

THE RIO NEWS.

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

VOL. XIV.

RIO DE JANEIRO, SEPTEMBER 15TH, 1887

NUMBER 26

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RAILWAYS.

DOM PEDRO II.—Through Expresses: Central train
leaves Rio at 5 a. m.; arrives at Barra do Pirajy 7:22. Entre
Rios 9:32 and Itaboraí (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. Dom Pedro II. train leaves Barra at 5:15
a. m. Cachoeira (S. Paulo branch) 12:20 p. m. Porto Novo
at 1:02. Entre Rios 3:10. The S. Paulo train arrives in Rio
at 6:15 and the Central train at 8 p. m.
Limited Express, leaves Rio at 7 a. m.; arrives at Barra
at 10:45; Entre Rios at 12:22 and Mariano Procopio (terminus)
at 6:30 p. m. S. Paulo branch leaves Barra at 12:30 and arrives
at Cachoeira at 6:25 p. m. From Entre Rios train leaves
at 5:15 p. m. and arrives at Porto Novo at 6:05. Downward,
train leaves Mariano Procopio at 5:00 a. m. Cachoeira 5:50
and Porto Novo 5:50, arriving at Rio at 9:10 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
fourth to Belem arriving at 7:22. Downward, trains leave Entre
Rios at 4:30 a. m. arriving at Barra 6:17 and Rio at 8:00 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 10:50 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 12:30
p. m. arriving at S. Paulo at 6:10 p. m. Downward train leaves
S. Paulo at 5:45 a. m. and arrives at Cachoeira at 12:40 p. m.
where passengers change to the D. Pedro II. line.
CANTAGALLO R.R.—Leaves Niterói (Sant'Anna)
6:30 a. m., arriving at Nova Friburgo 10:35; Condeão (1 hour
per trainway from Cantagallo) 12:45 and Macuco 1:48 p. m.
Return train leaves Macuco 10:05, Condeão 11:06 and Nova
Friburgo 1:08 p. m., arriving at Niterói 5:09 p. m. If
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trains.
CORCOVADO R.R.—Trains leave the Station at Cosme
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at 4:20 and 8:20 p. m. on week-days.
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Dr. W. J. Fairbairn, M. D. Edin; Surgeon and Physician.
Office: Rua 1^a de Março, No. 92; from 11 to 1 p. m. and
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THE RIO NEWS

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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, SEPTEMBER 15th, 1887.

MONTHS ago, when the Emperor was residing at Tijuca, we took occasion to call attention to a peculiar phase of his illness, shown in a loss of memory, and to point out the necessity of being prepared for a very serious emergency. On the 5th instant the *Gazeta de Notícias* published a long letter from one of its editors, Dr. Dermeval da Fonseca, himself a physician, now in Europe, on this same question, in which it is shown that the mental condition of the Emperor is in a far more critical state than is usually believed. He also quotes one of the Emperor's consulting physicians, Dr. Peter, who says that His Majesty can not resume his place on the throne without serious danger. The manner in which this communication has been received is certainly very singular. There is indifference, apathy, railleury, and bitter denunciation. Our colleague's treatment of the question was certainly dignified and respectful. The matter is an important one for the nation, and it should be discussed. The Emperor's illness is a misfortune and calamity, and there can be no wrong in treating it with all the respect and sympathy generally accorded even to the commonest of sufferers. If his illness has affected his brain, then let us know all about it. Such knowledge can not retard his recovery, but it may deepen the sympathy felt for him, and prepare the Brazilian people for the longer period needed for recovery or the change which must soon take place.

THERE is little to be said in the way of comment on the proceedings of the General Assembly since our last. The prorogued session will close on the 20th, if not longer extended, but it is not at all certain that the budgets will be completed by that time. The premier complains that the opposition in the Senate is delaying these bills, but informs that body, from the Chamber of course, that no such action will compel him to resign. He would have it understood that though constantly defeated, Cotegipe never resigns. The Senate, however, has passed two or three department budgets with amendments, which have been returned to the Chamber for concurrence. The general revenue budget in the lower house has not yet passed its third reading, and will inevitably require much time and discussion in the Senate. The *Gazeta* article on the state of the Emperor's health has aroused some discussion, but the matter meets only broad

denials from the ministry. The Pernambuco election has also created considerable debate, but the premier insists on his right to prohibit public meetings if he deems it advisable. As the Senate seems impotent in its opposition to a government like this, perhaps its only dignified course will be to pass the budgets at once and adjourn.

THE admission made by the *Jornal do Commercio* on the 13th in regard to the number of sexagenarian slaves in the empire, is one which reflects the deepest discredit upon the authorities. The law liberating slaves of 60 years of age was passed two years ago, and if it is not now known how many there are in the country, when will it be known? Is one man doing the work, travelling about from place to place; or was it to be done promptly and simultaneously all over the empire? And if so done, why have not the returns been sent in? The failure to attend to this duty promptly is a burning disgrace to Brazil, and one more of the many to be credited to the infamous institution of slavery. We should have thought that the petty, miserly boon granted, that of according liberty to old, worn-out slaves, would have been promptly and honorably fulfilled—but even that has been shirked. The Brazilian slaveholders have been grudging even in the striking of chains from dying men's limbs. The *Jornal* says that 90,923 sexagenarians have been reported, and estimates the total number at 110,000. But at end of two years we want no estimates; we want authentic returns. How many sexagenarians are there in Brazil, and what provisions have been made for their support?

THE recent preliminary meeting called by the minister of empire for the organization of a statistical society, or association, it is to be hoped, will be followed up by regularly organized reunions, for there is perhaps no country on the face of the earth where so little regard is shown for the commonest forms of statistical information as is evident in this empire of Brazil. If it be an advantage, or the contrary, the new society will commence with a *tabula rasa*, and at the very outset will be obliged to await a census of population, before such important questions as production and consumption percentages, taxes, etc., can be discussed. While, however, awaiting this census, the society might do good service in organizing comparative tables of the foreign trade of the country, the necessity for which is felt by every one who is called upon to investigate the financial position of the empire. The tables published by the various custom houses are defective to an extreme, and even those that do give some little information are based upon so very mistaken premises that a superficial examination shows at once that there is something radically wrong. If figures as published could be relied upon the accumulation of wealth in the empire is very large; yet as we see that the Treasury is constantly going abroad to borrow, in preference to raising funds at home, the official figures are at once proved misleading, or, indeed, false. Here is the very first work for the new statistician; to discover how and where the great disparity in published figures of our foreign trade arises. A very few figures will show what our meaning is. According to official estimates the imports and exports for the three fiscal years, 1883-84 to 1885-86, were as follows:

Imports	568,463,000\$
Exports	638,304,000\$
Balance due Brazil.	69,841,000\$

The year 1885-86 is not complete, but the object is attained by the above statement; a

proof that either imports are greatly underestimated, or that exports are largely overestimated. Mr. Robert Giffen, who is perhaps one of the foremost of modern statisticians, points out various reasons why import and export figures may lead to illusions. First, that exports are liable to fluctuations in foreign markets and may produce more or less than the invoice value. This is particularly the case with our great export article, coffee; the official valuation is fixed by the market price here, and when our market is unduly advanced, as it was during the recent excitement, an enormous difference must arise between the official value, and the proceeds realized abroad. Second, the various and varying methods by which values are estimated. England is alone perhaps in declaring values; in other countries the system may be as in France, where values are computed by a commission, or as in Austria where values are partly computed and partly official, or as in the United States where the values are declared by the importer according to the legalized invoice necessary to make entry of the goods. Brazil seems to have adopted the French system, or the computation by a commission of values, and this undoubtedly leads to mistakes and illusions. That Brazil could have added 69,000,000\$ to her capital on her foreign trade in three years seems absurd, and the country is exactly in the position described by Mr. Giffen, when he states that a country with official values will apparently steadily advance when prices are falling, whereas under the English system a decline would be apparent. We fully appreciate the difficulties likely to be encountered by the society, but they do not seem to be insurmountable and we trust that one of the first efforts will be an attempt at reconciling apparent wide divergencies in our foreign trade figures.

IT is hardly within our province to discuss purely political questions, such as the methods of conducting elections, but as the consequences may eventually affect others than those directly interested it is certainly quite within our province to chronicle occurrences and to point out what appears to us to be an imminent danger. Some weeks ago the existing government made an arbitrary and clearly unjustifiable ruling on a question affecting emancipation. This of course aroused the abolitionists, who at once began to hold meetings and send in protests. There never yet has been any disturbance created by these meetings, nor was there any reason to believe that a breach of order was imminent at this time, but to avoid the public criticism of these meetings and to make use of the opportunity to bring abolitionists under police control, the ministry prohibited all further public meetings and used force to carry out its orders. This was certainly an arbitrary exercise of authority, and indicates a policy which may at any time bring the government into collision with the people. Recently, another instance of the same arbitrary temper has been shown in the north. A change in the ministry led to the selection of a Pernambuco deputy to fill the vacancy. This necessitates a confirmatory election, which of course the opposition has a perfect right to contest. The new minister's former opponent, Sr. Joaquim Nabuco, at once returns from Europe and enters upon a public canvass of the district. His following being a strong one, and a personal canvass being looked upon as a serious danger to the ministerial candidate, the government at once prohibits public meetings, which order was afterwards restricted to those held in the open air. All this, it must be understood, is done wholly on

ministerial responsibility and in direct violation of rights guaranteed to the people. The result can not be otherwise than deep exasperation among the people, who thus see themselves prohibited from the exercise of the simple right of discussing a question which they have been asked to decide at the ballot box. If an election at the hands of the people is considered essential, then an intelligent use of the right of suffrage ought to be a *sine qua non*. Without it the election is a farce. And how can an election imply the exercise of intelligence and judgment, if public meetings are prohibited. And not only in theory has the ministry made a mistake, but in policy also. An election may be won, but the sense of injustice and oppression remains. Some day the smouldering fire will break forth, and they who have trampled upon popular rights and feelings will reap just what they have sown.

IF the next decade is not full of trouble for immigrants in the province of São Paulo, the immunity will certainly not be due to the laws and regulations created for their guidance and government. Instead of putting them under the general laws of the country, where the rights enjoyed by their Brazilian neighbors will serve to guide and protect them in their own affairs, it seems to be the deeply-rooted belief of native legislators that they must be located in colonies by themselves and then governed by special laws and officials. In some respects they are treated like helpless children, and in others like suspected vagabonds and criminals. There is either too much aid and paternal solicitude on the one side, which tend to weaken them and give them false ideas of the country and their obligations; or else too much rigor and petty control on the other, which render them discontented and subject to the vexatious extortions of arbitrary officials. If the government were only to survey its saleable lands and then open its doors to the immigrant, imposing no conditions, letting him settle where he will, and leaving him to the protection and control of the common legislation of the country, he would very soon find his place and no unnatural responsibilities on either side would be assumed. But under existing conditions, nothing is natural; everything is complicated and made subject to special legislation. In the new *regulamento* for the service of immigration in São Paulo, there are absurdities enough to condemn the whole system, not to mention the positively unjust provisions which it contains. Think of authorizing the admission of Brazilian families into colonial *nuclei* providing they can furnish proofs of "morality, love of labor and agricultural experience, sufficient to serve as an example and stimulus to the foreigners," and then in almost the same breath creating fines and penalties for all sorts of vices and failures to cultivate their lands! Think of prohibiting fishing and hunting outside of the appropriate season and on work days. The poor colonist may spend his Sundays with gun and rod if he pleases, and if the undetermined season is appropriate. And think of subjecting a colonist to an official visit from his director every two months, or oftener, who is authorized to pry into all his affairs and to admonish him for laziness and for neglect of instructions for the cultivation of his land! And then think that for an unauthorized absence of six months, drunkenness, turbulence, or disorder, as well as for the non-payment of his debt to the province, the colonist can be deprived of his land. Even for a term of two years after he has paid for his land and received a definite title, he can be dispossessed under these regulations, and receive the indemnity

accorded him only when some one else takes his lot and pays the amount in question. Should he be a debtor to the province and incur these penalties, he will have no right to indemnity for the amounts paid or improvements made, unless he can make a private arrangement with some one to assume his obligations. It will be a miracle if such a law can be made to work successfully.

We have now seen what may be virtually considered a cessation of coffee shipments from Rio for three months, and the effect of this on foreign stocks is interesting. For purposes of comparison we give the figures as furnished our local papers by the Havas agency and compare stocks on August 1st and September 1st.

	Aug. 1	Sept. 1
London	tons 24,800	22,800
Havre.	bags 600,000	640,000
Marseilles } .. .	kilos 6,400,000	5,800,000
Bordeaux } .. .		
Antwerp	bags 96,000	104,000
Hamburg.	kilos 24,750,000	28,000,000
Holland	bales 670,000	680,000
United States. . .	bags 570,000	470,000

The first glance shows that August must have been an extremely dull month and that September was commencing with a fair quantity of coffee on hand. The figures further show that consuming markets can in case of need fight what must be considered artificially-sustained prices here, until the first reports of the next crop become an influence on quotations, and that starvation will not be reached as soon as Brazilian producers fondly hope is to be the case. We have had upon more than one occasion to allude to the manipulation apparent in our receipts and a confrontation of the daily average receipts for preceding years in the month of September amply proves our assertion to be correct. We take the seven last crop-years to compare:

1886.	bags 12,209
1885.	15,453
1884.	18,261
1883.	11,170
1882.	20,319
1881.	18,374
1880.	16,370

For the first half of September, 1887, the average daily receipts do not reach 6,000 bags. The question is naturally suggested as to what is sought to be proven by this comparison? Simply that coffee is being held back on the expectation of forcing exporters into the market. Under a normal condition in the coffee trade, and with a short crop before us, we should look for smartly reduced entries in December and the earlier months of the new year, but we are quite likely to see the contrary this year, for during these months the growing crop will be estimated and the friends of the planters, who seem to have relieved them of all anxiety as to the course of the market for this year, will in all probability be obliged to realize their purchases, and receipts will thus smartly increase. It would therefore appear tolerably clear that every month of which consuming markets can avail to defer purchases here strengthens their hands, and weakens the position of the holders in Brazil. The position may be summarized as follows: we see, if not ample, at least fair stocks abroad; Rio and Santos can throw on the consuming markets upwards of 700,000 bags within a month; and we may be said to have all the Rio and Santos crops yet to be received at the shipping points and two and a half months of the crop season are past. Certainly this does not look very encouraging to holders, or to the "bull" interest. We are the last to deny that the supply of Brazil coffee will be small for this crop-year; but we cannot overlook the fact, generally conceded, that consumption is adapting its wants to the reduced supply, or perhaps meeting these wants by imitations and adulterations, the result of which will be a serious factor in

future years, where crops are at or above the average, for consumption will be stimulated to return to pure coffee only by low prices. At present urgent necessities would seem to bring one and another exporter into the market, but so far as we have been able to discover the business is reluctantly done, and so long as the respective opinions of holders and purchasers vary so greatly, we have but one suggestion to make. The idea may not be luminous, but it is, at least, practical. Let the holders, or owners of coffee in Brazil, ship their holdings to consuming markets and hold it there for the expected higher prices. Money is cheaper in Europe and the United States, the quality would deteriorate with no greater rapidity than here, and a strong moral influence would be exercised upon these unbelieving consumers, by the fact that Brazil not only believes in high prices for its coffee, but is prepared to back these opinions. It is quite possible that our idea has been availed of to some extent, but we should like to see the suggestion further developed.

HER MAJESTY'S JUBILEE.

RIO DE JANEIRO, August 20, 1887.

Sir,

I have received a communication from the Marquis of Salisbury informing me that His Lordship has laid before The Queen the Telegram and Address from the British Residents of this Capital on the occasion of Her Majesty's Jubilee.

In pursuance of the command which His Lordship has received, I am requested to express The Queen's sincere thanks for the loyalty and attachment to Her Majesty's Person which are therein manifested, and to convey to the British community in Rio de Janeiro The Queen's best wishes for their welfare and prosperity.

Knowing the interest that you have taken in the presentation of this Address, I trust you will kindly undertake to bring this expression of Her Majesty's appreciation to the knowledge of the British Residents in Rio de Janeiro.

I am, Sir,
With great truth and regard,
Your most obedient servant,
H. G. MACDONELL.

L. J. MULLINS, Esq.
Rio de Janeiro.

AN EVENTFUL VOYAGE.

On my passage from Iquique, from which I sailed June 25th, 1887, toward Hamburg, Germany, laden with saltpetre, my vessel encountered very severe weather, and from the Lat. of 40° S. in the Pacific ocean to 32° S. in the Atlantic ocean, there was naught but continuous gales of wind.

In the vicinity of Cape Horn, (it being mid-winter) hail, snow, sleet, ice and frequent squalls of rain prevailed, with much thunder and lightning, a low barometer, accompanied by high turbulent seas, filling the decks with water, drenching us through and making it most unpleasant to bear. The nights were long, consequently but little daylight. The seamen who had stood the watch, were glad to be relieved by their mates, to change their clothing and warm themselves.

On August 14th, we were approaching what we fondly hoped would be to us the limit of bad weather, or that position frequently assigned to it by seamen of all nations, when rounding this cape of storms—viz., 40° S. We were tired of furious winds, biting cold, and tempestuous seas, for our limbs ached with the constant rolling of the vessel. So with a west gale and following seas, we ran under close reef sails towards the north-east, lengthening our days, and feeling with gladness the sun's heat increase in strength, as he daily rose higher in the heavens.

On August 15th, a day ever to be remembered by all on board, the gale was still blowing, the ship doing well, occasionally taking water in the waist; but naught to cause uneasiness or apprehension (for our ship was tight, staunch and strong) of

what was soon to follow. As the light dawned in the sky, the squalls appeared and really were heavier in force and duration and the waves ran higher; but our vessel continued on her way and rode in safety over them. The barometer had for some hours been going steadily upward and we were expecting the wind to decrease; but the sky wore a dark, ashy, leaden aspect, which foretold that the gale had not run its course. The weather was exceedingly cold and unpleasant. The 1st mate was in charge of the deck, a Norwegian, a good seaman, at the helm, and all appeared in order.

At 7:40 a. m. a heavy squall, succeeded by a lull, raised a tremendous sea; and one higher, and with greater strength than its fellows, came racing after us, overtook us, and broke over the stern; the crest of the same, ere it broke, appeared some 15 feet above the deck, on which it fell with fearful force, crushing everything in its way, injuring the helmsman, breaking the wheel into many pieces, also the binnacle, skylight, companion, or entrance to the cabins, bursting out the sides of the after-house and clearing it, breaking rails, iron bulwarks, ports, tearing up the main deck near the skylight, making a hole 6 ft. 6 in. x 4 ft. 6 in., and another at the staircase 5 ft. x 3 ft., down which the waters poured into the cabins like a river. The ship having broached too for want of steering power, sea after sea overtook us and came on board all running aft, the ship being so much by the stern. I had only just left the deck to wind the chronometers, being absent not more than five minutes, and was returning to the deck when the crash came; the whole of the debris found its way with the seething waters into the cabins, falling on me, for I was under the skylight. The sound was appalling. In a few minutes the cabins and store rooms were full; they measured 36 ft. x 27 ft. x 8 ft. 6 in., and I floating about on the broken wood, endeavoring to make my way to the staircase. This I did, but was washed back by the incoming water. I however got on deck, but in what manner I can not say, and found everything in confusion and the vessel near a wreck, the after braces being released by the breaking of the main rail, the yards swaying to and fro with a surge, threatening to bring everything on deck, the running gear washed overboard, and sea after sea falling on the deck. It was a sight long to be remembered.

The order was given for spare sails to cover the holes, but everything had been shifted by the sea, and it took what appeared to be ages ere they were brought, the water the whole time entering the cabins. It must be understood that the ship has no raised quarter deck and the cabins are below, which is considered to be the safest that can be constructed; but in our case it was near our loss. When the sails came the men were frequently washed away in placing them, so recourse was had to oil, which was poured on the sea. The waves were instantly calmed, and the holes were covered.

We then had time to look round. The ship's stern from the weight of water was level with the sea, the bow pointing high in the air. All expected the vessel to go down stern foremost, instantly, when at this critical moment the bulkhead separating cabin from hold burst, the water ran into the hold, and the ship's stern rose at a bound. The water on its way gutted the cabins, sweeping everything with it—clothing, beds, food, chronometers, instruments, compasses, charts, books, lamps, oil, etc. The pumps were then set going, but some of the gear had gone overboard with the wreckage of after-house.

Soon after, as if not content with the harm already done, a heavy sea struck our bow and midships, the cargo, about 120 tons more or less, fell to leeward, knocked over the foremost house, put the ship on her beam end, lee rails and decks under water, and taking spars, etc., overboard.

The seas came rushing on board to leeward. Our position was now one of great peril and most imminent danger; for every sea was likely to sweep us overboard, as we had no protection at the pumps, and one set of pumps only could be worked. We felt we had but little time to hesitate, so a boat was got ready on which to abandon the ship; but so great was the sea that no sooner was it on the deck than it broke her up and swept her overboard. This was our best boat. There

was nothing else but to return to the pumps, which we did.

Had we succeeded in leaving the vessel, I fear we could not long have survived. The weather was cold, we were wet through, we could get no food, no instruments, and, to crown all, we were 1000 miles from an available port. The chances of being picked up by a passing ship were very remote. Our Lat. was 42° S. Long. 30° W., or thereabout.

The hold had been surveyed, the water in the forehold, which was clear of cargo, found to 7 ft. 6 in. in depth, or 2 ft. 6 in. from the beams. This space was clear of cargo, so pumping was continued through the day and night—a night never to be forgotten—the gale blowing the whole time furiously, the sea sweeping over us, drenching every one and adding to the general discomfort. The ship had previously become unmanageable, drifting where the winds and the waves set her. We had no light for we had neither oil nor lamps; no compass, for we could not get below for debris. All were thoroughly miserable.

Our poor disabled ship (to us an ark of refuge) the whole long night lurched heavily in the seas and naught was to be heard but the roar of the winds and the waves, the clanking of the pumps and at times the washing of the water in the hold. When daylight dawned it cheered all, but as it became stronger it revealed a dreary expanse of sea, a lowering sky (the wind had somewhat abated) and our vessel seriously damaged in hull, mast, rigging and sails; but we were reducing the water, and that gave hope and strength to continue our exertions. The food, however, was nearly all lost, or spoiled by kerosene and sea water.

And thus a week passed away, gale succeeding gale, with many halos, rainbows, winds-dogs and a wild sky, we more or less pumping the whole time. The cargo had absorbed so much water that we could not tell if the ship had sprung a leak, or otherwise; hundreds of bags empty were washing about in the hold, the vessel rising rapidly in the water showed that the cargo was coming up the pumps, the chambers were full of saltpetre, the ship was by the head, the water could not run to the pumps, so we had to bale, most laborious and trying work for the action of the saltpetre on the wounds of the men kept them festering. Our men were showing symptoms of fatigue, no ship was to be seen, we had got a makeshift for a compass and lamp, and in a manner manufactured a wheel. All through this most trying time, the crew carried out the orders given them to my entire satisfaction (no one murmured), they behaved as brave men should do in an emergency such as we had passed through, and I am pleased to give my testimony to this effect.

After passing the Rio de la Plata the weather became finer, but still remained very unsettled, the pumps had to be attended to every hour, and in strong winds every half hour. The water now came up clear, showing that the ship was leaking. She had been heavily strained by the cargo shifting. Our lives were saved, for this we were thankful; but my instruments, chronometers, books and charts were destroyed, and we had but a makeshift to navigate with, so in consultation with my 1st mate I decided to go to the nearest port.

When the cabins were entered they were found to be in an indescribable mass of confusion, oil tins, preserves, bottles (lime juice), instruments, books, clothing—all broken, nothing left entire. One chronometer was found in the hold, another under a large bread tank. The rush of waters from the cabins to the hold had cut through the bags of saltpetre, undermined it, causing the top portion to fall down; broken pier glasses, sofas, chairs, book cases, iron bedsteads, carpets, blankets and letters all in pulp, mixed up with flour, broken cutlery and crockery ware. All were destroyed.

For myself, during this most trying ordeal, I can truly say that I felt utterly indifferent to my fate, and this at the moment of greatest trial. My hopes had been frustrated, and I had of late received so many rebuffs and reverses, at the hands of shifty Fortune, that I felt it hardly worthy of a struggle to prolong an existence fraught with so much sorrow and trouble. This feeling I had never before experienced. Yet at the moment of greatest peril, I spontaneously threw aside my boots and heavy clothing in preparation for the final

—It is said that the plans for the Prainha tunnel have been definitely approved.
—The municipal council has liberated 761 slaves up to the present time.
—The legislative session was prorogued to the 20th inst. by an imperial decree of the 1st inst. We don't know how it is with our colleagues, but this office is mightily anxious for adjournment.
—Among the arrivals by the American packet Finance to-day will be H. C. Armstrong, Esq., United States consul-general at this port, who has been home on a brief leave of absence.
—The August immigrant arrivals at this port numbered 1117, of which 628 were Italians, 303 Portuguese, 115 Germans, and the rest of diverse nationalities.

THE BRITISH SUBSCRIPTION LIBRARY.

The new Committee in charge of the British Subscription Library has recently posted the following "Notice," which we feel confident will follow with a hearty response from all subscribers. The Library had reached a very low ebb, and nothing but vigorous, efficient management will now serve to bring it up to a proper standard of usefulness. We trust that the additional funds required by the Committee will be promptly handed in by those interested in preserving this useful and honored institution. The "Notice" is as follows:
The members of the Committee of Management being anxious to place the Library on a sound and prosperous footing, respectfully call on the subscribers in the interests of all concerned to assist them as much as possible, not only pecuniarily, but also by a strict attention to the rules and regulations of the institution.

With this end in view and also on account of the large number of works in subscribers' hands long overdue, they have caused to be posted on the "notice board" a summary of the rules and regulations. The Librarian has received orders to furnish weekly to the member of the Committee in charge for the month of August, and the holders of overdue works will be at once notified and requested either to renew or to return such works at their earliest convenience. As the duties of the Committee are already very onerous, it is hoped that mutual good feeling will have the effect of rendering this work as light as possible. The Committee wish to lay particular stress on their earnest desire not to give offence by endeavoring to enforce the rules and regulations, but simply to do all they can for the general good.
The expenses of moving and re-arrangement of the Library having been heavy, the Committee have resolved to appeal to their fellow-subscribers for extra assistance, and will lay on the table a subscription list to which subscribers are invited to contribute. The Committee will be deeply grateful to subscribers for any effort to popularize the institution and for any fresh subscriptions brought in.

Rio de Janeiro, September 1887. BY ORDER.

COMMERCIAL.

Rio de Janeiro, September 14th, 1887.
Par value of the Brazilian mil reis (18500, gold 27 d. coin at \$4 84 per £1 stg. 54 45 cts.
do \$1.00 U. S. coin at \$1.00 per £1 stg. 83 37
do of £1 stg. in Brazilian gold 8 80
Bank rate of exchange on London to-day 22 3/4
Present value of the Brazilian mil reis (paper) 24 1/2
do do do do do do do do 24 1/2
Value of \$1.00 U. S. coin at \$1.00 per £1 stg. 45 50 cts.
Value of £1.00 U. S. coin at \$1.00 per £1 stg. 2 108
Value of £1 sterling 10 5/8

EXCHANGE.

September 3.—Rates at the banks were 2 3/4 on London, 4 1/2-4 1/8 on Paris and 5 1/2 on Hamburg at 60 days; bank 2 1/2 on New York at sight. There was little doing with bank sterling quoted at 22 1/2 and 2 1/4 at 2 1/2 and 2 1/4 commercial at 22 1/2-22 1/4, the market closed somewhat flat. Sovereigns closed with buyers at 10 1/2, and sellers at 10 1/8.
September 5.—Official rates were unchanged and the market active. Bank sterling was reported at 22 1/2, commercial at 22 1/2-22 1/4 and bank francs at 4 1/2. Sovereigns closed with buyers at 10 1/2, and sellers at 10 1/8.
September 6.—There is still no change in rates, but the market was quiet. Business was reported with bank sterling at 22 1/2, francs at 4 1/2 and reichs-marks at 5 1/2. Commercial sterling was quoted at 22 1/2-22 1/4, 2 1/2 and 2 1/4. Sovereigns closed with buyers at 10 1/2, and sellers at 10 1/8.
September 9.—Rates at the banks are still 2 3/4 on London, 4 1/2-4 1/8 on Paris and 5 1/2 on Hamburg at 60 days; bank 2 1/2 on New York at sight. There was not much doing. Commercial sterling was reported at 22 1/2-22 1/4 and francs at 4 1/2. From second hands bank sterling was quoted at 22 1/2-22 1/4. Sovereigns closed with buyers at 10 1/2, and sellers at 10 1/8.

September 9.—The English banks reduced their sterling rate to 2 1/2. There was very little doing with bank sterling reported at 22 1/2, francs at 4 1/2 and commercial sterling at 22 1/2. Sovereigns closed with buyers at 10 1/2, and sellers at 10 1/8.
September 14.—The English banks advanced their sterling rate to 2 3/4, at which the others were drawers. Commercial sterling is scarce and quoted at 22 1/2-22 1/4. Market firm.
—The Banco Predial, of this city, has established an agency in the city of São Paulo.
—On the 13th the Leopoldina railway loan was given out. The loan is for £2,500,000, interest 5 and sinking fund 1 per cent., and was issued in 200,000 shares of £12 1/2 each.
—At the general meeting of the shareholders of the Alliança cotton mill held on the 6th, it was resolved to increase the capital to 2,400,000 and to raise a loan for a similar amount, all of which is to be employed in increasing the capacity of the mill.
—A provincial correspondent of a daily paper thus sums up the raising of foreign loans: "If we take £6,000,000, we leave in London £4,000,000 to meet our obligations, to exchange and the rest goes to the bank at 12 1/2-13 per cent. exchange and drawing at 2 1/2-2 1/4. That we receive 10, or 12,000,000 and must pay within a few years, 60,000,000. This is the art of the financier. The writer foregoes the old saying about eating one's cake: if Brazil runs up debts for £4,000,000, they must be paid somehow.

FORTNIGHTLY BULLETIN OF THE BOARD OF BROKERS.

1ST - 15TH AUGUST.
Exchange passed.
£792,164 at 21 1/2-22 1/4 d.
Francs 1,544,410 at 410-432 reis
R. Marks 12,163 at 550-538 reis.

Coffee sold.
10,656 bags weighing 637,560 kilograms.

LONDON AND BRAZILIAN BANK, LIMITED.

Table with 2 columns: Item and Amount. Includes Capital £1,250,000, Reserve Fund 605,000, Assets, and Liabilities.

ENGLISH BANK OF RIO DE JANEIRO, LIMITED.

Table with 2 columns: Item and Amount. Includes Capital £200,000, Reserve Fund 200,000, Assets, and Liabilities.

BANCO INTERNACIONAL DO BRAZIL.

Table with 2 columns: Item and Amount. Includes Capital 9,650,800 \$000, Assets, and Liabilities.

SALES OF STOCKS AND SHARES.

Table with 2 columns: Item and Amount. Lists various stocks and shares with their respective values.

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September 10.

Table with 2 columns: Item and Amount. Lists various stocks and shares with their respective values.

September 11.

Table with 2 columns: Item and Amount. Lists various stocks and shares with their respective values.

September 12.

Table with 2 columns: Item and Amount. Lists various stocks and shares with their respective values.

September 13.

Table with 2 columns: Item and Amount. Lists various stocks and shares with their respective values.

LATEST LONDON QUOTATIONS OF BRAZILIAN STOCKS AND SHARES.

EXTRACTED FROM THE "STATIST" AND "RAILWAY NEWS" OF AUGUST 20TH.

Large table with multiple columns listing various Brazilian stocks and shares, including Government Stocks, Railways, and Miscellaneous.

DAILY COFFEE REPORTS.

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

Table with multiple columns showing coffee market data, including prices and exchange rates.

SUMMARY OF THE BANK STATEMENTS.

August 31st (in contos de reis or 1000000).

Table with multiple columns showing bank statements and financial data for various banks, including Auxiliar, Commercial, and Industrial.

MARKET REPORT.

Rio de Janeiro, 14th September, 1887.

Exports.

Coffee - There has been a trifling business doing and the market has been rather flat. This morning brokers reduce quotations on some grades from 100 to 250 rees per arroba.

Table of coffee exports with columns for quantity (bags), destination (Europe, Cape of Good Hope, etc.), and price.

The daily clearances at the custom house have been, since the 1st inst., 26,291 bags for the United States, 2,977 for Europe, 2,900 for Cape of Good Hope, 1,906 for elsewhere.

Table of vessel clearances for the same period, listing ship names, destinations, and dates.

Receipts for the past seven days have averaged 5,064 bags per day, against 6,020 bags for the preceding eleven days. The daily average since the 1st inst. has been: 2,868 bags, 16,512, 19,490, 8,709, 21,565, 16,653.

Table of prices for various goods including washed, superior, and regular grades of coffee.

White Pine - Receipts are 230,337 per 7/8. McLaren from New York, which have been retailed at 110 rees per foot.

Table of prices for various grades of white pine.

Swedish Pine - Receipts all and in the absence of transactions all quotations are nominal.

Table of prices for various grades of Swedish pine.

Hay - Receipts are 2,735 bales per Verma from Rosario and 52 per Doric from New Zealand.

Table of prices for various grades of hay.

Indian Corn - Receipts are considerable, viz: 1,594 from Lissabon, 9,000 from Nordenskiöld, 9,747 from Archer, 1,519 from La France, 3,032 from Guanahara, 8,855 from Ophir, 600 from Moudgo.

Table of prices for various grades of Indian corn.

There has been very little doing in the markets and supplies of most articles are insignificant. Flour is quiet but steady. Rice is not unchanged, and the only receipts are a lot of White.

Imports.

There has been very little doing in the markets and supplies of most articles are insignificant. Flour is quiet but steady. Rice is not unchanged, and the only receipts are a lot of White.

Table of import prices for various goods like Castilla, Codrins, Mx Yernon, Silver Spring, Chesapeake, Crystal.

Sales and withdrawals for the same period are about 7,500 lbs. and stock in first hands is estimated to be: 14,000 lbs. American, 4,500 lb. Trieste, 4,500 lb. River Plate.

Table of prices for various grades of American, Trieste, and River Plate goods.

Brokers quote the market steady at the following quotations: Trieste, 16,500-17,500; Richmond 1st, 15,500-17,000; Baltimore 1st, 16,250-16,500.

Table of prices for various grades of Richmond and Baltimore goods.

Pitch Pine - Receipts are 230,337 per 7/8. McLaren from New York, which have been retailed at 110 rees per foot.

Table of prices for various grades of pitch pine.

Swedish Pine - Receipts all and in the absence of transactions all quotations are nominal.

Table of prices for various grades of Swedish pine.

Hay - Receipts are 2,735 bales per Verma from Rosario and 52 per Doric from New Zealand.

Table of prices for various grades of hay.

Indian Corn - Receipts are considerable, viz: 1,594 from Lissabon, 9,000 from Nordenskiöld, 9,747 from Archer, 1,519 from La France, 3,032 from Guanahara, 8,855 from Ophir, 600 from Moudgo.

Table of prices for various grades of Indian corn.

There has been very little doing in the markets and supplies of most articles are insignificant. Flour is quiet but steady. Rice is not unchanged, and the only receipts are a lot of White.

Table of prices for various grades of flour and rice.

N.B. - We have somewhat modified this table to accord with the notes furnished us. The clearances show the number of bags on which duties are paid daily at our custom house.

DEPARTURES OF FOREIGN VESSELS.

Table of ship departures including ship names, destinations, and dates.

NEW ORLEANS - Br bk E. T. G.; 949 tons; Frick; ballast.

PARAGUAY - Nor bk Ternlyrd; 256 tons; Johnson; sundries.

PENSAOLA - Nor bk Nova; 785 tons; Hassell; ballast.

PENSAOLA - Br ship True Briton; 1386 tons; Wise; ballast.

PENAMBUCO - Nor bk Patmos; 371 tons; Roth; do.

ROTTERDAM - Nor bk Bana; 311 tons; Andressen; same cargo.

UNITED STATES - Br bk Asia; 1185 tons; Gray; ballast.

BARBADOS - Nor bk Dictator; 830 tons; Vager; ballast.

PENAMBUCO - Br bk Arctica; 540 tons; Monteiro; sundries.

RAT ISLAND - Vm PERNAMBUCO - Nor bk China; Everless; ballast.

PART EARS - Nor ship Prince Regent; 1332 tons; Sorensen; ballast.

PENAMBUCO - Swed bk Christina; 534 tons; Andersen; do.

BUNOS AIRES - Nor lug Spenser; 272 tons; Aronson; old tin.

Admiral - Br bk Aldergrove completed repairs and was cleared for San Francisco on the 12th.

Nor bk Bana with sickness on board arrived here from quarantine on the 3rd, and proceeded to Rotterdam on the 11th.

Nor bk Premier, 74 ds. from Iquique bound to Hamburg, put in here on the 8th, with serious damage. The cargo will be discharged.

Table of arrivals of foreign steamers with columns for date, name, where from, and consignee.

Table of arrivals of foreign steamers (continued) with columns for date, name, where from, and consignee.

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SHIPPING NEWS.

Table of shipping news including arrivals and departures of foreign vessels.

DEPARTURES OF FOREIGN VESSELS.

Table of ship departures including ship names, destinations, and dates.

DEPARTURES OF FOREIGN STEAMERS.

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SANTOS.

From Messrs. John Bradshaw & Co.'s Market Report, 1st September.

COFFEE.—Up to middle of month prices weakened some 6 p per cwt, demand improved, and a fair business was done at the decline. Since then coffee has hardened, exchange advanced and the fall been recovered, but buyers do not seem inclined to follow up the market, which closes quiet but steady. New crop samples coming forward, though infrequently prepared, show a bean decidedly superior to old crop. It is, however, too early to offer an opinion as to the probable average quality of the new crop.

Receipts have averaged 1,900 bags, against 5,146 bags in 1886 and 4,294 bags in 1885. From 1st July to date they reach 137,104 bags, against 230,244 bags in 1886 and 246,164 bags in 1885.

Sales: our brokers return: 59,000 bags for the United States, 57,000 for Europe and 382 for Elsewhere; total 106,382 bags. Stocks are to-day 253,000 bags, against 293,000 bags last month. Loading 21,000 bags, second hands 39,000 bags.

The clearances have been: United States: bags, 88,983

Table with columns for destination (New York, Havre, Antwerp, Hamburg, England, Mediterranean, Rio and coast) and corresponding bag counts.

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

Table with columns for destination (United States, Europe, Elsewhere) and bag counts for 1887-88, 1886-87, and 1885-86.

Total clearances of Coffee from Santos for eight months 1st January—31st August.

Table with columns for destination (United States, Europe, Elsewhere) and bag counts for 1887, 1886, and 1885.

Total clearances of Coffee from Santos for eight months 1st January—31st August.

Table with columns for destination (United States, Europe, Elsewhere) and bag counts for 1887, 1886, and 1885.

PERNAMBUCO.

From Messrs. Henry Forster & Co's Market Report dated September 3rd.

SUGAR.—The total entries for August were 1,070,600 bags, against 1,295,736 bags last year, or an increase of 674,873 bags. Total shipments to date:

Table with columns for destination (United States, Canada, United Kingdom) and tonnage for 1887 and 1886.

If fine weather now holds we may look for fair entries shortly, but we think that end of month is the very earliest that first shipment by sea can clear. Mrs. Bannard and Orator have been chartered to load sugar and cotton at this port for Liverpool and shipments by them will clear up all the old crop sugar. Three charters have been effected to load sugar at this port for States or Halifax and two from Natal, Rio Grande do Norte.

Exporters.—Our freight market is firm owing to scarcity of suitable vessels especially of smaller ones—last rate paid for a vessel of 800 tons D. W. to load here was 17s 6d and 5 per cent. for four U. S. ports, but previous rate was 20s 10d full, and we consider that today's rate, and for Halifax 2s 6d extra. The Sved by Fritz and Br. by Sibiria have been chartered to load at Natal, at 9s and 5 per cent. for United States.

GOVERNMENT AND PROVINCIAL BONDS

Table of Government and Provincial Bonds with columns: MISSION, CIRCULATION, DENOMINATION, INTEREST, NOMINAL VALUE, LAST SALE, LAST QUOTATIONS.

DEBENTURES AND SHARES

Large table of Debentures and Shares with columns: CAPITAL, SHARES, ISSUED, VALUE, PAID UP, NAMES, RESERVE FUND, LAST SALE, LAST DIVIDEND, LAST QUOTATIONS.

Shipping.

THOMAS NORTON'S OLD REGULAR LINE OF SAILING PACKETS... UNITED STATES AND BRAZIL PORTS... Established in 1805... Loading Berth: Covered Pier No. 17, East River...

Insurance.

GUARDIAN FIRE AND LIFE INSURANCE CO. Agents in Rio de Janeiro, Smith & Youle. No. 65, Rua 1º de Março.

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

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

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

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

COMMERCIAL UNION ASSURANCE COMPANY, LIMITED, OF LONDON. FIRE AND MARINE. Agents for the Empire of Brazil, Wilson Sons & Co. Limited. No. 2 Praça das Marinhãs.

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

BRITISH & FOREIGN MARINE INSURANCE COMPANY, LIM'D. Capital £1,000,000 sterling. Agents in Rio de Janeiro, Swanwick & Gordon, 39, Rua General Camara. Telephone No. 47.

NORWICH UNION FIRE INSURANCE SOCIETY. Established 1797. Losses paid £5,500,000. Agents in Rio de Janeiro, Swanwick & Gordon, 39, Rua General Camara. Telephone No. 47.

Steamships.

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

September Departures: To New York. [Every Saturday]

Table with 2 columns: Ship Name, Date. Includes Donat, Humboldt, Kefler.

To Southampton: Lebnitz (Belgian Mail Steamers) Sept. 15th, Hevelius Sept. 29th.

For Other Ports: Rida, Teniers, Tycho Brahe, Strabo.

To Rio Grande Ports: Chatham, or Canning. As announced.

LAMPORT & HOLT, 21 Water Street, Liverpool. ARTHUR HOLLAND & Co., 17, Leadenhall Street, London. For freight and passages apply to Agents—NORTON, MEGAW & Co. No. 82, Rua 1º de Março. For cargo apply to 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 3 columns: Date, Steamer, Destination. Includes Tamar, Tagus, Elbe.

This Company's steamers leave Southampton on the 9th and 24th of every month and arrive in Rio de Janeiro on the 25th and 16th, proceeding to the River Plate after the necessary delay. The latter also calling at Santos.

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 Itaboraay).

UNITED STATES AND BRAZIL MAIL STEAMSHIP Co.

CARRYING THE U. S. AND BRAZILIAN MAILS. SAILINGS FOR NEW YORK. ALLIANÇA, Capt. Beers, 17th Oct. ADVANCE, Capt. Lord, 5th Nov.

The fine packet

FINANCE,

Captain BAKER, will sail 21st September at 10 a. m. for NEW YORK calling at BAHIA, PERNAMBUCO, MARANHAM, [entering the two last named ports] PARÁ, BARBADOS and ST. THOMAS

Passage Rates

Table with 2 columns: Destination, Rate. To Liverpool \$220 gold, New York \$145 \$75 gold & back \$280.

For passages and information apply to Wilson, Sons & Co., Limited; Agents No. 2 Praça das Marinhãs. And for cargo to 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, Bahia, Santos, São Paulo and Porto Alegre.

Table with 2 columns: Item, Amount. 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.

Table with 2 columns: Item, Amount. Capital £1,000,000, Capital paid up £500,000, Reserve fund £300,000.

Draws on: Messrs. GLYN, MILLS, CURRIE & Co., LONDON, Messrs. MALLET FRERES & 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 Heráman, Esq. This bank draws on Messrs. N. M. Rothschild & Sons—London Messrs. De Rothschild Frères—Paris

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

Branches: Hamburg, Berlin, Bremen, Frankfurt of Main, Antwerp, Rome, Genoa, Naples, Milan, and other Italian cities, Madrid, Barcelona, Cadix, Malaga, Tervergata, Valencia, and other cities in Spain and the Canary Islands, Lisbon, Oporto, and other Portuguese cities, Buenos Ayres, Montevideo, New York

Has 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.

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 Atkinson's, Pesse & Lubin's and Royal Perfumeries and Par's Soap. No. 67, Rua do Ouvidor.

ACCOUNTS FOR SALE.

In the absence of facilities for the collection of small accounts the PHOTOGRAPHIA ALLEMA, 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 \$35000.

The second is a virgin account against William Pahl, Ship-broker,

dated 16th November, 1886, and amounting to £25000.

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 qualities in bottles or in casks, and under the private marks of the house Sole Agents for

A. AZEIRO GONSALVES, Exporter of Madeira Wines; G. FRESLER & Co., Bordeaux, Exporter of Bordeaux Wines; E. Remy 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. 18, Travessa do Ouvidor, 1st floor. Caixa no Correio No. 906. Rio de Janeiro

HOLMAN'S LIVER PADS,

GENUINE CARLSBADER SALTS For sale by Anaré d'Oliveira & Gad, Druggists. No. 14, Rua Sete de Setembro.

PHOTOGRAPHIA ALLEMA

ALBERTO HENSCHEL & Co. No. 40, Rua dos Ourives

Photographs of every description taken with the greatest perfection. Views from the Northern Provinces taken by Mr. Maurice Lamberg during a three years journey made for that special purpose. 14-22.

WINES.

PORT, SHERRY AND MADEIRA Imported by Andrew Steele & Co. No. 75, Rua 1º de Março.

NOW READY

Hand Book of Rio de Janeiro.

The publishers beg to announce the completion of this guide for the city of Rio de Janeiro for English-speaking travellers, which comprises descriptions of the bay and city, a historical sketch of the city, brief descriptions of the more important public edifices, squares and gardens, and a guide for some of the excursions in and about the city which travellers generally have time to make. It contains 228 pages, map and frontispiece. A part of the edition will be bound with photographs.

Price 2\$500: do, with photographs 5\$800. For sale at this office.

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 their will be made. The News will seek to keep its readers fully and accurately informed on all commercial questions, and upon all matters of Brazilian news or policy which may have more or less bearing upon any and all enterprises and investments. In its discussions it will treat every question frankly, and for the opinions expressed the editors will hold themselves personally responsible. In its news columns it will seek to keep its readers fully informed on all matters and occurrences throughout Brazil, 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\$8 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.

TYPE: ALUNA, 79, Sete de Setembro.