

THE RIO NEWS.

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RIO DE JANEIRO, MAY 15th, 1887

NUMBER 14

OFFICIAL DIRECTORY

AMERICAN LEGATION.—157, Rua das Laranjeiras.
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11.30 a. m. on Sundays, and at 7.30 p. m. on Fridays.
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Portuguese services: Sunday School 10 a. m., preaching
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Residence: Rua Senador Corrêa, 11.
PRESBYTERIAN CHURCH.—No. 15, Travessa da Ladeira.
Services in Portuguese at 11 o'clock a. m. and 7 o'clock
p. m., Sundays; and at 7 o'clock p. m., Thursdays.
BAPTIST CHURCH.—Rua do Conde d'Eu, No. 121.
Services in Portuguese every Sunday at 11 o'clock a. m.
and 7.30 o'clock p. m.; and every Wednesday at 7.30
o'clock p. m. Sunday School at 10 o'clock a. m. English
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each month.
E. H. SOPER, Pastor.
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de S. Joaquin. Services in Portuguese at 10 o'clock
a. m. and 6 o'clock p. m., every Sunday; and at 7 o'clock
p. m., every Wednesday. Sunday school at 4.30 p. m.
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THOMAS HOOPER, Missionary.
BRITISH AND FOREIGN BIBLE SOCIETY.—Depot at
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earnestly solicited. Communications should be addressed
to the Hon. Secretary—D. ROBERTS, Caixa do Correio, 75.

TRAVELLER'S DIRECTORY

RAILWAYS.

DOM PEDRO II.—Through Express: Train leaves Rio
at 5 a. m.; and is divided at Belém into Central, and S. Paulo
branch: former arrives at Barra do Pirahy 7.20. Entre Rios
9.49 and Lafayette (terminus) at 5.30 p. m. latter arrives at
Barra at 7.10 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 da Cunha at 11.36.
Downward, train leaves Lafayette at 7.30 a. m. Cachoeira
(S. Paulo branch) 1.10 p. m.; Porto Novo at 1.15; Entre Rios
3.07; arrive at Barra at 5.10 and 5.15 p. m. and Rio at 8 p. m.
Limited Express, leaves Rio at 7 a. m.; arrives at Barra
at 10.25; Entre Rios at 12.23 and Mariano Procopio (terminus)
at 6.58 p. m. S. Paulo branch leaves Barra at 12.30 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 6.05. Downward,
train leaves Mariano Procopio at 3.50 a. m. Cachoeira 6.45
and Porto Novo 6.50, arriving at Barra at 12.25 and 12.37 p. m.
reach Rio at 5.10 p. m.
Mixed Trains, leave Rio at 8.35 and 9.20 a. m. 3.45
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 7.32. Downward, train leaves Entre
Rios at 4.30 a. m. arriving at Barra 9.17 and Rio at 3.20 p. m.;
leave Barra at 4 and 5.30 a. m.; arriving in Rio at 9.15 a. m. and
11.15 p. m. and leave Belém at 2.10 a. m. arriving in Rio at 7.50.
Night service: Train leaves Rio at 10 p. m. every Friday,
arriving at Barra at 12.30 and Porto Novo at 5 a. m. Downward,
train leaves Porto Novo at 10.50 p. m. every Monday,
arriving at Barra at 3.15 and Rio at 5.50 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 12.45 p. m.
where passengers change to the D. Pedro II. line.
CANTAGALLO R. R.—Leaves Niterohy (Sant'Anna)
6.30 a. m., arriving at Cantagallo 12.18 and Macico 1.48 p. m.
Return train leaves Macico 10.45, Cordeiro 11.05 and Nova
Friburgo 1.08 p. m., arriving at Niterohy 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, Laranjeiras, at 6, 8, 10, and 12 a. m. and 2, 4 and
6 p. m. on Sundays and holidays; and at 8 and 12 a. m. and
at 4.20 and 8.20 p. m. on week-days.
PETROPOLIS STEAMERS AND R. R.—Steamers leave
Trapique Mauá at 4 p. m. week days and 7 a. m. Sundays
and holidays. Returning, trains leave Petropolis at 7.30, 8 a. m.,
week days, and 4 p. m. Sundays and holidays. Fixed
train: upward 12 m.; downward (from Petropolis) 12.13
p. m., week days only.

LIBRARIES, MUSEUMS, & C.

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pício, No. 1, 1st floor.
BIBLIOTHECA NACIONAL.—Rua do Passeio No. 48.
BIBLIOTHECA FLUMINENSE.—No. 62, Rua do Ou-
vidor.
MUSEU NACIONAL.—Praça da Acclamação, cor. Rua da
Constituição.
GABINETE PORTUGUEZ DE LETTURA.—No. 12
Rua dos Beneficentes.

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 1° de Março, No. 96, from 11 to
1 p. m. and 4 to 4.30 p. m. Residence: N. 14 Rua de
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Mr. J. C. V. Mendes No. 1 Praça D. Pedro II.
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Business Announcements.
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VICTOR C. A. LOFFLER, Pharmaceutical Chemist, graduate of
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SANTOS, 1st April, 1887.

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14-22.

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RIO DE JANEIRO

THE RIO NEWS

PUBLISHED TRIMONTHLY

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

A. J. LAMOURÉUX, 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, MAY 14th, 1887.

It is gratifying to note that the Emperor's health is steadily improving, and that there are good reasons for believing that it will soon be completely re-established. There appear to be occasional light returns of fever, but with such intervals and decreased strength as not to materially interfere with his recovery. The removal to Tijuca was clearly a wise one, for the dry pure air of the place, combined with its proximity to the city, have contributed very largely to the improvement which has since taken place. There are reports to the effect that His Majesty will make a voyage to Europe as soon as the Princess returns, which will probably be during the next month.

THE sessions of the General Assembly thus far have been largely devoted to the work of organization. The reorganization of the ministry has been the cause of considerable delay, also, owing to the absence of every minister but one from the lower house. This practice of permitting ministers to become candidates for senatorial honors is one susceptible of great abuse and is at all times open to grave suspicion: it is a question, therefore, which merits the attention of parliament at once. Two members of the Cotegipe cabinet have already secured seats in the Senate. On the 9th, Senator Taunay presented a memorial from the central immigration society of this city asking for several very urgent reforms, all of vital importance to the cause of immigration, and concluded by presenting a project of law for compulsory civil marriage which was presented to the Chamber by the present premier some thirty years ago. The action of the government toward this bill will be watched with interest. On the 4th Deputy Afonso Celso Junior presented to the Chamber, very prematurely we think, a project for the total abolition of slavery, which was thrown out on the following day by a vote of 41 to 33. The large number of votes in favor caused considerable surprise. Had the young deputy curbed his impatience until the Chamber is fairly organized and ready to consider questions outside of the unavoidable preliminary political ones, it is not improbable that he might have secured a place for it on the order of the day. In the matter of ministerial reorganization, there is no significance to be attached to the changes which have been made. There was one vacancy to be filled, and as but one deputy had

been left among the others it became necessary for one of the senatorial ministers to resign. It is currently believed that the Cotegipe ministry can not hold out much longer, as considerable defection and independence has already appeared in the conservative ranks.

THE most absorbing question of the moment is that relating to the finances of the empire. The marvellous absorption of the two large loans of last year and the recent acceptance of an open credit of two millions sterling more, which is the certain precursor of another loan, all point to a very critical state of affairs at the Treasury. In view of these indications the *relatorio* of the minister of finance has been awaited with unusual anxiety. This report was presented to the General Assembly yesterday and appears in the papers this morning (14th), which renders an examination of it impossible for this issue. From a hasty glance, we note that a deficit of 25,446,241\$750 is admitted for the fiscal year 1885-86, while for the current year of 1886-87 (eighteen months, 1st July, 1886, to 31st December, 1887) the deficit is estimated at 27,759,220\$459. Of the two loans of last year, the balance of deposits and amount realized from the emission of nickel coins, amounting in all to 103,834,671\$875, the sum of 55,541,587\$349 appears to have been spent on matured obligations, past deficits, etc., leaving 48,293,084\$526 for the obligations of the current year, all of which appears to have been spent. For the calendar year 1888, the revenue receipts are estimated at 134,295,100\$000 and the ordinary expenditures at 141,491,908\$147, showing a deficit of 7,196,808\$147. The extraordinary expenditures (Table C), however, amount to 7,199,233\$587, which increases the probable deficit to 14,396,041\$734. The minister admits his failure to withdraw currency, 5,000,000\$ having been withdrawn last year of which 2,000,000\$ have been reissued. He proposes nothing definite in regard to the bank question, but says the Treasury is studying a proposition for a bank of emission. We find that the scheme for a system of national banks, authorized to emit bank notes, which we have been advocating for the last two or three years, is steadily gaining in favor, and it is to be hoped that an independent measure of this character will be brought up for discussion. Such a system would provide for a great national loan, the reduction of foreign obligations, an improvement in the character of the currency, an extension of banking facilities and internal credit, and a decided strengthening of the nation.

WE are glad to note that steps have at last been taken by Her Majesty's subjects resident in this city to devise ways and means for celebrating the fiftieth anniversary of her accession to the throne. But few days now remain for preparation, enough it is true for preparing a congratulatory address, but barely enough for the execution of any suitable project for the permanent commemoration of the day unless the whole colony acts energetically and with the greatest unanimity. The Queen's accession to the throne of Great Britain and Ireland occurred on 20th June, 1837, and the 21st June of this year has been chosen to celebrate the fiftieth anniversary of that event. These fifty years have been greatly distinguished in the history of the British empire, not by wars and conquests, but by the material and intellectual progress of the people. They have seen the wealth and power of the nation wonderfully increased, and they have also witnessed a growth intellectually and morally of which every Englishman may be justly proud. Her

Majesty's reign has been one of peace and prosperity, and her own personal example has been one which Englishmen have honored and followed. The Crown does not now rule as in the days of old, but the wish and personal influence of this good woman and high-minded Queen have ever been potent factors in moulding the courses of public events. Only three of the sovereigns of Great Britain have thus far reached their fiftieth anniversary, but not one of them under conditions of health and maturity such as have distinguished the fifty years reign of Queen Victoria. Two of the three were minors when they ascended the throne, and one was for a time mentally incapacitated. The reign of Her Majesty, however, has been continuous, and when June 20th comes it will round out a full half century of life, honored for its usefulness and loved for its beauty and purity.

THE extracts from the London financial and railway journals, which we publish elsewhere, give a very fair idea of the opinions held abroad in regard to the questions in dispute between the Brazilian government and various guaranteed railways. These opinions are based upon common usages elsewhere which have been found just and equitable to all the parties concerned, and they are also based upon reasonable interpretations of Brazilian laws and a belief that the unquestioned practice of nearly a quarter century ought to be considered an established usage. These are the opinions, also, of men who are accustomed to attach great value to precedent, even when such precedents are drawn from the experience of other countries. And they are the opinions, moreover, of a people who are Brazil's great creditors, and to whom the government and public enterprises must go when they want more money. We are convinced, therefore, that thoughtful Brazilians will hesitate somewhat before pushing these exactions upon foreign companies any further in face of so unanimous a protest. There certainly are questions in which the government is fully justified in the course which it has taken, and with the facts before them the independent English journals will not hesitate a moment to acknowledge it; but unhappily there are many others in which the government is just as certainly at fault. More than that, the manner in which these unjust exactions have been initiated and enforced clearly implies bad faith. It has been most unfortunate for Brazilian interests that the department of agriculture has experienced so many changes during the last ten years, and has been so frequently administered by men of arbitrary temper and unfriendly sentiments toward foreigners. It may be a misfortune for Brazil that the foreign interest in the country is so large, but as the construction of great public works, the development of national industries and the needs of the national treasury could not be met without foreign capital, this interest should be looked upon as beneficent and helpful. We have met Brazilians who have complained most bitterly of the amount of money leaving the country as dividends and interest on foreign investments in Brazil, and who would consider any measure just which would prevent this apparent national loss. They forget the permanent character of the investments which have added largely to the wealth of the country, the employment given to labor, the increased conveniences and comforts of life, and the new avenues opened to native enterprise. Unhappily, the common Brazilian view of these questions is the individual, disconnected view, in which questions are treated each by itself without regard to the comprehensive principles and interests involved. The right

of a municipality, or province, to levy a tax on a guaranteed railway is treated as a matter wholly separate from the obligations incurred in national guarantees and contracts, the accidental omission of a *force majeure* clause in one contract is used as a pretext for treating the company on a widely different basis from other companies similarly constituted and guaranteed, and the errors and faults of fiscal engineers are everywhere used as bases of claims and penalties upon contractors and companies. All these, we submit, are not only unjust, but they are highly prejudicial to the good credit of the country. And the simple fact that the London journals are now discussing these matters and are so unanimous in their condemnation of these practices, shows that it is full time to call a halt. If Brazil requires more foreign capital, it will be highly advisable to settle these controversies at once, and then to establish some better defined and more equitable principles for the future relations between the government and public companies.

THE plague of beggars in this city, particularly in the Rua do Ouvidor, is becoming unendurable. If we mistake not, there are municipal regulations against begging in the public streets, except on Saturday; but no attention apparently is paid to this regulation either by the beggars or by the police. We would not have it understood that we are opposed to alms-giving on principle, but when it is attended with so much professional deception and pertinacity, so much that is offensive and venal, we can not see any other way to meet the evil than by rigid suppression. Unquestionably there are many cases of poverty and misfortune which have strong claims upon public charity, but some way ought to be found for meeting these without the nuisances attending this begging in the streets. Perhaps it would not be too much to ask of the numerous wealthy confraternities of the city, who themselves have been the recipients of large gifts of real estate and money for charitable uses, to provide some effective way for taking care of the deserving poor. They have the means and agencies, and might easily carry out a work for which, in a restricted sense, they were specially constituted. This done, then the problem is simplified to the suppression of the horde of vagabonds and knaves which infest this city. Not one in ten of the beggars who now fill our streets are deserving objects of charity. Strong and sometimes well-dressed men—like that fellow in the Becco dos Barbeiros a few days since—who might easily earn their own living, and equally strong, healthy women, who might easily do any kind of domestic or factory work, are constantly parading the streets and begging for alms. It is impossible for strangers to stop ten minutes on the Ouvidor without having a lusty beggar whining in their ears, or a dirty girl kissing their hands. Disgusting as these things are, no one takes any notice of the abuse, and the authorities are blind. Add to this the still more disgusting exhibitions of deformities, ulcers, and all the stock-in-trade of this class, and we have enough to make a sensitive person never wish to put foot on that street again. There is no need of thrusting all these disgusting and hideous sights upon the public to make them charitable, nor is there any good in offending the eyes of sensitive women and hardening the impressionable nature of children with such exhibitions of misfortune and vice. There are objects to be seen every day on this the principal street of Rio de Janeiro that should make a father shudder to have placed before the eyes of his little ones. How can he tell what they are, or how they were caused, or why they are thus thrust upon the attention of

sensitive people? When oneth inks how much of vice, of crime, of dissipation, of sheer laziness, and of professional speculation there is in this daily exhibition, he can not help wondering how honest people submit to the imposition! In this city there are professional beggars who own real estate and government bonds, and who possess more ready cash than most of the small shop-keepers from whom they expect alms. And there are, also, professional beggar-mongers—creatures who own or hire children, women and deformed persons, and live on their daily gains. It may be difficult to believe that there are men and women degraded enough for such a speculation, yet it is a fact that they exist and that a good large part of the begging done in the streets of Rio de Janeiro is for their account. Then take the increasing number of Italian and Turkish beggars who find their way here as immigrants, imported at the cost of the public, and we have a state of things which can not fail to make the bitterest denunciation sound sweet to the ears of those who are daily made the victims of this horde of professional parasites! It is time, and full time, that something should be done to suppress this noxious abuse! If mendicancy is pleasing to the eyes of aldermen and immigration speculators, then let the vicious, lazy and deformed be packed away at the city hall and department of agriculture, and let us have our streets freed from their disgusting presence!

JUBILEE OF H. M. QUEEN VICTORIA.

A desire having been expressed by the British residents in Rio de Janeiro to commemorate the 50 years reign of Her Majesty Queen Victoria, the attendance of all subjects of Her Majesty is requested at a meeting to be held at 53, Rua Primeiro de Março, on the 17th instant, at 1 p. m., at which H. E. Hugh Mac Donnell, H. B. M.'s Minister, has kindly consented to preside. Resolutions will be proposed to send an address to Her Majesty and to create a fund in commemoration of Her Jubilee. It will be proposed to give the amount collected to the British Benevolent Fund.

LONDON OPINIONS ON BRAZILIAN RAILWAY QUESTIONS.

From *Herald's Railway Journal*, April 2nd.
The report of the Recife and São Francisco railway, Pernambuco, for the second half of 1886 is distinctly favorable. . . . Among the items of expenditure we notice the sum of £595 paid as taxes to the provincial government of Pernambuco this half year. It appears the imperial government will not allow this as part of working expenses, although such claims were formerly admitted without question. Since the June half of 1883, however, these items have been disallowed, with the result that there is about £4,000 now owing by the imperial government on this account. Now if it were anything like a question of submitting to the taxation of a country we would be free to admit that there might be two sides to the matter, but here there can possibly be only one construction. These little sums affect the guarantee, and the matter, small as it is, in reality is calculated to do Brazilian interests some injury among capitalists in this country.

From *Railway Times*, April 9th.
The companies enjoying the privilege of concessions from the Brazilian government seem to have abundant opportunities of estimating it in its true light, and ought to be gradually accumulating a stock of experience which should lead them to refrain from putting too much confidence in emperors any more than in princes. The peculiar function of the Brazilian executive appears to lie in driving a coach-and-six through as many clauses of any agreement providing for the payment of money by it as possible. The Alagoas railway, of whose meeting on Wednesday a report will be found elsewhere, is the most recent sufferer under this guarantee system. According to the chairman, a sum of £5,211 has been deducted by the government from its guarantee for the year 1886, on the ground that the company had incurred a fine raising from 1 to 2 per cent. per month, but in this instance charged at the lower figure, on the amount of the moneys to be paid over to it, because the works were not fully completed and the road opened to the public within the period fixed by the exact terms of the concession. This is the case put forward by the government through the minister of public works, who claims in effect that it would be impossible to pay the guarantee punctually without levying a fine for extending the term of completion.

At the same time he admits that the company could not help itself in the matter of the delay in question, which seems to be due not only to the changes of route forced upon the railway, but to the long time required by the law for expropriating the necessary land. On the other hand, the company argues that the omission of any clause as to *force majeure* from the agreement must have been accidental, a view not shared, it is needless to say, by the Brazilian government. It is unnecessary to take the case otherwise than as it stands; but it would really seem that a system under which there is a partnership between the executive and the law, under which the former would gladly pay money if the latter would be a little quicker and allow it to do so, is far from perfect, so far at least as concessionaires are interested in the matter.

From *Railway News*, April 2nd.
The report of this company [Recife and São Francisco railway] draws renewed attention to what is practically an evasion of the terms of the guarantee under which the line was constructed. The imperial government undertook to make up any deficiency in the interest on a fixed amount of capital, but, in computing the amount of net earnings from the railway, they refuse to make allowance for taxes levied upon the line, not choosing to consider these as working expenses. That taxes are so considered in railway practice elsewhere is certain, and the injustice of the position assumed by the Brazilian government is obvious. The guarantee of Indian railway companies stands upon precisely the same footing, and in their case taxes are included in operating cost, and deducted from the revenues before the amount of the deficiency to be met under the guarantee is fixed. For more than twenty years this practice was also allowed in the case of the Recife and São Francisco railway, but it now suits the government to change its practice in this particular. The sum involved is not large, amounting altogether at the present time to £4,000, including £596 paid to the provincial government of Pernambuco this half year, but much injury has already been done to Brazilian credit by similar guarantee disputes, unworthy of a nation aspiring to material and moral progress.

From *The Statist*, April 2nd.
The manner in which Brazil deals with her guarantees has not always been satisfactory, and the report of the Recife and São Francisco railway shows that since 1882 the government, on an unsound principle, has persistently deducted from the guarantee the "rates and taxes" which are included in the company's working expenditure. The *reluctio ad absurdum* is that the government by imposing taxes enough could wipe out its guarantee. In the present case the amount in dispute is not great; but Brazilian credit is impaired by such action as that the government adheres to in face of remonstrance. The Indian government properly allows taxation outlay as a working expense, and for twenty-three years prior to 1883 the Brazilian government did so.

From *The Economist*, April 16th.
Latterly we had occasion to draw attention to the apparently hostile attitude assumed by the Brazilian government in regard to the numerous railway companies working concessions in that country. In this connection the following remarks by the chairman of the São Paulo and Brazilian Railway Company at the meeting held to-day [Friday] are significant. He said: "The company's relations with the Brazilian government were somewhat strained, through no fault of the directors. He did not believe there was a single company doing business with Brazil at present that did not complain in some way of the harsh treatment of the Brazilian government. He believed these troubles arose from want of continuity in the policy of the Brazilian government and the changes of ministers in Brazil; but at present the minister of agriculture had assumed without cause a most hostile attitude towards the railway company." It should be mentioned that the São Paulo is the wealthiest, and, we believe, the oldest of Brazilian railway companies.

IMPORTS AND EXPORTS OF BULLION FOR 1886.

The *Boletim da Alfandega* of the 23rd ulto. publishes the following tables. They are so compiled as to be of very little use, but as they are official we print them.

Imports:	
Gold:	
Dollars	599,626
Francs	399,580
£ sterling	599,191
Brazilian money	65,6475
Napoleons	1,075
Pezos	309
Sovereigns	33,388
Not specified	27,0765
Silver:	
Argentine money	17,8285
Brazilian do	17,226
Portuguese do	1,265
Exports:	
Gold:	
£ sterling	98,180
Pezos	3,000
Sovereigns	57,000
do value	36,6565
Not specified	113,1955
Gold dust, etc.	29,7765
Bars refined at Mint—321,362	356,712
do by private persons, 1,160,462	1,172,6675
Silver:	
Not specified	15,5225
Bars—141,180 gr.	5,087

From the above figures it appears that the quantity of bullion exported without declaration at the custom house must be very great. There is no explanation of the reason why £ sterling and sovereigns are separated.

LEGISLATIVE NOTES.

May 4.—In the Senate the following officers were elected: Conde de Baependy, president; Simabá and Cruz Machado, vice-presidents and Mamanagué, Góloz, Gomes do Amaral and Paula Pessoa, secretaries. Various committees were elected. In the Chamber, Deputy Andrade Figueira was elected president, but declined, virtually declaring himself in opposition. The following officers were then elected: Gomes de Castro, president, Rodrigo da Silva, Castro and Lucena, vice-presidents and Coelho Rodrigues, 1st secretary. Deputy Cantão asked for consideration for the Pará treasury agency employes. The minister of finance promised to satisfy him later on. Deputy Alfonso Celso Jr. presented the project of an emancipation law, by which slavery is abolished; the freemen serving for two years, or compromising by a cash payment not to exceed 500\$; employment of the emancipation fund in educating free born children, etc.

May 5.—Sr. Candido de Oliveira, from Minas Geraes and Francisco Belisario de Souza, from Rio de Janeiro, were recognized as elected senators. The election of Sr. Prado, minister of agriculture, from S. Paulo, occasioned quite a lively discussion, the liberals represented by Sr. Ignacio Martins, endeavoring to defeat the election, but the Senate passed the motion, and Sr. Antonio Prado is senator from S. Paulo. In the Chamber, Deputy Alfonso Celso's abolition scheme was thrown out by 41 to 33 votes. The election of the officers was completed, and that of committees advanced.

May 6.—In the Senate, Sr. Candido de Oliveira, Francisco Belisario and Antonio Prado took the oaths and their seats as senators from Minas, Rio de Janeiro and S. Paulo. Senators Octaviano and Alfonso Celso attacked the government, asking information regarding the resignation of the late minister of war. The latter in specifying that neither the ministers of finance, agriculture, empire or justice, all of whom are senators, could be called upon to resign, implied that the premier himself might be the seceder. Barão de Cotegipe, premier, said that a re-organization of the ministry had become necessary, through the election to the Senate of two ministers, but he considered it inopportune to discuss the question that caused the resignation of the minister of war. In the Chamber, Deputy Alfonso Celso Junior referred to the resignation of the minister of war, Deputy Alfredo Chaves, the minister in question, declined to make any explanation pending that to be given by the government. The absence of the minister of marine, the only deputy in the cabinet, was somewhat sharply alluded to. The minister of war read his proposal for 1888-89. The minister of marine also read his proposal for the same year.

May 7.—No quorum in either Senate, or Chamber.

May 9.—In the Senate, Sr. Tamay presented a representation from the immigration society asking the enactment of laws for civil marriage and registry, the secularization of cemeteries, naturalization, land-tax, transfer of property by endorsement, a homestead law, the revocation of the location of service law, and other kindred reforms. Senator Tamay then presented the project of a law rendering civil marriage compulsory. Senator Lima Duarte protested against the favoritism shown in detriment of the interests of the province of Minas Geraes by the minister of agriculture. Visconde de Pelotas attacked the action of the ex-minister of war in the military question and stated that the condition of the army was greatly due to the incapacity of ministers. The acting minister of war defended his late colleague and Senators Viriato de Medeiros and Franco de Sá attacked the government. In the Chamber there was no quorum.

May 10.—No quorum in either Senate or Chamber.

May 11.—In the Senate the premier stated that the ministry was not prepared to meet the Chambers and asked for an adjournment, which after the discussion of a point of order was passed. In the Chamber there was no quorum.

May 12.—The Senate held no session, in respect for the death of its president, Conde de Baependy. In the Chamber, after Deputy Alfonso Celso Jr. had asked that a day and hour be marked for putting some questions to the government, the Chamber adjourned for the same reason that caused the adjournment of the Senate.

If it were decided to combine fiscal and calendar years, why do the ministers of war and marine present proposals for the land and naval forces for the year 1888-89? Is it proposed to have one year at the Treasury, and a different one at the other departments?

On the 11th the reorganization of the cabinet was published. Senator Antonio Prado resigns the portfolio of agriculture. The ministry as now composed consists of: Barão de Cotegipe, premier and foreign affairs; Senator Francisco Belisario de Souza, finance; Senator Barão de Mamoré, empire; Senator Joaquim Delphino Ribeiro da Luz, war; Deputy Samuel Wallace MacDowell, justice; Deputy Rodrigo Augusto da Silva, agriculture; and Deputy Carlos Frederico Castro, marine. The last two are the new members of the cabinet.

PROVINCIAL NOTES.

—There were 88 deaths in Campos during the month of April.

—The *Diario Popular* of São Paulo complains of the scarcity of small notes in that city.

—A committee of students from the Olinda academy has undertaken to secure the liberation of all the slaves in the city of Pernambuco.

—The April receipts of the Santos custom house amounted to 1,125,672\$256. The April receipts last year were 630,672\$256.

—The president of São Paulo has had to issue peremptory orders to the 52 fiscal stations of the province to send in their slave registry lists.

—The *contador* of the province of S. Paulo says, in his report to the president, that he has too much to do. Why not relieve this overworked functionary?

—Somebody is going to get "left" in the coffee trade. Buyers are contracting to pay as high as 10\$ per 15 kilos up in S. Paulo for "washed" coffee of the next crop.

—The March receipts of the Paranaguá and Antonia custom houses, province of Paraná, amounted to 56,829\$638, against 26,235\$513 in the same month of last year.

—A counterfeiter was recently arrested in Queluz, Minas Geraes, who was passing false 20\$000 notes. He was denounced by a planter to whom he had proposed a partnership.

—At Ribeirão Preto a police *delegado* recently prohibited the playing of the *Marsellaise* by a local band. A *juiz de direito* was appealed to, who revoked the *delegado's* prohibition.

—The planters of the Cantagallo, Rio de Janeiro, district are to meet on the 15th to discuss a plan for establishing villages of free laborers who are to work on the plantations by contract.

—Trouble has broken out in Maranhão between the president of the province and the provincial assembly. The former has cut the Gordian knot by adjourning the latter until September.

—Another feature of the extreme capabilities of S. Paulo has been overlooked in the immigrants guide. Fowls there collect gold dust in their crops; at least the fowls at Uberaba are said to do so.

—A small, but very select party has sprung up in S. Paulo, under the leadership of Martin Francisco Junior, who call themselves "Separatistas." Separation seems to be their only programme.

—The directors of the S. Carlos (Gomes) theatre in Campinas have invited some more engineers to examine into the solidity of that building. But who is to examine into the solidity of the engineers?

—On July 21st next the contract for the public lighting of Niterói will be given out. Particulars may be obtained at the offices of provincial public works, or at the Cantagallo station, the old ferry landing, in this city.

—The steamer *Manduki* succeeded in reaching the Rocas on the 2nd with supplies for the light-house workmen. It is not stated whether the light was found in operation, or not. Navigators will be wise in not depending too much on it.

—There were no slaves registered at Manaus, capital of the province of Amazonas, up to the 30th of March last. It would be interesting to know, however, how many Indian boys and girls are held in "involuntary servitude" in the province.

—It is pleasing to note that the *Corveio Paulistano* warmly felicitates its proprietor, Sr. Antonio Prado, and congratulates the province of S. Paulo at the same time, on his promotion to the Senate. The *Corveio* is certain that no better choice could have been made.

—The president of S. Paulo wants to know how slaves, 15 years old, can have been registered. As the Rio Branco law declared all Brazilians born after Sept. 28, 1871 free, the question of the president seems most decidedly pertinent. The whole business of this registration is rapidly becoming a farce.

—A recent promenade of the images of Our Lady of the Remedies and Our Lady of the Rosary, at Fernando Noronha, brought on the necessary celestial irrigation, and if the crops are not entirely satisfactory, they are not as bad as they promised to be before the two ladies took their *passada*.

—The total receipts of the Cantareira e Escolas [water and drainage] company, of São Paulo, in the year 1886 amounted to 258,424\$500, of which 109,043\$500 were from sales of water and 149,381\$000 from drainage service. This is an increase of 22,321\$410 over the preceding year. The expenses were 51,708\$645.

—The *Corveio* of Viú, S. Paulo, says that the material for the Viú water-works, weighing 325-670 kilos, and costing 22,684\$, including freight, was recently received at Santos. The expenses incurred in Santos, including duties, and the freight charges thence to Viú amounted to 22,043\$270, or nearly 100 per cent on the cost.

—The March receipts of the Porto Alegre custom house amounted to 366,463\$197, against 361,957\$601 in the same month of last year.

—The city of Alagóas has insured itself for future happiness [in this world] by a municipal by-law compelling the registry of all domestic servants. From the time and talent expended, the regulation of domestic servants in Brazil seems of much greater consequence than the regulation of the finances.

—The April receipts of the Bahia custom house amounted to 752,382\$599, against 720,376\$898 in the same month of last year. There was an increase of 26,163\$440 in the receipts from exports, and a decrease of 23,246\$235 in those from imports. The receipts for the emancipation fund showed a large increase.

—Parahyba do Sul is to have a theatre called "Julietta dos Santos", which is to cost 8,000\$. When not occupied by a dramatic company, the theatre will probably become available for tragedies in the way of slave-flogging, or exhibitions of hand-cuffs, shackles, etc.

—A dentist was arrested and sent to prison the other day in Araraquara, São Paulo, for the revolting crime of practising his profession without having paid the municipal license. For assassins, however, no license is required, and they parade the streets with impunity.

—The *Diario de Noticias* gives the following Santos coffee statistics for April and the crop year: receipts: April 189,376 bags, 1st July to 30th April 2,260,800 bags, same period 1885-86, 1,575,240 bags; exports: April (including 42 bags coastwise) 172,315 bags, 1st July to 30th April 2,115,935 bags, same period 1885-86, 1,462,631 bags.

—The April receipts of the Pernambuco custom house, compared with the same month of last year, were as follows:

	1887	1886
Custom house.....	726,223\$553	649,775\$852
Recebeledoria.....	69,291 920	61,666 434
Consulado.....	27,193 241	105,635 650

—It is a comfort to know that when a mere "bacharel" figures in a power of attorney under the designation of "advogado," the document is not to be prejudiced and the treasury authorities are required to notice the matter no further than to satisfy themselves as to his identity. These are the instructions recently given to the São Paulo sub-treasury in response to an inquiry of the 6th inst.

—A Pernambuco paper of the 28th ulto, states that neither the steamer *Medusa*, nor the brig *Praxiana*, bound to the Rocas light house, had succeeded in making their destination. The steamer had some accident to its machinery, and the brig did not find the island. It will be interesting to know how the light-house keepers are progressing, and whether the light is a light, or remarkable for its obscurity.

—The *Jornal do Commercio* on the 6th publishes a comparative table of exports from Rio Grande do Sul:

fiscal year	value
1881-82.....	16,462,945\$
1882-83.....	16,892,871
1883-84.....	18,046,618
1884-85.....	18,351,095
1885-86.....	18,204,677

Jerked-beef produced the greatest proportion of these amounts.

—At a recent session of the Pará agricultural society an inventor named Manoel Vianna Coutinho advised the gentlemen present that he had made the following discoveries: an apparatus for clearing away undergrowth, etc., from new ground; a process for coagulating rubber, cheap and different from that now used; an apparatus simplifying and improving the manufacture of *ferinha*; a dirigible flying machine, which has become a necessity to the world; and tentative improvements in printing. The society at once took a recess.

—An examination into the affairs of the treasurer of provincial lotteries in Pernambuco on the 6th inst. disclosed a defalcation of 232,000\$ in the grand lottery of that province. The treasurer evidently thought theft the surest way to get the *sorte grande*. The president gave him 24 hours to restore the cash, but the telegraph has not informed us whether the invitation was accepted, or not. It is so difficult to convict these big thieves that perhaps the treasurer will prefer to keep the cash and take the risks of prosecution.

—The province of S. Paulo in 1876-77 had a revenue of 2,070,722\$ and spent 4,076,020\$, leaving a deficit of 2,005,300\$. This deficit arose from great expenditure on public works. The debt of the province on June 30th was 3,660,868\$, of which 1,000,000\$ was funded. For 1886-87 the revenue is estimated at 4,416,700\$ and regular expenses are fixed at 4,383,146\$, or a deficit of 166,466\$, which will be smartly increased by extraordinary expenses that have been authorized. The debt on 31st October, 1886, was 2,413,145\$, of which 1,186,000\$ was funded. This reported debt evidently does not include the amount owing on the S. Paulo and Rio railway guarantee.

—The local papers state that an application had been made to the Amazonas provincial assembly for a guarantee of 8 per cent. on 2,500,000 with which it is proposed to establish a bank in Manaus.

—An exceedingly serious occurrence is noted in *O Paiz* of the 11th. The province of Espírito Santo was headless for 33 hours; that is, the president had left and the vice-president had not arrived. The effects of this occurrence are, strange to say, not mentioned.

RAILROAD NOTES

—The April receipts of the Leopoldina railway were 157,027\$160. Expenses are not given.

—The field work on the surveys of the Victoria to Rio Pardo railway, Espírito Santo, has been completed.

—The *Correio de Campinas*, S. Paulo, states that a movement is on foot for the fusion of the Mogiana and Paulista [West of S. Paulo] railway companies.

—The director of the D. Pedro II railway has proposed to the minister of agriculture to reduce freights on rum and sugar from the interior by 50 per cent. Good news, or not?

—The province of São Paulo imposes a transportation tax on almost everything a railway carries. The poor traveller has to pay 5% on his fare to the province and 10% to the general government.

—By decree dated 22nd ult., the Oeste de Minas railway company was authorized to mine coal in the municipalities of S. João d'El Rei and Bom-Sucesso in the province of Minas.

—The incorporators of the Mariá, Rio de Janeiro, railway invite the shareholders to the preliminary meeting to be held on 4th June. The incorporators are a baron and two priests.

—On the 26th ult. the roof was put on a warehouse of the Recife and Caruarú railway at Pernambuco. It immediately fell down, bringing with it the walls and causing a loss of 20,000\$. The line belongs to the taxpayers of the empire.

—The total receipts of the S. Paulo railway for 1886 amounted to 6,799,226\$970, and the expenses 2,938,847\$420, leaving a surplus of 3,860,379\$550. The largest item of expenditure was "differences of exchange" which figures at 1,104,175\$010, or about 30% of the amount remitted.

—An intense mystery seems to be thrown over the report of the commission appointed to examine the respective plans, organized by Messrs. Morsing and Pinkas, of the Madeira and Mamoré railway. The *Gazeta de Noticias* of the 9th claims to reproduce some extracts from this report.

—The February receipts and expenditures of the Yuana railway were as follows:

	trunk	branch
Receipts.....	31,053\$554	42,069\$350
Expenditures.....	17,326 920	18,413 934
Surplus.....	13,726\$634	23,655\$416

—The São Paulo and Rio company has recently established a telegraph and baggage office at the Largo de S. Bento, São Paulo—one of the most central places in the city. This will be of the greatest convenience to travellers and business men. The company has made a mistake, however, in putting an additional charge of 500 reis on telegrams, which is more than it costs to send the message out to the Norte station.

—The good people of Santos are having a tramway question, as well as a water front question, to keep their intellectual energies from rusting out. A foreign company holds a concession for various tramway lines in the city, one of which is the long run out to the "Barra," but the company claims that none of these have yet yielded a profit. The municipal council, probably with a view of preventing any future profit, has recently granted a concession for a line to a new suburb to a brace of patriots, and now the newspapers are full of the discussion. There are indications that Mr. Mathias Costa and Dr. Eholi have something to sell, which it is hoped the foreigner will be compelled to buy. It looks very much like another Copacabana speculation.

—The receipts and expenses of the S. Paulo and Rio de Janeiro railway last year, compared with 1885, were as follows:

	1886	1885
Receipts.....	1,375,109\$700	1,234,625\$920
Expenditures.....	1,020,000 127	989,785 954
Surplus.....	355,109\$573	244,839\$966

The fiscal engineer, in his annual report, complains of the high rates which the government compels the road to maintain, and of the obstacles put in the way of an accord with the English line to Santos. He also complains of the provincial transportation tax, which operates to send freight down the Parahyba river, where no tax is levied. The company received 503,928\$551 on account of interest guarantee during the year, making a total of 6,235,827\$945 from the imperial government and 182,612\$862 from the province.

—Mr. C. Warren Roberts, manager of the Dona Thereza Christina railway since its opening, has recently resigned that position to accept a situation offered him at home. He sailed for England on the 9th. Mr. Roberts has so intelligently and ably filled his difficult position at the head of a mistaken enterprise that he will be very keenly missed.

—The balance sheet of the Sta. Isabel do Rio Preto company dated 31st Dec. last contains among other assets, the following:

Trunk.....	3,420,747\$
Rolling stock.....	175,957\$
Material and plant.....	795,863\$

And on the other side:	
Capital paid up.....	1,477,000
Debentures, currency.....	1,600,000
do sterling £137,850.....	1,225,333
Banco do Brazil.....	153,912
Interest.....	79,349
Sinking fund.....	11,634
Profit and loss.....	99,571

—The special meeting of the Leopoldina railway shareholders to consider the proposal for purchasing the Macaeté and Campos line was held on the 7th. The purchase was approved, and a committee appointed to estimate the assets of the Leopoldina, who reported the value at 36,400,000\$, inclusive of 82,000 fully paid shares, divided among the shareholders in proportion to their actual holdings, but with deferred dividends up to the amortization of debentures to the corresponding amount. From which it is to be inferred that the purchase of the Macaeté and Campos is made at 16,400,000\$ in Leopoldina debentures, and that to meet the law the capital of the company must be increased to a similar extent. A curious coincidence is that on the 8th *O Paiz* publishes a London telegram, which states that the Macaeté and Campos were in treaty there for funds to purchase the Cantagallo line.

LOCAL NOTES

—The government has recently made a contract for 6 Nordenfeldt guns for the new gunboats.

—Local mud-throwing continues. By the way, may a shower of mud be called a rain of *terra*?

—M. Charles Delagrave, bookseller and editor in Paris, has been decorated with the Order of the Rose. Why?

—The quarantine against River Plate and Chilean arrivals has been reduced to eight days, including the time consumed on the voyage.

—It is officially considered in Chili that the cholera epidemic is over. The deaths during its brief existence are placed at 3,000.

—The Italian packet *Sud America* arrived at Ilha Grande on the 9th inst. with 1,090 passengers, of which 560 were for Brazil.

—A physician reported a death the other day as caused by "bacillose pulmonar." We suspect that the death was from pulmonary consumption.

—The fiscal engineer for the extracting of phosphate of lime on the Fernando Noronha islands is to receive 6,000\$ per annum. The extractor has to pay it.

—Would not a British Hospital be the best memorial which the British residents of this city can provide in commemoration of Her Majesty's 50th anniversary?

—The medical commission appointed to investigate the frequent appearance of *hai-bai* in Fortaleza de Santa Cruz, has recommended various sanitary improvements.

—The struggles after statistics have produced a table of marriages and births in Alagóas. We have carefully perused the item, for it will ultimately prove to be a curiosity.

—A jockey and six racing horses were received on the *Seagull*—for our diversion, of course. Between lotteries, pools and gambling houses, there promises to be a profitable employment for money in this city.

—Barão da Motta Maia, one of the Court physicians and one of those whose experience has not yet cured the Emperor, has been appointed professor of anatomy and physiology of the passions at the Academy of Fine Arts.

—A new musical celebrity has been discovered here in the person of a youth at the Academy of Music. He writes quartettes, quintettes and great pieces for bands, and promises to be a first-class nuisance in general.

—Among the passengers by the *Trent* on the 9th inst. was Edward Herdman, Esq., manager of the Banco Internacional, who goes to Bahia, Pernambuco and Pará for the purpose of establishing agencies in those cities.

—There can be no two opinions about it. Silk culture is to be the salvation of the empire. We are not so young that we can not recall the *morus multicaulis* frenzy in the United States, nor its unfortunate results.

—The public gas bill of the city for April was 50,554\$785, including 5,444\$360 costs of exchange. For the same month of last year the cost was 57,905\$891, including 10,723\$165 costs of exchange. The consumption was 214,811 cubic metres, with 6,372 burners, this year, against 196,591 cubic metres and 6,216 burners last year.

—Even Turkey, according to Blowitz, of the *Times*, believes that she has "immense resources!"

—The *Lancaster* and *Alliance*, U. S. N., are expected to arrive at this port in a very short time.

—The government has authorized the Brazilian consul in Buenos Aires to purchase 100 horses for the 1st cavalry and 2nd artillery.

—The Colégio Abilio of this city celebrates its 4th anniversary to-day, the 15th. We are under many obligations for the courteous invitation extended to us.

—Among the arrivals by the *Finance* on the 12th inst. were Hon. Thos. J. Jarvis, U. S. minister to this capital, and wife, who have been absent for some months on a visit home.

—At a meeting of the Assurá gold mining company in this city on the 10th inst., Dr. Paulo Frontin, of the Derby Club and Polytechnic School, was elected manager in place of Sr. Joseph Alkaim.

—By an imperial decree of the 6th inst. the government formally adheres to the Paris international convention of 1884 for the protection of submarine cables.

—The government has authorized the transfer of the mining concessions of the late De Witt Clinton Van Tuyl to his legal heirs, and grants an extension of one year for the surveys and location of mining lots.

—The minister of agriculture declines to reverse his decision fining the City Improvements Co. for dumping residuum from the sewers on a vacant lot, although the company submits proofs that the charge is false.

—When a doctor says that a patient died from "dilatatio aneurismatica da aorta thoracica e abdominal," what may one suppose was the matter with him? We refer, of course, to the patient; everyone knows what is the matter of the doctor!

—An elevated railway in Petropolis is the latest touch. The line is to be built over the rivers that intersect the town, in order not to interfere with the traffic in the streets. Messrs. Cambric (Cambráia) & Co. are the originators of this scheme.

—The restrictions on vessels anchoring near shore in this port were officially removed on the 9th inst. The minister of empire declares the sanitary state of the city to be excellent. He is still ignorant of the increasing number of deaths from small-pox.

—There are some peculiarly-constituted natives of Matto Grosso in this city who are not satisfied to have the money raised for the cholera sufferers in their native province, now paid over to one of the schools of this city. These deluded people have never heard, perhaps, that "all roads lead to Rome."

—The 6th year students of the medical school have had their request granted in the matter of being excused from special clinics. The opinion of the faculty is not stated; perhaps not being worth consulting. We are beginning to understand how it is that the *medicos* gravitate into politics so naturally and easily.

—In common with other long-suffering creditors, even the employés of the União Telephonica are obliged to wait for the snms due them, as shown by a complaint in the *Gazeta de Noticias* last month. The facility with which this peculiar administration promises to pay is only equalled by its dodging payment when the time comes.

—Barão de Mamoré, minister of empire, was duly presented with his gold card, on the 4th inst. by the grateful Matto Grosso colony here resident. We would advise its reduction to bullion, and the application of the proceeds to the reclamation of marshes, the drainage of the city, and such other sanitary reforms as are of recognized utility in his department.

—The recent visit of the Emperor to S. Paulo has produced: 2 Marquises, 2 Viscounts and 1 Count, to Barons and 1 Baroness, 16 *commendadores* and 2 officers of the Order of the Rose. Among the decorated, we are glad to observe the name of Mr. Walter J. Hammond, manager of the Great Western of S. Paulo ("Paulista") railway and navigation company, who was made an *offical* for services which should have secured at least a *grand cross* for him.

—The good people of the United States who are opposed to the diplomatic service because of its uselessness, will be pleased to learn that their representative at Buenos Aires is rapidly solving the question. His latest extra-diplomatic service is the writing of a personal testimonial, dated at the Legation, in favor of a patent medicine which saved his life for his country's needs some twenty years ago. We trust that Secretary Bayard will at once furnish blank testimonial forms for the use of ministers who desire to assist the sale of patent medicines abroad.

—We have been shown the following interesting figures relative to the business of the Singer Manufacturing Co., which is without doubt one of the richest and most influential manufacturing enterprises in the world. Last year the sale of sewing machines numbered 693,241, of an approximate value of £3,500,000, or about the annual receipts from imports at the custom house of this port. The company runs 7 factories and has 6,000 branch offices throughout the world. It has an army of 40,000 employés in its pay, or about three times the fighting strength of the Brazilian army, and owns 8,000 horses and 15,000 traps for its freight service. The capital employed is greater than that of the Banco do Brazil.

SANTOS.

From Messrs. John Bradshaw & Co's. Market Report, dated May 2nd.

COFFEE.—We have to advise an advance of 1/4 per cwt. for the month, market closing steady at our quotations. It is thought that some filling-off may be looked for in receipts, as large purchases in the interior have been hurried to market. The average in April was 6,313 bags, against 3,196 bags in 1886 and 5,936 bags in 1885. From 1st July to date they reach 2,259,807 bags, against 1,574,399 bags in 1886 and 1,866,158 bags in 1885.

Sales during the month: United States 16,000 bags, Europe 214,000, Rio and coastwise 42: total 230,412 bags. Stocks are to-day 131,000 bags, against 149,000 bags last month.

Table showing clearances have been: United States (New York, Havre, Antwerp, Hamburg, Bremen, London, Bordeaux, Trieste, Venice) and Rio and coastwise.

Total clearances of Coffee from Santos during ten months of crop-years.

Table showing destination (United States, Europe, Elsewhere) and total clearances of coffee from Santos for four months (1st January—30th April).

Total clearances of Coffee from Santos for four months 1st January—30th April.

Table showing destination (United States, Europe, Elsewhere) and total clearances of coffee from Santos for four months (1st January—30th April).

FOREIGN MARKETS

MEXICO.

A notable progress is to be observed in the coffee trade. The cultivation of the shrub would be yet more important, were it not for the difficulty that planters find in supplying themselves with labor. In 1869, Mexico exported 235,018 lbs. of coffee to the United States. In 1879 the export had increased to 8,207,041 lbs. and follows an ascending progression as is shown by the following figures:

Table showing coffee export figures for various years (1860-1883).

—Revue Sud-Americaine.

GOVERNMENT AND PROVINCIAL BONDS

Table listing government and provincial bonds with columns for EMISSION, CIRCULATION, DENOMINATION, INTEREST, NOMINAL VALUE, LAST SALE, and LAST QUOTATIONS.

DEBENTURES AND SHARES

Large table listing debentures and shares with columns for CAPITAL, SHARES, ISSUED, VALUE, PAID UP, NAMES, RESERVE FUND, LAST SALE, LAST DIVIDEND, and LAST QUOTATIONS. Includes sections for BANKS, RAILWAYS, TRAMWAYS, and MISCELLANEOUS.

Shipping.

THOMAS NORTON'S OLD REGULAR LINE OF SAILING PACKETS BETWEEN THE UNITED STATES AND BRAZIL PORTS

Insurance.

GUARDIAN FIRE AND LIFE INSURANCE CO.

Agents in Rio de Janeiro Smith & Youle.

LONDON AND LANCASHIRE FIRE INSURANCE Co.

Agents in Rio de Janeiro Watson Ritchie & Co.

PHENIX FIRE OFFICE.

Established 1782

Agent in Rio de Janeiro E. W. May,

HOME AND COLONIAL MARINE INSURANCE Co.

Agents for the Empire of Brazil Norton, Megaw & Co.

THE MARINE INSURANCE COMPANY LIMITED.

Capital £1,000,000 sterling Reserve fund £ 440,000

Agent in Rio de Janeiro E. W. May,

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.

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.

BRITISH & FOREIGN MARINE INSURANCE COMPANY, LIMTD.

Capital £1,000,000 sterling

Agents in Rio de Janeiro Swanwick & Gordon,

NORWICH UNION FIRE INSURANCE SOCIETY.

Established 1797

Losses paid £5,500,000

Agents in Rio de Janeiro Swanwick & Gordon,

Steamships.

LIVERPOOL, BRAZIL AND RIVER PLATE MAIL STEAMERS.

UNDER CONTRACT WITH THE BELGIAN AND BRAZILIAN GOVERNMENTS.

May Departures: To New York: (Every Saturday)

To Southampton: Temporarily suspended on account of quarantine restrictions.

For Other Ports: Teniers Antwerp and London May 20th

To Rio Grande Ports: Casuar, Clatham, Laplace

LAMPART & HOLT, 27 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

ROYAL MAIL STEAM PACKET COMPANY.

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

TABLE OF DEPARTURES, 1887

Table with columns: Date, Steamer, Destination. Includes entries for Mondego, La Plata, Nile.

This steamer offers special advantages to the travelling public, seeing that she has three orders of first class, the fares being: For Lisbon £30, 25, 30. For Southampton £45, 30, 36.

This Company's steamers leave Southampton on the 9th and 24th of every month and arrive in Rio de Janeiro on the 28th and 16th, proceeding to the River Plate after the necessary delay.

For freight and passages apply to E. W. MAY, Superintendent, Rua do General Camara No. 2.

UNITED STATES AND BRAZIL MAIL STEAMSHIP Co.

CARRYING THE U. S. AND BRAZILIAN MAILS

SAILINGS FOR NEW YORK

ALLIANÇA, Capt. Beers, 6th June. ADVANCE, Capt. Lord, 28th

FINANCE, will sail 16th May at 10 a. m. for NEW YORK

Bahia, Pernambuco, Maranhão, Pará, Barbados and St. Thomas

Reduced Passages

To Liverpool \$220 gold New York \$145 \$75 & back \$250

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

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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 £ 150,000

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 £ 300,000

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

BANCO INTERNACIONAL DO BRAZIL.

22, Rua da Alfandega, 22

Capital 20,000,000\$000

President Visconde de Figueiredo Managing Director Edward Herdman, Esq. This bank draws on Messrs. N. M. Rothschild & Sons-London Messrs. De Rothschild Frères-Paris

Deutsche Bank, Banque d'Anvers, Banca Generale, Banco Hipotecario de Espana, Banco de Portugal, English Bank of the River Plate, Messrs. G. Amsinck & Co.

Buys foreign exchange on all points. Grants letters of credit for travellers and for commercial purposes. Receives consignments of coffee and other produce for shipment, and advances on same as agreed upon.

CRASHLEY & Co., Newsdealers and Booksellers.

Subscriptions received for all the leading English and American newspapers and periodicals. Agents for The European Mail.

A large assortment of English novels, of the Tauchnitz Editions, of the Franklin Square Library and of the Lovell Library constantly on hand.

Views of Rio and neighborhood. Orders received for Scientific and other books. Agents for Longstreth's Rubber Stamps.

Deals in Thomson's, Piazze & Lubin's and Royal Perumera and Pear's Soap.

TRAPICHE VAPOR.

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

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WENCESLAU GUIMARÃES & Co.

WINE MERCHANTS. Importers of

Opoto, Domo and Lisbon wines of the best quality, in bottles or in casks, and under the private marks of the house

Sole Agents for

A. IZIDRO GONSALVES, Exporter of Madeira Wines; G. PRELLER & Co., Bordeaux, Exporter of Bordeaux Wines; E. REMY MARTIN & Co., Exporter of Cognac

Dealers in

Burgundy, Rhine and Mosel wines, Sherris, Champagnes Cognacs and Liqueurs of the best brands.

Rua da Alfandega, 83.

RUBBER HAND STAMPS and Metal-Bodied Rubber Type.

S. T. LONGSTRETH,

No. 67, Rua do Ouvidor Caixa no Correio No. 966. Rio de Janeiro.

G. F. BASSET & Co.

No. 5, Rua Fresca.

Ship Chandlers and Commission Merchants. Use Scott's and Watkins codes. Cable address: "Basset" P. O. Box 302.

HOLMAN'S LIVER PAD.

For intermittent fevers and all derangements of the Liver.

For sale by André d'Oliveira & Gad.

No. 14, Rua Sete de Setembro.

FAHNESTOCK'S "B. A." VERMIFUGE.

THIS valuable remedy has now been prominently before the people for fifty-seven years, the manufacture and sale of it having been commenced in 1827. Its popularity and sale have never been so large as at the present time, and this, of itself, speaks loudly as to its wonderful efficacy.

We do not hesitate to say, that in no single instance has it failed to remove worms from either children or adults who were afflicted by these foes to human life.

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

"B. A. Fahnestock's" Vermifuge.

THE RIO NEWS

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

The Rio News was established under its present title and management on the 1st of April, 1879, succeeding the British and American Mail. Although the style, title and frequency of issue were changed at the time of transfer, the designations of number and volume were continued unbroken. At the beginning of 1881 the style of the publication was still further changed by an increase from four to eight pages, and a diminution in the size of the page. This change not only largely increased the size of the publication, but it added greatly to its convenience for office and reference use.

With the beginning of its 14th volume (January, 1887) the editors feel themselves warranted in calling attention to the uniform and general satisfaction with which their policy and management have thus far been received, and in advising their patrons that no deviation whatever from them will be made. The News will seek to keep its readers fully and accurately informed on all commercial questions, and upon all matters of Brazilian news or policy which may have more or less bearing upon any and all enterprises and investments. In its discussions it will treat every question frankly, and for the opinions expressed the editors will hold themselves personally responsible. In its news columns it will seek to keep its readers fully informed on all matters and occurrences throughout Brazil.

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

TERMS:

One year's subscription \$20.000 English and American subscriptions £2 or \$10 All subscriptions should run with the calendar year.

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

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

Typ. ALUNA, 79, Sete de Setembro.