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NUMBER 26

OFFICIAL DIRECTORY

AMERICAN LEGATION.—157, Rua das Larangeiras.
THOMAS J. JARVIS,

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Limited Express, leaves Rio at 7 a.m.; arrives at Barra at 10.25; Earre Rios at 223 and Marianuo Procopio (terminus) at 638 p.m. 5 Paulo branchlevaeves Barra at 1223 and arrives at Cachoeira at 625 p.m. From Eure Rios train leaves at Cachoeira at 625 p.m. From Eure Rios train leaves at 315 p.m. and arrives fit composition of the state of the

and Porto Now 550, arriving at Rio at \$10 p.m.

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\$100 p.m. first goes to Batter Rios arriving at \$0.0 p.m. second
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Rios at \$2.0 a.m. arriving at Barra \$173 and Rio at \$2.0 m.
leaves Barra at the second second

S. PAULO AND RIO.—Trail haves Cachoeira at 12226 in, arriving at S. Paulo at 610 p. m. Downward train leaves. Paulo at 645 a.m. and arrives at Cachoeira at 1246 p.m. here passengers change to the D. Pedro II, line.

CANTAGALLOR R. — Leaves Niberoby (Sant'Anna) 6:20 a. m., arriving at Nova Priburgo 10:35: Cordeiro (t hour per transway from Cantagallo) 12:43 and Macteo 1:48 p. m. Retirun train leaves Macuco 10:05, Cordeiro 1:106 and Nova Fibiurgo 1:08 p. m., arriving at Nitheroby 5:09 p. m. ferry boat runs between Rio and Sant'Anna, connecting with rains.

rains.

COROU'A DO. R. R.—Trains leave the Station at Coome Vellio, Larraquiras, at 6, 8, 10, and 12 a., m. and 2, 4 and 6 p. m. on diadays and holidays: and lat 8 and 12 a. m. and 41 are and 8 are p. m. on week-days.

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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 Noticias 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, raillery, 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 As the Senate seems impotent advisable. 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 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 detective 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. 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 injust provisions which it con-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.

24,800 660,000 kilos 6,400,000 5,800,000 Antwerp . .. Hamburg . .. 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 11,170 18,374 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 vet 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 be small for this crop-year; but we cannot roverlook 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 our ship was tight, staunch and strong) of pumps, an Don August 15th, a day ever to be remembered by all on board, the gale was still blowing, the ship doing well, occasion—which to a water in the wast; but naught to cause uneasiness or apprehension (for overboard, overboard, overboard, overboard, and 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 umbelieving 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.

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 of my passage from I quidue, 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 rearch! when the continuation of the property of the sail naught but continuous gales of wind.

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, con-sequently 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.

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., 10° S. We were tired of furious winds, bitting cold, and tempestuous seas, for our limbs ached with the constant rolling of the vessel. So with a west gale and following seas. we run under close reef following seas, we run under close reel 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.

what was soon to follow. As the light dawned in the sky, the squalls appeared and really were heavier in force and dura-tion and the waves ran higher; but our vessel continued on her way and rode in safety over them. safety over them. The barometer had for some hours being 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 rist mate was in charge of the deck, a Nor-werjan, a good segment at the halos well. The barometer had for wegian, 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 working. ful force, crushing everything in its way. Ittl force, crushing everything in its way, injuring the helmsman, breaking the wheel into many pieces, also the binacle, 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. × 4 ft. 6 in., and another at the staircase 5 ft. × 2 ft. down which the extent case 5 ft. × 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, Just telt the deck to wind the chromometers, 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 shylight. The sound was appalling. In a few minutes the cabins and store rooms skylight. The sound was appalling. In a few minutes the cabins and store rooms were full; they measured 36 ft. × 27 ft. × 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 con-I can not say, and found everything in con fusion 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 every-thing 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 sin 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 never our beautiful 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 bulkshead separating cabin from hold burst the water review. cabin from hold burst, the water ran into the hold. and the ship's stern rose bound. The water on its way gutted the cabins, sweeping everything with it—cloth-

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. overheard

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 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. 39° W., or therebout 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 furnally the sea sweeping over the beath. the day and high set upon the whole time furiously, the sea sweeping over us, drenching every one and adding to the general discomfort. The ship had previously become 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

heard but the roar of the winds and the 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 excitonsly, damaged in hull mast rigging soriously 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 suc-And thus a week passed away, gile 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 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 saltand trying work for the action of the salt-petre on the wounds of the men kept them festering. Our men were showing symptoms of latigue, no ship was to be seen, we had got a makeshift for a com-pass and lamp, and in a manner man-ufactured a wheel. All through this most trying time, the crew carried out the 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

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 Sale had been neavily strained by the cargo shifting. Our lives were saved, for this we were thankful; but my instruments, chro-nometers, books and charts were destroyed, and we had but a makeshift to navigate with, so in consultation with my 1st mate

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 lands and the properties of the casting of the casting to the casting the casting to the casting contusion, oil tins, preserves, notities (inne-juice), instruments, books, clothing—all broken, nothing left entire. One chron-ometer was found in the hold, another under a large bread tank. The rush of waters from the cabins to the hold had cut waters from the canins 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

Broken cattlery 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 bands of frustrated, and I had of late received so many rebuffs and reverses, at the hands of a struggle to prolong an existence fraught with so much sorrow and trouble. This of great to on the eling. I had never before experienced, or the term of the pt her. There leavy clothing in preparation for the final struggle in the waters that then appeared so

strugge in the waters that the consequence of the miniment.

But a wise providence ordained it otherwise and I am here to give this plain, unamished tale of suffering, knowing I have many friends in your city and its vicinity, who will be glad to know of my welfare wat that I am in a place of safety.

who will be glad to know of my welfare and that I am in a place of safety.

For clothing to cover me and a bed to sleep on, I was indebted to my crew, who freely gave the use of the same, all mine being destroyed. I had to live in the forecastle, which was intact, for 23 days.

On nearing this port I spoke the Spanish brig Nucva Vigilante from Cadiz to Santa Centeriase to excess on any new internal man way.

Catharina; he gave me my position and my course to this port, for the same I tender my best thanks. I arrived on the 9th September and am ordered to discharge all cargo, ship has risen 23 inches.

THOMAS V. ROWE. Barque Premier

Rio de Janeiro, 11th Sept., 1887.

Legislative Notes.

September 2.—In the Senate Sr. Antonio Prado moved for information regarding a railway in S. Paulo and Minas, which the provincial government of the latter proposes building and which he declares to be illegal. Barão de Mamoré explained his resignation as minister of empire, and criticised the action of the present minister as to sanitary reforms. In the Chamber Deputy Affonso Celso Ir, asked if the railway referred to by the minister of finance in a recent speech was the Recife to Caruarú. The minister of agriculture replied that his colleague of finance was collecting the documents relative to the matter and that the truth would be produced. Deputy Henrique Salles spoke on the revenue estimates, censuring certain reticences and acts of the minister of finance. The minister said his operation with the credit of £2,000,000 had saved much more than the commission paid for the accommodation. Unler the law and necessity he would advance funds to the banks, but to prevent their unduly unsing this facility it was decided to charge 6 instead of 4 per cent, on such advances. Deputy Rosa e Silva declared the minister had been inexact in his reference to the rapidly becoming famous railway question. Deputy Andrade Figueira criticised seriatim many amendments to the project of revenue, all of which he would vote against.

September 3.—No session in either Chamber.

September 3 .- No session in either Chamber.

question. Deputy Andrade Figueria Chross-seriatium many annendments to the project of revenue, all of which he would vote against.

September 5.—In the Senate Senator Luiz Felippe referred to the prohibition of meetings in Pernambuco and moved for information. The premier repeated that such prohibition was legal, but he had asked for further information; after some remarks by Senator Candido de Oliveira, the motion was passed. Senator Lima Durate referred to the health of the Emperor and the publication in the Gazeda regarding 'this; he also criticised various services in charge of the department of empire. Senator Tamaya spoke, touching on the absence from their dioceses of various bishops; he asked for the minister of empires' sews on civil marriage, civil registry and referred to sanitary reform, etc. The minister of empires' sews on civil marriage, civil registry and referred to by Senator Lina Duarte; he then proceeded to reply to preceding speakers on sanitary improvements. In the Chamber, the general revenue as amended passed and discussion. Deputy Alvaro Cannihas spoke on the prohibited arms bill and presented a substitute.

September 6.—In the Senate, the premier read a telegram from Pernambuco relative to disturbances, from which it appears no harmless persons were sabred. Senator Datas then read a telegram from Pernambuco relative to disturbances, from which it appears no harmless persons were sabred. Senator Datas then read a telegram from Pernambuco relative to disturbances, from which it appears no harmless persons were sabred. Senator Datas then read a telegram from Pernambuco declaring that a man had died there from hijuries received that few men would accept the formation of a government under the present condition of affairs. Senator Leav Velloso spoke on the various services of the department of empire, declaring himself in favor of a free church, and complaining of the pattisan practivities of the government. Senator Laiz Felippe read a telegram from Pernambuco declaring that a man had died

revenue estimates were advanced.

September 9.—In the Senate Sr. Silveira da Motta moved for information regarding the loss of the cruiser Imperial Marinheiro, and Senator Medicino selative to gratifications to employés of the D. Pedro II railway, which he stated amounted to D. Pedro II railway, which he stated amounted to Ya4,508 per annum. Sr. Evaristo Ferreira da Veiga took the oath and his seat as senator from the province of Minas Geraes. Senator Octaviano begged the minister of empire to consider a proposal for the sanitary improvement of the city by foreign

capital, and considered that the tramway concessions when lapsed would be a basis for such improvements. In the Chamber, Deputies Andrade Figueira and Affonso Celso Jr. read memorials from planters of Campinas, S. Paulo, which are apparently extremely irreconcilable; the one demanding protection against abolition, the other asking that Deputy Jaguaribe's emancipation scheme be considered.

sisting that Deputy Signatures's emancipation scheme be considered.

September 10.— In the Senate St. Dantas moved for information relative to the alleged persecution of abolitionists in the province of S. Paulo. Senator Candido de Oliveira in presenting an amendment to the naval estimates made some sharp criticisms on the cabinet. The premier complained of the delay in the Senate of the budget bills and declared that, while the government was to a certain extent dependent upon the opposition in this chamber, it would not resign office through adverse action by that opposition. Senator Silveira Martins did not consider the government had any reason to complain of delay in the Senate; some of the cabinet were regular water-taps (tornewar) as to volubility. Senator Avial made some remarks relative to the new cruiser Almirante Tamandaré. In the Chamber there was no session.

PROVINCIAL NOTES

-The deaths in Campos in August numbered 120

-Pernambuco is now organizing a private police vice. When will Rio take example.

—The July receipts of the Amazonas postoffice nounted to 2,146\$182.

—The Nor. bgn. Hermann cleared at Victoria on the 20th ult. with 4,500 bags of coffee for Lisbon f. o.

Lasbon I. o.

—The total receipts of the Ceará custom house for the last fiscal year were 1,855,780\$887, against 1,271,250\$424 in the preceding year.

—The president of the province of Rio de Janciro is to be made a "conselheiro"—probably because he sold the Cantagallo railway.

—A recent decision of the president of the prov-ince of Rio de Janeiro informs the director of the Normal School that pupils afflicted with hysteria are not to be admitted.

—A Rio Grande do Sul correspondent of a dail per here states that smuggled goods to the valu 15,000,000\$ are annually introduced into the

—The French steamer Beirn entered at Santos on the 10th inst, with some 1,300 Italian immigrants. There were no quarantine difficulties

—The province of Ceará seems coming to the front. Copper deposits that show 40 per cent produce and vineyards are now among Ceará's productive industries.

—The minister of agriculture has resolved to order the execution of Prof. Dafert's plans for the experimental agricultural station at Campinas, São

Paulo.

—One hundred people turned out at Rezende to welcome the president of the province of Rio de Janeiro on the 6th. What is the population of Rezende anyway?

—The brokers of Santos have applied for permits in the property of the Santos have applied for permits energy of the Santos "junta" will be more palpable than that of Rio.

—The August precises of the São Paulo posts.

parpaine than that of Rio.

The August receipts of the São Paulo postoffice amounted to 11,271\$\$0 for the city and 28,27,4800 for the rest of the province, against
8,857\$710 and 23,110\$420 respectively for the
same mouth of last year.

same month of last year.

—The August receipts of the Santos custom house amounted to 991,365 \$184, against 818,180\$-012 in the same mouth of last year. The receipts from imports were 563,966 \$32, and from exports 363,310\$503.

from imports were 503,9008832, and from exports 503,3108903.

— Ceard has paid off the balance of its debt. It claimed to be the first province of the empire to possess no slaves, and unfortunately this assertion was precipitate; we trust the debt business may not be exposed to the same uncertainty.

— There is a proposition before the Espirito Santo provincial assembly to increase the export duty on coffee from 17 rs to 25 rs per kilo, and apply the difference to immigration purposes; the amount, it is estimated, would permit of the introduction of 2,000 to 3,000 immigratism samually.

— A party of armed men broke into the printing office of the Piassummga, in Pirassumunga, São Paulo, on the night of the 3rd inst. and made a wreck of the premises. They carried furniture and printing material into the street and made a bonfire of them.

— We note with pleasure that Mr. Walter Wright,

We note with pleasure that Mr. Walter Wright

We note with pleasure that Mr. Walter Wright, one of Santos' most popular brokers, has joined the editorial staff of the Diario de Santos. We shall now look for all the reliable information afloat about coffee in the columns of the Diario, and we may therefore not be obliged to "shut up shop" quite as soon as expected.
The balance sheet of the province of Rio de Janeiro for the enlendar year 1886 can not be considered allogether satisfactory. The total revenue for the year amounted to 4,988,989852, while the ordinary expenditures reached a total of 5,841,281\$242. Besides this the province had to pay 612,096\$26 more on account of floating debt, old debts and special credits, thus raising the expenditure for the year to 6,453,377\$878.
—The recent immigration law approved by the

iture for the year to 6,453,377\$\$78.

—The recent immigration law approved by the president of the province of Minas Geraes provides that the immigrants may be from Europe, Azores, Teneriffe and Canaries. Each immigrant over 12 years will be paid for at the rate of 90\$, from 7 to 12 years 40\$ and from 3 to 7 years 20\$. The payments will be made 90 days after the immigrant is established on plantations or in factories with capitals of over 70,000\$. At Juze de Fóra will be established a station where the immigrant will be lodged and fed for to days. Colonial nuclei will be established later on, and certain favors are granted vendors of land in small lots to immigrants.

(

RAILROAD NOTES

—The inauguration of the Itapemirim railway, province of Espirito Santo, was announced to take place on the 12th inst.

—The Baturité (government) railway traffic receipts for the first half of the current year were 123,940\$399 and expenses 110,972\$737, leaving a balance of 12,967\$662.

—An engineering commission has begun a pre liminary survey of a new railway from Itú, Sã Paulo, to the port of Santos. The intention is to extend this to Campinas and secure the Mogyan traffic

—The government has authorized provisional traffic on the Rio Pardo branch line from Casa Branca to S. José do Rio Pardo, but has prohibited the trains from running over 25 kilom, an hour.

—In commemoration of the purchase of the Cantagallo by the Leopoldina railway company, the employes presented portraits of the directory, which are to be suspended in the directors' room. The presentation came off on the 6th and concluded with a lunch.

—The general meeting of the shareholders of the Leopoldina railway held on the 3rd unanimously approved the recent purchase of the Cantagallo line. A special committee was appointed and shortly after reported that the value of the purchase was 20,000,000\$, including works in construction. The capital stock of the Leopoldina company is to be raised to 50,000,000\$. The meeting closed by the shareholders embracing the directors.

LEOPOLDINA RAILWAY COMPANY.

The following extracts from the report of the directors made at the extraordinary meeting held on the grd inst, may prove of interest.

The directors commence by stating that the purpose of the meeting was to secure the authorization of the shareholders for increasing the capital by 20,000,000\$, necessary for the purchase and completion of the Cantagallo railway. The receipts and expenses of this latter line for 1886 were:

Receipts 1,600,000\$ Expenses 1,305,000 Balance..... 295,000\$ Of the expenses 930,210\(^{\frac{1}{2}}\)50 is stated to be ordinary, and 368,790\(^{\frac{1}{2}}\)50 is stated to the ordinary, and 368,790\(^{\frac{1}{2}}\)52 is as for substituting rails, re-building bridges, rolling stock, etc. Assuming the above balance, and estimating the traffic of the Leopoldina which will pass over the Cantagallo line, excluding the Serraria branch which will still be served by the D. Pedro II, the following figures are given:

Catital:	
Capital: 68,000 shares, 200\$ each	13,600,000 16,400,000
150,000 shares, subscribed	
250,000 shares Loans, contracted or to be contracted	
76,651 debentures of 200\$, int 6½ and sinking fund 1%	
9,872 debentures £ 50 at 6 and 1%.	4,388,100
48,000 do 550 at 5 and 1% to be issued for completing the Manhuassú to Natividade ex-	19,718,300\$
tension, the purchase of the Cantagallo and branches a 27d.	21,336,000

The del	t will re	equire debtequire for its service	per annum:
Sterling	do	0% at 10\$500	262 206
, do	do	per ∠	
			3,024,561\$

Reserve for exchange differences, etc.. 175,430 The revenue is estimated as follows:

The revenue is estimated as monos.

Interest guarantee of the province of Minas, 7% on 20,600,000\$... 1,442,000\$

Nett receipts of Leopoldina sections without guarantee... 1,158,000 do of Cantagallo with Sumidouro branch and Macahé extension... 2,400,000 5,000,000\$ Deduct debt charge..... 3,200,000

Coffee Notes

—The Dinno de Santos gives the Angust receipts of coffee at Santos as 59,555 bags, making 137,139 since 1st July, against 239,442 bags in the same period of last year. The exports were 95,463 bags for the month (including 382 coastwise), making 153,984 since 1st July, against 308,061 last year.

—Recent advices from São Paulo state that the planters are entertaining high hopes for the next crop. The dry weather of August was favorable to the trees, and the rains of the first week of the current month were just in time to develop blossoming under the most favorable conditions. It is believed that, if no accidents occur hereafter, the next crop in that province will be a large one.

—The Victoria correspondent of the Santal

by the Hathan steamer Napari, Captan Ballestrino, on the 9 thinst., in Lat 34° S., 51° W. Greenwich. Commercio under date of the 21st ulto, says: In the estimates of the next badget (provincial) the coffee crop will produce 300,000 bags. . . . Now, with the immense new plantations at the colonies on the sides of the Aymoré mountains, at S. Matheas and along the Benevente and Itapemira rivers, and the harry of planters and colonists once the price reached to \$F\$ per arroba, I would not be surprised if with this crop estimated at 300,000 bags, in years near by the crop should increase to 600,000 bags with the present resources we possess.

LOCAL NOTES

—A bran-new cabinet uniform will soon be for sale.
—The frigate Arcthuse, flagship of the French squadron on this station, arrived here on the 15th.
—We do not desire to show impatience, but will the Gazetal let us know when Mr. Smith is to arrive at Cuyahá?

—The U. S. corvette *Trenton* arrived in port on the 10th inst. with relief officers and crews for the South Atlantic squadron.

—The city council bestowed 70 letters of liberty more on the 7th inst. in commemoration of the declaration of independence. —Does it not appear rather ironical that Capt, ennedy of the British navy, and Admiral Ribell the French, should offer to explore the Abro-os channel?

lhos channel?

—Burglars broke into the Boa Vista palace on the night of the 6th. The servant of one of the gentlemen on duty lost some of his clothes.

—There seems to be appearing some "tender regrets"—if we may so translate annialits—of the old gas company. There will probably be more before the present contract expires.

—No less than three quasic ductors have recently.

—No less than three quack doctors have recently been denounced to the police. One of them was treating small-pox by spiritualism, but the treatment does not seem to have been a success.

—At a recent meeting of the Geographical Society a lost city in Bahia was the subject of a lecture. The coffee brokers seem to think that Rio might as well be lost, at least for a little while.

—The British squadron on this station arrived in port during the past week. It is composed of the corvette *Ruby* and the gunboats *Swallow*, *Ready* and *Watchful*.

—We regret to learn of the severe illness from small-pox of Dr. J. C. Rodrigues, formerly editor of O Novo Mundo. Our latest information is to the effect that he is slowly recovering.

—By an imperial decree of the 1st inst. Dr. Evaristo Ferreira da Veiga was chosen senator from the province of Minas Geraes, to succeed the late Martinho Campos. He stood second on the triplicate list.

—The 65th anniversary of Brazilian independence was duly celebrated on the 7th inst. The Princess Regent held a reception at the city palace, at which the French minister presented the congranulations of the diplomatic corps.

—A telegram received here on the 10th states that work on the removing of the Bendegó aerolite was commenced on the 7th. A stick named Pedro II was driven at the original location of the perolite.

—We have not been able to learn if Sr. Padre Mutum has been tearing up any more Bibles, nor whether he has purchased one of those books, with reserved pictures, still offered for sale on the Rua do Cuvidor.

whether he has purchased one of those books, with reserved pictures, still offered for sale on the Rua do Ouvidor.

—The minister of agriculture has declined the proposition of Irving L. Miller, an American, who proposed to introduce 50 to 100 American families into the province of S. Pullo. Opinions may vary but ours is that the families had better stay away.

—On the 12th inst. the department of agriculture, etc., called for tenders for the Pernambuco poot improvements. Tenders are to be received up to January 31st here, in London, Parts, Berlin, Brussels and Washington.

—On the 24th ult. the prime minister sent the following telegram to the provincial presidents: "The Praça do Commercio of the Capital has sent, congratulations to me for the prudent measures taken by the government against recent attempts to disturb public order." Comment is unnecessary.

—The Brazilian ironala Riachade was sent out the other day to look after the imperial Marinheiro, near Victoria, but returned on the 13th without accomplishing anything. The officers report rough weather and a lade of coal. Absence from Rua do Ouvidor was probably the real trouble.

—On Sunday, the 11th, the German school here elebrated the 25th anniversary of its establishment. This school has done good service, and it seems a pity that its directors have not increased the field of its work. With primary education as it is, there is an ample field for foreigners to educate the youth of their respective nationalities.

—Telegrams from Vernambuco, as we go to press, announce the defeat of Deputy Portella, minister of empire, in his confirmatory election, the vote being 1,400 for Joaquim Nabuco and 1,270 for Portella. No disturbance is reported. There is great enthusiasm over the result on the part of liberals and abolitionists.

—Telegrams from Victoria, Espirito Santo, on the Sth amonunced the loss of the cruiser Imperial

liberals and abolitionists.

—Telegrans from Victoria, Espirito Santo, on
the 8th amounced the loss of the cruiser Imperial
Marinhero at 173 of that morning, about two miles
south of the Kio Doce bar. The officers and crew
numbered about 188 persons, of which 13 were
total the research and the state of the research of the control of the research of the control of the research of

small steamer was sent to their relief from Victoria.

—On the toth the "Gabinete Portuguez de Leitura" [Portuguese library] inaugurared its new building on Rua de Luiz de Camões. The Princess Regent, H. H. the Counte d'Eu, the ministers of the protugues colony here, including the Portuguese minister and consul, were present. The library counts 50 years of existence and is an honor to the nation represented by its directory.

—The master and crew of the B. b. F. ...

the nation represented by its directory.

—The master and crew of the Br. bk. Fairway, dismasted and in a sinking condition, were rescued by the Italian steamer Napoli, Capitain Ballestrino, on the 9 thinst, in Lat 34° S. 51° W. Greenwich. The Fairway was bound from Swansea to Bnenox Aries with coal. The rescue was made with a life boat and crew under circumstances of great danger. Capt. Jones, of the wrecked bark, says that himself and crew received every attention and kindness from the officers, crew and passengers of the Napoli.

—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 mighty 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 BRITISH SUBSCRIPTION LIBRARY.

The new Committee in charge of the British Subscription Library has recently posted the following "Notice," which we feel confident will meet 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 a list of overdue works and 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 with to lay particular stress on their earnest desire not to give offence by encleavoring 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 fests subscription strought in.

Rio de Janeiro, September 1887. By Order.

Rio de Janeiro, September 1887. By ORDER.

COMMERCIAL

	Rio de Janeiro, September 14th, 1887.
Par value do	of the Brazilian mil reis (1\$000), gold 27 d. do do do in U.S.
do do	coin at \$4 84 per £1 stg 54 45 cts. \$1.00 (U. S. coin) Brazilian gold 1\$837 of £1 stg. in Brazilian gold 8 889
Bank rate Present va do	of exchange on London to-day 22¾ d. due of the Brazilian mil reis (paper) 842 rs.gold do do in U. S.
Value of:	coin at \$4 80 per L1 stg 45 50 cts. \$1.00 [\$4.80 per L1. stg.] in Brazilian currency [paper]
Value of A	sterling , , ,
	EXCHANGE.

EXCHANGE.

EXCHANGE.

September 3.—Rates at the banks were 29½ on Landon, 417—418 on Paris and 437 on Hamburg at 60 dps; 28500 on New York at sight. There was little doing, with hank sterling quoted at 29½, 29 sigh 6 and 29½ and commercial at 29½—22 sigh 6 db each of commercial at 29½—22 sigh 6 db each of commercial at 29½—22 sigh 6 db each of commercial at 29 sigh-292 sigh 6 db each of commercial at 20 sigh-292 sigh 6 db each of commercial at 20 sigh-292 sigh 6 db each of commercial sterling was a to\$650, sellers at to\$650 sellers at 10 sellers at

444. From scoun flands boars sterning was quoted at at 1816. Sovereigns closed with huyers at 1696.00, sellers at 1696.00, se

—The Banco Predial, of this city, has established an agency in the city of São Paulo.

—On the 19th the Leopoldina railway loan was given out. The loan is for £4,500,000, interest 5 and sinking faind 1 per cent., and was issued in London at \$4 per cent.

—At the general meeting of the shareholders of the Alliança cotton mill held on the 6th, it was resolved to increase the capital to 4,900,000 and to 1 raise a loan for a similar amount, of which is to be employed in increasing the capacity of the mill.

the mill.

—A provincial correspondent of a daily paper thus suns up the raising of foreign loans; "If we take $\hat{L}_0^{(0,0,0,0)}$, we leave in London $\mathcal{L}_{10,0,0,0,0}$, we leave in London $\mathcal{L}_{10,0,0,0,0}$ to meet accumulated engagements and the rest goes in buying drafts at $17^{1}_{2}-18$ exchange and drawing at $23^{1}_{2}-29$. That is we receive 10, or 17,000,000\$ and must pay within a few years 65,000,000\$ forgets the old syning house rating one's Cales if Brazil runs up debts for $\mathcal{L}_{10,00,000}$, they must be paid somehow.

FORTNIGHTLY BULLETIN OF THE BOARD
OF BROKERS.

1ST — 15TH AUGUST, Exchange passed.

£702,164 at 21 15[16—225% d. Francs 1,254,410 . 419—432 reis R. Marks 12,163 , 529—538 reis. Coffee sold. 10,626 bags weighing 637,560 kilogrammes.

LONDON AND BRAZILIAN BANK, LIMITED. Capital £ 1,250,000 do paid up 623,000 Reserve Fund 300,000

BALANCR SHEET, 318T AUGUST, 1887.

Assets.

Capital, unscalled. 5.555,528\$66.
Bills discounted. 5.454,326 200
Bills receivable. 5.414,328 88.
Head office and branches 5,647,378 88.
Loans, current accounts, etc. 4,164,806 610
Securities for accounts current, etc. 6,608,81 e36.
Cash 2,606,134 710

Liabilities. Capital, rubscribed. 11,111.11\$10
Deposits in account current. 497,225 180
do 3, 6 and to days notice 2,328.07 820
do 3 and fos days notice 491,854 460
do fixed maturity. 15,77,500 roc
Securities for accounts current, etc. 9,102,167 510
Stundy accounts. 3,465,650 200
Bills payable. 197,105 830

28,777,288\$030

ENGLISH BANK OF RIO DE JANEIRO, LIMITED.

Capital, 50,000 shares at £20. £ 1,000,000 do paid up. 500,000 Reserve Fund. 200,000

BALANCE SHEET, 31ST AUGUST, 1887. Assets.

Capital, m-called 4-444-441\$444
Bills discounted 1,026,050 339
Loans, guranteed accounts, etc. 7,166,741 38,
Bills receivable 792-234 790
Sumlly accounts current, etc. 33,164,74 88,
Sumlly accounts . 598,575 662
Cash 797-711 340 18,048,095\$814

| Capital | S,888,888\$88 | Deposits in account current | 135,328 og 31 do do with notice | 135,328 og 31 do do with notice | 135,038 og 31 do do with notice | 135,050,048 og 32 securios | 136,050,050 og 32 securios | 13 18,048,095\$814

E. & O. E.
Rio de Janeiro, 4th September, 1887.
For the English Bank of Rio de Janeiro, Limited, Lovel J. Mullins, Manager. Henry Scott, actg. Accountant

BANCO INTERNACIONAL DO BRAZIL.
BALANCE SHEET, 31ST AUGUST, 1887. Assets.

Capital, un-called	9,659,800	\$000
Bills discounted	2,048,298	040
Current accounts	3,132,043	250
Public funds	1,772,356	000
do deposited abroad	2,725,508	
Sundry branches	1,042,117	
Sundry agencies	207,206	
Values deposited	5,112,177	420
Directors' guarantee	140,000	
Sundry accounts	237,446	070
Bills receivable	014,202	
Bank of Brazil	1,100,000	
Cash	544,969	730
	29,536,307	700

Liabilities.		
Capital, subscribed	20,000,000	\$000
Reserve fund	60,000	000
Profit in suspense	110,270	970
Deposits, without interest	15.280	420
do in account current	1,708,800	
do fixed maturity	465.945	ago
Sundry guarantees, etc	5,112,177	420
Sundry agencies	284.843	990
Sundry branches	227,348	170
Bills payable	302,251	500
Sundry accounts	1,243,920	790
Dividend, balance	5,278	500
		-

29,536,307\$700 E. & O. E. Rio de Janeiro, 3rd September, 1887. Visconde de Figueiredo, President. Eduardo A. de Brito e Cunha, Accountant.

SALES OF STOCKS AND SHARES.

September 9.

28 Five per cent apolices. 950 coo
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september 13.

Five per cent apolices 950 000
do 945 000
lanco lateral 94 000
do 945 000
lanco lateral 000
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do 200
lanco lateracional 000
do 200
do

DAILY COFFEE REPORTS.

Rio Associação Commercial daily cablegram to New Vork garding position and quotations of the Coffee market. Receipts yesterday, bags.

do Santos
Sales for United States, bags.
Sales for United States, bags.
State of the market.
Exchange on London, private.
Seamer freight U States.
Prices: Regular 1st, per 10 kilos ex
and freight by steamer.

do Good and, per 10 kilos ex
and freight by steamer.

390,000 10,000 5,000 firm :: 8,700 8,700 391,000 5,000 3,000 3,000 3,000 firm : : 8,700 : Sept

391,000 10,000 3,000 9,000 firm :: 9,000 4,000 7,000 firm :: 8,700 5,000 5,000 firm firm 8,700 Sept 398,000 3,000 5,000 3,000 firm ... 8,700 402,000 6,000 5,000 1,000 firm 237 & 596 8,650 ... 8,000

WEEKLY SUMMARY

Sales for United States during the week g_0 000 bags soles for furrope etc g_0 000 bags suffige dearmose for the United States g_0 000 bags suffige dearmose for the United States g_0 000 bags suffige features g_0 000 bags suffige features g_0 000 bags suffige features g_0 000 bags suffiger g_0 00 bags suffiger g_0 000 bags suffiger g_0 000 bags suffiger Steamers seeming in Comers states and I hands 194,000 long. Receipts during week to and Sept. 90,000 at Surveyer do Europe do 15,000 at Shipmens to United States do 12,000 at Shipmens to United States do 12,000 at Shipmens to United States do 12,000 at Shipmens do 15,000 at Shipmens do 10,000 at Shipmens do 15,000 at Shipmens do 10,000 at Shipmens do 15,000 at Shipmens do

Sales for United States during the week 25,000 bags Sales for Europe etc do do 4,000 saling clearances for the United States Steamer clearances do [1] 18,000 Clearances for Europe and cleawhere 2,000 saling let States 200 feet 1 18,000 Clearances for Europe and cleawhere 2,000 saling let States 200 feet 8,500 Steamers loading for United States 2

945 00
248 000
299 500
Receipts during week to ght Sept. 15,000 has 200,000 ha

LATEST LONDON QUOTATIONS OF BRAZILIAN STOCKS AND SHARES,
EXTRACTED FROM THE "STATIST" AND "RAILWAY NEWS" OF AUGUST 20TH.

SUMMARY OF THE BANK STATEMENTS. August 31st (in contos de réis or 1:000\$000).

We include in circulation the issue of hypothecary notes, which are not however legal tender.

Assets:

Treasury hills

Ells discounted

Ells payable

Ells payable

Ells discounted

Ells : | : : : : : : | | : 11111111111 Auxiliar 27,482 23,686 21,866 21,866 21,866 1,854 1,990 21,528 5,138 4,224 4,224 2,461 Brazil 3,157 10,433 232 232 3,252 143 5,252 143 5,252 6,400 1,900 1, Commer cial Commer-cial de S. Paulo 1,884 711 134 335 568 3,314 3,698 3,698 3,698 3,698 Credito Real do Brazil 8,073 7,556 87 7,556 451 93 6,471 6,471 4137 4137 5,199 39 39 7,743 Del-credere 114 14 18 8 748 536 7,167 792 792 792 10,287 4.444 41750 41750 7,56 4,766 2,102 2,102 2,102 2,102 1,625 1 Industriai 14.763 1.761 1.761 1.761 1.761 1.761 1.761 1.761 Inter-nacional Lavoura S. Paulo 892 496 54 4 288 5,550 5,550 4,814 19,650 23,221 12.56g Mercantii Santos Predia! 16,244 561 10,855 22,55 10,855 22,55 10,855 22,55 10,855 22,55 10,855 22,55 10,855 22,55 10,855 22,55 10,855 22,55 10,855 22,55 10,855 22,55 10,855 22,55 22 União de Credito

The Treasury owed the Bank of Brazil 720,410 you in account current which is included in "all other" assets of the bank and the bank owed the Treasury 8,104,736502 which is included in "all other" liabilities of the bank.

MARKET REPORT.

Rio de Janeiro, 14th September, 1887. Exports.

Exports.

Coffee – There has been a trifing business doing and the market has been rather flat. This moning brokers reduce quotations on some grades from 100 to 300 reis per arrola, Receipts continue very small, but are more than sufficient to meet shipments and our stock shows an increase of about 20,000 bags. The dead-lock continues, and both sides seem determined to maintain their positions.

The Shipment is reported since our last have been;

20,133	bags	for	the United State
3,808	,,		Europe Cape of Good
***	,,,		Cape of Good
2,404	11		Elsewhere

35,345 bags.

The daily clearances at the custom house have been, since

bags.
7,000
625 82 1,162 1,124 322

	5,088	bag	S	
against	8,867	,,	in	188
.,	16,572	,,	,,	188
	19,190	,,	,,,	188
,,	8,709	,,	,,	188
	21,505	,,	* * *	188
	16,653	,,	,,	188

	per 10 kilos.	per arroba.
Washed	7\$900— 8\$850 nominal	11\$600-13\$000 nominal
Good first	8 720- 8 780	12 800-12 300
Regular first	8 510- 8 650	12 500-12 700
Ordinary first	8 310- 8 440	12 200-12 400
Good second	7 760- 8 030	11 400-11 800
Ordinary second	7 290 7 560 nominal	10 700—11 100 nominal
Escolha	6 130- 6 470	9 000 9 500
my	but the brokers	was this morning

The stock, as reported by the brokers, w estimated to be 402,000 bags. Vessels loading and to load.

	6,000
New York Br str Donati	0,000
Baltimore Amer bk Julia Rollins	,
New Orleans Belg str Teniers	4,000
Port Natal Nor bg Norden	2,000
DAILY RECEIPTS AND SHIPMENT.	SOF
CORRER AT RIO DE VANEIRO	

	Sept. 3	Sept. 3 Sept. 4 Sept. 5 Sept. 6 Sept. 7 Sept. 8 Sept. 9 Sept. 10 Sept. 11 Sept. 12 Sept. 13	Sept. 5	Sept. 6	Sept. 7	Sept. 8	Sept. 9	Sept. 10	Sept. 11	Sept. 12	Sept 13	Totals since 1st Sept.	Totals since 1st July
Daniel	5.570	3,006	4.8.8	3.010	3,388	3,324	8.715	10,251	3,058	3,380	5.374	66,145	347,847
	:	1	3,660	8,220	;	:	7,649	5,368	:	3,090	1,146	35,168	92,395
Cinpinanto C. Cinimina											0:	3000	12.272
" Europe	707	1		1,162	:	:		:	:	1,124	015	3,000	13,373
,, Cape	:	:		:		:	:		:	•			
	208	1	20	718	:	:	816	481		00	21	2,606	18,989
Total Shipments bags	915	:	3,680	10,130	:	:	8,567	5,849		4,222	1,982	41,582	124,757
Clearances	5,600	:	3,768	8,019	:	:	5,238	2,500		773	2,702	33,074	:
Stock	386,000	390,000	391,000	385,000 388,000	388,000	391,000	392,000	396,000	399,000	398,000	402,000	:	:
Average piice Ordinary 1st per arroba	12,300	:	12,300	12,300	:	;	12,300	12,300	:	12,300	12,300		:
do Good 2nd. do	11,850	:	11,850	11,850	1		11,850	11,850	:	11,850	11,600	:	
Exchange on London	227%	:	227%	2278	:	:	227%	22%	:	22%	22 13[16	:	:
Freight per steamer, 5% primage	25 0	:	25 c	25 0	:	:	25 c	25 C	:	25 C	25 C	:	:

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

There has been very little doing in the markets and supplies of most articles are insignificant. Flour is quiet buil steady. Pine is about unchanged, and the only receipts are a lot of White: the cargo of Spruce so long stored here has been sold. Kerossen is lower, but steady. Lard is flat and quoted lower and both River Plate maize and Iray show a decline.

Flour.-Receipts since our last report have been

Julia Ro	llens, from Baltimore:				
	Castilla	1,750	brls.		
	Codorus	1,750	,.		
	Mt. Vernon	1,000	,,		
	Silver Spring	694	,,		
	Chesapeake		**		
	Crystal	500	**	6,194	brls
Adria, fr	om River Plate:				
	4,891 bags			2,445	,,
Lissabon,	do:				
	995 bags			498	,,
Mondego	do:				
	1,150 bags			575	,,
				9,712	hrls

Sales and withdrawals for the same period are about 7,00 rds, and stock in first hands is estimated to be:

14,000 brls. American
3,500 n. Trieste
4,500 n. River Plate

22,000 brls. Brokers report the market steady at the following quota

Trieste,	16\$500-17\$000
Righmond 1st	16 500-17 000
do 2nd	15 500-16 000
Baltimore 1st	16 250-16 500
do 2nd	15 250-15 500
Western & Int.	15 000-16 500
Chili	nominal
River Plate	13 50014 500
New Zealand	nominal
City Mills	16 000

New Leath 13 500—14 500
New Zealand
City Mills
Pitch Pune—There are no receipts and brokers report the market steady at 38500—338000 per dozen.
White Pine.—Receipts are 29,337 feet per 9. II.
McLarur from New York, which have been retailed at 110 rs.
per foot. Brokers still quote at this price.
Spruce Pine.—The cargo ex Si. Yolin, about 330,000 feet, arrived here in March has been sold on private terms.
Swedish Pine.—Receipts ail and in the absence of transactions all quantations are nominal.
Kerosene.—Receipts are 15,000 cases per 7. II.
McLarur.—The market is reported steady at 6\$200 per case.
Lard.—The Yulia Rolline brings 2,850 kegs from Baltimore. We may quote inviscus to-day at 340 rs per 15 and market flat.
Rosin—Receipts are 150 bris. per 7thin Rolline-found

market flat.

Rosin—Receipts are 150 brls. per "Julia Rollins from
Baltimore. We may continue quotations at 5\$500—10\$500
per lul. as to quality and weight.

Turpentine.—No receipts. Last quotations were 380

400 rs. per kilo.

Bran.—Receipts nil, and quotations are somewhat no minal at 2\$600—2\$700 per bag.

miniai ai 24000—24700 per iaig.

Hay,—Receipts are 2,715 bales per Verena from Rosaric and 52 per Doric from New Zealand. Brokers quote ai 72—75 rs. per kilogramme. Inclinn Corn.—Receipts are considerable, viz:

1,600	per	Lissabon			
7,564	,,	Smaragd			
9,000	,.	Nordenskjold			
9,747	11	Archer			
1,519	11	La France			
3,032		Guanabara			
8,895		Ophir			
660		Mondego			
		e and brokers :	now	quote	River

naize at 39700—34990 per nog.
Codfish,—The only receipts are a few cases from Europe,
and the market is quite unchanged.
Cement—Receipts all and quotations are nominally
unchanged. Coal-Receipts since our last report have been: 1,101 tons per Dronning Sophie from Newcastle 1,541 ", Lennie from Cardiff 1,169 ", Freya from Liverpool.

o dealers and companies.

Bice.—Reccipts are insignificant, and quotations for lots re \$\$\$00—9\$200 per bag.

SHIPPING NEWS.

ARRIVALS OF FOREIGN VESSELS, SEPTEMBER 3. [AMPANA-Nor bg Smaragal; 328 tons; Clausen; 28 ds; maize to G. Gudgeon & Co.

CAMENAS—Nor by Smarragd; 398 tons: Clausen: 98 ds; maize to G. Gudgeon & G.

MOSTRIVINEO—Ib bg St. Joseph; 233 tons: Langelier; 8 ds; tallow to G. Gudgeon & G.

ROSARIO via LAGARRETTO—Nor to B. Bamz; 303 tons: Andersen; 50 sic in distress; bound for Rotterdam.

NEW YORK—Amer ship Southern Cross; 1087 tons: Tibbets; 65 sic in distress; bound for Saigon.

SEPT. 4.

ODORTO—PORT bl. Indeed.; 1047 tons: Araujo; 42 ds; sundries to Martins Macedo Jr.

SEPT. TIOMAS—B by k. Relievne; 679 tons: Eddis; 89 ds; in distress, bound for River Plate.

SEPT. 8.

ENENOS AIRES—Nor bs Nardenskipid; 405 tons: Pedersen; 12 ds; mixer to Souza Assumpção & Cardoso.

ROSARIO—Nor lik Verena; Nielsem; 35 ds; hay to Frias Hermanos & Go.

SEPT. 6.

NEVENSTRA—Ion bs. Dramning Sophie; 715 tons, Sunderson and Joseph Cardoso.

Cameros Amero Mc Nardene; 450 tons: Mitchell; 34 ds; sainteir to Mar Nathanaou.

56 ds; coal to Juão Correia Pacheco & Co.

CAMPANA—Amer bk Archer; 450 tons; Mitchell; 34 ds;
maire to Max. Nodimann.

SEPT. 7.

CAMPET - It bk Leunie; 899 tons; Swanson; 53 ds; coal to
J. 11. Bellamy & Co.

New York—It bk 'J. II. McLaren; 764 tons; Wyman; 60
ds; sundries to order.

BURNOS AIRES—Nor bk 'Ophir; 433 tons; Christensen; 14
ds; maire to Max. Nothmann.

SEPT. 8.

SEPT. 8.
LIVERPOOL—Nor bk Freya; 816 tons; Eliassen; 60 ds; coal to order.

Hourque—Br bk *Premier;* 486 tons; Rowe; 74 ds; in distress bound for Hamburg.

bound for Hamburg.

SEPT', 99.

MARSHLIMS—Nor bg Finnrid; 258 tons; Sorensen; 68 ds; sundies to Asenier, Dale & Co.

SEPT', 10.

MACAO—Nor bk Emma; 202 tons; Isaacksen; 28 ds; salt to Vuira Leone, Miranda & Co.

SEPT. 11.

BASILORE – Amer ble Tulia Rollins: 586 tons. North: 45 ds: Sundries to Francisco Clemente & Co.

SEPT. 13.

TIMABU–Br ble Hennack; 787 tons; Chalmers; 72 ds; sundries to John Petty & Co.

PARASIN—Br ble Mennack; 788 tons; Chalmers; 72 ds; sundries to John Petty & Co.

PAYSANDÓ—Dan bg Alcedo; 221 tons; Brandt; 15 ds; jerked-beef to Souza Irmão & Co.

DEPARTURES OF FOREIGN VESSELS

DEPARTURES OF FOREIGN VESSELS.
SEPTEMBER 3:
CHANNEL I, a.—Nor bk Dagmar; 259 tons: Steendahk
8,692 saki hides
BALTHIORE—Amer bk Amy; 676 tons: Penfield; coffee.
——Amer bk Serene; 522 tons: Segerman; ballast.
PERNABUGO—Nor ba Taritta; 385 tons: Kandsen; do.
SEPT. 4.
PERNABUGO—Nor bk Krones; 354 tons: Beutsen; same cargo.

cargo.

SEPT. 5.

PASCAGOULA—Nor bk Supreme; 1332 tons; Smedsvig; ballast.

MACEIÓ-Br bk Paragon; 819 tons; Donne; do.

MACRIG-Br bl. Paragent; 8to tons; Donne; do. SEPT. 6.

TYBER-Br ship Cyslon; 950 tons; Owen; hallast.
BRARDADOS-Br bl. Mancer; 771 tons; Reynolds: do. PRINTANECO—Amer bl. Justine H. Ingerzell; 577 tons; Peterson; do. Peterson;

SEPT. o

SEPT. 9.

PENSACOLA—Nor bk Nora; 785 tons; Hassell; ballast.

SEPT. 10.

PENSACOLA—Br ship True Brilon; 1386 tons; Wise; ballast.

PERNAMBUCO—Nor bk Patmos; 374 tons; Roth; do.

SEPT. 11.
ROTTERDAM—Nor bg Bams; 311 tons; Andressen; Cargo.
UNITED STATES-Br bk Asiana; 1185 tons; Gray; ballast

SEPT. 12.

BARBADOS—Nor bk Dictator; 830 tons; Yager; ballast.

PERNABBUCO—Port bk Arcelina; 540 tons; Monteiro; sun dries.
RAT ISLAND via PERNAMBUCO-Nor bk China; Everksen ballast.

ballast.

SEPT. 13.

PORT EADS—Nor ship Prince Regent; 1332 tons; Sorensen ballast ballast.

PERNAMBUCO—Swed bk Christina; 534 tons; Andersen; do.

BURNOS AIRES—Nor lug Spener; 272 tons; Aaronsen; old iron.

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

San Francisco on the 12th.

—Nor bg Bams with sickness on board arrived here fron quarantine on the 3rd, and proceeded to Rotterdam on the 11th.

11th.

— Br bk Premier, 74 dis from Iquique bound to Hambure, put in here on the 8th, with serious damage. The cargo will be discharged.

—Amer ship Southern Cruss, 63 dis from New York bound for Saigon, put in here on the 3rd, with rudder damaged and is still in port.

— Br bk Belleme, from Ship Island for Montevideo, put in here on the 4th discharged and the tentile of the work of the discharged of the mate: the captain died between this and St. Thomas.

CLEARED AND READY FOR SEA.

NEW YORK—Port bk Triumpho coftee.
SAN FRANCISCO—Ib the Aldregrow same cargo.
BATAVIA—Nor bk Franzaka ballost.
IQUIQUE—Fr ship Chimi do.
PERMAMICO—Nor bk Franzaka do.

FREIGHTS AND CHARTERS.

There has been less movement and the charters report are as follows; Port lik Triumpho, coffee to New York, p. Brb g. X. Jogech, Pernambuco f. o, sugar to United State 20s, Nort lik Jimal, do. do. 172 fol and Nor lig Patinos, d. do. 20s. York lik Filled, Pernambuco and Liverpolo, cotte 40s. 20s. Work Filled, Pernambuco and Liverpolo, cotte grant Nort lik Filled, Pernambuco and Liverpolo, cotte real and Nort lig Sumaried, Camoctin to Park, cuttle 2,200

New York	25¢ per bag
New Orleans	25¢ do
London	30s per ton
Liverpool	30s do
Antwerp	20-25s do
Hamburg	20s do
Havre	30 fcs do
Bordeaux	30 fcs do
Marseilles	25 fcs do
Trieste	30s do
Genoa	30 fcs do
united States, North	12 615s per ton

VESSELS AFLOAT & LOADING FOR RIO.

12 July 9 July 23 July 4 Aug 30 July 29 July 22 July 24 Jul 5 Aug 8 July

26 July 9 July Everyal Everya 22 July 5 July 5 Aug

29 Jul 26 July 3 Aug 15 July i Jul 23 July 10 Aug.

4 Aug. Liverpool
Oporto
Greenock
Greenock
Antwerp
London
Liverpool
Liverpool
Cardiff
Baltimore
Oporto
Brunswick
Liverpool
Puget Sound
London
Swansea
Memel
Swansea
London
Savannah
Brunswick
Hamburg Novo Mencio Osmond O Brien. Palander. Petrarch. Passat. Prince Arthur Prince Henry Prince Louis. Pruccilla Ouitera Regulus. Resolute Sir Henry Lawr. 29 June 16 July 26 July 19 Aug. 30 July 4 July 2 Aug. 3 Aug. 13 June 14 July

ADDIVALS OF FORFICM STEAMERS.

DATE	NAME	WHERE FROM	CONSIGNED TO
4 5 6 8 8 8 9 9 10 10 11 11 11 12 12 12		Rosatio* 13d River Plate 3½d Santos 24h River Plate 4d Bordeaux* 18½d River Plate* London* 3od Valparaiso* P. Alegre* 9d Liverpool* 3od Hamburg* 23d Marseilles* 25d do dd Hamburg* 2d Hawpurg* 2d Haverpoof* 2d Haverpoof* 2d Haverpoof* 2d Haverpoof* 2d Santos 2th do dd Gd Gd Gd Gd Gd Gd Santos 78h	E. Johnston & C. J. N. Vincenzi & F. Vincenzi & F. Viorton, M. W. & C. Karl Valais & C. Karl Valais & G. Wilson Sons & C. Wilson Sons & C. Wilson Sons & C. Karl Valais & G. A. Leubá & C. H. Stoltz & C. E. Johnston & C. K. S. Wilson Sons & C. Wilson Sons & C. A. Leubá & C. H. Stoltz & C. E. Johnston & C. A. I. Eubá & C. M. C. L. Leubá & C. M. C. L. Leubá & C. M. C. L. Leubá & C. M. Leubá & C. L.

DEPARTURES OF FOREIGNSTEAMERS.

DATE	NAME	WHERE TO	CARGO
Sept. 3	Tycho Brahe Blg	London	Sundries
oche. 3	Cotopaxi Br	Valparaiso*	do
4		Liverpool	do
4	Strassburg Gr	Bremen*	do
4		Porto Alegre*	do
4	Lissabon Gr	Hamburg*	do
3	Adria Ital	Genoa*	do
3	Gen. Tages Br	Montevideo	Ballast
	La France Fr	Marseilles*	Sundries
	Mondego Br	Southampton*	do
9	Gironde Fr	River Plate	do
	Galicia Br	Liverpool®	do
10	Plato Br	New York*	Coffee
	Doric Br	London	Sundries
	Béarn Fr	River Plate	do
	Ceará Gr	Santos	do
	Argentina Gr	Hamburg*	do
	Graf Bismark Gr	Bromen*	do
	V. de Ceará Fr	Havre*	do
	Manuli Ital	Genoa	do
1	Napoli Ital	Genoa	00

* Calling at intermediate ports.

t. FOREIGN SAILING VESSELS IN THE PORT OF

rk, p. t. States,	RIO DE JA	NE	IRO, S.	EPTEMBE	R 14th, 1887.
uos. do.	-	-		1 1	
, cotton		TONNAGE	ENTERED	WHERE	
matte, 1 2,200\$.	NAME	Z	TEI	FROM	CONSIGNER
		ro	N		
per bag					
do per ton	American				
do do					
do	sp South Cross.	1087	Sept. 3	New York.	In distress M. Nothmann F. Clemente & C
do	bk Archerbk Julia Rollins	450 586	. 0	Baltimore	F Clemente & C
s do		3330			
s do	British		Herita .		
do	bk Aldergrove	1270	July 21	Hull	In distress Hamilton & Faro E. Pecher & C D. Pedro II R. R P.S. Nicolson & C Wilson Sons & C W. Guimagagagaga
s do	sp Pr. Amadeo	1582	Aug. 3	Antwern	E. Pecher & C
	sp Pr. Frederick bk Magnificent. lug For Princess sp Lucknow bk Unanima bk Scotia	1282	8	Newport	D. Pedro II R.R
per ton	lug For. Princess.	303	14	Liverpool Cardiff New York	P.S. Nicolson &C
do	sp Lucknow	1440	16	Cardiff	Wilson Sons & C
le do	DR Unanima	740	10	Brunswick	G Gudgeon & C
	bg Economy	415	19	Bs. Aires	M. Nothmann
R10.	bg Roz. Smith	509	20	New York.	W. Guimarães&C G. Gudgeon & C M. Nothmann Phipps Bros. & C
24 Aug. 16 Aug.	bg Economy bg Roz. Smith bg St. Joseph bk Bellevue bk Lennie	233	Sept. 3	Montevideo	G. Gudgeon & C
16 Aug.	bk Bellevue	879	4	Cardiff	I H Bellamy &C
12 July	bk I.H. McLaren	764	7	New York.	W. Guimarães&C
	bk J.H. McLaren bk Premier bk Mennock	486	8	Iquique	In distress
9 July 23 July	bk Mennock	787	13	Timaru	Phipps Bros. & C G. Gudgeon & C In distress J. H Bellamy &C W. Guimarāes&C In distress J. Petty & C
23 July	Danish				
	bk Dr. Sophie	735	Sept. 6	Newcastle.	I. C. Pecheco & C
2 Aug. 5 Aug.	bk Dr. Sophie bg Alcedo	221	13	Paysandú.	J. C. Pecheco & C Sonza Irmão & C
5 Aug.	0.44			1	
4 Aug.	Dutch bk W. Eggerts	1275	Augas	Liverpool.	In distress
4 Aug.	DK W. Eggens	/3		Laver poor.	Til distress
30 July 2 Aug.	French				
2 Aug.	sp Union	2119	Aug. 4	Cardiff	Wilson Sons & C Wilson Sons & C
29 July	sp Unionsp Perserverance bk San Francisco	655	26	Newport	D. Pedro II R.R
22 July	DK DKIII T THIIGHNOO	033		rica pore ii	B. Tearo, II Rill
	German				
24 July	bk Victoria bk Hera	408	Aug.11	London Liverpool	Walter, H. & C Watson, R. & C
5 Aug	ok Heid	1037	100	Liverpoor	watson, K. & C
	Italian				
	bk Rafaelina bk Agostino S	783	Aug. 14	Cadiz	To order
8 July	bk Dom. Lanata.				In distress J.N.Vincenzi & F
	DK Dom. Damini	335		Cadiz	J.M. Vincenzi & F
8 Aug. 31 July	Norwegian	1			
31 July	bk Mar Luther	793	July 28	Pensacola	Phipps Bros & C G.E.Saboia e S'va
26 July	bk Amal bk Pallas	467	Aug 20	Antwerp	G.E. Saboia e S'va
9 July	bk Franjiska bg Aeolus bk Elise	787		Cardiff	D. Pedro II R.R
	bg Aeoius	222	13	Macáo	L. Carvalho & C
••	bk Elise	335	21	Cadiz	Phipps Bros & C G.E.Saboia e S'va J. Lumay D. Pedro II R. R. L. Carvallo & C C. W. Gross & C Monteiro, H. & C I.C. Pacheco & C Wilson Sons & C L. Carvallo & C L. Carvallo & C
an Inlu	bk Nymphen bg Norden	699	2:	Rlyth	I C Pachaco & C
22 July 5 July	bg Vats	345	28	Blyth	Wilson Sons & C
	bk Aalesund	278	28	Macáo Macáo	L. Carvalho & C P. Bernardes & R. G. Gudgeon & C
5 Aug.	bk Ida bg Smaragd	328			P. Bernardes & R.
••				Campana B. Aires	Source A & C
29 July	bk Verena bk Ophir,	49		Rosario	Frige Harm & C
	bk Ophir			B. Aires	M. Nothmann
•	bk Freya bk Finnvid	25		B Aires Liverpool Marseilles	Gas Co.
	bk Emma	25		Macáo	Avenier, D. & C V. Leone, M. & C
. *		6033	The toping		
	Portuguese	1			
26 July	ble Leonor	46	June2	Oporto	V. Leone, M. & C
3 Aug. 15 July	bk Alice	90	July	L de Maio	Braga & Boa
	sp America	93	11	Lisbon	Costa, Santos & C
1 July	bk Africa	61	Aug. 2	Oporto	Barbosa Costa &C
•	bk Isabel	39.	Sant 2	3 I. do Sal	Veiga Pinto & C
	on temper	104	Sept.	oporto	V. Leone, M. & C Teixeira & C Braga & Boa Costa, Santos & C Barbosa Costa & C Veiga Pinto & C Martins Ma'do Jr.
STREET ERGS CO.	n ·	1100000	PODTERS N	TO STATE OF THE PARTY OF THE PA	NOT THE RESIDENCE OF THE PARTY

942 Aug. 12 Pensacola . F. Clemente & C

279 Aug.21 Macáo I.. Carvalho & C

Swedish lug Atle.....

SANTOS. From Messrs. Yohn Bradshaw & Co.'s Market Repor	t, BMISSION		GO	VERNMENT AND PRO	VINCIAL	BONDS		7
COFFEE.—Up to middle of month prices weakened son	339,675,100\$000 50,000,000,000	329,478,900\$000 50,000,000 000	Apolices	DENOMINATION Jan. July	INTEREST	NOMINAL VALUE	LAST SALE	LAST QUOTATIONS
at the decline. Since then coffee has hardened, exchan advanced and the fall been recovered to buyers do not see inclined to follow up the market, which closes quiet be steady. New crop samples coming forward, though indifferently prepared, show a been deedledly superior to o crop. It is, however, too earliers to be a common to the comm	e 2,150,400 000	50,000,000 000 1,997,200 000 119,600 000 20,657,500 000 38,180,000 000		do d		1,000 000 1,000 000	952\$000	952\$000—953\$000
malati and the state of the sta	e					1,000 000 200-500	1,240 000 1,120 000 98 %	97½ 000
Protective three reverses 1,900 bags, against 5,146 bags i 1886 and 4,326 bags in 1885. From 1st July to date the reach 137,104 bags, against 230,244 bags in 1886 and 246,16 bags in 1885.		4,307,900 000 3,184,400 000 5,198,300 000 6,403,900 000	Credito Real do do	##POTHECARY NOTES. Ilo Brazil June, Dec. Jan , July lold do e S. Paulo Apr., Oct May, Nov.	5 % 6 % 5 % 5 %	100,5000 100,000 £11,58	100 % 69 % 88\$500	68½ %-69 % -89 000
Sales: our brokers return: 52,000 bags for the United States 57,000 for Europe and 382 for Elsewhere; total 109,382 bags. Stocks are to-day 52,000 bags, against 52,000 bags lamonth. Loading 21,000 bags, second hands 39,000 bags.	it	0.403,900 000	rectian	DEBENTURES AND	SHARES	100 000	90 % 70 %	691/2 90-70 90
United States: bags	CAPITAL SHARE	ISSUED	PAID UP	NAMES	RESERVE FUID	SALE	ST DIVIDEND	LAST QUOTATIONS
	500,000\$ 2,500	All 20	o\$ A11	Auxiliar BANKS	20 mat - P	AM		
Harve 12,513 Antwerp 9,424 Eaglands 22,782 Englands 1,279 Mediterranean 90 46,091	13,000,000 165,000 12,000,000 60,000 3 2,000,000 10,000	30,000 20 30,000 20 All 20	0 All 0 80 0 100	Commercial do Rio de Janeiro do do 2 series	7.053,877 024 1.900,28t 516	180\$000 10\$0 250 000 9 0 228 000 10 0 85 000 2 0	00 July 1887	249\$000 - 252\$000 228 000 85 000
Rio and coast	20,000,000 100,000	15,000 20 12,500 20 All	0 All 0 150 0 60	Commercio. do 3 series. Credito Real do Brazil. do de S. Paulo. Delcredere. English Bank, Limited. Industrial e Mercantil.	3,724 420 1,060,000 000 86,852 707	75 000 3 0 215 000 10 0 165 000 6 0 60 000 4 0	00 July 1887 00 July 1887 00 July 1887	215 000 -
Total clearances of Coffee from Santos during two months o crop-years.	f 2,000,000 10,000 50,000 6,000,000 30,000 20,000,000 100,000	All 20 All 20 All 20	2 140 2 10 3 All	Delcredere English Bank, Limited Industrial e Mercantil Internacional	20,000 000 £ 200,000 940,000 000	52 000 2 7 130 000 4 4 140 000 12 8 165 000 6 0	50 July 1887 70 July 1887 May 1887	
DESTINATION	£ 1,250,000 62,500 1,000,000 5,000 4,000,000 20,000 10,000,000 50,000	All & 20 All 200 All 200 All 200	All All	London and Brazilian, Limited	60,000 000 £ 300,000 500,000 000	206 000 3 5 - 8 8 270 000 10 00 65 000 6 00	OO July 1887 April 1887 July 1887	165 000 —
New York. 68 010 51 085 70 52: Baltimore Hampton Roads f. 0. 8 750	1.000,000 5.000	All 200	40	Bahia e MinasRAILWAYS	77,846 750	280 000 10 00	o luly 1887	60 000- 65 000
Richmond	1,300,000 — 50,000 1,500,000 — 2,000	20,000 201 - 20,000	All	Campos e Carangola	14.612 200	120 000 7 00 184 000 8 00 130 000 212 0 160 000 612 0	May 1887 May 1887 Nov. 1886	
Mobile	1,500,000 8,000 £70,000 1,500,000 7,500	All £ 50	All	Espirito Santo e Caravellas, and Navigation Ituana debentures Juiz de Fóra to Piaú	9,777 149	26 000 6 % 00 495 000 6 00	o July 1887	=
Total 68 616 51 951 79 272	8,735,800 43,679 15,356,400 56,321 15,398,400	All 200 All 200 - 200	All 20	Leopoldina do 2nd series	158,702 262	180 000 11, %, 120 000 3 00	July 1887	
Channel f. o. 9 8 48 . 14 850 Havre. 24 433 70 105 42 623 Antwerp 12 235 74 275 28 764 North of Europe & Baltic. 37 451 70 563 58 650	8,000,000 40,000 3,882,750 8,100,000 40,500	31,081 200 250 25,500 200	All	do debentures. do do do Macahé e Campos do debentures. Mogyana do debentures. Note debentures.	122,000 000	173 000 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	April 1887 Jan. 1887	173 000-174 000
England 1 949 5 568 2 500 Bordeaux 250 730 Lisbon t 0 250 730	970,000 — 1,000,000 — 4,970,000 24,850 4,400,000 —	All 200				283 500 12 00 202 000 7 % 128 000 8 % 180 000 6 00	Oct. 1886 April 1887 July 1887	The state of the s
Portugal 5 Mediterranean 90 35 038 20 197	6,500,000 32,500 1,930,000 —	12,500 200 100 300	_AII	do debentures do debentures Principe do Grão Pará do subsidiary do debentures		180 000 7 % 180 000 15 000 012 % 190	April 1887 Jan. 1887	
ELSEWHERE	810,000 4,050 370,000 3,800,000 rg,000	All 200 100 7,385 200 200	All	do dos dos Ramal Bananalense. do debentures. S. Izabel do Río Preto. do debentures.	474 493	90 % 9 %	July 1887 April 1887 July 1887	95 %-96 %
Canada. 2 491 Cape of Good Hope. 2 491 River Plate & West Coast 8 Rio and coast. 969 222 624	£ 118,500 — 1,071,000 — 10,665,000 53,325		_A11	Santo Antonio de Padua debent'es		192 000 7 % 500 000 6 % 205 000 8 ½ %	Aug. 1887 July 1887 July 1887	
Total. 969 222 3 115 United States. 68 010 51 951 79 272 Europe. 85 005 255 914 168 314	\$,000,000 40,000 3,992,900 —	- 200 - 100	All	do subsidiary		145 000 6 000 180 000 — 23 000 — 77 000 — 63½ 0½ 6 0½	Mar. 1887	
Elsewhere. 969 222 3115 Totals. 153 984 308 087 250 701	5,100,000 \$ 27,000	5,333 200 All 200	All	do do União Valenciana TRAMWAVS do debentures do do		485 000 6 % 80 000 6 6 %	Sept. 1887 Sept. 1887 Feb. 1884	63 % -631/2 %
Total clearances of Coffee from Santos for eight mouths 1st January—31st August.	453,600 — 835,700 — 10,000,000 50,000 500,000 2,500	All 200 All 200	All	ardim Botanico		231 000 4 5 00 475 000 6 0/n 106 0/n 7 0/0 129 000 3 500	July 1887 July 1887 July 1887 July 1887	130 000
DESTINATION 1887 1886 1885	468,200 1,200,000 360,000 1,200,000 6,000	All 200 - 200 3,500 200		Nitherohy. do debentures ernambuco do debentures orto Alegre. Christovão.	71,480 540 1	190 000 4 500 199 000 8 "/n 20 000 5 000 91 "/n 7 "/n	July 1887 July 1887 July 1887 April 1887	-200 000
UNITED STATES. Bags. Bags. Bags. Second States Sec	250,000 20,000 2,500,000 12,500	All 200 All 200 200	5	Paulo e S. Aniaro debentures	510,501 505 2	91 "/a 7 "/a 90 900 4 000 95 000 15 000 95 000 8 % 85 000 3 700	Feb. 1887 July 1887 July 1887 July 1887	
Sandy Hook f.o. 4 000 Richmond Charleston Savannah	\$5,000 5,000,000 \$5,000 1,377,300 5,000,000 \$5,000	All 200 21,948 200		NAVIGATION COMPARIRS unazon Stean Navigation. razileira de Navegação erry debentures.	£ 60,775 1,550,299 778 2	73 .000 6 s 50 .000 10 .000 90 % 8 %	July 1885 July 1887 May 1887	72 000-
Mobile.	300,000 4,000 225,000 —	2,500 200	= '	do 2nd seriesdo 3rd series	1,069,651 838 11	78 000 5 000	July 1887	99 %
Total		10,000 200 All 1,000 All 1,000	20 1	do debentures Ensuranck Hiança rgos Fluminense talaia:	51,911 900 2	96 000 8 ½ % 26 000 2 000	July 1887 July 1887 July 1887	=
Channel t. o	2,000,000 10,000 4,000,000 20,000 8,000,000 8,000	All 200 10,000 200 4,000 1,000	20 C	onança onfiança idelidade	3.915 720	11 000 t 000 22 000 4 000 56 000 3 000	July 1887 July 1887 Jan. 1887 July 1887	20 000— 25 000
England 39 909 8 488 9 765 Bordeaux. 995 774 1 766 Lisbon I. 0 20 315 10 008	2,500,000 2,500 2,000,000 10,000 8,000,000 8,000 1,000,000 10,000	All 200 1,000 1,000	20 G	arantia eral tegridade saldade	33-571 584 4 334-000 000 16	0 000 10 000 0 000 9 000 2 000 4 000 2 000 10 000	July 1887 July 1887 July 1887 July 1887	
Portugal 34 Mediterranean 91 473 115 723 168 784	5,000,000 25,000 2,000,000 20,000	12,500 200 All 100	50 P	ova Permanente ewidente gilancia. CENTRAL SUGAR FACTORIES gricola de Campos debentures.	24.521 217 p 200,000 000 6	6 000 2 000 0 000 4 000 0 500	July 1887 July 1887 July 1887	
Total	133,800,5 300,000 244,600 500,000	1,450 200 200 200 100		do debentures	150	96 % 9 % 9 % 10 0		
River Plate & West Coast	224,100 — 250,000 — 300,000 — 263,200 —	- 100 - 100 - 200 - 200 - 100	- Le	aculty debentures ren a debentures accicaba debentures orto Feliz debentures	Marine and	85 % 7 % - 8 % - 612 %	Feb. 1887 April 1887	
Total 2 903 1 841 7 062 United States 291 319 716 259 535 Europe 945 672 748 346 1,105 299 Elsewhere 2 903 1 841 7 062	800,000 — 1,700,000 8,500 040,000 — 800,000 4,000	All 200 All 200 All 200	All Q	orto Realdebentures. ireza debentures. iissamã do debentures.	132,870.000	0 000 8½ °[0 1 000 8½ °[o	April 1887 May 1887	
	£75,000 7,500 11,000,000 32,000	All L to	All Ni	GAS COMPANIES thereby	42	0 000 4 000 2 000 4 s	Dec. 1886	
PERNAMBUCO.	1,200,000\$ 6,000 1,160,600 — 500,000 —	All 200 - 100 100	All Ar	MINES roio dos Ratos (coal). do debentures José d'El Rey (gold). do debentures.	-	60.°/0 8 °/0		
SUGAR.—The total entries for August were 1,970,609 bags,	1,600,000\$ 8,000 8,000,000 15,000	All 200 All 200	All All	iança iança	16,461 809	85 0/0 8 0/0	July 1887 July 1887	
against 1,295,736 bags last year, or an increase of 674,873 bags. Total shipments to date: 1886	435,000 — 1,000,000 5,000 800,000 — 600,000 3,000	All 200 All 200 All 200	All Ca	do debentures do debentures uffanca Industrial	1,062 800 200	5 000 9 000 5 000 8 °[Jan. 1887 July 1887 July 1887 April 1887	
	400,000 — 153,600 — 1,000,000 5,000 380,000 1,900	All 200	All Ri	do debentures.	941 972 - 67,499 957 220	10 000 0 000 14 000	July 1887 April 1887 July 1887	
shortly, but we think that end of month is the very earliest	250,000 3,000	All 200 - 100 5,550 200	All Per	do debentures	24,287 637 226	95 % 7 %	July 1887 Aug. 1887 Aug. 1887	
all the old crop sugar. Three charters have been effected to	,000,000\$ 6,000 580,000 — £ 200,000 —	All 500	All As	MISCELLANEOUS Sociação Commercial Idelaria (church) debentures	50	9 000 8 ° 0	May 1887 Lan. 1884 Mar. 1887	
load sugar at this port for States or Halifax and two from Natal, Rio Grande do Norte FREIGHTS.—Our freight market is, firm owing to scarcity of suitable vessels especially of smaller ones—last rate paid for a	800,000 4,000 800,000 4,000	All 200 All 200 3,000 200	All Co	stareira e Esgotos debentures	56,961 690 190 60,000 000 205 112	000 7½ 2[0 000 7000 000 70000 000 4 000	April 1887 July 1887 July 1887 July 1887	
snitable vessels especially of smaller ones—last rate paid for a vessel of 80. tons D. W. to load here was 176 6d and 5 per cent. for four U. States ports, but previous rate was 20x in full, and we consider that to-day's rate, and for Halifax 26 for extra. The Sved by Fritz and Br. by Sithia have been chartered to load at Natal, at 25 and 5 per cent. for United 2	500,000 2,500 220,000 4,400 ,500,000 75,000 ,944,000 9,720	All 200 All 50 All 100 All 200	All Gle	ria market ustrial Fluminense (kiosques)	172,748 830 35 205,800 000 45	000 9 7 ₀ 000 1 500 - 8 000 000 2 000	July 1887 July 1887 July 1887 July 1887 Feb. 1887	
chartered to load at Natal, at 251 and 5 per cent. for United States.		0,748 200	All Un	viços Maritimos ão Telephonica lo debentures	9,878 157 185 5,868 948 115	000 6 000	July 1887 May 1886 July 1887	

Shipping.

THOMAS NORTON'S

UNITED STATES AND BRAZIL PORTS

Loading Berth; Covered Pier No. 17, East River

Thomas Norton,

Insurance.

UARDIAN FIRE AND LIFE INSURANCE CO.

Agents in Rio de Janeiro

Smith & Youle.

No. 62, Rua 10 de Março.

ONDON AND LANCASHIRE FIRE INSURANCE Co.

Agents in Rio de Janeiro

Watson Ritchie & Co

No. 25, Rua de Theophilo Ottoni PHŒNIX FIRE OFFICE.

Established 1782

Agent in Rio de Janeiro

E. W. May,

RUA DO GENERAL CAMARA No. 2,

Corner of Rua Visconde de Itaborahy

MODE AND COLONIAL MARINE INSURANCE Co.

Agents for the Empire of Brazis

Norton, Megaw & Co.

No. 82, Rua 1º de Marco, Rio de Janeiro.

THE MARINE INSURANCE COM-PANY LIMITED.

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

Agent in Rio de Taneiro

E. W. May,

RUA DO GENERAL CAMARA No. 2, Corner of Rua do Visconde de Itaborahy

OMMERCIAL UNION ASSURANCE COMPANY, LIMITED, OF LONDON: FIRE AND MARINE.

Fire Risks . Authorized 1870 Marine Risks Authorized 1884.

Agents for the Empire of Brazil

Wilson Sons & Co. Limited. No. 2 Praça das Marinhas,

ROYAL INSURANCE COMPANY,

LONDON AND LIVERPOOL

Insures against the risk of fire, houses, goods and merch se of every kind at reduced rates.

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 ${
m B}^{
m RITISH}$ & foreign marine insurance company, lim'd.

Capital £1,000,000 sterling

Agents in Rio de Faneiro

Swanwick & Gordon, 30, Rua General Camara. Telephone No. 427

ORWICH UNION
FIRE INSURANCE SOCIETY.

Established 1797

Agents in Rio de Janeiro

Swanwick & Gordon,

30, Rua General Camara.

Steamskips.

IVERPOOL, BRAZIL AND RIVER PLATE MAIL STEAMERS. UNDER CONTRACT WITH THE

BELGIAN AND BRAZILIAN GOVERNMENTS. September Departures:

To New York:

	Eve	ery S	atı	rda	y)		
Plato	[Loading	also	in	Sei	ntos]	Sept.	3rd
Donati	do		(lo		,,	roth
Humboldt	do		(lo		,,	17th
Kepler	do		d	lo		,,	24th

To Southampton: Leibnitz [Belgian Mail Steamers]... Sept. 15th
Hevelius..., 29th

For Other Ports:
 Biela
 Liverpool.
 Sept. 1st

 Teniers
 New Orleans.
 ", roth

 Tycho Brahe
 London.
 ", 15th

 Strabo
 New Orleans.
 ", 25th

To Rio Grande Ports:

LAMPORT & HOLT, 21 Water Street, Liverpool

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

For freight and passages apply to Agents: -Norton, Mrgaw & Co

For cargo apply to

No. 82 Rua 19 de Marq

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

Date Steamer		Date Steamer Destination					
Sept. 1	Tamar	Santos, Montevideo and Buenos Ayres.					
,, 2	Tagus	Southampton and Antwerp calling at Bahia, Pernambuco, Lisbon and Vigo.					
,, 20	Elbe	Montevideo and Buenos Ayres.					
Oct.	Tamar	Southampton and Antwerp, calling at Bahia, Maceió, Perasmbuco, St. Vin- cent, Lisbon and Vigo.					

This Company's steamers leave Southampton on the gibrand 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 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

Rua do Goneral Camara No. 2, (Corner of Rua Visconde de Itaborahy

MAIL STEAMSHIP Co.

CARRYING THE U. S. AND BRAZILIAN MAILS

SAILINGS FOR NEW YORK

ALLIANÇA, Capt. Beers, ADVANCE, Capt. Lord, 17th Oct. 6th Nov.

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	Kates		
To Liverpool	cabin \$220	steerag	e gold
New York	\$145	\$75	.,
" & back	\$250		,,
For passages and information app	dy to		

Wilson, Sons & Co., Limited; Agents

And for cargo to W. C. Peck. No. 2 Praça das Marinhas No. 6, Praça do Commercio

TRAPICHE VAPOR.

Receives Goods in bond according to Table No. 7 of

Rua da Gambôa No. 10 & 12. Telephone Call, No. 39.

Banks.

ENGLISH BANK

RIO DE JANEIRO (LIMITED)

HEAD OFFICE IN LONDON

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

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

THE LONDON FOINT STOCK BANK, and transacts every description of Banking business

ONDON AND BRAZILIAN BANK, LIMITED. LONDON

HEAD OFFICE:

Draws on:
Messrs. GLYN, MILLS, CURRIE & Co., Messrs. MALLET FRERES & Co.,

Messrs. J. H. SCHRÖDER & Co., HAMBURG,

Banco internacional DO BRAZIL.

22, Rua da Alfandega, 22

Capital. 20,000,000\$000 Managing Director
Edward Herdman, Esq Visconde de Figueiredo This bank draws on Messrs. N. M. Rothschild & Sous-London Messrs. De Rothschild Frères-Pais

Hamburg Berlin Bremen Frankfurt o/ Main Deutsche Bank..... Rome Genoa Naples Milan and other Italian cities Banca Generale, and agencies. Madrid Barcelona Barcelona
Cadiz
Malaga
Torragona
Valencia
and other cities in
Spain and the Canary Islands
Lisbon
Oporto:
and other Portuguese
cities
Domons Avres Banco Hipothecario de Es-

Banco de Portugal, and

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

Buys foreign exchange on all points. Grants letters of credit for threellers 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 merchandse 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 Ame can newspapers and periodicals. Agents or The European Mail.

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

Views of Rio and neighborhood

Orders received for Scientific and other books Agents for Longstreth's Rubber Stamps.

Dealers in Atkinson's, Piesse & Lubin's and Reyal Perfumericand Pear's Soaf.
No. 67, Rua do Ouvidor.

ACCOUNTS FOR SALE.

In the absence of facilities for the collection of small account the Tyrocazania Aldina, No. 79, Ria Seid de Steimhro 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 So\$000

The second is a virgin account against

William Pahl, Ship-broker,

dated 16th November, 1886, and amounting to 42\$000 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
ottless or in casks, and under the private marks of the house

tless or in casks, and under the private marks of the hot
Sole Agents for
A. Izuno Gorsalves,
Exporter of Madeira Wines;
G. Ринции & Co., Bordeaux,
Exporter of Bordeaux Wines;
E. Remy Martin & Co.,
Exporter of Cognac
Dealers in

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

Rua da Alfandega, 83.

RUBBER HAND STAMPS

Metal-Bodied Rubber Type. S. T. LONGSTRETH,

Office and workshopes;
No. 18, Travessa do Ouvidor, 1st floor.
Caixa no Correio No. 906. Rio de Janeiro

H OLMAN'S LIVER PADS.

GENUINE CARLSBADER SALTS

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ALBERTO HENSCHEL & Co.

No. 40, Rua dos Ourives Photographs of every description taken with the greatest

Processing perfection.
View of Rio de Janeiro and vicinity.
Views from the Northern Provinces taken by Mr. Maurice
Views from the Northern Provinces taken by Mr. Maurice
Lamberg during a three years journey made for that special
14–22.

WINES. PORT, SHERRY AND MADEIRA Imported by

> Andrew Steele & Co. No. 72, 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 Englishspeaking travellers, which com-prises descriptions of the bay and prises descriptions of the bay and city, a historical sketch of the city, brief descriptions of the more im-portant 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. Frice 2\$500: do. with photographs 5\$000.

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 and management on the 1st Although the style, title and frequency of isson Abril. Although the style, title and frequency of isson so munter and at the time of transfer, the designations of number of 1881 the style of the publication was still further changed by an increase from four to eight pages, and a diminintion in the size of the publication, but it added greatly to 1ts convenience for other models and reference ice.

the publication, but it added greatly to its convenience for office and reference isse.

With the beginning of its tath volume (January, 1857) the editors feel themselves warranted in calling the tentre of the tentre of the control of the control

TERMS:

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

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

Ivr. Ardina, 79, Sete de Setembro.