

THE RIO NEWS.

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RIO DE JANEIRO, JULY 24TH, 1887

NUMBER 21

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,
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o'clock p. m. Sunday School at 10 o'clock, a. m. English
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E. H. SOPER, Pastor.
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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 Expresses: Central train
leaves Rio at 5 a. m., and arrives at 10:30 a. m. Barra
leaves Rio at 5:30 a. m. and arrives at 11:30 a. m. São Paulo
train leaves Rio at 6 a. m. and arrives at 11:30 a. m. Cachoeira,
where passengers for S. Paulo must change, at 12:30 p. m.
Entre Rios train leaves at 10:30 a. m., arriving at Porto Novo
da Cunha at 11:42. Downward, train leave Itaboraí at 5:15
a. m.; Cachoeira (S. Paulo branch) 12:30 p. m.; Porto Novo
at 1:05. Entre Rios 5:30. The S. Paulo train arrives in Rio
at 6:45 and the Central train at 8 p. m.
Limited Express, leaves Rio at 7 a. m.; arrives at Barra
at 10:25; Entre Rios at 11:30 and Mariano Propicio (terminus)
at 6:58 p. m. S. Paulo branch leaves Barra at 11:30 and arrives
at Cachoeira at 6:25 p. m. From Entre Rios train leaves at
3:15 p. m. and arrives at Porto Novo at 6:05. Downward,
train leaves Mariano Propicio at 5:00 a. m.; Cachoeira 5:50
and Porto Novo 5:50, arriving at Rio at 5:10 p. m.
Mixed Trains, leave Rio at 8:30 and 9:20 a. m., 3:15
and 5:30 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 Belem arriving at 7:32. Downward, trains leave 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
1:15 p. m. and leave Belem at 5:10 a. m. arriving in Rio at 7:50.
Night service: Train leaves Rio at 10 p. m. every Friday,
arriving at Barra at 12:30 and Porto Novo at 5 a. m. Downward,
train leaves Porto Novo at 10:30 p. m. every Monday,
arriving at Barra at 3:15 and Rio at 5:30 a. m.
S. PAULO AND RIO.—Train leaves Cachoeira at 12:20
p. 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 Niterói (Sant'Anna)
6:30 a. m., arriving at Nova Friburgo at 8:30 a. m.; 1 hour
per tramway from Cantagallo) 12:48 and Macuco 1:48 p. m.
Return train leaves Macuco 10:05, Cordeiro 11:05 and Nova
Friburgo 11:08 p. m., arriving at Niterói 5:00 p. m.
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 4:00 and 5:00 p. m. on week-days.
PETROPOLIS STEAMERS AND R. R.—Steamers leave
Trincheira Mauá at 4 p. m. week days and 7 a. m. Sundays
and holidays. Returning, train leave Petropolis at 7:30 a. m.,
week days, and 4 p. m. Sundays and holidays. Mixed
train: upward 12:05, downward (from Petropolis) 12:13
p. m., week days only.

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dor.
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Constituição.
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Rua dos Benedictinos.

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do Cattede; Office: 75 Rua 1º de Março, from 12 to 3 p. m.
Dr. W. J. Fairbairn, M. D. Edin. Surgeon and Physician.
Office: Rua 1º de Março, No. 95 from 11 to 1 p. m. and
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THE RIO NEWS

PUBLISHED TRI-MONTHLY

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

A. J. LAMOUREUX, Editor and Proprietor.

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

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RIO DE JANEIRO, JULY 24th, 1887.

The Emperor and Empress arrived safely at Lisbon on the 15th instant, at which place they landed. After a two days visit in that city they resumed their journey overland on the 18th. A brief visit was made at Madrid, the imperial party continuing their journey to Bordeaux on the morning of the 19th. A short rest was taken at the latter city, their arrival at Paris not occurring until the morning of the 21st. Apartments were taken at the Grand Hotel, where it is expected the Emperor will remain for some time. It appears from the cable messages sent back from day to day that His Majesty's health has decidedly improved, and these reports are clearly confirmed by his first day's programme in Paris—a drive after breakfast and the acceptance of an invitation from Lesseps to attend a general meeting of Panama Canal shareholders. The great promoter knows just how to play the kings in his pack of cards, and the Emperor of Brazil was clearly a trump of the first order. It is a pity that His Majesty permitted his name and presence to be used to further bolster up this gigantic piece of folly, which is destined to ruin a great many beside the fools and knaves and dreamers connected with it, but if he finds pleasure in it no one will care to complain.

The legislative record of the past ten days has been one of interpellations chiefly, and some of them have been decidedly unpleasant subjects for discussion. The information elicited in regard to subsidized navigation companies has aroused but slight comment, the enormous aggregate receipts of some of the companies under this head appearing to have made but very slight impression. On the 14th an attempt was made to elicit some information about that very crooked business in regard to the breaking of a contract with the Forges et Chantiers company for the construction of an ironclad, but the interpellation was immediately and significantly suppressed. Both parties are evidently interested in hushing the matter up. On the 18th and 19th the proceedings of the provincial government of Rio de Janeiro in regard to the sale of the Cantagallo railway were under discussion, but the effort to meet the published charges of Sr. Domingos Moutinho was a decided failure. The provincial government has agreed upon the terms of sale some two or three times, and has broken the agreement in each instance without a word of notice or explanation. In a recent negotiation for the purchase of

the line, Sr. Moutinho charges that the price and terms of sale had been agreed upon, the documents drawn up and a day fixed for signing, the money being ready for the first payment, but at the last moment the provincial authorities failed to come to time. The whole business appears to have been so scandalous that the minister of finance will be wise if he lets it severely alone. The attack of the premier on the financial administration of the liberals brought out some sharp replies in the Senate on the 20th and 21st. Information was asked by Senators Saraiva and Dantas which, if answered, will prove to be interesting reading. The proceedings in the Chamber have been much less important, the overwhelming majority of the government in that house making it easy to keep unpleasant discussions under control. On the 20th the minister of empire met an adverse criticism in the Senate and Chamber on an apparently contradictory position taken by him in regard to one of the items in his budget, and was compelled to offer his resignation. The affair looks like a trap set by his own party associates to force his resignation, in which he is made to appear as accepting in the Chamber a reduction of 30,000\$ for certain school examinations, which he afterwards insisted on being granted by the Senate. His resignation was promptly accepted the following day, and Deputy Manoel do Nascimento Machado Portella was installed in his place before his chair had time to cool. There were rumors for a time that the whole cabinet would go out, but the premier was fully equal to the occasion as usual, and still retains the confidence of the country as represented in the Chamber of Deputies.

ACCORDING to a telegram from Paris on the 20th the Chamber of Deputies has rejected the bill opening a credit for an interest guarantee on an ocean cable between the United States and the French West Indian islands. It so happens that this act affects Brazilian interests to a very considerable degree, as it will jeopardize the success of the projected cable enterprise between Brazil and the United States. After meeting with several rebuffs from the English cable lines in the West Indies, who are interested in maintaining the monopoly enjoyed by the Brazilian Submarine, the American company finally effected an arrangement with the grantee of the projected French line to the United States, by means of which direct communication would be advantageously secured. The French, however, were unwilling to carry their project into execution without a state guarantee, from which have resulted repeated delays and final defeat. And this has resulted not altogether upon the merits of the enterprise itself, but largely upon the influences brought to bear by the two or three English companies interested in maintaining the Brazilian Submarine monopoly, who have actually employed agents in Paris to fight the bill. The question now arises: Will the countries interested submit further to this powerful monopoly, or will they see that proper encouragement is given for the laying of this much needed line between Brazil and the United States? That the line is needed, no impartial business man will deny. The rates charged to Europe and the United States are so high that telegraphing is a very serious item of expenditure, and now that methods of business are so changed as to compel the constant use of the cable, a large reduction in rates is urgently necessary. In this are interested nearly all the productive and commercial interests of this coast. It is perhaps hopeless to expect any concession from the Submarine as long as its monopoly exists, but with a competing

direct line—we do not take the roundabout West Coast line into consideration—these exorbitant rates will have to suffer a reduction. Both Uruguay and the Argentine Republic are largely interested in this question, but the chief interest centres here in Brazil. In our opinion no further dependence should be placed upon the French project, but an effort should now be made to enlarge the American project and carry it into immediate execution. As Brazilians have so much at stake in this matter and will gain so largely from a competing line, why can they not join in and help build it?

The great financial schemes of Sr. Belisario seem always destined to wind up on a loan. A foreign loan was his début and another loan, it appears, is to show the carpenter that exchange has not been unduly sustained. Our opinions as to the first loan are well known; as to that which is now hovering over us, the conditions upon which it is to be negotiated are so vague that it is perhaps not advisable to do more than to refer to it. That a loan was imminent was patent to all who are in contact with the money market. With nothing doing in exports, yet the supply of bills was always equal, and at times superior, to the demand; and when the curious outsider inquired why and wherefore this anxiety to draw was so apparent, the answer was always a mysterious reference to some negotiation on foot which is to liquidate the obligations of the Treasury and return profits to the speculative drawers of exchange. The market appears to have been steadily "jockeyed." From the day when the minister of finance announced his acceptance of an accommodation credit for £2,000,000 to tide the Treasury over the short coffee crop up to today an evident intention has been manifest to keep exchange at or about 23d. Few commercial men here will deny that were the money market in a normal condition exchange could not be maintained as it has been with nothing doing in coffee. Banks can draw only to a certain extent; their accommodation exhausted, remittances must be made and these remittances can only be in commercial bills based upon shipments of produce. Once shipments cease and the supply of commercial bills is reduced to nil, it is perfectly clear that either the banks are drawing against their credit abroad, or against the securities there deposited. In the first case, cover in some form will sooner or later become necessary; in the latter, the securities will be sold to meet the drafts. Now the Treasury seems to us to combine both of these hypotheses; it is drawing against its £2,000,000 credit and against its proposed loan at one and the same time. It is patent that there are no possibilities of the government settling the balance save by a loan, and borrowers whose necessities are known are not, as a rule, treated with undue indulgence by lenders. The rumor is that the new loan is in a manner connected with the establishment of a great bank of issue. If such is the idea of Sr. Belisario, the pity is that he had not followed ex-Minister Prado's action and resigned when he had secured his senatorial chair. That a minister, and one, too, who has been in intimate connection with the Bank of Brazil, can be so blinded to the real interests of the country as to advocate the establishment of a great central bank in this country, is positively astounding. A great central bank can never meet the needs of such a country as Brazil, and the establishment of such an institution will occasion most unfavorable criticisms. Favoritism is so rife in Brazil that a public man cannot be too cautious in his procedure. We venture the statement that if one bank of issue be established, the minister of finance will be sharply and severely criticised—and in our opinion justly so.

The position of the coffee market here is such that a few remarks are not inappropriate. The wild advance made here during the latter part of May and early in June seems to have disgusted consuming markets and so far as we can learn the utmost disregard to what the ideas of Rio may be is shown abroad. Messrs. James Cook & Co's market report of June 22nd says:

Looking at the exports from the Brazils, already to the 18th June, 5,601,220 bags, and adding another 100,000 bags for the remaining twelve days of the season, would give 5,701,220 bags as the total export for 1886-7 against 5,272,360 in 1885-6. It is clear that for this season there would be no deficiency. There was every likelihood that adulteration would largely increase and the use of coffee diminish in consequence; on the whole it is fortunate the check has come, as the rise has been over done, and every encouragement will be given to produce coffee which pays the planter so well.

This is plain language and as the expression of parties who have generally been sanguine, is worthy of great consideration. It seems palpable that consuming markets will only meet Rio holders' views when reduced to the last extremity. The last bag will be roasted and its contents eked out with beans, peas, etc., before an order will be sent to Rio. It is even possible that Havre and New York will combine to resist the impositions of Brazil, and then where will our dealers find themselves? With money worth one, or one-and-a-half per cent. per month here, the increased cost of carrying coffee will be something stupendous, and the policy of manipulating receipts will not prove of much benefit to the planters. The factors may be benefitted, but the planters who are owing for advances will find any profit absorbed by the charge for interest. We do not care to make a point of what is the real value of coffee. No two people directly interested in the trade agree on this point; but it seems clear that adulteration will be the corrective of very high prices, and no one who was connected with the coffee trade during the Civil War in the United States is ever likely to forget that such a thing as a cup of pure coffee was as much an impossibility as it is likely to be if Rio persists in valuing its coffee at present quotations. Rio is directly interested in the prevention of adulterations; or in other words in a moderate price for the bean. If, however, advantage is sought to be taken of one short crop, and adulteration be stimulated in consequence, how many average or large crops must be affected before consumption will return to pure coffee, which low prices have taught it to appreciate? It was a clear-headed man that declared "the value of an article is what it will fetch." If coffee will fetch \$1 per lb. that is its value; but so long as Rio estimates values at some 3-3½ cents per lb. over what New York does, we repeat that until absolutely no coffee is left in hand will orders appear here from consuming markets. How long consuming centres can hold out is a question of statistics. According to Messrs. James Cook & Co. the stocks in the United States and principal European ports on 31st May were 173,915 tons, or it an outside estimate of 60,000 tons per month for distribution be granted, the last bag will only be used sometime in September. Of course the last bag will not be consumed, but no more will consumption exceed production by some 4,000,000 of bags. The *reductio ad absurdum* is legitimate in each hypothesis.

Now that the excitement attending the recent "bull" movement in coffee has somewhat subsided and time for a little cool reflection has been secured, we should like to have a quiet little talk with our friends in the trade about two or three points which have attracted our attention. It is well known that no one connected

with this paper is interested in coffee, but we are interested in a steady, prosperous trade. Coffee is the mainstay of Brazil and we are therefore interested to see its profitable cultivation extended; it is also a valuable and nourishing beverage and its increased use is highly desirable, for which reason we are interested to see it pure and cheap in every consuming market of the world. During the recent speculation, which has left so many empty pockets and painful experiences, the editors of this paper were the recipients of a great many complimentary epithets because they declined to "bull" coffee. We could not see how a prospective scarcity nine months hence should double the price now when receipts and exports were really greater than those of last year, nor could we see why syndicates of speculators, dealing in "paper coffee," should be permitted to fix the real actual value of the bean for the trade. We did not believe that these speculative prices represented the real value of the bean, and we did not believe that such high prices would benefit any one but a few speculators. We therefore deprecated the movement and cautioned our friends against it, and the results have proved our position correct. Heavy losses have been incurred here, and the trade has since remained absolutely paralyzed. Let these direct and indirect losses be computed, including the interest on the capital invested in accumulating stocks, and then let some one tell us how much profit this speculative "rise" in coffee has left to Brazil. And now another point. It is a general axiom in business that the merchant, or middleman, should always buy at the lowest price and sell at the highest. Or, in Wall Street terms, as a buyer he is a "bear," and as a seller he is a "bull." A peculiarity of the recent speculation, however, was that the buyers were all "bulls," and those who bought for their own account were the most conspicuous of all. In our opinion, they were altogether wrong. There are several large coffee houses in the United States who keep their own buyers in this market instead of purchasing from exporters or commission houses, and it is clearly to their interest to buy at the lowest possible price. If that is their object, then certainly it is impolitic for their buyers to go about the streets proclaiming "coffee is bound to go up," "it is worth more than the market to-day," and "you'll see coffee at 25 cents before September." Perhaps their opinions are perfectly sound and correct, but as buyers they have no business whatever to express them. In this market, the only persons who should be "bulls" are the planters and their representatives. All the others—buyers, exporters and brokers—are naturally "bears," because they are interested in getting the article at the lowest possible price for their constituents, the roasters and importers in consuming markets. If this position be correct, we shall hope to see other "bears" in this market, when the next wild speculation comes, besides the editors of this paper.

Communicated.

JUBILEE DOINGS IN PERNAMBUCO.

Whilst Jubilee doings at home are exciting so much interest, out here in South America it may not be out of place to give some small account of Jubilee doings amongst the English of Pernambuco. A public meeting of the English residents was held toward the end of May with Her Britannic Majesty's Consul, Mr. Cohen, in the chair. After much discussion, it was resolved to start a benevolent association to be called the Pernambuco Jubilee Benevolent Society, having for its object the care and welfare of distressed British subjects in

Pernambuco. It was further resolved that a telegram of congratulations should be sent to Her Majesty on this auspicious occasion. Nor were these to be the only ways in which the Jubilee was to be celebrated. It was arranged that there should be a service in the consular chapel on Jubilee day at half past eight in the morning, this time as nearly as possible corresponding with eleven o'clock English time when the special service would be held at Westminster Abbey. Finally, and by no means the least popular—amongst the young folks at any rate—was the resolution of the Mondego Choral Society to give a dance on the 21st of June. Unfortunately the weather was most disastrous, only for a short time during the afternoon did we get even a glimpse of "Queen's weather." In spite of the rain, however, a large congregation assembled in church in the morning for the special service. The anthem was Dr. Bridge's "Blessed be the Lord thy God who delighted in thee," which had been specially written for the service at Westminster. The whole proceeding was a great success, the music from first to last being excellent. The anthem, although a most difficult one, to our inexperienced ears went without a flaw. The solo, a beautiful refrain which like a great many other beautiful and bright things we owe to the Prince Consort, and introduced by the talented organist of Westminster into his anthem, was powerfully rendered by a gentleman who for years has been the mainstay of music in Pernambuco. A very beautiful "Te-Deum" by Woodward and some of the special hymns were also worthy of notice. A sermon appropriate to the occasion was preached by the chaplain, Mr. Midgley, and a collection was afterwards taken for the Church House Fund.

In the evening most of the English colony migrated to the telegraph staff quarters at Fernandes Vieira, which had been lent to the Mondego Choral Society for their dance. For two days beforehand an active and zealous committee had been making preparations on a large scale. The rooms were decorated with flags and flowers. Over the principal entrance to the garden was what ought to have been a flaring gas illumination of "God save the Queen," but which the rain (horrid radical!) almost succeeded in making a complete failure. But if outside the elements were against us, inside all went with the most brilliant success. Mrs. Howe, wife of the president and director of the Mondego Choral Society, was hostess and received the guests, about 120 in number, the rain keeping many away. The proceedings commenced with the Jubilee ode "Victoria," by W. Carter, in which the whole strength of the society was heard. Then dancing took place till shortly after midnight, when the consul made a speech and proposed the Queen's health. This was drunk with three times three, and "God save the Queen" was then sung by all present. Dancing was afterwards continued till half past three in the morning. The success of the evening was greatly due to the liberality of our worthy consul.

Altogether, in spite of the rain, the day was a great success, as such a day should be. Nor, now that it is over and its service and festivities a thing of the past, is it gone forever. It has left a trace behind it that can never be effaced. It was impossible to leave that gathering, or to go through that day even as a stranger, without feeling something of that "amor patriæ." Though to many of us "our Queen" had no special meaning, many of us knowing nothing of that blameless life spent for her people's good, all of us felt for a moment that justifiable pride, never more wanted than at the present time, in the dear old land of which "our Queen" is the head.

Therefore it was with feelings of great happiness, not wholly unmixed with sorrow as all true happiness must be, that we, sojourners in a far country, re-echoed the cry going up that day from all parts of that vast empire on which the sun never sets.

*God bless Her Majesty!
God save our Queen!*

DEPARTMENT OF AGRICULTURE.

Joint-stock companies.—During the four years elapsed since the 1882 law was passed the number of companies formed was 135, with a nominal capital of 269,929,200\$, which, says the minister, can be duplicated by the issue of debentures. The principal companies formed were:

	value
Railways 14.....	51,356,200\$
Banks and bankers 13.....	87,400,000
Insurance 13.....	32,500,000
Tramways 13.....	25,600,000
Weaving and spinning 15.....	12,310,000
Navigation 5.....	11,300,000
Pastoral and farming 1.....	8,000,000
Mining 6.....	6,900,000
Central factories 9.....	6,300,000
Wharves 2.....	6,000,000
Immigration 5.....	5,000,000

Subsidized Navigation.—The coast service is satisfactory and needs no increase. The annual amount paid in subsidies is 1,437,800\$. The question of river navigation requires examination, for either subsidies, or concessions, must be granted to open up the rivers. The subsidies paid to river companies reaches 932,000\$ per annum. The southern ports line received 1,534,405\$880 and expended 1,386,980\$273, leaving a balance of 147,425\$607; the subsidy is 324,000\$. The northern ports line receives 573,200\$ per annum and distributed to its shareholders 28\$000 per share during the year. The "United States and Brazil Mail Steamship Company" receives 200,000\$ subsidy, but was fined 45,000\$ for failure to present a new steamer in substitution of the *Reliance*. The minister asks for authority to extend the contract which expires in November next, and says Brazil should do this, even with some sacrifice.

Railways.—Yet another complaint is registered of negligence in furnishing statistics, and the returns for 1886 are declared to be defective. The minister states, however, that more stringent orders in this respect have been issued and that in the coming year, he hopes to be able to give not only the figures for 1886 but those for 1887 also. On December 31st, 1886, the railway system was:

	kilometres
In traffic.....	7,669
Constructing.....	1,631
Surveyed.....	3,650
	12,950

which were divided as follows:

	kilometres
Government lines.....	1,832
Guaranteed by general gov't.....	2,324
Provincial lines.....	328
Guaranteed by prov. gov'ts.....	1,496
Without guarantee.....	1,665
City and suburban.....	81
	7,669

	376
Government.....	448
Guaranteed by do.....	92
Guaranteed by do.....	347
	1,631

Of the lines in traffic 1,354 kilometres have a gauge of 1.60 metres, and 6,315 the two gauges of 1.40 to .66 metres.

The minister recognizes the necessity of some organization of a general system and recommends that the Bagé to Uruguayana, Rio Grande do Sul, and the Bahia and S. Francisco lines be completed. Further that the government surveys he made on a possible extension of the Sorocabana, S. Paulo, line beyond Botucatu. An extension of about 350 kilometres from Botucatu to Tibagy and a line of about 130 kilometres from Sta. Rosalina to Nioac would place the capital of the empire in communication with the province of Matto Grosso. Another recommendation is the extension of the S. Paulo system through the province of Paraná to a junction with the Rio Grande do Sul lines.

A map annexed also shows in what manner various lines in the northern provinces might be connected. An engineer had reported that the lines of the Natal and Nova Cruz, Conde d'Eu, Great Western, Recife and S. Francisco, Alagoas Central and the Recife and S. Francisco (government) extension might be connected by constructing about 110 kilometres of road, and at an estimated cost of about 2,420,000\$.

The minister points out the advantages to be derived from such connections particularly to the two first named companies, which would fuse with the saving of the expenses of the administration of one. From Timbó, Bahia, to a junction with the Alagoas Central 350 kilometres of road would be

necessary, which passing through Sergipe and crossing the S. Francisco river would tap the Paulo Afonso line and the river navigation and complete the system with a length of 2,700 kilometres, embracing six provinces, with a population of over 3,000,000.

Moreover Sergipe has no railway service, and can well support one, not at a cost of 123,000\$ per kilometre as estimated by Hugh Wilson & Son (the italics are the minister's), but at 20,000\$ to 22,000\$ at a maximum, which should be with rare exceptions that of lines in the north. The minister summarizes his recommendations thus:

- 1st.—The extension of the Mogyana from the Paranayha river to Jurupensen in Goyaz.
- 2nd.—The construction of the Alcobaga road to connect the upper and lower Tocantins river.
- 3rd.—The extension of the Sorocabana line from Botucatu to the mouth of the Tibagy river.
- 4th.—The construction of a road from Sta. Rosalina on the Brillhante river to Nioac on the Mondego.

5th.—The extension of the Sorocabana through Paraná to unite the S. Paulo and Rio Grande do Sul systems.

6th.—The junctions of the railways in the northern provinces.

State lines.—With the inauguration of 42 kilometres of the Bahia extension, there were 1,874 kilometres in traffic on 1st May, and in advanced construction 334 kilometres. The total cost of all the lines was approximately 187,216,790\$, subject to revision. The total receipts for 1886 are stated to have been 12,987,951\$089 and expenses 8,533,309\$106, leaving a balance of 4,454,641\$883, or 2.7 per cent. on the capital invested. The D. Pedro II line left a balance of 5,088,938\$411, or 5.2 per cent. on the cost; excluding this road the government lines had total receipts of 1,070,534\$027 in 1885 and 1,419,174\$094 in 1886, an increase of 318,640\$067.

Lines guaranteed by the general government.—The extension of these lines is 2,775 kilometres, of which 2,405 are in traffic and 370 in an advanced state. The capital guaranteed amounts to 167,021,593\$938 at par, divided among 16 companies, of which 13 have their head-offices abroad. At 2nd exchange the guaranteed capital of the foreign companies reaches 175,911,474\$593 (L16,125,352-17.6 d.) or 85,810\$475 per kilometre. If the S. Paulo, Bahia and S. Francisco and Recife and S. Francisco lines, which averaged 172,955\$852 per kilometre, are deducted, the remaining lines average 65,530\$943, or more than double that of the three lines that have their head offices in the empire. Up to December 31st the amount paid out in guarantees reached 102,370,513\$517, to which should be added 1,697,631\$428 paid for fiscalization expenses. The receipts tend to increase, viz: in 1885 the totals were 12,074,982\$264 and in 1886, 13,106,478\$710, or an increase of 1,031,496\$446, of which however 624,485\$260 was on the S. Paulo line alone.

A TESTIMONIAL.

Steamship *Financ*,
At sea off Rio de Janeiro, Brazil,
July 13th 1887.

Considering the very nice treatment received at the hands of Captain E. C. Baker, commanding this vessel during our voyage out from New York, and believing that such uniformly gentlemanly conduct is much appreciated by all passengers, we the undersigned deem it our duty as well as an exceptional pleasure to give this public manifestation of our thanks.

- | | |
|------------------------|-------------------------|
| F. W. Dickens | S. F. d'Araujo Jorge F. |
| Paul Langdon | M. Soares de Macedo |
| P. G. Langdon | Wm. M. Chace |
| Squire Sampson | M. A. Millen |
| Oscar Leal | R. Schluez Mulheimer |
| John Thoburn | Nuno Petreano |
| Thos. Thoburn | Grace Vickery |
| R. W. Kilgour | Marie Louise Hoyt |
| William T. Lewis | Marguerite Dickens |
| C. W. Houghton | Laura H. Hodgess |
| Herman Pereira | C. W. Marshall Jr. |
| Joaquim Maia | Cordelia P. Eells |
| H. V. Frock Romano | E. J. Jennings |
| A. Rodrigues de Arande | Wm. W. Kerse |
| F. Maia e sua familia | E. C. Eells |

SUBSIDIZED NAVIGATION.

The following is the reply of the minister of agriculture to Senator Viriato de Medeiros' motion for information as to the subsidized companies, which is dated on the 5th and published in the *Diario Official* of the 14th inst.

1st.—How many navigation companies are subsidized by the general government? The state subsidizes nine steam navigation companies.

2nd.—What are the provincial subsidies granted the said companies beyond the general subsidy? The Braziliera company, 54,000\$ from the province of Amazonas. The Amazon Steam Navigation Company, Limited, 196,000\$ from the province of

Amazonas and 129,000\$ from the province of Pará. The Maranhense company, 9,300\$ from Pará. The Parahyba company, 12,000\$ from the province of Piahy. The Pernambuco company 24,000\$ from the province of Pernambuco. The Bahiana company, 128,000\$ from the province of Bahia. The Associação Sergipense, 12,000\$ from the province of Sergipe.

3rd.—What is the capital of the various companies enjoying either general, or provincial subsidies?

Amazon Steam Navigation	5,390,000\$
Brazilera	5,000,000
Nacional	4,000,000
Bahiana	2,000,000
Perambucan	2,000,000
Maranhense	2,000,000
Espirito Santo e Caravellas	1,600,000
Parahyba	150,000
Associação Sergipense	150,000

4th.—What is the expense with the superior administration of the companies, that is with the directories, especially as to the presidents and each director?

Brazilera; president and 2 directors, 3,000\$ each	18,000\$
Nacional; president-manager 14,000\$, director-superintendent 10,000\$, 3rd director 6,000\$	30,000
Amazon Steam; president and 4 directors 4,800\$ each	24,000
Espirito Santo e Caravellas; president 10,000\$, 2 directors 3,600\$ each	17,200
Associação Sergipense; president and 2 directors. From the net revenue 8 per cent. on the capital is divided; 15 per cent. goes to reserve fund; 5 per cent. goes to wear and tear, and the balance 30 per cent. is paid the director, of which two-fifths go to the president and three-fifths to the directors.	

Bahiana; president and 4 directors, 5 per cent. of the net profit is equally divided.
Parahyba; president

It is necessary to note that the Brazilera and Amazon companies, besides the directories, have managers who receive the first 30,000\$ and the latter 10,000\$; and also that the director of the Espirito Santo e Caravellas company, beyond its navigation lines, superintends the construction works in the province of Espirito Santo of a railway, its property, 72 kilometres long, which, it is said, will shortly be opened to traffic; finally the Maranhense company expends 11,000\$ in salaries to employees, as is seen from the expense account annexed to the last report of the company, which specifies no remuneration to the director, and it appears that the service is gratuitous.

To conclude, I must declare that, since Law No. 3,150 of November 4th, 1883, the incorporation or organization of these companies and alterations in their by-laws do not depend upon the imperial government, and that it is possible there may have been modifications of capital of some companies whose seat is out of this capital, without any official knowledge.

LEGISLATIVE NOTES.

July 13.—In the Senate Sr. Medeiros attacked the excessive emoluments of directors, etc., of subsidized navigation companies and asked that the information relative to these be published. The session was of little interest. In the Chamber Deputy Olympio Campos again referred to Senator Taunay's ideas, and concluded by hoping that the senator's judgment might be ripened, to the benefit of the country. Deputy Chaves proposed that the government should supply 40,000\$ to enable the railway exposition to be transferred to the Paris exposition. In replying to preceding speakers on the estimates of the foreign office, the premier said that Paraguay was in no position to settle its debt to Brazilian claimants and were the position of the Treasury better he would advocate the cancelling of a part of the debt to the Empire; he would support a claim for indemnity in land, if the creditors had no other recourse. As to the Uruguay debt, negotiations were in progress tending to a settlement. Deputy Afonso Celso Junior also spoke. The estimates of the department of justice were discussed by Deputies Salles and Peixoto.

July 14.—In the Senate the session was of little interest. The motion of Senator Medeiros for information as to whether the Supreme Court had granted an appeal from the decision against the government in the Forges et Chantiers matter was rejected. There was no session in the Chamber, on account of the death of one of the deputies from Alagoas.

July 15.—In the Senate the session was of no general interest. In the Chamber the premier read a project to open a credit for 60,000\$ for the Argentine boundary commission, the minister of empire another for the reform of the law faculties, and the minister of agriculture yet another for reforming provincial legislation. Deputy Afonso Celso Junior asked that Sr. Jaguaribe's emancipation scheme be placed on the order of the day; the request was rejected.

July 16.—No session in either Senate or Chamber.

July 18.—In the Senate after some remarks by Senator Medeiros, Senator Silveira Martins moved for certain information, among which was a query as to the contract between the province of Rio de Janeiro and Sr. Moutinho regarding the Cantagallo railway. The session was of little interest. In the Chamber the session was of no general interest whatever.

July 19.—In the Senate the minister of finance made a long speech in explanation of his connection with the Cantagallo railway business, and Senator Prado referred to the Rio Grande do Sul bar. Senators Meira de Vasconcellos, Saraiva, Avila and Candido Oliveira spoke on the bill for contracting river service. In the Chamber Deputy Mattoso Canara asked to be excused as chairman of the committee that reported the estimates of the department of empire; the Chamber refused the application. It appears that certain curtailments in the budget passed by the Chamber will be re-established in the Senate. The session was of little interest.

July 20.—In the Senate Sr. Saraiva defended the liberal cabinets against charges made in the Chamber by the premier. Senators Paulino, Afonso Celso and the minister of empire spoke in reference to amendments to the empire budget made in the Chamber which will be thrown out in the Senate. In the Chamber the minister of agriculture asked for a considerable credit, the greater part of which is destined to the Bagé and Urugayana railway. The session was of little interest.

July 21.—In the Senate Sr. Dantas spoke on Senator Saraiva's motion for information regarding financial operations and moved for further information. The minister of war and Senator Prado spoke in favor of the subsidy for the navigation of the Tocantins, Araguaya and Vermelho rivers. Senator Medeiros was severe on the recent loss of the *Rio Apa* and would refuse his vote to further subsidies. In the Chamber Deputy Maciel asked whether the ministry was in a crisis. The minister of agriculture stated that the minister of empire had asked to resign, but that the ministry was not in a critical position. A motion of Deputy Afonso Penna to adjourn was lost. Deputy Lourenço Albuquerque also criticized the resignation of the minister, and Deputy Afonso Celso Jr. stated that the cabinet had used indirect means to bring about this resignation. The opposition availed of the department of foreign affairs budget discussion and that of marine to return to the attack, but nothing of interest occurred.

July 22.—In the Senate the resignation of the late minister of empire occupied nearly the whole session. The opposition sought to prove that not only the minister of empire should have resigned, but the whole cabinet with him, which proposition it is unnecessary to state was combated by the government and its adherents. In the Chamber the minister of agriculture explained the business which occupied the session in the Senate. The speeches made by the opposition were similar in character to those made by the opposition senators.

—By imperial decrees of the 21st the resignation of Barão de Mamoré as minister of empire was accepted, and Deputy Manoel do Nascimento Machado Portella was appointed to the vacancy.

PROVINCIAL NOTES

—There were 42 burials in the public cemetery at Santos during the month of June.

—The establishment of a woolen factory is being talked of in São Paulo.

—A virulent epidemic of small-pox is raging at Ribeirão, near Pindamonhangaba, São Paulo.

—A telegram from Pernambuco on the 16th says that over a thousand slaves had been voluntarily liberated in that province since 1st inst.

—The machinery and workmen for a new glass factory are expected to arrive at São Paulo in a short time.

—The national schooner *Erora* was wrecked on the Rio Grande coast, nine miles south of the bar, on the 11th inst.

—The receipts of the Santos postoffice during the fiscal year 1886-87 amounted to 63,551\$489 and the expenditures to 17,773\$330.

—The June receipts of the Rio Grande custom houses amounted to 455,194\$288, or 3-951\$441 less than in the same month of 1886.

—The senatorial election in Rio de Janeiro (province) has resulted in the election of the conservative ticket by an overwhelming majority.

—The innocents of Santos are still expecting that the minister of agriculture will soon settle the harbor improvements question of that port.

—There was a meeting of planters at Casa Branca on the 17th inst. to organize an agricultural club.

—The S. Paulo papers declare that the discovery of the Curujá treasure by Sr. Motta Jr. was a *cauati*, originated by another party during Sr. Motta's absence.

—The provincial sanitary board of São Paulo sent vaccine to 32 different localities on the 13th inst. It would appear that the people of that province are having a reasonably lively time of it.

—A new credit, amounting to 150,000\$, was opened in the São Paulo provincial treasury on the 13th inst. to meet the expenses of various immigration jobs.

—The recent heavy rains at the south have caused an unprecedented overflow of the Rio Jaguarão, in Rio Grande do Sul. The heavy rains caused considerable damage in various parts of the province.

—A hail-storm is reported from Brotas, São Paulo, about the middle of the month, which is said to have caused considerable injury to the coffee trees. There seems to be a slight vagueness about the date, however.

—We see by our northern exchanges that the American packet *Aliança* ran aground going out of the Pará river on her homeward voyage, and had to wait about 24 hours for high tide before she could get afloat again.

—The municipal council of Campinas has purchased a photometer to measure the intensity of gas lights. Here in Rio, photometers are not required, for the poverty of the gas light can be seen with the naked eye.

—The correspondent of the *Jornal* writing on the 10th inst. from S. Paulo states that the president of the province will shortly contract with the association for introducing immigrants for 20,000 Europeans to arrive within the year.

—One of the S. Paulo geographical and geological commission has recently examined the supposed coal mines near Cerquillo, on the Sorocabana railway. He found trifling veins, but none of sufficient importance to warrant opening a mine.

—Advices from Rio Grande state that a multitude of persons had gathered at different points along the coast waiting for the wreckage of the *Rio Apa* and other vessels. These wreckers of the Rio Grande coast do not enjoy the best of reputation.

—An important surgical operation is reported from Itatiba, S. Paulo. A physician injected 400 grammes, about 14 oz. of some chemical mixture into the veins of a woman, who was apparently dying from exhaustion, and the result is said to have been perfectly satisfactory.

—We are informed by the proprietor of one of the Petropolis hotels that the item in our last issue, relative to an outbreak of small-pox there, is unfounded. He says that there are only two cases in the place, both brought from Rio. We make the correction with pleasure, adding only that our information was from local journals.

—The heavy duty on meat imported into Brazil from the River Plate republics has called the attention of English capitalists to the splendid grass lands of Southern Brazil. A Liverpool capitalist has already purchased 80,000 acres in the province of Paraná, and now it is stated that two gentlemen have acquired over a million of acres in the same province.—*Money*, June 22nd.

—A correspondent of the *Jornal* writing from Victoria on the 23rd ult. estimates that the coffee crop of Espirito Santo last year was of the value of 10,000,000\$ and states that in 1887-88 the crop will be as large, if not larger, owing to new plantations. And further that in a short time the province will produce 400,000 to 500,000 bags, if labor is supplied and the means of communication improved.

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

1887.		
Custom house	741,374\$780	1,155,137\$839
Recebedoria geral	42,653\$134	41,514\$399
Recebedoria provincial	113,751\$746	136,401\$780

—The receipts of the Beberibe water works company of Pernambuco during its last fiscal year, ending 30th April last, amounted to 226,359\$910 and expenditures to 63,734\$940, leaving a surplus of 162,624\$970. Two dividends of 4\$400 per share each, or 8.8% per annum, were paid, and a half yearly dividend of 5\$000 per share was paid in May of the current year. The expenditure on new works during the year amounted to 501,063\$040.

—The *Correio de Santos* of the 18th laments the great stagnation in the coffee trade and the prejudices which it is causing. But what else can be expected? If planters, dealers and merchants all conspire to force prices to an unreasonable figure, and holders then refuse to accept the inevitable decline, a paralyzed trade is inevitable. We are inclined to think that "coffee syndicates" are proving to be very costly undertakings for the country.

—The *Germania* of São Paulo has recently published a German translation of the constitution of Brazil.

—The senatorial election in Minas appears to have resulted in the choice of Manoel José Soares, Evaristo Veiga and Cesario Alvim—two conservatives and one liberal.

—In the fiscal year, 1886-87, the exports from Maceió were 511,132 bags of sugar and 89,812 bales of cotton, against 156,828 bags and 27,145 bales for the preceding year.

—A celebrated knife artist named Florentino Xavier was captured on Ilha Grande the other day. He has killed only three persons thus far, but then his career had only just begun.

—The meteorologist of the São Paulo geological and geographical commission gives the total rainfall at the city of São Paulo during the year 1886-87 as 1471.5 millimetres, distributed over 186 days. The heaviest monthly rainfall was in January, 299.9 millimetres. The average temperature for the year, in the shade, was 63.7° Fahr., with an absolute maximum of 93.5° and a minimum of 35.9°.

—There were two proposals opened on the 21st inst. for the gas lighting of the city of Nietheroy. Souza & Co. propose to light the city with peat gas [turfa] at the rate of 220 reis for each public burner and 220 reis per cubic metre for private consumers, the contract to be for 35 years. Henrique Briante, the author of the present inferior service in this city, accepts all the conditions imposed and fixes the price at 220 reis per cubic metre. To prevent Nietheroy from being better lighted than Rio de Janeiro, let us hope that Briante's offer will be accepted.

—Here is a little item culled from an editorial article in the *Diário Mercantil* of São Paulo especially for the coffee bulls. In 1879 Dr. Martinho Prado purchased land in the then almost unknown district of Ribeirão Preto for a coffee plantation. The land had a few coffee trees, but it was 20 leagues from the railway, and its resources were untried. He at once began clearing the land and procuring free labor for the service. Now, eight years only have lapsed, and with the following results: a railway has reached that locality; the plantation possesses about 500,000 bearing trees, and a large number of new trees; and the present coffee crop is estimated at from 60,000 to 70,000 *caixas*. This same plantation, called "Alberlina," has a capacity for about 600,000 trees more, and the same proprietor is now opening up another great plantation on the Mogy-guassu, near the station of Martinho Prado, on which it is expected that 2,000,000 trees will be planted in the next two years.

RAILROAD NOTES

—The construction of the Rezenle and Aréas extension has been begun.

—The president of São Paulo has authorized the provisional opening of the section of the Sorocabana extension between Laranjal and Conchas.

—The bill of the São Paulo and Rio de Janeiro company for the transportation of immigrants in March and April amounts to 8,162\$380.

—It is expected that the Mogyana extension will be completed to Jaguará in October next. The bridge across the Rio Grande will have an extension of 500 metres.

—The Minas and Rio railway has been authorized to charge to working expenses the sum of 6,000\$ to be expended in building the Soledade station.

—The São Paulo tramway company is to hold a special meeting on the 28th inst. to discuss a revision of its by-laws, an extension of its lines and an increase of capital.

—The April receipts of the Paulista company amounted to 286,459\$240, and the expenditures 107,289\$230, leaving a surplus of 179,170\$010. This increases the surplus since January 1st to 869,713\$470.

—The Sorocabana railway company has applied for permission to explore for coal in the neighborhood of Cerquillo station, São Paulo. The provincial geological commission, however, has given a very unfavorable opinion upon the value of the deposit.

—The executive council of the Club de Engenharia has chosen the following gentlemen to direct the Brazilian section at the approaching railway exposition in Paris: Drs. Pedro Betim Paes Leme, Manoel Maria de Carvalho and José Carlos de Carvalho. The complexion of this commission indicates a strong immigration propaganda in connection with the fine display of photographs which they will take with them. An appropriation of 40,000\$ has been asked in the Chamber to pay the expenses. No one has yet explained what good is to result from such an exhibit.

The June receipts of the Carangola railway amounted to 34,126\$280. The expenditures are not published.

The Mogyana direction has resolved to change the name of the station of Rio Pardo to the short and euphonious one of "Visconde de Parnahyba." The compliment is a fitting one without doubt, but why use the gentleman's title? Some of these days he will be made a "conde" and the station will then have to undergo another change of name.

The Journal of the 22nd says that some shareholders in the Machadé and Campos company recently addressed an inquiry to the minister of agriculture asking if their line could be connected with the Leopoldina in case of a fusion between the two companies. On the 21st it was reported that the inquiry had been referred to the director of the D. Pedro II line, who has reported against it. This will strike foreigners as a very novel way of deciding such questions, permitting one company to restrict the development of another.

The public sale of the Cantagallo railway by the province of Rio de Janeiro is announced for to-day (23rd), at an upset price of 8,000,000\$ for the trunk and Rio Bonito branch. Several protests have recently been published, which do not reflect much credit on the provincial government. The road was once sold to an English syndicate and the money was ready to be paid in, when it was cut off by jobbery. The corruption and disregard of agreements shown in this transaction is something which honorable Brazilians will be very glad to forget.

LOCAL NOTES

The small-pox hospital on Sta. Barbara island was inaugurated on the 18th inst.

Microbiologia is good. We do not know exactly what it means, but no one can complain of the word.

The Journal on the 18th gives the capoeiras a terrible hammering. How much good it will do, remains to be seen.

On and after the 1st proximo a reduction of 20% will be conceded on all press telegrams over the state telegraph lines.

The steamer Rio Jaguarão of the southern line, lost near Maldonado, Uruguay, on the 16th was insured for 235,000\$ in native companies here.

The talented pianist Alberto Friedenthal, assisted by some of the best known musicians of the city, is giving a series of historical concerts at the Conservatory of Music.

We hear that Viscount Bury has returned home, carrying with him plenty of compliments and good wishes, but no settlement of the Rio Grande do Sul railway controversy.

The Journal of the 21st calls for a meteorological service for the use of navigators along the coast. What good will such a service do when all the telegraph offices close up as soon as a storm breaks?

The minister of agriculture has instructed the director of telegraphs to charge all telegram addresses as one word when the number of words do not exceed five words, any excess over that number to be charged according to the regular tariff.

A telegram from Montevideo several days ago announced the foundering of two boats belonging to the British corvette Ruby during the great storm, and the loss of between 30 and 40 lives. A subsequent telegram gives the welcome news that no lives were lost.

The Pall Mall Gazette recently complains that there is no British national costume. Is not the Gazette rather out? Our ancestors used to wear full suits of wool, and native Americans to this day, in many cases, go about in their natural buff. What if the complainant adopts the ancient Briton costume?

Ex-Dictator Santos left for Buenos Aires on the 16th by the Trent. The local press state that he proposes to fix his residence in the province of Entre Rios. It looks very much as if evil days were in store for Uruguay. The arrival of Gen. Latorre, Gen. Santos' predecessor, and the departure of the latter are a disquieting coincidence at least.

It is gratifying to note that Sr. Antonio Affonso de Albuquerque, of Ceará, has recently invented a very convenient and comfortable life-preserver for the use of steamship passengers. It is nothing less than a steamer chair, provided with air chambers. When a voyager is about to be wrecked, all he has to do is to take a front seat in his chair and then keep his seat until the play comes to an end.

Some one has recently ventured to protest against the practice of smoking in the theatres during the progress of the play. It is a gross piece of impoliteness, of course, but then what can be done? There is no place exempt from the practice of smoking, and there is no one so inconsiderate and selfish as the habitual smoker. We doubt whether there is any place in the world where there is less real politeness than in Rio de Janeiro.

Report has it that unless something be done we are to see the coffee brokers parading the streets placarded, "We are starving!"

We hear that the U. S. corvette Trenton is on her way out to this port with officers for the relief of those now on this station.

The question is asked why the Emperor honored Lesseps and his canal company with a visit before calling upon President Grévy.

It is said that there will be one inconsolable mourner over the withdrawal of Barão de Mamoré from the department of empire—the indefatigable sanitary engineer J. J. Rey.

The judicial tribunal of the national treasury has relieved the Oato Preto Gold Mines of Brazil company from the fine imposed for not paying the tax on the transmission of its property.

The Emperor and Empress arrived safely at Lisbon on the evening of the 15th, at Madrid on the 18th, Bordeaux on the 19th and at Paris on the morning of the 21st inst.

There were 207 deaths in Rosario, Argentine Republic, in June, of which 77 were from small-pox. Estimating the population at 50,000, this gives an annual average of nearly 50 per thousand.

It is hard enough to be hammered and feel sore; but to be hammered and be in blissful unconsciousness of the fact is worse. Will not that little S. Paulo paper that wants our scalp send us a copy of his effusion? We will pay the postage.

Among the passenger arrivals on the American packet Finance was Commander Francis W. Dickens, U. S. N., who comes out to take command of the U. S. steamer Tallapoosa, now on this station. Commander William Whitehead returned home on the Finance.

One of the buildings of Dr. Eiras hydropathic establishment on the Rua de Oliveira, Botafogo, known as the Hotel Balmeario, was almost entirely destroyed by fire on the forenoon of the 17th. Carelessness appears to have been the cause. The losses in furniture, building and personal effects are estimated at about 100,000\$.

Now that the services of the recent minister of empire have been appropriately recognized in the presentation of an album, would it not be in order for the importers to present the minister of finance with an oil portrait of himself for his extraordinary efforts to keep up the rate of exchange?

The annual meeting of the British Subscription Library was attended by no one. The committee will endeavor to re-organize the library and have already succeeded in obtaining some 20 new subscriptions. It seems a pity that so little interest is shown in the matter, and we trust the efforts of the committee will be crowned with success. Rev. C. N. Tanner and Messrs. Cox, Cross, Roberts, Smart, Hampshire and Taylor form the committee.

The chief of police sent a circular letter to his subdelegados on the 20th in regard to their duties at theatres. He called their attention to the regulations requiring their presence at the opening and their departure at the closing of every performance, and the exclusion of all private parties from the police box. He also directs that they shall use their authority to prevent smoking and the wearing of hats in the theatre during the performance. We are very glad to commend these instructions, and we hope they will be rigidly and impartially enforced.

Barão de Tefé wants to fight Senator Viriato de Medeiros, who called him a garoto baronizado. If the Senator will not fight, the Baron declares he will consider him a fit subject for the lunatic asylum. If he does fight public opinion would send him to the theatre in a box. The Baron has just published his second card in which he calls the aged, half-blind Senator a coward and several other hard names which look respectable only in the columns of the Journal. If now the Senator will only go around to the hydropathic office and pull the blood-thirsty Baron's nose, he shall have the very best obituary notice this office can supply.

It now seems certain that the Brazilian steamer Rio Apa was lost off the Rio Grande bar in the storm of the 12th. Pieces of the wreck have been washed ashore, but not one out of the 120 persons on board appears to have been saved. The Rio Apa was a small river steamer, entirely unfit for ocean service, and in very bad condition besides. It is said that she left here with some of her dead lights out, and the holes plugged up with pieces of wood. She was in so bad a condition that even the native insurance companies would take no risks on her. Another steamer of the same company, the Rio Jaguarão, was lost near Maldonado, Uruguay, on the 16th, while searching along the coast for the Rio Apa.

The Journal of the 21st calls attention to the shameful extortions practised at some of the foreign consulates in this city in the matter of passports, particularly at the Portuguese consulate. The police will not permit a foreigner to leave the country, or even go to another port, without presenting his passport at the central police office, which must be visited at his consulate. It would seem that the Portuguese usually leave their passports at their consulate, where they are sent, on their arrival, by the port officers. The other day a poor man went there after his passport and was charged a mil reis a year for the time it had been there on deposit. As these documents are of no earthly use in this country, and as they do not yield any revenue whatever except to Brazilian consuls abroad, it would be a matter of justice and good policy to repeal the laws regarding them.

It is reported that a commission of merchants to-day (23rd) present a elegantly-bound album to Barão de Mamoré, the retiring minister of empire, for his great service in keeping the cholera out of Brazil. Now let a commission of physicians present him with another album for keeping small-pox in Brazil and the ex-minister will have the satisfaction of knowing that all his strong points have been fully recognized.

Like Diogenes seeking an honest man, we have been seeking public opinion. We are assured that it is not represented in the press; that the audiences at republican and abolition meetings do not represent it. In fact we are fully assured that public opinion in Brazil is a fiction, and has little, if any, influence in politics. The majority of the electors are, more or less, dependent on the government and vote as the government orders. Public opinion, a fiction in a country that professes to be ruled by a constitution, is so difficult a conundrum that we give it up.

PUBLICATIONS RECEIVED.

Historia de Gil Braz de Santilhana, parts 80, 81 and 82, and Filodora de La Fontaine, parts 41 and 42. Lisbon: David Corazzi; Rio de Janeiro: José de Mello.

A Illustração, Vol. IV, No. 9. Is fully up to its high standard of illustration. This number contains an exceptionally fine and pleasing portrait of the poet Leconte de Lisle.

Relatorios relativos a Fazenda Normal, Jardim Botânico e Asylo Agricola. The annual reports of the president of the Instituto Fluminense de Agricultura and the director of the Botanical Garden and experimental farm, which were presented to the minister of agriculture for the past year.

COMMERCIAL

Rio de Janeiro, July 23rd, 1887. Par value of the Brazilian mil reis (1000), gold 27 d. do do do do do in U.S. 100 mil reis at \$1.84 per \$1.84 = 54.45 cts. do \$1.00 (U.S. coin) Brazilian gold = 148 3/4 do of £ stg. in Brazilian gold = 8 88 1/2 Bank rate of exchange on London to-day = 22 1/2 d. Present value of the Brazilian milreis (paper) = 83 1/2 gold do do do do in U.S. 100 mil reis at \$1.84 per \$1.84 = 45 cents. Value of £1.00 (\$1.80 per £1. stg.) in Brazilian currency (paper) = 2 220 Value of £1 sterling = 103 607

EXCHANGE.

July 14 - Rates at the banks were 22 1/2 - 22 1/2 on London' 422, 423 and 424 on Paris and 523-526 on Hamburg at 90 d's; 2820-2820 on New York at sight. The English Bank named no rates and the market was very quiet. Nothing doing in commercial paper. Sovereigns closed with buyers at 108 600, sellers at 108 680. July 15 - The English Bank named 22 1/2 on London, the London and Brazilian continued at 22 1/2. From second hands bank sterling was reported at 22 1/2. Commercial sterling was quoted at 22 1/2, 22 1/2 and 22 1/2. Sovereigns closed with buyers at 108 600, sellers at 108 720. July 16 - Rates at the banks were unchanged and little doing. From second hands bank sterling was reported at 22 1/2, and commercial was quoted at 22 1/2 - 22 1/2. Sovereigns closed with buyers at 108 600, sellers at 108 670. July 18 - Rates at the banks were nominally unchanged, but business was done at higher rates. Bank sterling was reported at 22 1/2 - 22 1/2 and from second hands at 22 1/2 - 22 1/2. Commercial sterling was quoted at 22 1/2 and 22 1/2 and 22 1/2. Sovereigns sold at 108 600, and closed with buyers at 108 600, sellers at 108 680. July 19 - The market was quiet, but very firm. Rates at the banks were 22 1/2 on London, 422-423 on Paris and 523 on Hamburg at 90 d's; 2820 on New York at sight. In bank sterling business was reported at 22 1/2, and at 22 1/2 from second hands. Commercial sterling was quoted at 22 1/2 - 22 1/2 and 22 1/2. Sovereigns closed with buyers at 108 600, sellers at 108 680. July 20 - Rates are unchanged at the banks. Bank sterling was reported at 22 1/2 - 22 1/2 and at 22 1/2 from second hands. Commercial sterling was quoted at 22 1/2 and 22 1/2. Sovereigns closed with buyers at 108 600, sellers at 108 670. July 21 - There was no change in official rates. Business was reported in bank sterling at 22 1/2 - 22 1/2 and at 22 1/2 from second hands. Commercial sterling was quoted at 22 1/2. Sovereigns closed with buyers at 108 600, sellers at 108 670. July 22 - Rates at the banks are unchanged but the market was considered less firm. Business in bank sterling was reported at 22 1/2 - 22 1/2, letter on head office and at 22 1/2 from second hands. Bank rates 422 and commercial 416-417. Bank on Hamburg 523. Commercial sterling was quoted at 22 1/2, 22 1/2 and 22 1/2. Sovereigns closed with buyers at 108 600, sellers at 108 680. July 23 - Rates at the banks are unchanged and bills on head offices may be had at 22 1/2. There appears to be no commercial paper trading.

There is a report, we do not know with what basis, that the Banco Internacional will divide its capital into two series of 5,000 shares each. Of these the amount already paid up will constitute fully paid shares of 200\$ each of the first series, and calls on the second will be made as required.

What is the cause of the Board of Brokers desiring to such an extent the publication of their fortnightly bulletins? We are near the close of July and the bulletin for the latter fortnight of June is only just published. There can be no interest involved in the matter and explanation seems necessary.

It would seem, from our New York exchanges, that excellent use was made of the slave insurance score of last month to further increase the speculative value of coffee. The prompt cabling of the rumors and its use in New York leads to the conclusion that the score was largely manufactured for a purpose.

An important firm of discount bankers (Azambuja) are reported in difficulties and many firms are said to be involved. Some of our informants go so far as to say that since the failure of Sauto in 1864, this failure will be the most important. So great are the interests involved however, that it is quite "non grata" that the banks will extend some facilities and a crash be avoided.

The senior partner in the Santos firm of Mathias Costa & Santos arrived here from Europe, per Galicia, on the 21st. It is anticipated that the affairs of that firm will soon be arranged.

FORTNIGHTLY BULLETIN OF THE BOARD OF BROKERS.

16th - 30th JUNE. Exchange passed. £1,035,542 at 22 1/2 - 22 1/2 d. Francs 2,453,748 at 412 - 414 reis. R. Marks 11,315 at 546 - 542 reits. Coffee sold. 4,894 bags weighing 293,610 kilogrammes.

SALES OF STOCKS AND SHARES.

Table with columns for stock names and prices. Includes items like 'Five per cent. apolices', 'Apolices Prov. Rio Grande do Sul', 'Banco do Brazil', etc.

July 15.

Table with columns for stock names and prices. Includes items like 'Five per cent. apolices', 'Banco do Brazil', 'Banco Internacional', etc.

July 16.

Table with columns for stock names and prices. Includes items like 'Five per cent. apolices', 'Banco do Brazil', 'Banco Internacional', etc.

July 17.

Table with columns for stock names and prices. Includes items like 'Five per cent. apolices', 'Banco do Brazil', 'Banco Internacional', etc.

July 18.

Table with columns for stock names and prices. Includes items like 'Five per cent. apolices', 'Banco do Brazil', 'Banco Internacional', etc.

July 19.

Table with columns for stock names and prices. Includes items like 'Five per cent. apolices', 'Banco do Brazil', 'Banco Internacional', etc.

July 20.

Table with columns for stock names and prices. Includes items like 'Five per cent. apolices', 'Banco do Brazil', 'Banco Internacional', etc.

July 21.

Table with columns for stock names and prices. Includes items like 'Five per cent. apolices', 'Banco do Brazil', 'Banco Internacional', etc.

LATEST LONDON QUOTATIONS OF BRAZILIAN STOCKS AND SHARES.

EXTRACTED FROM "THE STATIST" AND "RAILWAY NEWS" OF JULY 2ND.

Table of Government Stocks and Railways. Includes entries for 1863 4 1/2 per cent Loan, 1865 5, 1871 5, 1875 4 1/2, 1880 4 1/2, 1883 4 1/2, 1885 5, and various Railway lines like Alagoas, Bahia, and Campes & Carangola.

Table of Miscellaneous items. Includes Amoyan Steam Navigation, English Bank of Rio, London & Brazilian Bank, Rio City Improvements, and various telegraph and street tramway lines.

DAILY COFFEE REPORTS.

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

Table showing Stock this morning, Receipts yesterday, and various market data for coffee. Columns include Stock, Receipts, and prices for different grades of coffee.

WEEKLY SUMMARY.

Summary table for July 16th. Includes Sales for United States, Steamers clearances, and Stock at Santos this morning.

MARKET REPORT.

Rio de Janeiro, 23rd July, 1887.

Exports.

Coffee.—We have but very little to report. The views of holders and exporters are said to vary so very considerably that brokers do not look for an early resumption of business.

The sales as reported since our last have been: 3,333 bags for the United States, 127 for Europe, 3,956 for Cape of Good Hope, and 6,516 bags elsewhere.

The clearances for the same period are: United States: July 13 New York Amer str Finance 3,333.

Receipts for the past nine days have averaged 2,917 bags per day, against 3,693 bags for the preceding ten days.

Brokers quotations this morning were: Washed 8,588 in 1886, 11,234 in 1885, 8,672 in 1884, 7,257 in 1883, 10,792 in 1882.

Vessels loading and to load. Baltimore Amer lug Adda J. Bonner 3,000.

DAILY RECEIPTS AND SALES OF COFFEE AT RIO DE JANEIRO.

Table showing daily receipts and sales of coffee at Rio de Janeiro from July 13 to July 23. Columns include Receipts, Sales, and various market indicators.

Imports.

Receipts have been moderate and there has been a fair amount of business doing. In the flour market there has been a good demand, but prices show little change.

Flour.—Receipts since our last report are: Finance, from United States: Haxall 700 lbs, Clara 300, 1,000 lbs.

Good Things, from Baltimore: Castilla 1,400 lbs, Cordova 600, Rockland 600, Analy 500, Supreme 250, 4,000 lbs.

Congo, from River Plate: 330 bags, 165 lbs, 1,944 bags, 1,373 lbs, 6,538 lbs.

Sales and withdrawals for the same period are about 10,000 lbs. and brokers estimate stock in first hands at: 14,700 lbs. American, 2,800 lbs. Trieste, 2,500 lbs. River Plate, 20,000 lbs.

Brokers' quotations are: Trieste 168,500-175,000, Richmond 15,750-16,000, do 2nd 15,000-15,250, Baltimore 1st 15,250-15,750, do 2nd 14,250-14,500, Western & Int. 14,250-15,750, Chili nominal, River Plate 14,000-15,000, New Zealand nominal, City Mills 15,000-16,500.

Pitch Pine.—There are no receipts and the market is flat at 28,500-30,000 per doz. White Pine.—Receipts nil and quotations nominally unchanged at 110-115 rs. per foot.

Swedish Pine.—According to the assortment and quality red deals are quoted at 26,000-30,000 per doz. White nominal. There have been no receipts and the market is weak.

Spruce Pine.—Nothing whatever report. Kerosene.—None has arrived and quotations continue nominally at 62,000-63,000 per case.

Lard.—Receipts are 125 kegs per Finance and 2,200 kegs per Glad Tidings from Baltimore. Brokers quoted at 380 rs. per lb market firm.

Rosin.—No receipts and the market quite unchanged. Turpentine.—We may quote at 360-380 rs. per kilo. There are no receipts.

Bran.—Receipts are 1,000 bags from Lisbon and the market is lower: River Plate bran is quoted at 28,400-28,700 per bag.

Hay.—Receipts are 3,718 bales per Blanco from Rosario. The quotations furnished us are still 65-75 rs. per kilo.

Indian Corn.—Receipts are 4,910 bags per Carpincho from Buenos Aires. Quotations to-day are about 38,000-48,000 per bag.

Codfish.—Receipts insignificant. Cases may be quoted at 10,500-21,500 and tubs at 18,000-24,000.

Cement.—Receipts are unimportant. Brokers quote British at 6,500-7,500, German at 5,200-5,500 and French at 6,500-7,500.

Coal.—Receipts since our last are: 1,576 tons per Dalhousie from Newport, 2,101 lbs. Prince Umberto from Cardiff to dealers and companies.

Rice.—Receipts are small and the quotations are unchanged at 8,800-9,200 per bag in lots.

SHIPPING NEWS.

ARRIVALS OF FOREIGN VESSELS.

Table of arrivals of foreign vessels. Includes entries for Buenos Aires (Br schr Carpincho), Rosario (Br lg Blanco), Newport (Br lg Dalhousie), Lisbon (Port ship America), Baltimore (Amer lug Glad Tidings), Cardiff (Br bk Prince Umberto), Hull (Br bk Aldergrove).

DEPARTURES OF FOREIGN VESSELS.

Table of departures of foreign vessels. Includes entries for Belize (Nor bk Pacifica), Parana (Nor bk Gogla), Victoria (Port bk Ventura), Pensacola (Br bk Amalthea), Pernambuco (Dan bk Marie).

JULY 18.

SHIP ISLAND—Br bk William Wright; 751 tons; Cook; ballast.

SOUTH-WEST PASS—Br bk Siberia; 1,202 tons; Logan; do. PACIFIC—Fr ship Acouagua; 702 tons; Yban; do.

FALMOUTH LO.—Br bk Salmon; 1,181 tons; Gould; same cargo.

BARRADOS—Br bk Chrysolite; 1,114 tons; Lamb; ballast.

BALTIMORE—Amer bk D. Pedro II; 472 tons; Johnson; ballast.

PENSACOLA—Fr bk Myrthe; 280 tons; Gabori; do. BRUNSWICK—Br bk Hope; 447 tons; Williams; do.

MACAO—Nor bk Emma; 292 tons; Isaachsen; do. —Nor bk Hafsford; 482 tons; Dahl; do.

HAVTI—Nor bk Actie; 547 tons; Olsen; ballast. MACAO—Nor bk Arica; 621 tons; Srensen; do.

—The Br bk Aldergrove, Capt. Mills, 60 ds. from Hull, with rails, bound to San Francisco, set in here in distress on the 21st. Messrs. Watson, Ritchie & Co. are the consignees. The cargo has shifted and a part at least will have to be discharged.

CLEARED AND READY FOR SEA.

BARRADOS—Nor bk Johanne ballast. CAMOCHI—Br schr Carpincho do.

FREIGHTS AND CHARTERS.

There is rather more movement, but nothing doing in coffee here. The charters reported have been: Br str Highland Prince, sugar, Bahia and New York; 125 6d; Nor lg Hermaun, coffee, Victoria and U. States 25s; or Europe 35s; Br bk William, phosphate, Rat Island and New York; 14s; Br bk Prince Rudolph, paving stones to Par4 40 rs.; Br schr Carpincho, cattle, Camocin and Par4, 2,200\$ and Dan bk Marie, Penelo and Rio, general cargo 2,800\$.

Rates of freight are all, more or less, nominal. Freights—steamers: New York 30c per bag, New Orleans — do, London — 35s per ton, Liverpool — 30s do, Antwerp — 35s do, Hamburg — 25s do, Havre — 35 fs do, Bordeaux — 35 fs do, Marseilles — 35 fs do, Trieste — 30s do, Genoa — 35 fs do.

VESSELS AFLOAT & LOADING FOR RIO.

Table of vessels afloat and loading for Rio. Includes entries for Abbe S. Hart, Alcomania, Africa, Asiana, Amal, Anna, Arctic, Amer, Any, Alexander Keith, Arcebia, Beethoven, Bento de Freitas, Campbell, Ceylon, Chronos, Calicut, C. B. Hazeltine, China, Christina, Cito, Casbet, Cornocopia, Daxon, Dignar, Dictator, Echantress, E. T. G., E. S. Powell, Fairy Belle, Forest Princess, Finawid, Freya, Frayjaka, Gustav Adolph, Garfield, Hera, Hieronymus, Hyperion, Honorah, Isabel, J. H. McLaren, Lizzie Burrill, Lizzie Heyer, La Plata, Leonie, Lucknow, Margaretha, Minho, Manda, Messina, Magnificent, Martin Luther, Mawry, Mississippi, Ned White, Nora, Norn, Nymphs, New Light, Norden, Oden.

GOVERNMENT AND PROVINCIAL BONDS

Table with columns: EMISSION, CIRCULATION, DEDIMINATION, INTEREST, NOMINAL VALUE, LAST SALE, LAST QUOTATIONS. Includes entries for Apolices, Gold Loan of 1868, Province of Rio de Janeiro, and HYPOTHECARY NOTES.

DEBENTURES AND SHARES

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

Table listing steamship arrivals with columns: Name, Origin, Date, Agent. Includes entries like Osmond O'Brien, Parthia, Pembroke, etc.

ARRIVALS OF FOREIGN STEAMERS.

Table listing steamship arrivals with columns: DATE, NAME, WHERE FROM, CONSIGNED TO. Includes entries like Trent Br, Louis Fr, etc.

DEPARTURES OF FOREIGN STEAMERS.

Table listing steamship departures with columns: DATE, NAME, WHERE TO, CARGO. Includes entries like Congo Fr, Memphis Gr, etc.

FOREIGN SAILING VESSELS IN THE PORT OF RIO DE JANEIRO, JULY 23rd, 1887.

Table listing foreign sailing vessels with columns: NAME, TONNAGE, ENTERED, WHERE FROM, CONSIGNER. Includes sections for American, British, Danish, French, German, Norwegian, Portuguese, and Swedish vessels.

Shipping.

THOMAS NORTON'S OLD REGULAR LINE OF SAILING PACKETS BETWEEN THE UNITED STATES AND BRAZIL PORTS Established in 1865

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

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UNDER CONTRACT WITH THE BELGIAN AND BRAZILIAN GOVERNMENTS.

July Departures:

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Every Saturday Hipparchus Loading also in Santos July 5th

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Table with columns: Date, Steamer, Destination. Includes entries for Neva, La Plata, etc.

This Company's steamers leave Southampton on the 5th 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.

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CARRYING THE U. S. AND BRAZILIAN MAILS

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ADVANCE, Capt. Lord, 31st Aug.

The fine packet

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calling at

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Capital £ 1,000,000 Capital paid up £ 500,000 Reserve fund £ 300,000

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Messrs. GLVN, MILLS, CURRIE & Co., LONDON,

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BANCO INTERNACIONAL DO BRAZIL.

22, Rua da Alfandega, 22

Capital 20,000,000\$000

President Visconde de Figueiredo

Managing Director Edward Herdman, Esq

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Deutsche Bank..... Hamburg

Banque d'Anvers..... Frankfurt of Main

Banca Generali, and agencies. Antwerp

Rome

Genoa

Naples

Milan

and other Italian cities

Madrid

Barcelona

Cádiz

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Taragona

Valencia

and other cities in Spain and the Canary Islands

Lisbon

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Days 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. Advances made on coffee and other merchandise in accordance with the statutes of the Bank, and transacts every other description of banking business.

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ACCOUNTS FOR SALE.

In the absence of facilities for the collection of small accounts the TYPOGRAPHIA ALPINA, No. 79, Rua Sete de Setembro, is obliged to offer a few unpaid and apparently uncollectable accounts for sale. The first of these is one for a balance of account against the

Companhia União Telephonica,

dated 28th August, 1886, and amounting to \$8300.

The second is a virgin account against

William Pahl, Ship-broker,

dated 16th November, 1886, and amounting to 42\$300.

No reasonable offer refused.

Note.-These accounts will be capital investments for the reserve funds of public companies, as it will be somewhat difficult for directors to realize on them.

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Caixa no Correio No. 906. Rio de Janeiro

D. K. POMROY & Co.

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Wholesale and Retail Dealers in Coal

No. 1, Rua de Belem.

P. O. Address: Caixa 24. Pará, Brazil.

Cable Address: "Pomroy, Pará."

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A Milner's Patent Fire-proof Safe, in prime working order, with duplicate keys, inside lock drawers, etc. etc. Has been in use for some time and will be sold at a large discount on original cost.

For particulars inquire at this office.

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A lady wishes to give lessons in English in all its branches, also French, drawing and music. Address F, 75 Cosme Velho, Laranjeiras.

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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 its transfer, the designations of number and volume were continued. 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 paper. 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, 1889) 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 them will be made. The News will seek to keep its 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 editors will hold themselves personally responsible. It is in no way intended to supersede any other publication, but to supplement it in 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 1\$ per inch per quarter, with a reduction of 20% for additional space and time.

TERMS:

One year's subscription..... 20\$00

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79, Rua Sete de Setembro.

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

Typ. ALDRIN, 79, Sete de Setembro.