund increased 42,110\$715. The revenue from exports showed a decrease.

—The public debt of the province of São Paulo amounts to 8,514,803\$448, of which only 1,186,000\$ is funded. Of the floating debt 800,000\$ is for Ypiranga lottery receipts, 79,409\$445 deposits as guarantees for public officials, and 5,919,413\$210 for interest guarantees advanced by the general government to the São Paulo and Rio de Janeiro line on account of the quota belonging to the province.

—The *Journal do Commercio* on the 28th ult. printed statistics of the agricultural production of the province of S. Paulo as shown by its exports for the five last fiscal years, which are:

Coffee	30,800,968\$47	753,031\$56	1,780,785\$55	55,004,725\$40	207,043\$48
Cotton	522,164	198,966	190,073	481,374	760,889
Live stock	293,700	434,339	248,791	279,344	279,659
Rice	343,293	330,815	198,284	135,199	334,453
Tobacco	274,027	224,963	215,024	291,995	194,292
Hides	69,702	142,899	183,611	223,826	133,723
Totals	41,782,708	44,266,704\$57	46,665,858\$56	65,059,542\$44	44,257,186\$

—The Sobradinho rapids improvements in the Rio S. Francisco have been completed.

—The Parnahyba river improvements, in the province of Piahy, have been suspended.

—There were 193 deaths in the city of Victoria during the year 1886, against 164 in the preceding year.

—The total receipts of the Rio Grande custom house in 1886 were 2,712,520\$220, against 2,264,675\$140 in the preceding year.

—The January receipts of the Santos custom house amounted to 1,064,421\$432, and of the *meza de vendas* to 314,504\$827.

—The December receipts of the Amazonas custom house amounted to 101,758\$988, making a total of 497,023\$375 for the half year.

—The São Paulo provincial assembly on the 26th ult. rejected a bill repealing a law authorizing the use of municipal jails for the detention of runaway slaves.

—Up to 15th December there had been 86 fatal cases of cholera in Matto Grosso. It is now reported from Montevidéo that there is a great scarcity of food in that province.

—The *Provincia* of São Paulo says that it is proposed to organize a company in Campinas for the sale of coffee. Offices and warehouses are to be established in Santos, of course!

—The official value of all exports from the province of São Paulo in 1885-86 was 41,558,391\$, of which coffee produced 40,297,043\$ and all other products 1,261,348\$. It looks very much like carrying all the eggs in one basket.

—A poor slave made his appearance in Campos on the 29th or 30th ult. in a pitiful condition. He had been most cruelly whipped, and he carried irons on his neck and ankles, with chains. The abolition society took the matter up.

—Advices from Bahia state that a sailor of the Brazilian navy on the night of the 16th ult., the occasion of the *Bomfim festa*, drew his knife and ran a-muck among the crowd, severely wounding several persons. And yet no one shot him!

—A very enjoyable ball was given on the Royal Mail steamer *Trent* in the port of Santos on the 24th ult. by Mr. William Ellis, of Messrs. Holworthy & Ellis, who is about to leave for England. The decks were brilliantly illuminated, and the ball proved not only a novelty but a great success.

—The exports of coffee from the province of Espírito Santo during the last three fiscal years were as follows:

1883-84	176,546½ bags.
1884-85	227,613½ "
1885-86	307,445 "

—A Barbacena, Minas Geraes, paper on the 23rd ult., states that two slaves, the man aged 79 and his wife aged 65 years, had applied to the authorities there for their free papers. They claim that their master, Sr. Conde, had withheld all communication of their freedom. Messrs. Saraiva and Cotepe's great emancipation measure seems to be ineffective on the plantations.

—In acknowledging the receipt of some reading books from a charitable lady, a teacher of Uberaba recently wrote: "I have pupils so poor that they can not even bring paper, it being necessary for me to furnish at my own cost and also make use of the backs of letters in order that they may write." The money wasted in other ways might be made of real practical use in cases like this.

—An abolition meeting was held at Campos on the evening of the 30th ult. in view of cruelties practiced on some slaves of that vicinity. The meeting however was broken up and several people injured. Carlos de Lacerda telegraphs that his life is threatened, and asks for protection. The premier has promised to take the matter into consideration. Campos is getting a very unsavory reputation.

—The November and December receipts of the Parnahyba custom house were as follows:

	November	December
1886	75,001\$955	75,377\$805
1885	67,138\$865	34,467\$015

Increase..... 7,863\$090 40,910\$590

During these two months the receipts from imports increased by 55,575\$377, while those from exports decreased 4,495\$208.

—The "Sociedade de Imigração" of Santos has published a statement of the recent immigration abuses at that port, dated the 20th ult., in which they state that the immigration agents did absolutely nothing, and that the *Rio Paraná* immigrants, numbering 228, were sheltered in the Carmo convent at the society's request and fed at its own expense. The society paid out 1,247\$300 for provisions, the Santos merchants refusing to sell to the government officials on credit.

—The province of Pará seems to have entered into a very peculiar contract with Eduardo Castel and Eduardo Pontel for the prosecution of a fishing industry. In the first place the province agrees to loan the two Eduardos 300,000\$ for 30 years at 8%, and to pay them a subsidy of 7,000\$ a month besides for the same period. In four years the subsidy will swallow up the loan, leaving the poor fishermen to draw their \$4,000\$ a year thereafter free from all incumbrances.

—On the 10th ulto. the Porto Alegre, Rio Grande do Sul, branch of the English Bank of Rio de Janeiro, limited, commenced operations.

—The monthly receipts of the Santos custom house during the last half year were as follows:

July	705,069\$579
August	817,077\$318
September	824,058\$683
October	1,230,910\$645
November	1,048,797\$724
December	910,396\$600

Total, 6 months..... 5,596,230\$609

—The receipts at the Bahia custom house for the latter half of 1886 and 1885 were as follows:

	1886	1885
Imports	4,774,309\$797	4,289,070\$692
Port dues	27,303\$310	26,893\$800
Exports	520,478\$367	600,404\$021
Sundries	23,308\$614	20,230\$768
Surtax 5%	225,498\$886	—

5,570,898\$974 4,936,599\$341

RAILROAD NOTES

—Three kilometres of the Ribeirão Bonito railway, Pernambuco, were formally inaugurated on the 30th ult.

—An extension of 18 months has been granted to the Carangola company for the completion of its branch line to Itapemirim.

—The government has conceded six months more to the "Quarahim a Itaquí" line, of Rio Grande, for the conclusion of its works.

—The October receipts of the São Paulo railway amounted to 861,621\$960, and the expenses to 306,145\$700, leaving a balance of 555,476\$260.

—It is said that the inauguration of the Jahu branch of the S. Carlos do Pinal line will take place about the middle of the current month.

—It is announced that an engineer in Lorena, São Paulo, has hit upon a scheme of a railway from that place to Goyaz. We are not informed whether his plan includes the necessary capital, or not.

—The S. Carlos do Pinal company having asked permission to extend its line from Araraquá to Sant'Anna do Paranahyba, the minister of agriculture refuses to grant it on the ground that this is one of the proposed routes to Matto Grosso, for which the government has not yet procured all necessary data.

—The minister of agriculture refuses permission for the construction of two branches of the S. Carlos do Pinal line, one toward the Mogy-guaçu, and the other from Jahu to the Parapanema. The minister decides that the first is prejudicial to the Paulista company, and the second to the Sorocabana company. Several of the São Paulo companies seem to be literally "pocketed."

—The October and November receipts and expenses the Ribeirão Preto extension of the Mogyana railway were as follows:

	October	November
Receipts	15,187\$650	17,166\$850
Expenses	5,381\$935	8,985\$075
Surplus	9,805\$715	8,175\$505

—The October and November traffic of the Caldas branch of the Mogyana line yielded the following results:

	October	November
Receipts	14,005\$780	17,270\$320
Expenses	5,710\$949	10,352\$195
Surplus	8,294\$831	6,918\$125

This branch was opened to traffic in October.

—According to a dispatch of the 24th ult. the minister of agriculture refuses to reconsider his decision declaring the D. Pedro I concession lapsed. He says that the *aviso* of the government in regard to the rescission of contracts, in which the companies were invited to present proposals, did not suspend the contract. These ministerial decisions should be carefully read by intending investors in Brazilian railways.

—A short time ago the public was surprised by the sudden and inexplicable resignation of the general superintendent of the São Paulo and Rio de Janeiro railway, Mr. A. H. Turner, but there was a suspicion afloat that it was due to a new policy of the principal Brazilian shareholders in which all foreigners were to be cleared out from the employ of the company. This suspicion is now more than confirmed by an incident which occurred on the 30th ult. While nine of the machinists of the São Paulo shops—all Englishmen but one—were at breakfast a police force was stationed at the doors and they were informed that their services were no longer required. They were permitted to enter the shops after their tools only in the employ of the company for many years, and there was, of course, no contract to prevent their discharge at any day, but that this should be done without warning and by force, as though they were malefactors, is a gross outrage. If the Brazilian directors of that company do not want foreigners in their employ, then they are not obliged to employ them; but they are under some obligations nevertheless, to treat their discharged workmen like men and with some show of civilized decency.

LOCAL NOTES

—The Russian corvette *Rynda* left for the Cape of Good Hope on the 26th ult.

—Coffee was weak on the 26th ult. A pile of it fell on a laborer and broke his arm.

—Our very young colleague, *Lombard Street*, is already dead. The Rialto failed to respond.

—It is announced that 800 Italian emigrants embarked at Genoa on the 19th ult. for Brazil.

—The Italian beneficent society of this city is proposing to call a meeting to protest against the arbitrary conduct of police officials.

—The payment to the City Improvements Company for the last six months of 1886 amounted to 847,579\$167.

—Everything is still safe and snug at the Nuno de Andrade summer hotel at Ilha Grande. The fishing is excellent.

—Amateurs in fire-works can find out how various colored lights are manufactured by applying to the *Auxiliador da Industria Nacional* of December.

—The minister of agriculture has authorized a credit of 50,500\$ at the London treasury agency for the purchase of material for the water works of this city.

—There seems to be a great deal of difficulty in getting the present city council confirmed. Between ministerial, judicial and aldermanic decisions, there seems to be no standing room.

—Sr. Pedro Afonso de Andrade Souto-Maior Pinto Coelho has been made a baron by the Portuguese government. We are unable to state what the rest of new nobleman's original name was.

—That Cangussú telegraph operator has again scored a triumph over the obstrusional absurdity of this city—reporting a comet on the 21st ult. at 9.20 p.m. A telescope ought to be sent down to that operator.

—The minister of agriculture has authorized civil engineer Miguel de Teive Argollo to explore the zone of unsettled lands along the Bahia Central railway for the purpose of selecting suitable places for national and immigrant colonies.

—The manufacturers of artificial liquors are very indignant over the orders of the board of health that they shall brand all their barrels with hot irons, and demand that foreign producers of the "artificial" shall be compelled to do likewise.

—Decree No. 9,701 dated 22nd ulto. declared lapsed the concession to Francisco Ignacio Ferreira and Manoel Jessuino Ferreira for the building of docks, and otherwise improving the port of Bahia. A company under the name of the Bahia Docks Company was registered in London, under this concession.

—According to the *Paiz*, when the Russian minister came down from Petropolis the other day to see about the police attack on the Russian sailors, the Barão de Cotepe, minister of foreign affairs, suddenly felt the need of a change and went up to Petropolis. Perhaps, however, it was only a coincidence.

—A vital question, beyond the moral support Brazil must lend France in any European embroilment, is as to the manner in which the empire may avail of the approaching difficulties. Brazil might supply beef, maize, sugar and rum; but the chances are that she will furnish nothing, beyond the moral support referred to.

—Having got rid of their dictator, Gen. Maximo Santos, the people of Uruguay do not now want him to return and have adopted measures to prevent his landing in that country. A sentence of banishment has already been declared. Santos has been gone but a few weeks, and is now on his return voyage from Europe. There will soon be lively times in fickle Uruguay.

—The minister of agriculture has recently sent large numbers of the São Paulo *Guia* to Brazilian consulates in Europe for the purpose of attracting immigrants to that province. The immunities enjoyed by new comers, especially from small-pox, ought to arouse a perfect frenzy among the poor people of Europe, and bring them out by the thousand.

—It is a matter for painful reflection that the Sociedade Central de Imigração of this city does not find the São Paulo *Guia de Imigrante* quite as correct as could be wished, and has been compelled to suggest certain important corrections. The minister of agriculture, who paid 12,000\$ toward the job, will probably give the matter prompt attention.

—There is a curious similarity between swallows and exchange brokers. We do not mean that the latter are as graceful in their flights as the former, but refer to the fact that they both collect at certain times of the day, or year, and then disappear for a period. At 9.55 a.m. the Rua da Alliança is full of brokers; at 10.05, not one is to be seen. Our political editor suggests that perhaps fly time begins punctually at 10 a.m.

DIED.

STEVENS.—On the 25th ulto. Jeanette Mayo, (May), daughter of George and Marguerite Stevens, aged 8 years and 5 months.

—The *comissao de paças* of the municipal council went out on a little hunt on the 29th and bagged 892\$ in fines.

—The new 300 reis postage stamp is said to be the ugliest production of the Mint thus far—and that is saying a great deal.

—Mr. John Roach, the originator of the present line of steamships between this port and New York, died in the latter city on the 10th ult. at the age of 70 years.

—The Royal Mail packet *La Plata* took 142 bags of mail matter for Montevidéo and Buenos Aires, which had accumulated here because of no steamers for those ports.

—Michael Angelo street is in Engenho Novo, but it does not seem to be a good place to live in. A daily paper says the police there break lamps and drive the lamp-lighters away.

—The government is said to have signed the decree authorizing Drs. Ferreira de Aranjó and G. Fogliani (two journalists) to widen, rebuild and extend the Rua Senhor dos Passos.

—A River Plate correspondent of the Immigration society suggests that the Foreign Office take over the immigration question. Barão de Cotepe will make an excellent immigrant inspector.

—The Argentines have imposed eight days quarantine on arrivals from this port because of yellow fever. And yet the former were indignant because Rio quarantined against cholera!

—If a stranger wishes to see something singularly characteristic of the prevailing mania, let him look at the quarter and half page lottery advertisements in the daily papers.

—John, the Baptist, Reis does not like cold food. He started a fire in one of the D. Pedro II dock warehouses on the 25th to heat (no accent on the h) his victuals and was promptly arrested for his pains.

—We may be in the wrong of course, but it seems to us that the average Brazilian would build a wall around his country just as Ching did. The people inside would physic, prosecute and defend, and explore public works, and no one would be a bit the wiser—until more money was needed.

—The government has offered a reward for the detection of the parties guilty of setting fire to the Campos cane fields. This is perfectly right, but who ever heard of a similar act when a merchant's property was concerned? And what step has the government taken to punish those who fired upon abolitionists on the 30th?

—O *Paiz* says that Queen Victoria is to establish an order for writers and artists. A newspaper man may yet wear a decoration and be proud of it. In this office a 20\$ "brown-back" will just suit the occasion, and it need not come from the sovereign either.

—It is said that the minister of finance is about to adopt measures for the better fiscalization of lotteries, particularly those of the provinces which do not pay their taxes as regularly as is desired. The minister does not propose to lose a penny of this blood money.

—An employé of the house of Karl Valais & Co. of this city named Jean Selter, of Swiss nationality, committed suicide with a revolver on the 24th ult. His body was found in the woods near Paineiras, on the Corcovado. Selter was insured for \$5,000 in the New York Life.

—D. Maria das Neves Izabel Fulalia Carlota Adelaide Michaela Raphaela Gabriella Gonzaga de Paula e Assis Sophia Inez Romana de Braganca has recently written a letter to the Conde de Reilhina, says the *Diario de Notícias*, but our colleague does not mention whether the august lady signed all of her names to this historical document, or not.

—The government has accepted the resignation of Gen. Severiano Martins da Fonseca, governor of the military school of this city, who resigned because the cadets disobeyed orders, and has appointed Gen. Agostinho Marques de Sá to the vacancy. The *expansões generosas da mocidade academica* are proving to be somewhat troublesome to their faint-hearted masters. And, by the way, no step whatever seems to have been taken to punish those malicious cadets who refused to obey orders.

—It gives us sincere pleasure to announce that our old friend Morris has again returned to the service of the public. In addition to the invention of a boot-black's chair—which permits the customer to sit down as well as the boot-black—he has invented a receptacle, and process, and tax, and revenue, in the private garbage service of the city, and he is now awaiting a contract from the city council. He asks only 38,000\$ a month, 5% of which will be paid into the municipal treasury.

—A telegram from the north on the 30th reports the arrival of eight persons at Macéio in a boat, who report the collision of two English ships, the *Kapunda* and *Ada Melmore*, about 500 miles from Macéio. The *Kapunda* was bound from Plymouth to Australia, and carried 318 persons, emigrants and crew, of which all were lost but 16. The *Ada Melmore* was homeward bound from Coquimbo, but lost two out of a crew of 14. The French bark *Ulysses* rescued about 16. The two vessels seem to have sunk immediately after the collision.

SHIPPING NEWS.

ARRIVALS OF FOREIGN VESSELS.

ARRIVALS OF FOREIGN VESSELS.
JANUARY 23.
BALTIMORE—Amer lug *Adda J. Bonner*; 463 tons; Berry; 44 ds; sundries to Levering & Co.
BRUNSWICK—Port bk *Zulmira*; 866 tons; Lima; 86 ds; pine to Venecio Guimaraes & Co.
JAN. 24.
GASPE via PENAMBUCO—Br hg *Brothers*; 173 tons; Yibert; 49 ds; codfish to order.
OPORTO—Port bk *Vasco da Gama*; 549 tons; Coelho; 47 ds; sundries to José Antonio Gonçalves Santos.
JAN. 25.
BALTIMORE—Amer lug *Glad Tidings*; 626 tons; Mc Clean; 36 ds; sundries to Francisco Clemente & Co.
JAN. 26.
APALACHICOLA—Br hg *Caledonia*; 311 tons; Hoffmeyer; 66 ds; pine to order.
JAN. 27.
MACAO—Br bk *Truchay*; 324 tons; Smith; 17 ds; salt to order.
JAN. 28.
CARDIFF—Br ship *North*; 1295 tons; Newton; 39 ds; coal to Norton, Megaw & Co.
NEWPORT—Nor bk *Provenir*; 1030 tons; Renberg; 44 ds; coal to W. Wilson Sons & Co.
MONTEVIDEO via LAZARETTO—Nor lug *Elitarr*; 300 tons; Holvassen; 65 ds; salt to order.
JAN. 29.
CARDIFF—Br ship *Promach*; 1199 tons; Richards; 40 ds; coal to Messageries Maritimes.
NEW YORK—Amer lug *An Sable*; 567 tons; Rønneberg; 44 ds; flour to order.
JAN. 30.
ST. THOMAS—Amer hg *Josefa*; 476 tons; Snow; 51 ds; pine ex F. J. Merriman from Saitla River.
NEW YORK—Br hg *Moss Rose*; 371 tons; Purdy; 39 ds; kerosene to order.
JAN. 31.
LIVERPOOL—Br hg *Anna Maria*; 283 tons; Fittwater; 48 ds; sundries to John Moore & Co.

DEPARTURES OF FOREIGN VESSELS.

DEPARTURES OF FOREIGN VESSELS.
JANUARY 22.
PORT ELIZABETH—Swed by *Ture*; 171 tons; Johansen; coffee.
SHIP ISLAND—Br bk *Sylvia*; 1661 tons; O'Neil; ballast.
JAN. 23.
SOUTH WEST PASS—Br bk *Prince Rupert*; 1168 tons; O'Malley; ballast.
CAPE VERDE—Nor bk *Kong Carl*; 507 tons; Knudsen; do.
BARBADOS—Nor bk *Medusa*; 1010 tons; Ogholm; do.
JAN. 24.
PARANAGUA—Br hg *Blanco*; 343 tons; Tucker; ballast.
JAN. 25.
LISBON LO.—Ger lug *Germania*; 179 tons; Kuhl; coffee.
PENAMBUCO via LAZARETTO—Ger hg *V. G. Fichte*; 230 tons; Gronhoff; sundries.
MARANHAM—Port bk *Noemia*; 293 tons; Campos; do.
JAN. 26.
BARBADOS—Br bk *Clara Grant*; 253 tons; Russell; ballast.
JAN. 27.
BALTIMORE—Amer bk *Julia Rollins*; 595 tons; North; coffee.
PORT EADS—Br sp *Astrucana*; 1198 tons; Richards; ballast.
PENAMBUCO—Amer lug *Edouard Johnston*; 386 tons; Warren; do.
JAN. 28.
GALVESTON—Br bk *Jane Harvey*; 316 tons; Stevens; coffee.
MARANHAM—Port bk *Humildade*; 333 tons; Teixeira; sundries.
ITAJAHY—Dan hg *Maria Petrus*; 114 tons; Beck; ballast.
JAN. 29.
HAMPTON ROADS—Br ship *Rossignol*; 1599 tons; Robbins; ballast.
PENAMBUCO—Br lug *Roland*; 353 tons; Finlayson; do.
JAN. 31.
ILHA DO SAL—Port lug *Jean Alberto*; 405 tons; Molledo; ballast.
PARAHYBA—Nor lug *Præcis*; 292 tons; Marschen; do.
VICTORIA—Nor hg *Urda*; 170 tons; Salvesen; sundries.
FEBRUARY 1.
BARBADOS—Br bk *George Gilroy*; 1083 tons; Hughes; ballast.
PENAMBUCO—Nor bk *Eikunusud*; 797 tons; Berntsen; do.
VICTORIA—Br lug *Geraldine*; 258 tons; Adams; do.
The German bk *Marvo Polo* was sold at auction on the 1st inst. for 3,450\$000.

CLEARED AND READY FOR SEA.

CLEARED AND READY FOR SEA.
BARBADOS—Nor bk *Martin Luther*; ballast.
VICTORIA—Anna do.
PENAMBUCO—Folkwang do.

FREIGHTS AND CHARTERS.

The only charters reported are: Amer schr *Nancy Smith*, coffee to New York, 176; Br hg *Constance*, salt hides to Channel I. O., 276; Br hg *Geraldine* and Nor bk *Anna*, coffee, from Victoria to Channel I. O., 355.

Freight—steamers:

New York 30c per bag
New Orleans 30c do
London 40c per ton
Liverpool 40c do
Antwerp 35f do
Hamburg 40c do
Havre 40c do
Marseilles 40c do
Trieste 40f do
Genoa 40c do
United States, North 150-176c per ton
do South 176-202 do
Channel I. O. nominal 300-376 do
Lisbon I. O. do

VESSLES AFOAT & LOADING FOR RIO.

Aeronaud Baltimore
Alexandre Heroult Oporto
Allegro Oporto
Auguste Burill Cardiff
Auguste Newport
A. J. Borden Richmond
Alegria Newport
Aldine Richmond
Cerro Alegre Cardiff
Corva Opoto
Costa Lobo Puget Sound
Chrysolite Liverpool
Carrie Delap Puget Sound
Century Newcastle
Charming from Liverpool Newcastle
Chafain Newport
Denon Liverpool
Dora Baltimore
Don Pedro II Baltimore
Dover Baltimore
Edith Mary Cardiff
E. S. Powell Hamburg

Imports.

There has been a fair movement in the markets and prices are steadier. In flour there has not been much doing, and brokers quote the market weak and dull. Three cargoes of pitch pine have arrived, but the price of this, as well as of white pine, has advanced somewhat, and the markets are steady. A cargo of kerosene has arrived to a dealer.

Flour—Receipts since our last report have been:

At Sable from New York:
Alcantara 1,916 lbs.
Crystal 1,750 "
Castilla 1,250 "
Noblesse 1,000 "
Radiante 1,125 "
7,041 lbs.

Glad Tidings, from Baltimore:
Castilla 1,000 lbs.
Corbova 1,000 "
Amby 1,000 "
Mt. Vernon 1,000 "
4,000 "

Adda J. Bonner, from Baltimore:
Castilla 2,000 lbs.
Mt. Vernon 2,000 "
Crystal 900 "
4,900 "

Miranda, from United States:
Noblesse 1,500 lbs.
Alcantara 1,500 "
Cadenus 1,000 "
Castilla 1,000 "
Chesapeake 350 "
Silver Spring 150 "
5,500 "

Sales and withdrawals for the same time are about 8,400 lbs, and brokers estimate stock in first hands at:

41,000 lbs. American
1,500 " Trieste
1,500 " Chili
44,000 lbs.

Brokers report the market weak and dull at the following quotations:

Richmond 1st 16\$75-17\$50
do 2nd 15\$00-16\$00
Baltimore 1st 16\$00-16\$50
do 2nd 15\$00-16\$00
Western & Int. 15\$25-16\$00
Chili 14\$00-14\$50
River Plate 15\$00-15\$50
New Zealand nominal

Receipts last month were:
45,752 lbs. American
4,618 " Trieste
4,172 " Chili
54,542 lbs.

against 33,254 lbs. of all sorts for January, 1886.
Pitch Pine—Receipts are 570,474 feet per Zulmira from Brunswick, 235,204 feet per Caledonia from Apalachicola and 272,924 feet per Josefa. The first is reported sold at 27\$50, the second is on order, and the third, the cargo ex F. J. Merriman is reported sold at 40\$500. Receipts last month were these three cargoes, against 327,973 feet in January last year.

White Pine.—There have been no receipts. Brokers quote the market steady at 110-115 rs. per foot. There were no receipts last month against 124,488 feet in January last year.

Spruce Pine.—No receipts, nor any last month, nor for the corresponding month last year.

Swedish Pine.—Nothing to report. Receipts last month were nil, against 398 doz. in January, 1886.

Kerosene.—Receipts are 13,875 cases per Moss Rose from New York, which are stated to be on order. We may quote invoices at \$7\$50-3\$800 per case, market steady. Receipts last month were 14,075 cases, against 3,536 cases for the same month last year.

Lard.—Receipts are 2,500 kegs per A. J. Bonner, 800 per Glad Tidings and 100 per Advance, all from the United States. Brokers quote at 335-340 rs. per lb. for invoices. Receipts in January were 6,475 kegs and 15 cases, against 3,120 packages for the same month in 1886.

Rosin.—Receipts are 250 lbs. per Glad Tidings and 15 per Advance from the United States. We may quote at 4\$600-5\$800 per lb. as to quality and weight. Receipts last month were 450 lbs, against 1,491 in January last year.

Bran.—Receipts have been 680 bags per Ville de Santos and 350 per Dalton from Lisbon. Brokers quote foreign receipts at 2\$400-3\$500 per bag as to quality. Last month receipts were 14,021 bags, against 8,289 bags in January last year.

Codfish.—Receipts are 2,488 tubs per Brothers from Gaspe, 2,370 cases per Valparaiso from Hamburg and 38 cases per Ville de Maranhao from Portugal. Quotations are nominal. Receipts last month were 5,368 packages Canadian and 4,170 cases Norwegian, against 6,584 packages of all kinds last year.

Hay.—We have received 3,892 bales from the River Plate via the Lazareto, which comes to dealers and contractors. Receipts last month were 5,982 bales, against 10,014 bales in January 1886.

Cement.—Receipts are 1,000 lbs per Anandale from Newport, and 900 per Laforce from London. There is no change in quotations. Receipts last month were 5,500 lbs. British and 1,008 lbs. Belgian, against 1,934 lbs. for the same month last year.

Indian Corn.—There are no receipts of foreign reported, but the market is weak at 3\$700-4\$000 per bag. In January receipts were 25,446 bags of foreign maize, against 11,002 bags in January last year.

Coal.—Receipts are all to companies and dealers, viz:
1,560 tons per North from Cardiff
1,157 " Poona do
1,481 " Premier from Newcastle
205 " Pleysey from Newcastle
900 " Anna Maria from Liverpool
Receipts last month were 11,000 tons and 16,219 bricks, all British, against 19,054 tons for the same month last year.

Rice.—Receipts are 2,500 bags per Hannover, 600 per Valparaiso and 2,000 per Anandale, from Europe. Brokers report the market firm at 9\$500-9\$2000 per bag in lots.

Total clearances of Coffee from Rio for January:

Table with columns: DESTINATION, 1887, 1886, 1885. Rows include UNITED STATES, EUROPE, ELSEWHERE, and various sub-regions like New York, Baltimore, Hampton Roads, etc.

DAILY RECEIPTS AND SALES OF COFFEE AT RIO DE JANEIRO.

Table with columns: Receipts, Sales, Total. Rows include various coffee types like Arabica, Robusta, and their sales and receipts in bags and tons.

Miscellaneous.

Table with columns: Item, Price. Rows include Amazon Steam Navigation, English Bank of Rio, London & Brazilian Bank, etc.

MARKET REPORT.

Rio de Janeiro, February 4th, 1887.

Exports.

Coffee.—The market has very quiet since our last report, and exporters and factors have been trying each the nerve of the other. Prices were maintained unchanged until this morning when brokers reduced their quotations 100 rs. per arroba. There is a want of movement in the market, which leads to a belief that we advanced with undue haste in the center here, and that consuming markets have not been "cornered" to the extent that the more enthusiastic "bulls" considered was the case. Our receipts have again immensely increased, and our stock shows a very considerable increase over what we reported on our last decline, and the appearances are that our market will get at a dead-lock for some time, pending either more favorable advices from abroad, or such an accumulation of stock here as will force holders into the market.

The sales as reported since our last have been:

Table with columns: Quantity, Price. Rows include 14,021 bags for the United States, 759 for Europe, 5945 for Cape of Good Hope, etc.

The clearances since our last issue are:

Table with columns: Quantity, Price. Rows include 24 New York Br str Oibers, 25 Galveston Br bk Jane Harvey, etc.

Table with columns: Quantity, Price. Rows include 18 Havre Fr str Sully, 24 Lisbon L. O. Gr lug Germania, etc.

Table with columns: Quantity, Price. Rows include 1 River Plate Br str La Plata, 3 West Coast Br str Aemagnus.

Receipts for the past three days have averaged 10,701 bags per day, against 7,394 bags for the preceding eight days.

The daily average in January was:
6,693 bags
7,931 " in 1886
9,679 " in 1885
4,686 " in 1884
7,837 " in 1883
7,797 " in 1882
10,448 " in 1881

Brokers' quotations this morning were:

Table with columns: Item, Price. Rows include Washed, Superior, Good first, Regular first, Ordinary first, Good second, Ordinary second, Capitania, Escotia.

Stock was this morning estimated to be 330,000-333,000 bags.

Vessels loading and to load.

Table with columns: Vessel, Quantity. Rows include New York Br str Catherine, do do Dalton, do Amer sch Nancy Smith, etc.

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

Table with columns: DESTINATION, 1886-87, 1885-86, 1884-85. Rows include UNITED STATES, EUROPE, ELSEWHERE, and various sub-regions like New York, Baltimore, Hampton Roads, etc.

GOVERNMENT AND PROVINCIAL BONDS

Table listing various bonds with columns for issuer, location, and date. Includes entries like Baltimore, Bahia, and various municipal bonds.

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

DEBENTURES AND SHARES

Large table with columns: CAPITAL, SHARES, ISSUED, VALUE, PAID UP, NAMES, RESERVE FUND, LAST SALE, LAST DIVIDEND, LAST QUOTATIONS. Lists numerous companies and their financial details.

ARRIVALS OF FOREIGN STEAMERS

Table with columns: DATE, NAME, WHERE FROM, CONSIGNED TO. Lists incoming ships and their agents.

DEPARTURES OF FOREIGN STEAMERS

Table with columns: DATE, NAME, WHERE TO, CARGO. Lists outgoing ships and their destinations.

FOREIGN SAILING VESSELS IN THE PORT OF RIO DE JANEIRO, FEBRUARY 4th, 1887.

Table with columns: NAME, TONS, WHERE, CONSIGNEE. Lists foreign sailing vessels in the port.

Table with columns: NAME, TONS, WHERE, CONSIGNEE. Lists various companies and their details, including shipping lines and industrial firms.

Shipping.

THOMAS NORTON'S
 OLD REGULAR LINE OF SAILING PACKETS
 BETWEEN THE
 UNITED STATES AND BRAZIL PORTS
 Established in 1868
 Loading Berth; Covered Pier No. 17, East River.
 For Freight and General information apply to
 Thomas Norton,
 104 Wall St., New-York.

Insurance.

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

LONDON AND LANCASHIRE FIRE
INSURANCE Co.
 Agents in Rio de Janeiro
 Watson Ritchie & Co.
 No. 25, Rua de Theophilo Ottoni.

PHENIX FIRE OFFICE.
 Established 1782
 Agent in Rio de Janeiro
 E. W. May,
 RUA DO GENERAL CAMARA No. 2,
 Corner of Rua Visconde de Itaboraity.

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

THE MARINE INSURANCE COM-
PANY LIMITED.
 Capital..... £1,000,000 sterling
 Reserve fund... £ 440,000
 Agent in Rio de Janeiro
 E. W. May,
 RUA DO GENERAL CAMARA No. 2,
 Corner of Rua do Visconde de Itaboraity.

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

ROYAL INSURANCE COMPANY,
LONDON AND LIVERPOOL.
 Capital..... £2,000,000
 Accumulated Funds... £5,245,104
 Insures against the risk of fire, houses, goods and merchandise of every kind at reduced rates.
 John Moore & Co. agents.
 (Agents for Lloyds) No. 8, Rua da Candelaria.

BRITISH & FOREIGN MARINE
INSURANCE COMPANY, LIM'D.
 Capital..... £1,000,000 sterling
 Agents in Rio de Janeiro
 Swanwick & Gordon,
 39, Rua General Camara. Telephone No. 427.

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

Steamships.

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

February Departures:
 To New York:
 [Every Saturday]

Dalton (Loading in Santos).... Feb. 5th
 Lassel [do do]..... ,, 12th
 Biela ,, 19th
 Halley (Loading in Santos)..... ,, 26th

Extra steamers as may be needed.

To Southampton:

Temporarily suspended on account of quarantine restrictions.

For Other Ports:

Kepler River Plate..... Feb. 3rd
 Delaunoy New Orleans..... ,, 15th

To Rio Grande Ports:

Cavour..... Every
 Chatham..... Wednesday
 or Cassing

LAMPORT & HOLT,
 21 Water Street, Liverpool.

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

For freight and passages apply to
 Agents—NORTON, MEGAW & Co.
 No. 82 RUA 1º DE MARÇO
 Broker:—Silverth Siversten,
 Rua 1º de Março No. 35.

ROYAL MAIL
STEAM PACKET COMPANY.

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

TABLE OF DEPARTURES.
 1887

Date	Steamer	Destination
Feb. 9	Trent	Southampton and Antwerp, calling at Bahia, Macaé, Pernambuco, Lisbon and Vigo.
" 16	Mondego	Santos.
" 24	La Plata	Southampton and Antwerp, calling at Lisbon and Vigo.
Mar. 1	Tagus	Montevideo and Buenos Ayres.

* from Ilha Grande.

This Company's steamers leave Southampton on the 9th and 24th of every month and arrive in Rio de Janeiro on the 26th and 16th, the former proceeding to the River Plate after the necessary delay. The latter stops at Santos and returns, calling at Brazilian ports.
 The homeward bound steamers continue to leave Rio on the 9th and 24th of every month.
 For freight and passages apply to
 E. W. MAY, Superintendent.
 Rua do General Camara No. 2,
 (Corner of Rua Visconde de Itaboraity)

UNITED STATES AND BRAZIL
MAIL STEAMSHIP CO.

CARRYING THE U. S. AND BRAZILIAN MAILS

SAILINGS FOR NEW YORK
 FINANCE, Capt. Baker, 8th Mar. 31st
 ALLIANÇA, Capt. Beers, 20th Apr.

The fine packet
ADVANCE,
 will sail 9th February at 10 a. m. for
NEW YORK
 calling at
 BAHIA, PERNAMBUCO, MARANHAM,
 [entering the two last named ports]
 PARÁ, BARBADOS and ST. THOMAS

Reduced Passages
 cabin storage
 To Liverpool..... \$220
 " New York..... \$145 \$75 gold

For passages and information apply to
 Wilson, Sons & Co., Limited, Agents
 No. 2 Praça das Marinhas

And for cargo to
 W. C. Peck.
 No. 6, Praça do Commercio
 ou het return from Santos,

Banks.

ENGLISH BANK
 OF
RIO DE JANEIRO
 (LIMITED)

HEAD OFFICE IN LONDON
 BRANCHES:
 Rio de Janeiro, Pará, Pernambuco, Santos,
 São Paulo and Porto Alegre.

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

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

LONDON AND BRAZILIAN
BANK, LIMITED.

HEAD OFFICE: LONDON

BRANCHES:
 LISBON, OPORTO, PARÁ, PERNAMBUCO, BAHIA,
 RIO DE JANEIRO, SANTOS, SÃO PAULO,
 RIO GRANDE DO SUL, PELOTAS, MONTEVIDEO,
 AND NEW YORK.

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

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

CRASHLEY & Co.,
 Newsdealers and Booksellers.

Subscriptions received for all the leading English and American newspapers and periodicals. Agents for
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A large assortment of English novels, of the Tauchnitz Editions, of the Franklin Square Library and of the Lovell Library constantly on hand.
 Views of Rio and neighborhood.
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Agents for Longstreth's Rubber Stamps.
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Compiled expressly for this market by an old exporter, and calculated in American and English currency.
 For Sale at this office
 Price 2\$500.

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

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 Andrew Steele & Co.
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THE RIO NEWS.
HAND-BOOK OF RIO DE JANEIRO.

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

MEMORANDUMS

and other blank forms used in business offices are much more convenient when put up in blocks, for which purpose the new ELASTIC CEMENT is much preferable to the paste used by binders. All commercial forms printed at the
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Sewing Machines,
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 Also materials for lightning conductors.

VISITING CARDS,

of all sizes and styles, executed with dispatch at
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"B. A."
VERMIFUGE.

THIS valuable remedy has now been prominently before the people for fifty-seven years, the manufacture and sale of it having been commenced in 1827. Its popularity and sale have never been so large as at the present time, and this, of itself, speaks loudly as to its wonderful efficacy.
 We do not hesitate to say, that in no single instance has it failed to remove worms from either children or adults who were afflicted by these foes to human life.
 We are constantly in receipt of testimonials from physicians as to its wonderful efficacy. Its success has produced counterfeits, and the buyer must be particularly careful to examine the entire name, and see that it is

"B. A. Fahnestock's" Vermifuge.

THE RIO NEWS

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

The Rio News was established under its present title and management on the 1st of April, 1879, succeeding the British and American Mail. Although the style, title and frequency of issue were changed at the time of transfer, the designations of number and name were continued unbroken. At the beginning of 1887 the style of the publication was still further changed by an increase from four to eight pages, and a diminution in the size of the publication, but it added greatly to its convenience for office and reference use.

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

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

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

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POST-OFFICE ADDRESS:— Caixa no Correio, A.
 Typ. ALDINA, 79, Sete de Setembro.