

# THE RIO NEWS.

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VOL. XIV.

RIO DE JANEIRO, AUGUST 5TH, 1887

NUMBER 22

## OFFICIAL DIRECTORY

AMERICAN LEGATION.—157, Rua das Laranjeiras.  
THOMAS J. JARVIS,  
Minister.  
BRITISH LEGATION.—Travessa de D. Manoel, No. 8.  
H. G. MACDONELL,  
Minister.  
AMERICAN CONSULATE GENERAL.—No. 42 Rua do  
Ouvidor.  
H. CLAY ARMSTRONG,  
Consul General.  
BRITISH CONSULATE GENERAL.—No. 8, Travessa  
de D. Manoel. GEORGE THORNE RICKETTS,  
Consul General.

## CHURCH DIRECTORY

CHRIST CHURCH.—Rua do Evaristo da Veiga. Divine  
Service every Sunday at 11 a. m. and on the 2nd and 4th  
Sundays in each month at 3 p. m. Holy Communion  
on the first Sunday in each month at eleven, and on the  
Great Festivals at nine, in the morning. Holy Baptism  
every Sunday after the morning Service.  
N. B.—All notices should be sent to the Clerk.  
C. N. TANNER, M. A., Chaplain.  
157 Rua das Laranjeiras.  
ALBERT ALLEN, Clerk, No. 6, Rua Humayda.  
METHODIST EPISCOPAL CHURCH.—Largo do Cateite.  
English services: Sunday School at 10 a. m. preaching at  
11:30 a. m. on Sundays, and at 7:30 p. m. on Fridays.  
H. G. TUCKER, Pastor.  
Portuguese services: Sunday School 10 a. m., preaching  
7:30 p. m. Sundays; prayer-meeting, 7:30 p. m. Wednesdays.  
J. L. KENNEDY, Pastor.  
Residence: Rua Senador Corrêa, B. 1.  
PRESBYTERIAN CHURCH.—No. 115 Travessa da Barreira.  
Services in Portuguese at 11 o'clock, a. m., and 7 o'clock,  
p. m., Sundays; and at 7 o'clock p. m., Thursdays.  
BAPTIST CHURCH.—Rua do Conde d'Eu, No. 122.  
Services in Portuguese every Sunday at 11 o'clock, a. m.,  
and 7 o'clock, p. m., and every Wednesday at 7 o'clock,  
p. m. Sunday School at 10 o'clock, a. m.  
E. H. SOPER, Missionary. W. B. BAGBY, Pastor.  
Residence: Rua de Santos Rodrigues N. 6.  
IGREJA EVANGELICA FLUMINENSE.—No. 175, Rua  
de S. Joaquim. Services in Portuguese at 10 o'clock,  
a. m., and 6 o'clock, p. m., every Sunday; and at 7 o'clock,  
p. m., every Wednesday. Sunday school at 4:30, p. m.  
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books, left off clothing, etc., may be sent to the above  
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THOMAS HOOPER, Missionary.  
BRITISH AND FOREIGN BIBLE SOCIETY.—Depot  
No. 21, Rua Sete de Setembro, Rio de Janeiro.  
BRITISH BENEVOLENT SOCIETY.—Subscriptions are  
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: Central train  
leaves Rio at 5 a. m., arrives at Barra do Piraia 7:22, Entre  
Rios 9:35 and Itaboraita (terminus) at 7:52 p. m. São Paulo train  
leaves Rio at 6 a. m. arrives at Barra at 8:15 a. m., and Cachoeira,  
where passengers for S. Paulo must change, at 12:10. From  
Entre Rios train leaves at 10:02 a. m., arriving at Porto Novo  
da Cunha at 11:42. Downward, trains leave Itaboraita at 8:45  
a. m.; Cachoeira, 15. Paulo branch, 12:20 p. m.; Porto Novo  
at 12:25. Entre Rios 3:10. 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 12:23 and Marriano Proença (terminus)  
at Cachoeira at 6:25 p. m. From Entre Rios train leaves at  
2:15 p. m., and arrives at Porto Novo at 6:05. Downward,  
train leaves Marriano Proença at 5:50 a. m.; Cachoeira 5:50  
and Porto Novo 5:59, arriving at Rio at 5:10 p. m.  
Mixed Trains, leave Rio at 8:30 and 9:20 a. m. 3:15 and  
5:20 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 at 7:17 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. Down-  
ward, train leaves Porto Novo at 10:50 p. m., every Monday,  
arriving at Barra at 3:15 and Rio at 5:30 a. m.  
S. PAULO AND RIO.—Train leaves Cachoeira at 12:20  
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 12:46 p. m.,  
where passengers change to the D. Pedro II. line.  
CANTAGALLO R. R.—Leaves Niterói (Sant'Anna)  
6:20 a. m., arriving at Nova Friburgo 10:35; Cordeiro (1 hour  
per trainway from Cantagallo) 12:48 and Alacão 1:48 p. m.  
Return trains leave Maciço 10:05, Cordeiro 11:05 and Nova  
Friburgo 1:05 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  
Vello, Laranjeiras, at 6, 8, 10, and 12 a. m., and 5, 7, and 9  
p. m. on Sundays and holidays; and at 8 and 12 a. m. and  
4:20 and 8:20 p. m. on week-days.  
PETROPOLIS STEAMERS AND R. R.—Steamers leave  
Trapiçe Maná at 4 p. m. week days and 7 a. m. Sundays  
and holidays. Returning, trains leave Petropolis at 7:30 a. m.,  
week days, and 4 p. m. Sundays and holidays. Mixed  
train: upward 12 m., downward (from Petropolis) 12:13  
p. m., week days only.

## LIBRARIES, MUSEUMS, &c

BRITISH SUBSCRIPTION LIBRARY.—Rua do Hos-  
pício, No. 1, 1st floor.  
BIBLIOTHECA NACIONAL.—Rua do Passeio No. 48.  
BIBLIOTHECA FLUMINENSE.—No. 62, Rua do Ovi-  
dor.  
MUSEU NACIONAL.—Praça da Aclamação, cor. Rua da  
Constituição.  
GABINETE PORTUGUEZ DE LECTURA.—No. 12  
Rua dos Beneficentios.

## Medical Directory

Dr. Cleary, Physician and Surgeon.—Residence: 175 Rua do  
Cateite; 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. 936 from 11 to 1 p. m., and  
4 to 4:30 p. m. Residence: N. 13 Rua de D. Mariana,  
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particulars of their claims together with evidence of their  
relationship on or before the first day of September next, after  
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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, AUGUST 5th, 1887.

The legislative record since our last issue has been barren of general results, the proceedings being very largely of local interest only. The Teixeira banking project has been reported back to the Senate considerably modified, but the interest in it is decidedly lukewarm. There is very little probability that any important banking project will be adopted, and much less that one so little understood and appreciated as that of a national system will even receive favorable consideration. Some little discussion has been aroused over the action of the government in regard to the registration of slaves as of "unknown parentage," but with no other result than to develop the purpose of the ministry to do just what it pleases regardless of law or precedent. Several judicial opinions had already been given, declaring that a slave could not be registered on a declaration of "unknown parentage," but the ministry ignores these and declares that the master can so register them. Such a decision is clearly contrary to law and equity, for it dispenses with an important safeguard against the reduction of free persons to the condition of slaves. It would appear hopeless to expect any liberal interpretation from this ministry of any law affecting slavery, and it will probably be quite as difficult hereafter to obtain anything liberal and tolerant in matters relating to religion. Senators Dantas, Taunay and others may as well hang their harps on a willow tree, and retire from public life.

THERE has been a puzzling undercurrent of opinion here during the past month, for which it is difficult to find a satisfactory cause. Several times it has been stated in both houses of the General Assembly that a war with the Argentine Republic is imminent. The press has not discussed the question to any extent, simply because it has no definite information. Senator Avila, Deputy Lourenço de Albuquerque, and the others who have assumed the character of heralds, have given us no reasons for their declarations, nothing of disturbance has occurred on the frontiers, and the Argentine press has been pacific even under provocation. And yet, it must be confessed that the men who have sounded the alarm are not generally considered alarmists, or sensationalists. Then, too, the only explainable reason why Senator João Alfredo has come to the support of the Cotegipe ministry is that of some impending danger which requires a strong and hearty support

of the government. Outside of political circles, the opinion is far from being uncommon that a war is impending. Every one knows how great are the financial difficulties of the Treasury, and yet not a voice is raised when the minister of agriculture asks for an extraordinary credit of 15,000,000\$ for the building of a strategic railway across Rio Grande do Sul. To reinforce the ranks of the army, the Princess Regent issues a general pardon to deserters, and the work of recruiting is again beginning to attract attention. And during all this, it is whispered about that the Argentine commission on the Missiones frontier is far more interested in making a topographical map of the country than in finding the true boundary line. We can not really see that either side wants war, or intends war, but these rumors and preparations are very puzzling.

WE understand that the Centro do Commercio e Lavoura is studying plans for promoting immigration to the province of Rio de Janeiro and for realizing the transformation of labor. The ultimate objects are certainly good, but like nearly all such efforts in Brazil the means to be employed are altogether ill-timed and visionary. There is abundant labor in Brazil for all immediate requirements, but this is invariably overlooked for the untried assistance of the immigrant. Up to the present moment we have not seen one serious discussion or plan in regard to the future status of the freedmen in Brazil. There will be a million and more of them—all poor, homeless, friendless, and able to work. They will not die from cold and hunger in Brazil, for nature will be an indulgent mother to them all; but they will be vagabonds, idlers, beggars, thieves and assassins. What else can be expected? Without experience and knowledge of the world and with the vaguest ideas of what liberty and self-support mean, they are to be cast off and left to shift for themselves. No one thinks of providing colonies for them, no one thinks of arranging labor for them at fair wages, no one even dreams of providing them with homes upon the unsettled lands of the nation. They are accustomed to the climate and the methods of labor in vogue, but no one dreams of employing them; they are tractable and trustworthy, but no one cares to befriend them. It does not occur to their masters that the enforced labor of these people has enriched the country, and that there are but few families and fortunes that have not been built up on foundations laid by their humble hands. All this is forgotten. The slave is accused of being ungrateful; but where is the gratitude of his master? And where is the justice—to say nothing of the injustice of slavery itself—of expecting industry, ambition and good conduct from an ignorant, debased race thus treated? We firmly believe that kindness and generous treatment will retain a majority of the freedmen in the country and develop them into trustworthy laborers and orderly subjects. We are confident that Brazil has far more to hope from them than from the majority of the Italians which speculators are now introducing under the aid and protection of the state. If now the Centro wishes to do a really patriotic and beneficial work, let it turn its attention to this one great problem:—the establishment of the freedmen on the soil, in homes of their own, and with all the protection which law and the generous sentiments of the public can accord to them. Let them not be taken under the lash of the master to be plundered and driven by magistrates and police and society, but let them be encouraged to labor for themselves, to educate their children, and to respect and obey wise and just laws.

It is a thankless as well as a difficult task to interfere in matters affecting other persons, and especially where such interference is generally considered unwarranted and impertinent. So far as these matters relate to purely private affairs we are not in the least inclined to meddle. We do not care to know how much profit a merchant makes on his goods, nor how much his table costs him; nor do we care to know the private contracts between a banker and his broker, nor between a bank and its depositors. An honest man's business requires no investigation, nor will people ever care to bother themselves about it until the rogues have succeeded in unsettling all public confidence. It is for the interests of good, sound business men, therefore, that no protection whatever be accorded to crooked transactions and tricky firms, and that all failures, embarrassments and changes be made immediately public. Such matters are not to be considered strictly private, for they affect a wide circle of individuals directly, and the whole business community indirectly. It has been the custom in this city to make defaults and failures purely personal matters between the parties interested. The newspapers rarely ever announce a failure, never discuss it, and never make known the result. One day we hear rumors of a failure, and we hear also that certain good houses have lost by it, but the next day an air of mystery hedges it about, and the third day no one knows anything about it. The bankrupt house either disappears, or resumes business, and the public knows nothing whatever about its standing. This, we contend, is an injustice to the whole community, for it condones pure misfortune with sheer trickery, condones the latter, and paves the way to draw others into similar losses at some future day. And it gives color to the belief that honest, reputable business men are not as scrupulous as they should be in exposing roguery and unsound methods of business. We may be told that these arrangements are none of our business, but at the same time we are convinced that they are legitimately and clearly within the limits of newspaper inquiry. The other day an important firm of bill brokers failed in this city, and their liabilities are said to exceed 7,000,000\$. It is also said that one bank holds paper bearing this firm's signature for some 3,000,000\$, another bank for 1,600,000\$, and still another for about 1,000,000\$. Other banks and a large number of business houses are known to be involved, and for days the whole praça was waiting for the crash to come. Eventually, however, the three banks chiefly concerned resolve to liquidate the affair and prevent trouble if possible. Now, this action is right and sound, but for the credit of the whole community is it right that it should be so deeply shrouded in mystery, and that no steps should be taken to expose the questionable methods of business which led to the failure? This firm has long enjoyed favors at the principal bank of the city which no reputable business house could obtain. It could get money when the bank was refusing to discount. It could do anything and everything. Now that trouble has come, would it not be wise to clear the way at once for sounder business methods in the future? At this moment, no one knows where the lightning will strike next, for the city is full of rotten firms and unsound business methods.

THE *Journal do Commercio* of the 4th instant contains a communication from the department of agriculture in regard to the action of the German government against emigration to Brazil, which merits a few words of comment. It would seem that the immigration runners in Europe have been

deluding ignorant people with promises of all kinds and descriptions, and the German chancellor has very properly undertaken to put a stop to it so far as his authority extends, particularly on account of the Costa Pinto contract. In response to this the government says that no contract whatever exists for "the importation of immigrants," the two contracts existing being simply to the effect that the government will pay certain differences in the costs of transportation. Also that no immigration agent in Europe has an official character. Now all this is mere hair-splitting! The Hamburg Colonization Society has a contract for the introduction of colonists, and receives a stipulated subsidy from the national treasury for the same. Both of the recent contracts with Costa Pinto and J. N. de Vincenzi & Son are for the introduction of a specified number of immigrants, the government agreeing to grant certain favors and to pay the whole passage money in case these immigrants settle on the plantations under labor contracts. It is pure folly to make denials of this on the strength of the word "importation." It is not the phraseology, but the spirit of the arrangement that concerns us, and this, we insist, is clearly in the light of official responsibility. Then, too, the provinces of São Paulo, Minas Geraes, Pará, and Amazonas (perhaps others also) have special contracts for the introduction of immigrant laborers, all of which are signed by the presidents of the same, who are imperial and not provincial officials. The province of São Paulo has published an "immigrants' guide," full of errors and deceptions, a half of the expense of which was paid by the national treasury. The province of Rio de Janeiro is publishing a similar "guide," and an official in the department of agriculture is now publishing another. Besides that, the chief of the immigration bureau has prepared an absurd map for immigration purposes, for which the government is certainly responsible. All these documents are printed for circulation in Europe, and the government is responsible. The men who circulate them and make false promises may not be regular officials, but they certainly have the countenance of the government and will be considered as having all necessary official authority.

## THE "SERRA INCLINES" QUESTION.

It will be remembered that a considerable discussion was aroused some months ago over the report of the fiscal engineer of the São Paulo railway upon the additional mileage on the Serra section and the consequent increased cost of transportation. It was stated that this additional mileage was conceded to relieve the government from the onus of meeting a deficit in the earnings, and was therefore provisional in character.

We have recently seen a copy of a "memorandum" by Mr. D. M. Fox, C. E., who was formerly resident engineer and superintendent of the line, on this question, from which we make the following extracts. It will be seen from these that the authorities and the public here are very widely astray in their criticisms:

The Fiscal Engineer, in his remarks as to the additional length given for tariff purposes to the inclined planes, and consequently to the whole line, entirely misses the point. He states that "this exceptional measure" was taken in 1874 "to relieve the Government of the onus of making up the 7 per cent. guarantee," "which the traffic of the line up to that time," he says, "failed to do." Now the fact is, that in 1873-74, the line more than earned the full 7 per cent. guaranteed interest, and after distributing 8 per cent. dividend to the Shareholders there remained a surplus of £13,780, half of which was paid in September, 1874, to the Imperial Government as their share. As the tariffs in question were not approved till December,

1874, it follows that for six months previously to their coming into force there had been no "onus" to the Government, and some other reason than that specified by the Fiscal Engineer must therefore have induced the Company to propose, and the Government to approve, not as a temporary measure to raise the revenue, but as a matter of convenience and equity,—the tariffs and traffic regulations, based on the strictly legal rates of the Concession, but allowing an increased mileage on the exceptional inclined planes on the Serra;—and it is well I should state the facts at length.

In 1867, on the opening of the line, tariffs were organized and approved on the basis of those indicated in Clause 32 of the Concession; and in order to pay off the premium paid by the Imperial Government to the contractors for opening a year or so in advance of the contract time—viz., £40,000 or thereabouts, a "taxa adicional" of 20 per cent. was put on and incorporated with the tariffs. The product of this soon (I think in the first year) paid off this premium, but as the line did not then pay the full 7 per cent., and the high tariffs, with the extra 20 per cent, did not appear to be prohibitive, the tariffs were reorganized and the extra charge partially retained. These tariffs, somewhat in excess of the rates specified in the Concession, compensated for the exceptional cost of transport on the inclined planes, which ascend 2,600 feet or thereabouts in 5 miles or 8 kilometres with gradients of 1 in 10.

These rates, more or less modified, but always somewhat in excess of the strict legal rates of the Concession, continued in force till 1874, when, owing to the opening of the several branches and extensions of the Trunk (all of which had Concessions with similar tariff regulations to our own), it became necessary to establish a uniform kilometric rate, in order to facilitate the operations of the "Clearing House" for the proportionate division of revenue amongst the several companies working in common. And, of course, the only basis was the rates allowed by the Concessions—all identical in this respect. This involved our giving up the small extra rates we had been allowed to charge, and would have obliged us to take goods up and down our inclined planes, costing some £30,000 a mile, with gradients of 1 in 10, at the same kilometric rate as on locomotive lines, more cheaply constructed and with gradients not exceeding 1 in 50.

This was so palpably unreasonable, that the Fiscal Engineer, Dr. Pimento Bueno, on the revision of the Tariffs in 1874, supported me in my claims for the inclines to be taken as 12 miles instead of 5 miles, or as 19 kiloms. instead of 8 kiloms,

thus adding 7 miles to the 8½ miles, making 93½ miles. or "11 kiloms., 139 kiloms., 150 kiloms.

The tariffs, however, were not raised by this additional mileage on the Serra; on the contrary they were lowered all through the line, so that the intermediate traffic has not to bear the extra cost of working the Serra inclines, as was the case before the tariffs of December 1874 came into force.

The increased mileage on the Serra inclines was not—I beg leave to submit—approved "omni carteris provisorio," for on a subsequent revision of the tariffs by decree No. 8151, of 25th June, 1881, the same additional length—"on account of the Serra inclines," was officially approved, without reservation, by the Imperial Government. Surely, in June 1881, there was no need to do this in order to "relieve the Government from any onus on account of the Guarantee," but, after 6½ years working of the Tariffs of December, 1874, with the additional Serra mileage, it was recognised by the Imperial Government that it would be absurd and unjust to apply—without compensation in one form or another—rates intended for locomotive lines to the inclines of 1 in 10 surrounding the Serra de Cubaão.

From the foregoing it will be seen that a gross injustice has been suffered by the company in the hasty conclusions of the fiscal and the subsequent criticisms of the press. We do not doubt the assertion that the rates charged are considerably too high, but the company is both willing to reduce them and has long since made propositions to that effect. As Mr. Fox very clearly points out, however, any new arrangement to that effect should include the additional mileage on the Serra, because it would be manifestly unjust to compel the company to accept the same rates per mile for Serra traffic that are charged by the Paulista line for locomotive traffic. According to the superintendent's half-yearly report the traction expenses per mile open on the locomotive line during the half year ending June 30, 1886, were £206, while the same expenses on the Serra inclines (actual length) were £1,506—or nearly 7½ times

greater. Considering the heavy cost of these inclines, about £40,000 a mile, and the greater expense of the traffic over them, one of two things should be allowed—either an additional mileage, or an additional rate for the section in question. The first is the simpler, as it permits an uniform charge to be made, while at the same time compensating the company for the additional labor and expense of carrying freight over a very difficult piece of road.

DEPARTMENT OF AGRICULTURE.

Railways.

Government lines.—The "Baturité" line, province of Ceará, has a total extension of about 109½ kilometres, and cost, up to December, 1886, 4,858,717\$601. In 1886 the deficit was 6,537\$417, which is the first deficit made by the line. This deficit is stated to have arisen through repairs and renewals of rolling stock; the expenses increasing from 250,493\$ in 1885 to 286,002\$ in 1886. The director of the line considers it advisable to extend the rails to Quixadá, 84 kilometres, which is already surveyed.

"Camocim to Sobral" line is about 129 kilometres in extension and costs 3,506,780\$714. The deficits have been constant and reached 90,341\$524 in 1886.

"Recife to S. Francisco," (Palmares to Garanhuns and Recife to Caruarú.) There is no change in the prolongation in traffic, about 103 kilometres, and the total cost is stated at 24,948,423\$413. The Caruarú line has 76 kilometres in traffic, the cost of which is included in the above mentioned sum. The deficit in 1886 was 166,375\$494. The director estimates that within two years the Caruarú line will leave over 100,000\$ net, but does not hold out the same prospect for the extension.

"Paulo Afonso." The extension is about 116 kilometres and the amount invested 6,813,319\$523. Modifications in the tariffs are said to have been beneficial, but in 1886 the deficit was 136,425\$044.

"Bahia extension." The line in traffic appears to have been about 227 kilometres and the capital employed 13,867,896\$220. The deficit in 1886 was 135,731\$285. The reduced tariffs seem to have produced increased traffic, particularly as regards live stock, the receipts from which advanced from 2,346\$520 in 1885 to 24,017\$960 in 1886.

"D. Pedro II." On December 31st the total extension under traffic was about 745 kilometres and the total capital invested was 98,813,143\$303, of which however 1,006,070\$812 was represented by material on hand. The gross receipts were 691,908\$761 less than in 1885, caused by the reduced coffee carriage (29,821 tons less). The total receipts in 1886 were..... 11,568,776\$995 Expenses..... 6,484,555 294

Balance..... 5,084,221\$701

The line collected for connecting companies and the Treasury 5,269,766\$300. A satisfactory increase, 348,696, in the suburban passenger traffic is noted, which increase produced 40,127\$300.

There were 44,085 passengers for the interior, representing a decrease of 100,280\$060, or deducting the increased suburban traffic, a net decrease of 60,158\$760 in receipts. Live stock showed a considerable increase—14,739—which represented 52,488\$870 and proved that the reduction in the tariff was judicious. The receipts may be summarized as follows:

Passengers:	Number:	
1st class.....	1,060,542	2,357,087\$830
2nd class.....	2,674,332	
Language..... tons	2,195	61,968 570
Express..... do	13,867	349,663 660
Live stock..... no.	87,719	193,240 650
Vehicles..... do	307	6,091 020
Merchandise:		
Coffee..... tons	142,332	4,395,625 330
Sundries..... do	277,717	4,023,930 100
Sundry receipts.....		59,090 935
Storage.....		22,315 730
Telegraph.....		72,370 640
Rents.....		27,819 090
Fines.....		10,391 440
		11,568,776\$995

"Ouro Preto branch." The amounts employed in the narrow-gauge extension to Sabará and the Ouro Preto branch of the Dom Pedro II are respectively 9,549,918\$062 and 3,439,378\$800.

"Rio do Ouro." The extension in traffic is about 65 kilometres and the cost 917,625\$894. The deficit in 1886 was 12,577\$844.

"Itaquary to Caecury." The capital invested up to the end of last December was 21,507,501\$729 and the length is estimated to reach about 351 kilometres, which may be modified. There were about 261 kilometres in traffic and the deficit in 1886 was 70,494\$674, or about 34,000\$ less than in 1885.

Provincial lines.—"Cantagallo." The extension in traffic was about 224 kilometres and the balance for the year 1886 was 12,188\$107.

"Santo Amaro." Length 360 kilometres and the traffic left a deficit in 1886 amounting to 2,287\$154.

LEGISLATIVE NOTES.

July 23.—In the Senate the committee reported on Sr. Teixeira's bank bill, suggesting certain modifications, but agreeing that the bill should be discussed. Senator Tannay was rather bitter on the recent change in the ministry, and Senator Medeiros moved for certain information regarding the hydrographic office. The rest of the session was occupied in passing the department of empire estimates as amended, and the discussion by Senators Jaguaribe and the minister of war of the bill to abolish the forced retirement of judges upon their attaining 75 years of age. In the Chamber there was no session.

July 25.—In the Senate there was no quorum. In the Chamber Deputy Alfonso Celso Jr., moved for information relative to alleged persecutions of abolitionists at Macabé, Rio de Janeiro. The session was occupied in the discussion of the department of war estimates.

July 26.—In the Senate an insignificant local question allowed Sr. Octaviano to declare that justice could only be obtained by favor from the ministers. The department of justice estimates were discussed by Senators Alfonso Celso, Candido de Oliveira and the minister. In the Chamber Deputy Custodio Martins complained of the favoritism shown the province of S. Paulo in the matter of immigration. Deputy Alfonso Celso Jr. asked his question regarding the recent change in the cabinet. The premier answered as was to be expected; the cabinet was firm in its position.

July 27.—In the Senate Sr. Siqueira Mendes presented a project for a law reforming the electoral laws. In the debate on the department of justice estimates Senator Dantas criticised the inefficient police organization of the country and declared that correctional tribunals were indispensable. Senator Tannay also spoke. In the Chamber the session was adjourned, because of the death of a deputy from Alagoas.

July 28.—In the Senate Sr. Alfonso Celso and the premier settled some private matters, in which it seems to us the premier had the better. Senator Lima Duarte asked for information about a plantation belonging to the crown which had been ceded for colonization purposes. Senator Medeiros asked for copies of the report of Col. Jardim as to navigation on the Araguay and Tocantins rivers. Senator Ignacio Martins made an attack on the cabinet and sharply criticised the dispatch of the minister of agriculture relative to the registry of slaves. Senators Medeiros, Meira de Vasconcellos and Correia spoke on the department of justice estimates; the last seems to apprehend a conflict with the Argentine Republic. In the Chamber the minister of agriculture made a vigorous reply to requisitions of Deputies Alfonso Celso Jr. and Custodio Martins. The rest of the session was occupied in discussing the estimates of the navy department.

July 29.—To-day being the Princess Regent's birthday, there was no session in either house.

July 30.—In the Senate Sr. Dantas called attention to the conflict of opinion between the minister of agriculture and the tribunals and moved for information relative to the registry of slaves as Brazilians, but of unknown parentage, and also by parties who were not legal representatives of the masters. Senator Silveira da Motta also alluded to this question. The minister of justice replied to preceding speakers on the estimates of his department. In the Chamber there was no session.

August 1.—In the Senate there was no quorum. In the Chamber the death of one of the Bahia deputies was announced and the house adjourned.

August 2.—In the Senate the minister of finance replied to Senator Dantas' motion for information regarding alleged irregularities in the registry of slaves. The minister defended his colleague at the department of agriculture in declaring the registry legal and was decidedly energetic, concluding by the expression of a hope that the judiciary would content itself in observing the laws as passed and not listen to the advice of Sr. Dantas. The minister was much interrupted, and H. E. seems to have used rather unparliamentary language, which however he withdrew. The question will be further debated and is likely to prove of interest to the local political interests. Senator Tannay and the minister of justice spoke on the estimates of the latter's department; little reference however was made to them, the discussion principally consisting in Sr. Tannay's advocacy of reforms in religious matters and the minister defending the Church and repeating Sr. Belisario's reply to Senator Dantas. In the Chamber Deputy Mancio Ribeiro moved for information regarding marriages celebrated by a Methodist pastor in Pará. Deputy Alfonso Celso Jr. attacked the government on the little activity shown in affording assistance to the shipwrecked passengers of the *Rio Apa*. Deputies Pompeo, Marcondes Figueira and the minister of marine spoke on the navy department estimates.

PROVINCIAL NOTES

—Taubaté, São Paulo, is enjoying a season of small-pox.

—A beggars asylum was inaugurated in Bahia on the 29th ult.

—The town of Amparo, São Paulo, has raised 2,500\$ by subscription for a public garden.

—The June receipts of the Paralyha custom house amounted to 42,471\$152.

—The official value of the exports from the Amazon valley in May amounts to 2,058,676\$179.

—A little boy in Rio Claro, S. Paulo, recently found a dynamite exploder. He has only seven fingers now.

—On the 23rd ult. the Swed. bk *Borr* was cleared at Victoria, Espirito Santo, for New York with 4,000 bags coffee.

—The town of Santarem, on the Amazon, is again complaining of hunger. It has neither fish nor meat.

—On 30th June last the Amazon provincial treasury had a balance of 94,848\$616 in cash and 1,400\$ in bonds.

—The June receipts of the Ypanema iron foundry amounted to 4,858\$375, against 7,441\$516 in the same month of last year.

—It would seem that the authorities of Santos have been quite as negligent in regard to small-pox as they were in Rio de Janeiro.

—The June receipts of the Rio Grande do Sul custom houses amounted to 455,194\$288, against 459,145\$729 in the same month of last year.

—The "city fathers" of Manaus, province of Amazonas, have been prosecuted, but they will probably suffer very little inconvenience from it.

—The province of São Paulo has raked in nearly 4,000,000\$ from the emancipation fund, but even that does not satisfy the *separatists*. They want the whole pool, or nothing!

—The president of São Paulo signed a contract with the directors of the Sociedade Promotora de Imigração on the 22nd ult. for the introduction of 30,000 immigrants during the current fiscal year.

—The total number of immigrants arriving in São Paulo during the half year ending June 30 last was 15,735, making a total of 44,315 since January 1st, 1882. Ninety per cent. of these belonged to the Latin races.

—There appears to be a great exodus in São Paulo for the Paranaipama region where planters are taking up enormous plantations as fast as possible. Would it not be wise for the government to have the land surveyed and then sell it in small parcels.

—The latest production of the province of S. Paulo seems to be grotesque. There is one somewhere about S. Carlos do Pinhal that is a natural church, and another near Rio Claro that seems to completely eclipse the Mammoth cave in the United States.

—The province of Amazonas recently granted 3,600\$ for a gentleman to visit France, Belgium and other countries in Europe and America to concoct a scheme of education for the public. The amount seems very moderate in comparison to the labor involved.

—The São Paulo *Diário Popular* of the 27th ult. says that it had been informed through trustworthy sources that a secret session of parliament was about to be held to consider an impending war with the Argentine Republic and to vote the necessary credits for armaments.

—A Paranaipama correspondent of the São Paulo *Diário Mercantil* says that more than 200 planters will have purchased lands for new plantations in that district during the year up to October next. It is claimed that the lands of this district are very fertile and free from frosts.

—On the 25th ult. the president of the province of Rio de Janeiro postponed the meeting of the provincial assembly to September 12th. The alleged reason is that pending a decision of the Cantagallo railway sale, the provincial Solons will be unable to properly appreciate the financial position of the province.

—The public opinion on the case of Ricardo, the mulatto caught passing counterfeit money, took place in São Paulo on the 23rd ult. The public prosecutor and counsel for the defense both agreed that there were no proofs against the prisoner, that he did not know the money to be counterfeit, and that he did not merit punishment. It is altogether a mysterious case.

—According to the first bulletin of the São Paulo census commission the population of the city of São Paulo, in December last, was 47,697, distributed according to parishes as follows: 86-12-821, Santa Efigenia 11,999, Consolação 8,269, Braz 5,998, S. Bernardo 3,667, O' 2,750, Penha 2,283. The total number of hearths (*lucros*) was 9,133, showing an average of a trifle over five to each house. The number of foreigners in the city was 12,280, of which 5,717 were Italians, 3,502 Portuguese and 1,187 Germans. The number of non-catholics was 1,325. The principal causes of death are diseases of the stomach and intestines. The increase in population since 1872 was 21,657, of which about 10,183 is from foreign immigration, 5,474 native immigration, and 6,000 from the natural increase of population.

The July receipts of the Santos custom house amounted to 731,151\$507.

The July receipts of the Par  custom house are reported by telegraph to have been 838,865\$480.

We see by the Journal that the Niteroy water works contractors have suspended work because up to the present day they have not received a cent of pay.

Rio Grande do Sul papers received here on the 1st notice the flight of the collector of provincial revenues at Bag  in that province.

The English colony at Fortaleza, Cear , published a 4-page paper in Portuguese on June 20th in commemoration of the 50th anniversary of Queen Victoria's accession to the throne of Great Britain and Ireland.

All the reports from the Rio Grande coast—and they are largely from officials—agree upon the fact that the beaches are swarming with wreckers waiting for opportunities to plunder the wrecks made during last month's storm.

Table with 3 columns: Item, 1885-86, 1886-87. Includes Importation, Port dues, Exportation, Sundries, Emancip. fund, and Total.

The receipts at the Bahia custom house for the fiscal years 1885-86 and 1886-87 were as follows:

Table with 3 columns: Item, 1885-86, 1886-87. Includes United States, Liverpool, Havre, and Total.

The crop for the twelve months, July, 1886—June, 1887, is estimated at 13,300,000 kilos, against 12,839,000 kilos, for July, 1885—June, 1886.

The Minas provincial assembly is considering a proposition to encourage immigration after the S o Paulo plan, with some modifications in favor of those who wish to buy lands.

There is nothing like pure and unadulterated generosity! Some planters of Casa Branca, S o Paulo, had a meeting a few days ago, when the following emancipation project was adopted:

RAILROAD NOTES

The S o Paulo tramway company is paying a dividend of 4\$60 a share for the last half year.

The formal closing of the railway exposition at the Lyce  de Artes e Officinas took place on the 2nd inst. There was a large attendance of invited guests.

On the 21st ult. the minister of agriculture refused the application of the D. Thereza Christina railway that the government should take over the road, or extend the privileges of the company relating to its zone.

The minister of agriculture has asked for a special credit of 18,220,633\$096, of which 3,220,633\$096 is for the extension of the Bahia and S. Francisco line and 15,000,000 for the construction of the line from Bag  to Uruguaiana, Rio Grande.

We see that Engineer Julio Pinkas managed to get a hearing on his Madeira and Mamor  railway surveys at the meeting of the Instituto Polytechnico on the 27th ult.

Table with 2 columns: Item, Amount. Includes Steamers, lighters and 2 warehouses, Itapemirim railway, Banco Commercial, and Capital.

Five decorations in the Order of the Rose have been conferred on Brazilian engineers and railway managers for services rendered to the state in the recent railway exposition.

We are glad to note that the minister of agriculture has directed that Petropolis cheese shall hereafter be rated in special tariff No. 3, on the D. Pedro II line.

The following credits have been opened in the respective provincial sub-treasuries for the current half year: 1,000,000\$ for the "Recife a Carnar " line and the "Recife a S. Francisco" extension.

The total receipts of the Braganca railway, Par , recently purchased by that province, for the last half year amounted to 25,934\$020, while the expenditures were 59,088\$743, leaving a deficit of 34,054\$723.

According to the report of the minister of agriculture the government railways represented on 31st December last the following amounts:

Table with 2 columns: Item, Amount. Includes Baturit , Camocim to Sobral, Recife and S. Francisco ext., Recife to Carnar , Paulo Alfonso, Bahia extension, D. Pedro II, do extension, do Ourro Preto branch, Rio do Ouro, and Taquary to Caecopy.

There is no statement of what was sunk in surveys, etc. on the Madeira and Mamor  scheme but it could hardly have been less than 300,000\$, and was probably more.

COFFEE NOTES

We hear that Santos is actually overflowing with coffee, and the problem of how and where to store it is sorely perplexing the dealers.

The Gazeta de Pracieaba, S. Paulo, says that the planters of S. Pedro have resolved not to ship coffee over the Itana line until the company completes its extension to that municipality.

The Diario de Santos says that the July coffee receipts at Santos were 77,584 bags, against 66,164 last year. The clearances (including 587 coastwise) were 58,521 bags, against 176,365 last year.

The S o Paulo Diario Mercantil of the 26th ult. contains a letter from the Paranaipat  district, praising its great advantages, especially for coffee cultivation, and giving a partial list of the planters who have recently procured large tracts of land for coffee plantations.

Our attention has been called to the articles (paid for) in the Journal of the 29th ult. One states that there is need to no coffee; the other advises holding back supplies.

A New York correspondent of the St. Louis Greco, writing under date of June 16th in reference to the coffee panic, says: Outsiders claim that the firm (Arnold & Co.) has been carrying 500,000 bags of coffee for Rio de Janeiro operators.

In an office to the minister of agriculture, dated the 11th ult., the director of the D. Pedro II railway calls attention to the recent increase in the shipments of coffee from Lafayette (Queluz), Minas Geraes. Heretofore the production of coffee beyond Juiz de F ra has been very limited.

Our friends of the new "merchandise liquidating society," as the new coffee exchange is called, will excuse our impatience, but we are really getting tired of waiting for the show to open. When is the liquidation to begin?

From the N. Y. Commercial Bulletin, June 24. ARNOLD & COMPANY.

The principal interest of the Coffee Exchange yesterday was centered in the report of the committee appointed at the previous afternoon's meeting of Arnold & Co.'s creditors.

Arnold & Co.'s liabilities amount to \$775,000, and their nominal assets, consisting principally of claims on Rio and the Western States, amount to \$696,000.

The members of the Committee were unanimous in their expression of entire satisfaction at the rigidly accurate and straightforward character of the account under examination.

The Committee will remain intact, and assist in the necessary detail of carrying out the terms of settlement.

COFFEE MIXING.

The following clipping from the New York Commercial Bulletin's "Grocery Trade" report of June 24 will be interesting reading to those who are trying to maintain high prices for coffee on the grounds of a short crop.

The advanced prices for coffee have undoubtedly lessened the consumption of the "true berry," but it is hardly to be expected that consumers throughout the country have given up the fragrant stimulant of early morning.

LOCAL NOTES

The new gasometer in Villa Isabel is nearly completed.

The U. S. S. Alliance, Capt. McGregor, arrived here on the 25th ult. from the Cape of Good Hope.

We regret to note that the Austrian consul at this port was on the ill-fated Rio Apa which was lost off Rio Grande on the 12th ult.

The Emperor has given 100,000\$ toward the establishment of a meteorological and semaphoric service along the coast.

Mr. John T. Miller, vice-consul general of the United States at this port, died of small-pox at the Gamb  hospital on the 29th ult.

Conde de S. Salvador de Mattosinhos, president of the Banco Commercial here, returned on the La Plata on the 29th from Europe.

An employ  of the English Bank is supposed to have attempted suicide on the 30th ult. He fired five shots into a wall, and cut his head a little with the sixth ball.

If our figures are correctly copied from the bulletins issued by the brokers' board, the exchange brokers had a high old time of it during the last crop season.

We are sorry to say that the coat of whitewash so much needed by the Imperial Chapel has not yet been applied.

A Buenos Aires telegram of the 3rd reports the sanitary condition of that city as bad. If our neighbors do not take care they will have another visitation of cholera.

It would appear that the whole world is paralyzed because of an impending duel between Jules Ferry and General Boulanger.

Appropos of street signs; a barber in one of our side streets exposes as a sign, a fine-tooth comb! The intention is not entirely clear, for the sign may be either a warning, or an invitation.

The fitful and timid manner in which the streets are repaired seems generally to consist in dumping a cart-load of sand and then leaving it there until the passing vehicles distribute it.

On the 2nd the railway exposition was formally closed by the minister of agriculture in the presence of the Princess Regent. Besides the medals and certificates granted exhibitors, the managers of the exposition have received sundry decorations.

The vacancy in the United States consulate-general at this port, occasioned by the death of Mr. John T. Miller, will be filled by Consul Chas. R. McCall, of Santos, until the return of Consul-General Armstrong.

A telegram from Paris, dated 31st ult., and published in the Gazeta de Noticias, states that a doctor had declared the Emperor to be suffering from a glycosuria with a diminution of memory, without any material alteration of the brain.

A public funeral service is to be held at Montevideo on the 10th in memory of the Rio Apa victims. The good people of that city have certainly taken the lead of Rio de Janeiro in sympathy for the dead.

We have no intention of criticising any one's religious beliefs; but when a subscription is proposed to provide fire-works and music for the festa of Our Lady of the Glory to induce her to intervene for the prevention of cholera, the thought is suggested that the money might be better employed in sanitary precautions.

An unfortunate black woman set fire to herself on the 1st and was terribly burnt. The police authority was called in, decided the woman was dead, had her placed in a coffin and removed to the Morgue.

Under date of the 29th ult. the Princess Regent issued general pardon for all military desertions of the first and second degree, including all those now under sentence, and providing those now at large return to their respective commands in one month from the date of publication of this decree in the comarcas where they are residing.

Some months ago a small tenda was opened on one of the side streets not far from Rua do Cattede, and over the front door was painted, in large letters, the legend "esperan a no futuro."

There were 2,394 immigrant arrivals at this port in June, including all 3rd-class passengers, of which 1,096 were Italians, 959 Portuguese, 165 Spanish, 123 Germans, and the remainder of diverse nationalities.

Who has charge of public decency here? The police have not evidently, for there is not a day passes that the organs of sight and those of the nose are not assailed immediately within the compass of the similar police organs.

We are glad to note that the Associa o Industrial is awakening from its long Rip van Winkle sleep, and is proposing to again take a hand in the engineering of a Brazilian exhibit in a foreign exposition. It proposes to organize such an exhibit for the Paris exposition of 1889.

We are glad to hear that the Royal Mail Co. has resolved to build a large new steamer of great speed for this service, which will have all the most recent improvements. The Elbe is to have new engines and will be thoroughly refitted.

We are glad to hear that the Royal Mail Co. has resolved to build a large new steamer of great speed for this service, which will have all the most recent improvements. The Elbe is to have new engines and will be thoroughly refitted.

Messrs. Edward Herdman and William H. Holman, directors of the Banco Internacional, left for Europe on the 24th ulto. by the Neva.

At the reception on the 29th ulto. by the Princess Regent the address in name of the diplomatic corps was delivered by Sr. Sagastume, minister from the republic of Uruguay.

H. M. the Emperor broke out in verse on July 2nd on board the Gironde. He also resumed his studies in Sanscrit and Hebrew. These may be accepted as proofs positive that Richard is himself again.

A S. Paulo paper is making a fuss over the appearance of an ounce, or jaguar, in the suburbs of Campinas. This seems unnecessary, for it is within the memory of many persons when even Rio was infested with tigers.

If any one has any curiosity as to the commerce and finances of Japan, the Diario Official will satisfy the inquirer. Strange to say the same paper has very little to say about the commerce and finances of an empire much nearer home.

An application in the Chamber of Deputies for information relative to the loss of the steamer Rio Apa was strangled by a member of the majority, who is a priest. What political questions could have stimulated the padre are unknown.

Perhaps one of the most gigantic jokes ever perpetrated on an actor was the presentation of silk and satin numbers of two of our daily colleagues to Sr. Bezado. What he is to do with our silk and satin look press, except blow his nose on them, is a secret.

One of our cheerful capoeiras ran amuck on the evening of the 24th. He stabbed a police clerk and two policemen and cut an inoffensive passer-by. It seems perfectly unintelligible that the people do not lynch a few of these brutes, for there seems no other treatment possible.

The highwayman who made things lively for the inhabitants of the Cattete early in the year, has been condemned to 13 1/2 years imprisonment. He is a foreigner. We await with interest the result of the appeal against the acquittal of Sr. Gonvies, the defaulting teller of the English Bank. He is a native.

Dr. Araujo Goes does not seem to have any great opinion of Dr. Freire, the yellow fever vaccinator. Dr. Goes says that Dr. Freire has now agreed that what gives one the yellow fever is a micrococcus and not a cryptococcus. It seems to us that there is no more satisfaction in dying from one, than from the other primary cause, or coccus.

Sr. João José dos Reis, proprietor of O Paiz, had his reasons for not asking the permission of the government to assume the title of Viscount de S. Salvador with which he had been presented by the Portuguese government. With the retirement of Barão de Manoré from the ministry, the doubts seem to have been dissipated, and Sr. Reis will assume his title.

On the 20th July the minister of agriculture advised the president of S. Paulo that the fact that slaves are registered "of unknown parentage" does not constitute a claim for their emancipation. The courts have decided to the contrary, but what is a judge against a minister? Sr. Rodrigo da Silva's predecessor also decided to the contrary—but that was some weeks ago.

It would appear that the inspector of the marine arsenal considers it inconvenient to transport small-pox patients to Santa Barbara in the steam launch of that establishment, and has therefore reported against it. He has been kind enough, however, to recommend other means for this service, which are not announced. We presume these means are the ordinary row-boats, or perhaps the patients are expected to swim over to the island.

A three story building, No. 12 A, Rua da Quitanda, was burned on the morning of the 1st inst. The ground floor was occupied by a hat store, the floor above by a tailor shop and lodgers, and the second floor by the Hotel du Commerce. The occupants of the two upper floors fortunately escaped without loss of life, but not without considerable loss in personal effects. The total insurances amount to 71,000\$, all in national companies. The fire is considered accidental.

The good people of this city are again politely invited by Manager Ferrari to make gigantic fools of themselves by paying excessive prices for his usual second and third-rate Italian opera. This year the subscribers are asked to pay 70\$ and 50\$ for boxes and 14\$ and 7\$ for 1st and 2nd-class boxes, while the general public are charged 80\$, 60\$, 15\$ and 8\$ for the same, and 3\$ for the galleries. These prices are simply extortionate, and we shall not feel sorry to see Mr. Ferrari sent away with empty pockets.

An amusing fact occurred here on the 27th ulto. The slave of a baker had misbehaved and was locked up by the police. His master had him released and in company the two were returning home, when the negro declared he had 800\$ concealed on his person, with which he proposed to purchase his liberty. The master agreeing, they returned to the police station, but on arriving there the negro declared he would only pay 50\$. After considerable bargaining a parcel was produced by the slave and the master declared his willingness to accept the contents "sight unseen," in exchange for which he passed the necessary document. The parcel was then opened, when it was found to contain the magnificent sum of 966001! The black had evidently taken his master's measure and the avaricious baker was very properly obliged. To secure one's freedom for about 18 shillings sterling was certainly masterly.

COMMERCIAL

Table with exchange rates for Rio de Janeiro, August 4th, 1887. Includes rates for gold, silver, and various currencies like the Brazilian real and London sterling.

EXCHANGE.

Table with exchange rates for London, Hamburg, and Paris. Includes rates for various banks and currencies.

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Table titled 'EXCHANGE PASSED DURING CROP YEAR, 1886-87'. Shows monthly exchange rates for various currencies and commodities.

Table titled 'DAILY COFFEE REPORTS'. Shows daily coffee market data including prices and quantities.

Table titled 'LATEST LONDON QUOTATIONS OF BRAZILIAN STOCKS AND SHARES'. Shows stock market prices for various Brazilian companies.

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Table titled 'WEEKLY SUMMARY'. Provides a weekly overview of market activity and prices.

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MARKET REPORT.

Rio de Janeiro, 4th August, 1887.

Exports.

Coffee.—The stagnation in the market has continued and with the exception of a few thousand bags, principally for coast ports, there has nothing been reported; a vessel has been chartered for New York however, although the purchase of her cargo is not yet given in. The past month should be a lesson to holders here as to what consuming markets can do in the way of holding back; no one would have believed that the United States could have withdrawn entirely from the Rio market for thirty days, and it can only be a proof of what we have all along contended—that consuming markets intend to place the burden of carrying stocks on producing centers, if prices are unduly advanced, and that consumption will invariably be very much reduced by such an advance. Brokers report all prices nominal here. Receipts have smartly increased, but are still small and stock has increased to 290,000 bags.

The sales as reported since our last have been:

Table with 2 columns: Location (United States, Europe, Cape of Good Hope, Elsewhere) and Quantity (bags).

The clearances for the same period are:

Table with 2 columns: Location (United States, Europe, Elsewhere) and Quantity (bags).

Receipts for the past twelve days have averaged 4,311 bags per day, against 2,91 bags for the preceding nine days.

The daily average in July was:

Table with 2 columns: Location (United States, Europe, Elsewhere) and Quantity (bags).

All quotations are nominal. The stock, as reported by the brokers, was this morning estimated to be 290,000 bags.

Vessels loading and to load. New York Amer by Ned White, 11,000. Hamburg Ger str Uruguay, 200.

DAILY RECEIPTS AND SALES OF COFFEE AT RIO DE JANEIRO.

Large table with multiple columns: Date (July 23-31, Aug 1-3), Receipts (Bags), Sales (Bags), and other metrics.

Total clearances of Coffee from Rio during first month of crop-years.

Table with 3 columns: Destination (United States, Europe, Elsewhere), 1887-88, 1886-87, 1885-86.

Total clearances of Coffee from Rio for seven months—1st January—31st July.

Table with 3 columns: Destination (United States, Europe, Elsewhere), 1887, 1886, 1885.

Imports.

There has been considerable movement in the markets. Flour sales have been large and the market is reported very firm. In pine we have to note receipts of cargo of Pitch, an invoice of White and four cargoes of Swedish, all of which have changed hands. Land is unchanged and steady, and Keosene is firm at a slight advance. Bran and Indian Corn are also quoted at higher prices, although receipts of the latter from the River Plate have been large. Of Rice two large cargoes have arrived from Rangoon, but being to dealers, the receipts do not affect the market.

Flour.—Receipts since our last report are:

Table with 2 columns: Location (Crystal, Castilla, Nokesse, Alcantara, Colons, Chesapeake, Brilliante, Ned. White, E. S. Powell, New, Neger, Leipzig) and Quantity (bags).

A considerable part of the receipts are supposed to be for dealers' account. Sales and withdrawals are about 91,000 bags, and stock in first hands is estimated to be:

Table with 2 columns: Location (United States, Europe, Elsewhere) and Quantity (bags).

Receipts in Transit were:

Table with 2 columns: Location (American, Trieste, River Plate) and Quantity (bags).

Pitch Pine.—Receipts have been 599,423 feet per Martin Luther from Pensacola which are reported sold at 20800—23000 per doz. The market is flat at these quotations. Receipts last month were 1,190,585 feet, against 309,439 feet in July, 1886.

White Pine.—The President brought 406,002 feet, of which one-half is reported to have been retailed at 110 rs. and the balance in private terms. Brokers report the market steady at about 115 rs. per foot. Receipts in July were 406,002 feet, against 241,063 for the same month last year.

Swedish Pine.—Receipts are 1,184 doz. per Cito from Gelle, 934 doz. per Skjold from Namsos, 606 doz. per Messina from Westwick and 550 doz. per Oliva from Aerial. Business is supposed to have been done, but is thin, viz: 26500—30000 per doz. red deals and white nominal. The market is weak. Receipts in July were 4,89 doz. against nil in the same month last year.

Spruce Pine.—The cargo ex St. John is still in transit. There were no receipts last month nor in the corresponding month of 1886.

Keosene.—Receipts are 2,300 cases per President from New York. Brokers report the market firm at 68200—68300 per case. The above were the only receipts in July, against 6,000 cases in July last year.

Lard.—Receipts are 1,150 kegs per Ned White from Baltimore. Invoices are quoted at 380 rs. per lb. market steady. Receipts last month were 3,475 kegs and 15 cases, against 6,400 packages for the same month in 1886.

Hosiery.—Receipts are 254 lbs. per President from New York and quotations are still 58000—108000 as to quality and weight. Receipts in July were 96 lbs, against 645 lbs in July last year.

Turpentine.—The President from New York brought 610 cases. Quotations are yet somewhere about 360—380 rs. per keg. Receipts last month were 610 cases, against 200 cases in July, 1886.

Bran.—Receipts are 572 bags per Niger from the River Plate. Brokers quote at 28000—28100 per bag. Receipts in July were 1,572 bags, against 2,098 bags for the same month last year.

Hay.—Receipts are insignificant, but a considerable quantity is expected here. The business is almost entirely under contracts, or by dealers and quotations at retail are about 65—75 rs. per kilo. In July receipts were 3,828 bales, against 7,006 in July, 1886.

Indian Corn.—Receipts from the River Plate have been 2,601 bags per New, 2,000 per Rio, 5,997 per Portena, 7,892 per Galle and 3,206 per Niger. Brokers quote this quality at 42000—43000 per bag. Receipts in July were 36,016 bags, against 56,121 bags for the same month last year.

Codfish.—Receipts are 2,421 packages per Snesodrop from Hamburg. We continue quotations of 68200—68300 for British, 68000—68100 for German and 68500—78000 for French. Receipts in July were 2,000 bbls. German, against 4,105 bbls. of all sorts in the same month last year.

Coal.—Receipts since our last report have been: 1,522 tons per Ceylon from Cardiff, 1,792 " " Lisie Burrill do, 1,344 " " Paragon from Newport, 1,824 " " Campbell do.

to companies and dealers. Receipts last month were 20,510 tons, all British, against 14,208 tons in July, 1886.

Rice.—Receipts are 18,654 bags per Woodville and 23,465 bags per Rangoon from Rangoon to dealers. Quotations for late are 68000—69000 per bag. Receipts last month were 43,507 bags.

SHIPPING NEWS.

ARRIVALS OF FOREIGN VESSELS.

Table with 2 columns: Date (July 23-31, Aug 1-3) and Ship Name/Origin.

AUG. 3.

CARDIFF—Br ship Prince Anado; 1582 tons; Norton; 66 ds; coal to Hamilton & Faro. ANTWERP—Br ship Frederic; 1465 tons; Rutier; 45 ds; sundries to Ed. Pecker & Co. MARSHALLS—Nor lug Spener; 271 tons; Aaronsen; 57 ds; sundries to Avenier, Dale & Co.

DEPARTURES OF FOREIGN VESSELS.

Table with 2 columns: Date (July 24-31, Aug 1-3) and Ship Name/Destination.

AUG. 3.

PENSACOLA—Nor bk Magdala; 1175 tons; Petersen; ballast. MACAO—Nor bk Ligera; 397 tons; Silva. MARSHAM—Port bk Andania; Soares; 653 tons; sundries.

CLEARED AND READY FOR SEA.

JANAJA—Nor bk To Venner; ballast. BARRADOS—Nor ship Marthilde do. GABSE—Br lug Snesodrop do. JOTQUE—Br ship Queen Victoria do. PARAGANA—Br lug Blanco do.

FREIGHTS AND CHARTERS.

The charters reported since our last are: Amer by Ned White, coffee to New York, 125 ds; Nor bk Miner and Nor bk Edwoud, cattle from Camocin to Para, 3,000\$ each and Port bk Ligera, salt from Macao to Rio, 300 rs.

Freights—steamers:

Table with 2 columns: Location (New York, New Orleans, London, Liverpool, Antwerp, Hamburg, Havre, Bordeaux, Marseilles, Trieste, Genoa) and Rate (per bag/ton).

All the above are somewhat nominal.

VESSELS AFLOAT & LOADING FOR RIO.

Table with 2 columns: Ship Name and Destination/Status.

Table listing various companies and their locations, including Parthia, Pallas, Patmos, etc., with columns for location and date.

Table titled 'GOVERNMENT AND PROVINCIAL BONDS' with columns for MISSION, CIRCULATION, DENOMINATION, INTEREST, NOMINAL VALUE, LAST SALE, and LAST QUOTATIONS.

Table titled 'DEBENTURES AND SHARES' with columns for CAPITAL, SHARES, ISSUED, VALUE, PAID UP, NAMES, RESERVE FUND, LAST SALE, LAST DIVIDEND, and LAST QUOTATIONS.

ARRIVALS OF FOREIGN STEAMERS.

Table listing arrivals of foreign steamers with columns for DATE, NAME, WHERE FROM, and CONSIGNED TO.

DEPARTURES OF FOREIGN STEAMERS.

Table listing departures of foreign steamers with columns for DATE, NAME, WHERE TO, and CARGO.

FOREIGN SAILING VESSELS IN THE PORT OF RIO-DE-JANEIRO, AUGUST 24, 1887.

Table listing foreign sailing vessels in the port of Rio-de-Janeiro, including columns for NAME, TONNAGE, ENTERED, WHERE FROM, and CONSIGNEE.

Main table listing various companies and their financial details, including columns for CAPITAL, SHARES, ISSUED, VALUE, PAID UP, NAMES, RESERVE FUND, LAST SALE, LAST DIVIDEND, and LAST QUOTATIONS.

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.

LONDON AND LANCASHIRE FIRE INSURANCE CO.

PHENIX FIRE OFFICE.

HOME AND COLONIAL MARINE INSURANCE CO.

THE MARINE INSURANCE COMPANY LIMITED.

COMMERCIAL UNION ASSURANCE COMPANY, LIMITED, OF LONDON.

ROYAL INSURANCE COMPANY, LONDON AND LIVERPOOL.

BRITISH & FOREIGN MARINE INSURANCE COMPANY, LIM'D.

ROYAL INSURANCE COMPANY, LONDON AND LIVERPOOL.

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ROYAL INSURANCE COMPANY, LONDON AND LIVERPOOL.

Steamships.

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

August Departures: To New York.

Table with columns: Ship Name, Destination, Date. Includes Strins, Rosse, Olbers, Halley.

To Southampton: Buffon (Belgian Mail Steamers) Aug. 15th, Maskeyne Aug. 29th.

For Other Ports: Tycho Brahe Antwerp and London Aug. 15th, Lassell New Orleans Aug. 15th.

To Rio Grande Ports: Chatham, Or Canning.

LAMPORT & HOLT, 21 Water Street, Liverpool.

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

Wm. R. McNiven, Rua 1º de Março No. 35.

ROYAL MAIL STEAM PACKET COMPANY.

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

TABLE OF DEPARTURES, 1887

Table with columns: Date, Steamer, Destination. Includes Trent, Mondego, La Plata.

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.

The steamers homewards continue to leave Rio on the 9th and 24th of every month.

For freight and passages apply to E. W. MAY, Superintendent, Rua do General Camara No. 2, (Corner of Rua Visconde de Itaboraity).

UNITED STATES AND BRAZIL MAIL STEAMSHIP Co.

CARRYING THE U. S. AND BRAZILIAN MAILS. SAILINGS FOR NEW YORK.

ADVANCE, Capt. Lord, 31st Aug. FINANCE, Cap. Baker, 21st Sept.

ALLIANÇA, Captain BEERS,

will sail 11th August at 10 a. m. for NEW YORK calling at BAHIA, PERNAMBUCO, MARANHAM, (entering the two last named ports) PARÁ, BARBADOS and St. THOMAS.

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.

W. C. Peck, No. 6, Praça do Commercio.

TRAPICHE VAPOR.

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

Rua da Gambôa No. 10 & 12. Telephone Call, No. 30.

Banks.

ENGLISH BANK OF RIO DE JANEIRO (LIMITED)

HEAD OFFICE IN LONDON BRANCHES:

Rio de Janeiro, Pará, Pernambuco, Santos, São Paulo and Porto Alegre.

Capital £1,000,000, Ditto, paid up £500,000, Reserve Fund £200,000.

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: Hamburg, Berlin, Bremen, Frankfurt of Main.

Banque d'Anvers: Antwerp, Rome, Genoa, Naples, Milan and other Italian cities.

Banca Generale, and agencies: Madrid, Barcelona, Cadix, Malaga, Taragona, Valencia and other cities in Spain and the Canary Islands.

Banco Hipotecario de Espana, and agencies: Lisbon, Oporto and other Portuguese cities.

Banco de Portugal, and agencies: Buenos Ayres, Montevideo, New York.

English Bank of the River Plate, Limited: Messrs. G. Amsinck & Co.

buys foreign exchange on all points. Grants letters of credit for travellers and for commercial purposes.

CRASHLEY & Co., Newsdealers and Booksellers.

Subscriptions received for all the leading English and American newspapers and periodicals. Agents of 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. Dealers in Athol's, Pisse & Lubin's and Royal Perfumeries and Pear's Soap.

ACCOUNTS FOR SALE. In the absence of facilities for the collection of small accounts the TYPOGRAPHIA ALBINA, No. 79, Rua Sete de Setembro, is obliged to offer a few unpaid and apparently uncollectable accounts for sale.

Companhia União Telephonica, dated 28th August, 1886, and amounting to \$6,000. The second is a virgin account against William Pahl, Ship-broker, dated 16th November, 1886, and amounting to 42\$00.

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.

WENCESLAU GUIMARÃES & Co.

WINE MERCHANTS. Importers of Oporto, Douro and Lisbon wines of the best quality in bottles or in casks, and under the private marks of the house.

Sole Agents for A. IZORO GONSALVES, Exporter of Madeira Wines; G. PRELIER & Co., Bordeaux, Exporter of Bordeaux Wines; E. REAY MARTIN & Co., Exporter of Cognac.

Dealers in Burgundy, Rhine and Mosel wines, Sherris, Champagne Cognacs and Liqueurs of the best brands.

Rua da Alfandega, 83.

RUBBER HAND STAMPS and Metal-Bodied Rubber Type.

S. T. LONGSTRETH, Office and workshops: No. 15, Travessa do Ouvidor, 1st floor. Caixa no Correio No. 906. Rio de Janeiro.

D. K. POMROY & Co. COMMISSION MERCHANTS. Ship and Steamship stores. Wholesale and Retail Dealers in Coal.

No. 1, Rua de Gléme, Pará, Brazil. Cable Address: "Pomroy, Pará."

FOR SALE. A Milner's Patent Fire-proof Safe, in prime working order, with duplicate keys, the 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.

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

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 reproduced 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. 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, £3 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. ALBINA, 79, Sete de Setembro.