

THE RIO NEWS.

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RIO DE JANEIRO, SEPTEMBER 24TH, 1887

NUMBER 27

OFFICIAL DIRECTORY

AMERICAN LEGATION.—157, Rua das Laranjeiras.
THOMAS J. JARVIS,
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7:30 p. m. Sundays; prayer-meeting, 7:30 p. m. Wednesdays.
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and 7 o'clock, p. m. and every Wednesday at 7 o'clock
p. m. Sunday School at 10 o'clock, a. m.
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Residence: Rua de Santos Rodrigues N. 6.
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THOMAS HOOPER, Missionary.

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RAILWAYS.

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leaves Rio at 5:30 a. m., arrives at Barra do Rio Negro, Entre
Rios 6:30 and Itaboraí 7:30 a. m. São Paulo train
leaves Rio at 5 a. m. arrives at Barra at 8:15 a. m. and Cachoeira,
where passengers for S. Paulo must change, at 12:10. From
Entre Rios train leaves at 10:00 a. m., arriving at Porto Novo
da Cunha at 11:42. Downward, train leaves Itaboraí at 5:15
a. m. Cachoeira (S. Paulo branch) 12:30 a. m. Porto Novo
at 12:55. Entre Rios 2:10. The S. Paulo train arrives in Rio
at 6:45 and the Central train at 8 p. m.
Limited Expresses. leaves Rio at 7 a. m., arrives at Barra
at 10:25; Entre Rios at 12:30 and Maricunguinho (terminus)
at 6:50 p. m. S. Paulo branch leaves Barra at 11:30 and arrives
at Cachoeira at 6:25 p. m. From Entre Rios train leaves at
3:15 p. m. and arrives at Porto Novo at 6:05. Downward,
train leaves Maricunguinho at 5:00 a. m. Cachoeira 5:50
and Porto Novo 5:55, arriving at Rio at 12:10 p. m.
Mixed Trains. leave Rio at 8:30 and 9:30 a. m. 3:15
and 4:20 p. m. first goes to Barra arriving at 8:30 p. m.; second
and third to Barra arriving at 9:10 a. m. and 3:55 p. m., and
third to Belem arriving at 7:35. Downward, trains leave Entre
Rios at 4:30 a. m. arriving at Barra 6:15 and Rio at 8:50 a. m.
and leave Barra at 4 and 5:30 a. m. arriving in Rio at 9:5 a. m. and
11:15 p. m. and leave Belem at 5:10 a. m. arriving in Rio at 7:50.
Night Service. Train leaves Rio at 10 p. m. every Friday,
arriving at Barra at 12:30 and Porto Novo at 5 a. m. Down-
ward, train leaves Porto Novo at 10:30 p. m. every Monday,
arriving at Barra at 3:15 and Rio at 5:50 a. m.
S. PAULO AND RIO.—Train leaves Cachoeira at 12:30
p. m. arriving at S. Paulo at 6:10 p. m. Downward train leaves
S. Paulo at 6:45 a. m. and arrives at Cachoeira at 12:40 p. m.
where passengers change to the D. Pedro II line.
CANTAGALLO R. R.—Leaves Niterói only (Sant' Anna)
6:30 a. m., arriving at Nova Friburgo 10:35; Candeal 11:00
per trainway from Cantagallo 12:48 and Maucão 1:48 p. m.
Return train leaves Maucão 10:05, Candeal 11:00 and Nova
Friburgo 12:05 p. m., arriving at Niterói 5:00 p. m. In
ferry boat runs between Rio and Sant' Anna, connecting with
trains.
CORCOVADO R. R.—Trains leave the Station at Cosme
Velho, Laranjeiras, at 6, 8, 10, and 12 a. m. and 2, 4, and
6 p. m. on Sundays and holidays; and at 8 and 12 a. m. and
at 4:30 and 8:25 p. m. on week-days.
PETROPOLIS STEAMERS AND R. R.—Steamers leave
Tranque Macaú at 4 p. m. week days and 7 a. m. Sundays
and holidays. Return, trains leave Petropolis at 7:30 a. m.
week days, and 4 p. m. Sundays and holidays. Mixed
train: upward 6:50 a. m.; downward (from Petropolis) 2:28
p. m., week days only.

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vidor.
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Rua dos Beneficentinos.

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Office: Rua 1.º de Março, No. 92 from 11 to 1 p. m. and
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A. J. LAMOUREUX, Editor and Proprietor.

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RIO DE JANEIRO, SEPTEMBER 24th, 1887.

The debates in the Senate during the past week have given the closing days of the present legislative session an interest and importance of a very unexpected character. The discussions of the several department appropriation bills and of the general revenue budget had developed little beyond the customary contests between government and opposition. The sharp criticisms of Deputy Andrade Figueira on official extravagance in railway matters produced something of interest for a time, but this more on account of the personality of the speaker and the split in the conservative ranks, than on that of the subject discussed. It is probably true that neither party cares to greatly reduce public expenditures, on account of the numbers and influence of the office-holding and concession-holding classes. The numbers of persons living upon the public revenues, in one way or another, is simply incredible. The public departments are full of the sons, nephews, sons-in-law, cousins, and other relatives and protégés of influential senators and party leaders, and it will require almost a revolution to turn even a part of them out. It may be considered certain, therefore, that while both parties will urge economies and reduced expenditures, neither will seriously try to put a practicable reform into execution. On the 13th the Senate was the scene of an unexpected and modest-appearing interpellation which has since developed one of the most important discussions of the session. Two counter-petitions had been received from Campinas in regard to the question of emancipation, one of which charged that the recent emancipation movement in São Paulo is due to the fears occasioned by the abolitionists. This led to Senator Antonio Prado's interpellation in regard to the petition, and a vigorous denial of the charge that the emancipatory movement has been caused by fear. He claimed that planters were becoming more and more convinced of the necessity of settling this question without further delay, and that they now see how much better results may be obtained from free labor. He then announced that his support would be withdrawn if the ministry does not introduce a more liberal measure for emancipation than the act of 1885. The prime minister at first declined to go beyond that act. On the 15th Senator Dantas took the matter up and warmly supported the views held by the São Paulo senator on the necessity and advantage of immediate emancipation, and

promised his support if the government would introduce a measure to that end. On the following day the prime minister again repeated his resolve not to go beyond the law of 1885, but when Senator João Alfredo announced on the 17th that he would support Senator Prado's threatened secession, he (Cotegipe) then promised to take the matter into consideration during recess. The probabilities are that a new emancipation measure will be introduced early in the next session. The debates in the Chamber have been largely occupied with the budgets and with the new railway appropriation bill. The resignation of the minister of empire, recently defeated at Pernambuco, was announced on the 20th, and the prime minister has taken charge of his portfolio. A second prorogation has also been announced—this time to October 1st.

The position recently taken by the junior senator from S. Paulo, ex-Minister Antonio Prado, on the question of emancipation, not only reflects great credit upon his intelligence and courage, but it shows a political sagacity of a high order. Senator Prado has never been classed among the uncompromising pro-slavery men of the country, but his association with a decidedly pro-slavery cabinet and the extreme views sometimes advocated by the journal of which he is proprietor, has thus far led us to believe that emancipation would never receive any practical assistance from him. Circumstances have lately developed a strong abolition movement in his province where the planters are voluntarily liberating their slaves on conditions of two or three years of service. It is becoming apparent to the intelligent planters of that province that emancipation is inevitable, and that the only wise policy is to anticipate and hasten it. If the new order of things must come and free labor must be employed, then the quicker the change is made, the better. Waiting for an inevitable crisis is painfully trying business for a man of life and energy, and it is a losing business besides. Senator Prado evidently recognizes this, and has resolved to bring the period of inaction and expectancy to an early close. Possibly he did not intend to precipitate matters when his interpellation regarding the Campinas petitions was introduced, but the attitude of the government and the prompt support given by abolition leaders to declarations on his part which are highly creditable to him and exceptionally significant of the future, evidently forced him into a critical position where the enunciation of a new policy became a necessity. He has only just left the ministry and his portfolio is held by a personal friend and neighbor, yet he does not hesitate to say that the time has come for another step in favor of immediate abolition, and that if his old colleagues in the Cotegipe cabinet do not introduce some measure for that purpose he will withdraw his support. This position he has defended most ably, showing what the country has to gain from free labor and how impolitic it is to postpone the final change. In this departure he is cordially supported by Senator João Alfredo, of Pernambuco, to whom many have been looking for the initiative in this inevitable defection in the conservative ranks in favor of emancipation. The Pernambuco senator, however, has hesitated too long, and his younger colleague from S. Paulo has taken the lead in a movement which may, let us hope, seal the death warrant of slavery before the close of another legislative session. It is satisfactory to know that the new movement is to be led by a man from Brazil's most progressive province and who has placed himself on record as a champion of greater liberality in legislation affecting

public lands and immigration. The old regime is dying out—slowly, perhaps, but surely. The younger men will have enough to do to create and establish the new order, but with the courage and liberal foresight shown by Prado, Taunay, and others, there should be no doubt as to the ultimate result.

The discussion of the credit for some 18,000,000\$ to be employed in railway extensions in Rio Grande do Sul and Bahia has produced some violent attacks upon the policy of continuing railway building, the most notable of which was made by Deputy Andrade Figueira on the 14th. The deputy is an energetic speaker and criticised the railway laws from the commencement, pointing out the enormous sums spent upon government railways and in interest guarantees to private lines. Particular stress was placed upon that proviso in the 1873 law that declared interest guarantees were dependent upon a nett revenue of 4 per cent, and the insignificant number of companies that met this proviso. Sr. Figueira proceeded to oppose the credit by asserting that whereas deficits in the revenue of private companies would be met by the capital employed, in the case of government lines any deficit would have to be met by the tax-payer. Moreover, the position of the Treasury did not admit of this expenditure, and Sr. Figueira would not vote for the construction of a single foot of new railway. The minister of agriculture replied in rather general terms. He recognized the serious errors committed in the matter of guarantees, but read figures (which we print elsewhere) to prove that as railways extended, the country was generally benefited; further, he considered that the railways were worth at present the amount represented by the capital employed in their construction. It should be noted that the minister excludes the D. Pedro II railway from his estimates and refers to gross receipts alone. That gross receipts should increase with increased mileage seems too certain to require more than the observation, that were the contrary the case the party ordering or directing the extensions would deserve prosecution. The credit has been opposed on local and upon political grounds; the local seem to be that both Rio Grande do Sul and Bahia have received quite as much as their respective shares of the amount destined to railways, and, politically, because the extra charge laid upon the Treasury by the credit is contrary to the programme announced by the conservative party when in opposition, and upon assuming the direction of public affairs. With neither of these questions have we anything to do. When gross receipts and net results are assumed to prove a benefit to the country, however, we consider that we are justified in placing official figures before the public to prove that net results do not endorse the minister's assertion, that so far as government lines are concerned the country is benefited by railways. If net results are contemplated the D. Pedro II line must be considered, for otherwise the figures would be appalling, and we therefore include it in our calculation. As Brazil is constantly increasing its indebtedness it will be conceded that the amount represented by railways is borrowed; and as 5 per cent. is paid upon the domestic debt and 5 per cent. in gold upon the foreign, our assumption of 5 per cent. in currency is more than fair; it is perhaps unnecessarily so. The capital employed in government railways on 31st December last was 187,217,000\$, which cost at 5 per cent. ... 9,360,850\$ The lines produced, nett. ... 4,454,640\$ Deficit 4,906,110\$

or if this sum is to be funded at 5 per cent. an addition to the debt of the empire of 98,000,000\$. If this be a benefit to the country at large, it would appear a questionable one, and respecting which future generations will have to be heard. The benefit derived from guaranteed companies is equally questionable. According to the *relatorio* of the minister the total amount paid for guaranteed interest up to the end of the past year reached the enormous sum of 97,815,322\$126, or an annual charge at 5 per cent. of 4,891,000\$; against this sum the nett results of 1886 are given at 4,743,000\$, but the expenses of the Campos and Carangola railway are not deducted from the receipts. Whether this is a benefit to the country, our readers can decide as readily ourselves. So far railways have not been beneficial to the country. Concessions were granted for political reasons on many occasions, and with utter disregard of the provisions of the 1873 law in nearly every case, and Brazil now sees its revenues loaded with a charge of nearly 10,000,000\$ per annum, with we may say no compensation whatever.

The victory of Sr. Joaquim Nabuco in the recent Pernambuco election ought to mark a radical departure in Brazilian politics—the substitution of ministerial interference and dictation by popular canvass and independence. This is not the first time that a candidate has appealed directly to the electors through popular meetings, for the same gentleman and José Marianno carried on a similar canvass two years ago. This time the success of a direct appeal to the electors has been most marked, for the election has been won against all the influence of the government and its agents. Changes were made in official circles to bring more pressure to bear on electors, and the ministry even went so far as to break up and prohibit popular meetings. In spite of all this, the ministerial candidate was signally defeated and has been compelled to resign his portfolio, and his former opponent, who lost his seat only through a subsequent contest in the Chamber and partizan action, is now returning to claim the same seat. It is evident that the people are slowly learning to think for themselves. They may not always think correctly, but there is clearly less danger in their errors than in the interested manipulations of politicians who would control public affairs for selfish purposes. We are not only glad that Nabuco has won his election, but doubly glad that it has been won by a popular canvass. And we trust that the other vacancies in the Chamber will be contested in the very same way. A popular canvass, even if there is much of humbug and bombast in it, is a good educating influence.

ANOTHER judge has recently decided against the legal right of registering slaves as of unknown parentage. It would appear to be the almost general opinion among judges that the law does not permit such registries, although the politicians in the ministry have seen fit to go outside their province to declare them legal. Had there been only a few cases, it is quite certain that the cabinet would have maintained ex-Minister Prado's decision as to their illegality, but when it appeared that there are thousands of them and that grave irregularities have occurred in the registrations everywhere, the pro-slavery members of the cabinet at once go back on their former colleague and declare that such omissions and irregularities do not constitute grounds for liberation. It ought to be the practice here, as elsewhere, that all such questions should be settled by competent courts, and by men who in trying

cases at law are bound to interpret the law. If a case were brought before a judge involving the liberation of a slave on the grounds of illegal registry, where should he go for authority—to the law itself, or to a minister's *aviso*? And if a minister may interpret this law, why may he not interpret any and all in Brazilian legislation? The position is clearly untenable and absurd. If a slave may appeal to the courts for liberation on other grounds, surely he may do the same on this, and the courts will have and exercise just exactly the same powers in both cases. On general principles, and aside from any legal technicality involved, it is clear that a registry as of unknown parentage is insufficient, and is therefore illegal. The law expressly prohibits, under heavy penalties, the reduction of free persons to a condition of slavery. And since the cessation of the slave trade, all persons not born of slave mothers are *ipso facto* free. Now, if the master can not say that a certain candidate for registry was born of a slave mother, what proof is there that this person is not being illegally reduced to a condition of slavery? It has been claimed in Brazilian courts—and with great justice—that the presumption should always be in favor of liberty. The government seeks to have it, in this case, construed the other way.

An item that has been going the rounds in the press should again call attention to the anomaly of inter-provincial duties. The fact seems to have occurred as follows; a sugar commission house here learning that there was a scarcity of white sugars at Bahia shipped there some 300 bags of central factory sugar, which was sold for about 3,800\$, and upon which the province of Bahia levied duties to the amount of some 900\$, or over 25 per cent. on the value of the goods. Such a system as this is clearly and radically wrong and requires a prompt remedy. That one province can impose restrictive duties on the produce of a sister province is absurd, and is most injurious to the trade of the whole country. At the same time the various provinces must live, or at least struggle along, and as with very few exceptions the provincial authorities have shown a most commendable desire to imitate the central government in accumulating debt and increasing the expenses of their respective districts, there seems no other manner of meeting these increased expenses than by further initiating the general government in taxing all imports for the benefit of the never sufficiently protected agricultural interest. In this case the duties are taken out of the pockets of the Rio sugar producers, and therefore so much attention is called to the occurrence; had it been a foreign importer that was in question nothing would have been thought of the matter. Until the general government can distribute some part of the revenue withdrawn from the provinces, or until a thorough reform in the matter of taxes is energetically commenced and pushed, we are likely to see such cases occur and re-occur as this where Bahia can place 25 per cent. duties on sugar produced in Rio de Janeiro. A contributor to the *Jornal* compares the perfect freedom of inter-state commerce in the United States with what is seen in Brazil, but the great difference is not far to seek and the legislature here might with very little trouble mend matters and that too with celerity. If the general government of Brazil requires everything that the custom houses produce from the foreign trade of the empire, it is undeniable that the provinces cannot be contemplated with any part of these customs receipts, but must either tax goods that enter and leave its ports, whatever may be the place of production, or that new sources of revenue

must be sought. Now, in the United States the government, as here, collects duties for the benefit of the country, while each state has its organized system of local taxation, such as house and land taxes, roads, etc., and every city and town has its taxes in addition. Nothing of this is seen in Brazil. The general government appears to consider the Brazilian subject a mere child, utterly unable to manage the most trivial of his domestic affairs, and it naturally follows that as public interests are kept in this state of tutelage, the result is the constant and energetic appeals that are made to this power on what are at times purely trivial questions, and at others of such importance that they mean no less than the victimizing of other provinces for the benefit of the most energetic beggar, as we see has happened in the matter of railway guarantees. There seems no remedy but to at once abolish the pernicious system of centralization and clearly and firmly show provincial authorities that upon their own foresight and prudence will rest the prosperity, or bankruptcy of their districts. Local taxation would lead to the public fiscalizing the financial measures of the local authorities and the benefits arising from the sense of more authority on the part of the public and of more direct responsibility on that of the authorities would be of the greatest advantage to all concerned. Pending some such deep-seated reform as we point out, the anomaly of inter-provincial duties will continue to exist, and may indeed increase until it will be cheaper for Rio de Janeiro to ship her sugar to foreign markets, than to Bahia, or to even nearer provinces of the empire.

BRITISH BENEVOLENT FUND.

To the Subscribers of the British Benevolent Fund.

Gentlemen.—Your committee beg to lay before you the following statement of receipts and expenditure for the year ending 30th June, 1887:

Receipts.		
Balance from last year	9,320\$670	
Subscriptions to date	3,905 000	
Donations	50 000	
Interest	595 990	13,781\$660
Expenditure.		
Pensions paid during year	4,645\$000	
Temporary assistance	118 020	
Board and lodging	230 800	
Passages	327 220	
Funeral expenses	220 000	
Advertisements	11 000	5,522 940
Balance.		
London & Brazilian Bank bill due 14th May 1888	8,639\$940	
Less amount due treasurer	411 220	8,228 720
		Rs. 13,781\$660

The committee have again to record a further decrease of funds in hand as well as a falling off in subscriptions. Our annual outlay in respect to the 21 pensioners now receiving aid represents 4,500\$ per annum, and as you are aware an important sum is also disbursed in temporary assistance, passages, etc.

Every care is taken in rendering assistance, therefore the funds are well applied and the committee have reason to be concerned at the reduced amount at their disposal on the date mentioned.

It is to be regretted that the fresh aid looked for by the committee last year has not been rendered, though important help has come from another source. Your committee here refer to the handsome subscription of Rs. 7,838\$030 raised on behalf of our Fund in commemoration of the jubilee of Her Majesty Queen Victoria, which will appear in the current year's account.

Such an addition to the funds is very gratifying to your committee and it is hoped that each individual subscriber on that

occasion will regularly continue to favor the Fund with his aid and so encourage the committee in this important work of charity.

Rio de Janeiro, 12th September, 1887.
(signed) CHARLES N. TANNER, *Chairman*.
W. RUMSEY, *Treasurer*.
D. ROBERTS, *Secretary*.
F. L. SCHWIND, JR.
F. H. HARRISON.
H. O. ROBINSON.
WM. MORRISSEY.
E. A. E. PHIPPS.
B. J. FREELAND.

LEGISLATIVE NOTES.

September 12.—In the Senate Sr. Meira de Vasconcellos had a conversation regarding provincial assemblies. The navy estimates were passed as amended and sent back to the Chamber. An amendment of Sr. Silveira Martins caused several speeches on the empire estimates of purely local interest. The estimates of the department of empire passed and as amended were sent to the Chamber. Senator Avila spoke on the war estimates. In the Chamber Deputy Affonso Celso Jr. referred to the prohibition by the Italian government of emigration to Brazil. The minister of agriculture said he had investigated the matter; the Italian legation here had no official information as to the case. The Italian minister had recently visited various provinces and declared himself fully satisfied with the manner in which immigration was treated. Deputy Sebastião Mascarenhas sharply criticised the report of the engineer of the D. Pedro II railway extension as to navigation on the Rio das Velhas. Deputy Rosa e Silva made a strong appeal for certain favors for the sugar planting interest. Deputy Alves de Araujo called attention to various incoherencies of the minister of finance.

September 13.—In the Senate the estimates of the department of empire were passed as amended. Senator Prado referred to the recent anti-emanipation manifesto from Campinas read in the Chamber, which was signed by liberals and even republicans, and defended the president of S. Paulo against various attacks. He concluded by declaring that his support of the government would be withdrawn if the 1885 emancipation law was not modified. The premier spoke in defense of the government in executing the law; he declared he did not oppose emancipation, but objected to any disorganization of labor. The river navigation bill finally passed. The minister of war and Senator Candido de Oliveira spoke on the estimates of the former's department. In the Chamber the bill fixing the general revenue for the empire, as amended, finally passed. The bill prohibiting the carrying of concealed weapons and for the suppression of rowdyism passed.

September 14.—The discussion of Sr. Antonio Prado's motion was continued in the Senate; the premier defending the government in its attitude on the emancipation question. He again declared that the only means to permit a change of policy on the part of the government was the reform of the law, and repeated that he would in no manner introduce the reform. Senator Correia thought that the wholesale manner in which leaves of absence are granted judges needs change. On a question of order, Senator Candido de Oliveira complained that whereas the Chamber could attach a shower of amendments to the budgets, increasing expenses, the Senate could not offer amendments reducing the expenditure. The question of order was also discussed by Senators Correia, Dantas, Nunes Gonçalves and Silveira Martins and some of Senator Candido de Oliveira's amendments to the war budgets were declared not in order. In the Chamber the minister of agriculture replied to inquiries regarding the prohibition by the Italian government of immigration to Brazil. The telegram he read stated that the prohibition only applied to the province of S. Paulo and was based upon alleged ill-treatment there. There was considerable indignation expressed by various deputies. The minister referred to the demonstration of Italians in S. Paulo, expressive of contentment with their treatment. In the discussion of the bill opening a credit for railway extensions, two amendments were offered; the one authorizing to be employed in extending the Baturicé line to Quixadá, the other a guarantee of 5 per cent. on 30,000\$ per kilometre of an extension of the Minas and Rio railway to Salto and granting various privileges. Deputy Andrade Figueira made a sharp attack on the credit, and spared neither friends nor foes. The railway guarantee system was reviewed, and the deputy declared that his estimate for 1888 would leave a deficit of 30,000,000\$. After an attack on the Bahia and S. Francisco railway he referred to the Campinas manifestations, and also made some very strong remarks

on the Senate, and what he apparently considered Senator Prado's backsliding, upon his removal to the upper house.

September 15.—In the Senate, Sr. Dantas replied to the premier's speech of yesterday in a strong abolition speech. He based his ideas not only on sentimental, but also on economic grounds; why should thousands of *contos de réis* be spent annually in emancipations, if by carrying out Senator Prado's idea of a short date fixed for abolition, this might be avoided. Senator Saraiva once again spoke on the so-called "transaction" by which the 1885 emancipation law was passed, and Senators Avila and Medeiros spoke on the army estimates, both pointing out the necessity for a reorganization of the service and where savings might be made. In the Chamber, the minister of agriculture, in reply to a question from Deputy Affonso Celso Jr., declared that the defeat of the minister of empire at Pernambuco did not necessarily require the resignation of the cabinet, the election not showing the will of the whole country, which is represented by the majority in the Chamber. Deputy Joaquim Pedro referred to Rio Grande do Sul affairs and declared the new customs tariffs would stimulate smuggling there. Deputy Silva Tavares made a general reply to Sr. Andrade Figueira on railway matters. The speaker in drawing his analogy between the United States and Brazil appears ignorant of the fact that the government of the former had nothing to do with railways, save in the case of the trans-continental lines. Deputy Mattoso Camara opposed the credit on the grounds of the financial condition of the country. Deputy Werneck again had some remarks to make on the water supply.

September 16.—In the Senate the motion of Sr. Prado was again brought up, the premier replying to Senator Dantas. The premier seems to consider the question of emancipation one of fitness, or peculiar to each province; one may be in a condition to free its slaves, another not. He thought it would be cowardice on the part of the government to accept a modification of the 1885 law, and referred to the change of opinions, referred to, by some British statesmen in replying, that they had considered the psychological moment for the change had arrived when they confirmed it; this he does not consider is the case in Brazil. From the remarks of the speaker and various interruptions from the opposition benches, some sort of an arrangement is sought to modify the 1885 law. The minister of war defended his estimates and replied to various charges made by preceding speakers. Senator Candido de Oliveira repeated his charges that the funds destined to the Asylum of Invalids were not properly managed, and insisted upon the necessity of the reductions he had referred to. The custom of passing moderate appropriations and supplementing these by credits was criticised. He went on to state that there were 27 general officers for an army of 13,500 men and 1,406 officers, but that honorary, rather than those on the effective list, were employed. In the Chamber, Deputy Penna moved for information as to the expenditure with printing and writing articles in defense of the government, and how this was met. Deputy Jaguaribe Jr. in a very good speech declared his abolition sentiments and his opposition to the inertia of the government. Two more amendments, one of which authorizes the construction of the Madeira and Manoré railway, were tacked on to the credit for railway extensions. The minister of agriculture said that the credit was approved of by the government. Whatever had been the errors in the construction of our railways, and he confessed these were many, they had contributed to the development of public and private wealth. His estimate is that the railways would represent to-day the capital employed in them. [Deputy Albuquerque.—May God grant we shall recover the money we have spent.] The enormous sums expended, the minister thinks, is a proof of administrative activity and industrial civilization in Brazil. The minister gave figures (which we print elsewhere) to prove that the country was benefited by railway extension and considered that the cessation of construction would be deplorable. He concluded by declaring his conviction that the future of the country depended on immigration and railways. Deputy Lourenço de Albuquerque proceeded to point out various incoherencies in preceding speeches, among which was that while gross receipts of railways might show a satisfactory increase with extensions, net results did not always follow the same rule. Deputy Pedro Lutz declared that the various cabinets were responsible for the deficits and the railway *fiscos*, and not the Chambers. He also wished to know if the government would permit the company which, commencing by asking for a guarantee on 36,000,000\$, finally agreed to accept the basis of 13,000,000\$, to construct the line.

September 17.—In the Senate Sr. João Alfredo declared himself in accordance with the views of Senator Prado as to the necessity of reforming the emancipation law and in opposition to the

ideas of the president of the council. Neither he, nor Sr. Prado contemplated offering any projects during this session, for it was necessary to first know the number of slaves registered. He did not consider that certain provinces should be held back by less advanced ones, and mentioned an incident of a planter in S. Paulo fainting when he first heard the whistle of a locomotive. He advocates the application of the emancipation fund to immigration purposes. He trusted that during the recess the government would examine into the question and closed by declaring his vote would be given to any project reforming the law. The premier against his will must again speak on this notion at first for information, but which had assumed a political character. He proceeded again to defend the position of the government, but concluded that during the recess the question will be studied. Baúo de Cotejipe is evidently not so obstinate on this question, and that some modification of the 1885 law will be made now seems certain. In the Chamber there was no session.

September 19.—In the Senate Sr. Prado was surprised that his motion should have assumed such importance. He repeated his assertion that the emancipation question must be taken into consideration, for neither the 1871 nor the 1885 law settled it, being as they were inspired by circumstances of the times. He referred to his interviews with Senator Saraiva and to his declarations to Senator João Alfredo and other political friends, which were in harmony with the views of his constituents in S. Paulo and those of the minister of agriculture. While recognizing the prudent action of the government in executing the 1885 law, he thought the time had arrived for a radical measure, and only the fact that the session was rapidly approaching its close prevented his offering such a measure. The question must be settled less by a legal solution than by social conveniences, for only immediate abolition is the remedy. While there would, no doubt, be a dislocation of labor, that employed in agriculture could be maintained by a law. As to the province of Rio de Janeiro he would aid in the establishment of banks of issue, extension of railways, roads, etc., cheaper tariffs, and the reduction or even abolition of export duties, but he considered the province was not necessarily dependent on slave labor. As the government could not prevent the flight of slaves, his advice to the planters was to follow the example of S. Paulo and free their negroes. Finally recalling the premier's comparison of his position to that of the commander of besieged city, he appealed to him to abandon this city and assume his position at the head of his party in this campaign. The premier replied. He considered Senator Prado exaggerated his power, and he was not convinced of the necessity for immediate emancipation. The speech was curtailed by the expiration of the hour, but the discussion is to continue. Senator Alfonso Celso commenced the debate on the budgets of the department of agriculture. He attacked various parts of the budget and was particularly severe on the Leopoldina railway, which he said was paying dividends by means of onerous loans. Pretensions of the Principe do Grão Pará line were referred to, and railway affairs appear to consist of attacks on the revenue of the D. Pedro II line. In the Chamber, the defeat of the minister of empire at Pernambuco caused quite a lively scene. The minister of agriculture declared that his colleague had resigned. The credit for 18,000,000\$ for railway extensions came up and Art. I was passed; after some remarks from Deputy Andrade Figueira the debate was adjourned during the absence of the minister of agriculture at the Senate, where his estimates are under discussion.

September 20.—In the Senate there was no session. In the Chamber the minister of agriculture read the resignation of his late colleague of empire. In discussing the credit for railways Deputy Andrade Figueira argued that it was unnecessary, as authority for such works was comprised in Table C. He again preached economy. The minister of agriculture replied sustaining the ideas we have printed above and Deputy Alfonso Penna opposed the credit.

September 21.—No quorum in either Senate, or Chamber.

September 22.—In the Senate the Prado interpellation came up for further discussion. Senator Tamay declared his adherence to the S. Paulo senator's programme and severely criticised the position taken by the government. After some unimportant business the agriculture budget entered into discussion, when Senator Saraiva took occasion to explain his position on the emancipation question which is to do nothing more. The minister of agriculture replied to various criticisms, and expressed an opinion that the Leopoldina-Cantagallo fusion would not injure the D. Pedro II line. On the immigration question he thought that the methods employed would have to be suited to the actual condition of the provinces; the preference recently being that of direct contracts with the planters. In the Chamber, the session developed nothing of general interest.

PROVINCIAL NOTES

—The municipality of S. Borja, Rio Grande do Sul, has no more slaves.

—The public gas bill of the city of São Paulo in August amounted to 13,801\$365.

—By decree dated the 16th the brokers of Santos are authorized to organize a "junta."

—During the absence of Mr. F. H. Cooper, Mr. Hampshire will act as British consul at Santos.

—Severe storms are reported from various places in the interior and down the coast during the early part of the week.

—It appears from an official statement that two religious orders in Maranhão are the lucky owners of some 200 slaves.

—The August receipts of the custom house in Ceará were 212,873\$475, and in Parahyba do Norte 53,964\$385.

—On the 20th the provincial assembly of Rio de Janeiro finally secured a quorum and commenced the election of officers.

—Who is Brownson? A writer in the *Correio Paulistano* says he is "one of the principal publicists of the Union."

—The August receipts of the Ypanema [government] foundry were 5,503\$265, against 2,646\$824 for the same month last year.

—S. Carlos do Pinhal, S. Paulo, is to have a banking establishment with a capital of 500,000\$ divided into shares of 100\$ each.

—It appears that the recent action against emigration in Italy was directed against the province of S. Paulo, and not against the empire at large.

—The province of S. Paulo has sent two missionaries to the Parapanema district to tame the Indians at the rate of 100\$ per missionary per month.

—There are 71 parishes in the bishopric of Pernambuco without priests. A competitive examination will be held to fill the vacancies on November 30th.

—The average temperature in São Paulo in August was 57° Fahr., with a maximum of 85.7° and a minimum of 44.4°. The total rainfall was 6.1 millimetres.

—The bishop of Rio Grande do Sul in a pastoral to his flock advocates the emancipation of the slaves in the diocese, in honor of the jubilee of Pope Leo XIII.

—Abolition articles are now beginning to appear in the *Correio Paulistano*, and the people who a few months ago were roundly abused and denounced by that paper, are now felicitated on their recent accession.

—It is said that small-pox has been raging with great intensity at Carangola, Minas. The people are terror-stricken and even abandon the dead. A few days ago the unburied body of a victim was devoured by buzzards.

—Twenty-two cases of small-pox were sent to the lazaretto in S. Paulo between May 16th and September 6th, of which 11 died. Cases are continually appearing in the city, but an epidemic has thus far been averted.

—One of our S. Paulo colleagues has seen a sample of "mangabeira" rubber extracted in a district of that province which is of excellent quality. The producer claims to have 200 arrobas, say 6,400 lbs., ready for market.

—Something worse than murder occurred down in Rio de Grande the other day. Some thieves broke into a church and robbed an image of all its silver, and broke three fingers in doing it. The whole town was profoundly agitated.

—An idiot at a place called Jaboticatã, São Paulo, on the 5th, dressed his room with flowers, surrounded himself with photographs of such great men as Thiers, Victor Hugo, etc., drank himself crazy and then blew what few brains he had out of his skull with a blunderbuss.

—There seems to be some curiosity to see how gracefully the editorial staff of the *Correio Paulistano* can swing round into line with its chief, Senator Antonio Prado. What has been dignified and easy for the one, will probably be a little difficult for the over-zealous follower.

—The liberal ticket for the approaching election for a senator from Minas Geraes consists of Sr. Carlos Alfonso de Assis Figueiredo, José Cesario de Faria Alvim and Fidelis de Andrade Botelho. The conservatives seem to encounter some difficulty in organizing their ticket.

—There seems to be considerable trouble in military circles in Campinas. On the 18th two officers were placed under arrest by Capt. Collatino, but were at once turned over to the war department by the provincial authorities. Captain Collatino seems to be making it lively for nearly everyone up in Campinas.

RAILROAD NOTES

—On the 26th the Leopoldina company is to take over the Cantagallo railway and branches.

—The preliminary surveys on the Sumidouro connection of the Leopoldina and Cantagallo railways are to be at once commenced.

—The new Itapemirim railway, of Espírito Santo, is using German freight and passenger cars, and American (Baldwin) locomotives.

—The August traffic receipts of the Leopoldina railway were 184,599\$680, of which 48,890\$800 from passengers and 109,490\$140 from goods.

—The July receipts of the Paulista railway amounted to 179,201\$280, and the expenditures to 105,010\$090, leaving a surplus of 74,191\$190.

—On and after the 26th inst. the S. Paulo and Rio de Janeiro company will pay a semi-annual [January to June] dividend of 6\$000 per share.

—On the 16th the payment of 205,968\$770 to the Carangola railway, for guaranteed interest for the first half of the current year, was authorized.

—The traffic receipts of the Rio Grande and Bagé railway for the first six months of this year were 373,454\$820 and expenses 343,375\$810, leaving a balance of 30,079\$010.

—On the 13th the department of agriculture asked that to finance to pay the Mogyana railway company 124,670\$810, balance of interest guarantee for the first half of the current year.

—The board of directors of the Leopoldina railway will make a special excursion over the Cantagallo line on the 27th inst. It is expected that a public love-feast will be given at all the stations.

—We were electrified upon seeing in the *Railway News* that the S. Paulo and Rio railway had a claim for \$8,162,280, or say about £1,700,000, on the government. We wrote 8,162\$280, or say £800. Will not the *News* copy the figures as printed.

—On the 16th the first section of the Espírito Santo and Caravelas railway was inaugurated. The extension is 50 kilometres from Cachoeiro de Itapemirim to Alegre, with a branch, 22 kilometres, to Castello. This is the pioneer railway of the province of Espírito Santo.

—If anything is ever to be done with the Coreva railway, it is not about time that the effort were made? At a moderate cost and with liberal management, which should include low fares, the enterprise might be made to pay. There must be a little life and push about it, though.

—The president of the province of Rio de Janeiro has received a number of congratulatory messages from municipal chambers upon the sale of the Cantagallo railway. Of course the sale was in order, but why did it require such an unreasonable time to decide the business?

—The guaranteed railways, as stated by the minister of agriculture, show the following statistics:

	gross receipts.
1882 — 1,096 kilometres.....	9,286,000\$
1883 — 1,261 do	10,301,000
1884 — 2,050 do	10,875,000
1885 — 2,108 do	12,075,000
1886 — 2,323 do	13,106,000

—The minister of agriculture on the 16th at the Chamber of Deputies made the following statement as to the gross receipts from government railways, excluding the D. Pedro II line:

1882 — 408 kilometres.....	534,000\$
1883 — 602 do	708,000
1884 — 789 do	993,000
1885 — 1,640 do	1,070,000
1886 — 1,806 do	1,419,000

A confrontation of the averages does not seem excessively encouraging.

COFFEE NOTES

—It would appear that the consumption of coffee in the United States has fallen off fully one-half under the recent high prices.

—The imports of coffee, all sorts, into the United States for the fiscal year ended June 30th last amounted to 526,109,170 lbs., against 564,707,533 lbs. for the preceding fiscal year, or a decrease of 38,600,000 lbs. The declared values were \$56,347,600 and \$42,672,937 respectively, showing an increase of about \$13,700,000.

—A telegram was sent to Santos on the 20th announcing that the Rio *ensacadores* had united and resolved not to sell coffee for export under a basis of 11\$500 per arroba for 2nd Good. The *ensacadores* appear to be the principal owners of visible stocks, which were purchased at top prices—hence the milk in the cocoa-nut.

—A Mexican paper, the *Financier*, gives an estimate of the cost of producing coffee in the state of Oaxaca in that republic. Land may be had at from 4 to 8 cents per acre, against from \$50 to \$300 per hectare [2½ acres] in Central America. The average expense for cultivation is 5 cents per tree, or say \$50,000 for 1,000,000 trees; and machinery, etc. is put down at \$40,000. Each tree may be supposed to produce 2 lbs. on an average, or 20,000 quintals, which at \$10 per quintal would give \$200,000.

LOCAL NOTES

—*Alloa* is Portuguese for hello!

—A decree of the 17th prorogued the legislative session to October 1st.

—The Emperor of Russia teaches his youngest daughter the piano. No wonder the Nihilists are after him.

—About the only article of which a sample is not left in the waggons of the D. Pedro II railway appears to be babies.

—If the police catch two men putting out the street lamps, and one of them armed with a revolver, what inference is to be drawn?

—The laborers at the custom house made a run at the Treasury on the 6th and wanted their money. The matter was settled somehow.

—The medical staff of the Portuguese hospital has resigned *en masse*. The doctors and the new directory do not seem to be able to hit off.

—On the 14th withdrawn and mutilated currency to the nominal value of 5,842,719\$500 was burnt with the usual formalities at the custom house furnaces.

—Deputy Andrade Figueira's war-hoop and demand for liberal and conservative scalps is explained. He was not chosen senator from Rio de Janeiro.

—Two or three churches in New York have been finished with "straw board" lumber, says an exchange. Perhaps the lumber and doctrines are of a quality.

—Bad news for the Brazilian sugar interest. Kansas, United States, claims it can produce sorghum sugar to meet the consumption at three cents per lb., say 1\$320 per arroba.

—Brazil and France have apparently agreed to sit upon the gentleman who appointed himself dictator of a new republic on the contested territory between this empire and French Guiana.

—The question may seem silly, but why is it that when a speaker closes his discourse in the Chambers with "I have concluded," all the listeners cry "Very good!" Can it be because they are glad it is over?

—An attaché of the Brazilian legation in St. Petersburg has been decorated by the Portuguese government for services rendered in the execution of his duty. It seems a bit mixed, but no doubt the decoration is merited.

—A local inventor has obtained a patent for an invention by which sailing vessels, when under sail, may generate and store electricity, which is to be used in propelling the vessel in calms, etc., by means of an auxiliary screw.

—According to American papers there is a female whistling soloist [soloist is good] that has been travelling about the summer resorts. If a "crowing hen" is a calamity, a whistling female soloist should be an earthquake.

—The minister of agriculture considered it necessary on the 16th to telegraph to the presidents of no less than nine provinces to hurry up the statistics of the slave population, which should have been received some time in May last.

—Deputy Andrade Figueira is to go to the United States next month. It is to be hoped that the Yankee reporters will get hold of him and his ideas as to slavery, Brazilian finances and the vicissitudes of a candidate for a seat in the Brazilian Senate.

—If anything can damp the satisfaction of Sr. Nabuco upon his election, it is the fact that an inhabitant of Barra Mansa, the head quarters of Deputy Andrade Figueira, finds it necessary to protest that that village did not get excited over his election.

—Mr. Bertolini, agent at this port for the *Messageries Maritimes* company, has been decorated with the Order of the Rose. We do not know what Mr. Bertolini did to acquire a right to the decoration, but not even a newspaper man may know everything.

—It is a good sign to see that the provincial papers are calling attention to the waste of public funds. The provincial assembly of the province of Rio was called on the 12th, held no session up to the 16th and the 5 days represent in salaries 5,625\$, according to *A Provincia*.

—Sr. José Mendes de Oliveira Castro and Antonio Ferreira da Silva have resigned as directors of the Exchange. Ramor has it that Visconde de Figueiredo will be elected president of the directory. A change of some sort is necessary, for complaints of all descriptions are general.

—Figures are sources of genuine delight—when once you know how to use them. A company buys a piece of property for 9,000,000\$, and then decides it to be worth 20,000,000\$ and raises its capital to that sum. Nothing but a true appreciation of the multiplication table could enable one to do it.

—On the 19th the resignation of the minister of empire was announced.
—The Italian actor Emmanuel has been made an "official" in the Order of the Rose.

—Joachim Nabuco is expected to arrive here on the 26th inst., on which occasion a demonstration in his honor will be made by his friends.
—Counterfeit notes of the Banque de France of 100 francs have recently appeared here, and some of the exchange brokers have been victimized.

—We desire to offer our thanks to such of our colleagues as have acknowledged receipt of our maiden effort at an English guide book for Rio de Janeiro.

—A floating exhibition of Spanish products will shortly arrive in this country, with the object of opening up new markets. It was to have left Valencia about the 1st inst.

—A severe hail-storm visited us on the evening of the 19th inst., accompanied with thunder and lightning. Some skylights and windows were broken, but the damage does not appear to have been great.

—We are requested to announce that news of Mr. James Tryon, who was last heard from at Barbados, is wanted by his friends. Information may be sent to Clara Labrey, 447 Dearborn Avenue, Chicago, Illinois, U. S. A.

—A commission house here recently sent a shipment of 300 bags of central factory sugar to Bahia. The shipment sold for about 3,800\$ and the duties levied by the province of Bahia amounted to 926\$. There is nothing like stimulating home industries.

—Mr. H. Koser, German consul at this port, has been transferred as consul general to Porto Alegre, Rio Grande do Sul. The consulate here will for the present be under the charge of Mr. Octavio Haupt, of the well-known firm of Haupt Gebhardt.

—On the 19th the decree proroguing the legislative session to the 1st proximo was read. It appears to us that the law should be modified to the end that each session should commence in May and end in April, although even then, there might not be sufficient time to cover all the rhetoric.

—O Paiz having declared that Sr. Simbú Jr. had desisted from his candidacy to a seat in the Chamber of Deputies from Alagôas, in favor of the minister of empire, defeated at Pernambuco, the candidate declares the statement to be without foundation. Duty to his constituents and himself forbids any such transactions.

—Two serious young men were dining at a well-known restaurant of this city the other day when one of them caught sight of the legend on the coat of arms adopted by the proprietor. "Domine dirige nos," said he, "what does that mean?" "God help us!" said the other;—and then the struggle for life went on.

—When the students, male and female, in the United States determine upon a University career, lack of money does not dishearten them. They absolutely serve as domestics during the summer vacations. It would be fun to see one of Rio's candidates for a M. D. or a B. A. cleaning shoes, and a candidate for divinity orders serving as night watchman at a hotel.

—On and after the 26th the mixed train on the Principe do Grão Pará [Petropolis] railway will leave Rio at 6:50 a. m. week days and arrive at Petropolis at 9:47; down train will leave Petropolis at 2:25 p. m. and arrive in Rio at 5:15. On Sundays and holidays a train will leave for the interior at 9:30 a. m. arriving at the terminus at 12:50; returning, leaves the terminus at 12:15 p. m. and arrives at Petropolis at 3:40.

—That our English colleagues copy items from us is of course a source of pride to us. But might not the information be credited to us? It is no particular fun to "go through" a reletorio and condense it, and then see the condensation published as extracted without any acknowledgment. Again why will they sling around the milreis mark? A milreis being worth say 16d. and a dollar 4s, the misplacing of the \$ mark must lead to misapprehension. We do not write in indignation, but in sorrow.

—The annual report of the British Benevolent Fund Committee, submitted at a general meeting held on the 12th inst., which appears in another column, shows that the subscriptions to this charitable institution have fallen off still further during the past year. The jubilee contribution will of course more than meet all deficiencies for some time to come, but this ought to be kept intact and the Fund be made self-supporting outside of its additional aid. We trust that the contributions to the Fund will be largely increased during the current year.

—We have always been of those who thought the Americans would over-do it. They bored wells and found natural gas to do almost everything, and now a correspondent of Dow [who does not seem ironical] says unless the number of wells be restricted an earthquake will result that will quite pass over all preceding entertainments. Among the possibilities is a ditch through three States from 1,200 to 1,500 feet deep, and the drainage of Lake Erie. It is just as well to live in Rio after all. The worst that can happen here is the drainage of Sr. Révy's subsoil sheet of water and the absence of a few lewes, attended, perhaps, by leak in the Treasury.

—The gas works in the Fortaleza de Santa Cruz, at the harbor entrance, have cost 26,000\$.

—The Princess Regent has chosen Thomaz José Coelho de Almeida as senator from the province of Rio de Janeiro.

—The judge of the second civil court in this city has declared that the registry of slaves of unknown parentage is illegal and results in the liberation of the slave.

—A man named Manoel Joaquim de Oliveira, residing in an estalagem in Rua dos Andradas, was foolish enough to keep 200 sovereigns in his trunk. The police are now trying to find out who took them away.

—The editor of the Italian paper Messaggero, published at Montevideo, is now visiting his compatriots in this country to see how they are treated. On arrival he at once placed himself in the hands of the immigration authorities, and consequently is delighted with everything he sees.

—We have wrapped our empty pocket-book in crape because Ferrari has resolved not to come to Rio. The music-loving people of this city will now have to be content with the really good concert which the German band gives at the Passio Publico almost every evening in the week.

—We are afraid Prince Obá of Africa is condemned. The minister of war has consulted the section of the council of state as to the appointment of commissions to examine into the irregular behavior of honorary officers of the army, and their deprivation of honors. It was just time too.

—A remark of the minister of agriculture made in the Chamber on the 16th is too good to pass. The minister said the construction of our railways had powerfully contributed to the development of public and private wealth. The fan is that he did not put private before public, for private interests and these only seem to have been contemplated in railway concessions.

—A recent publication gives the following yellow-fever statistics for Jurubá hospital for the last six years, which we presume to be fiscal years, or else that of 1887 is only partial:

Table with columns: year, cases, deaths, year, cases, deaths. Totals: 2,445 959

PUBLICATIONS RECEIVED.

Atlas des Maladies de la Peau: zéa, fasciote; by Dr. Silva Araújo, Rio de Janeiro; G. Leuzinger & Filhos, 1887. This part of Dr. Silva Araújo's interesting work on skin diseases is devoted to elephantiasis. It is accompanied by a number of photo-lithographic illustrations of the various stages of the disease under treatment.

Fabulas de La Fontaine; Portuguese text; Paris 45, 46, 47 and 48. Lisbon: David Corazzi; Rio de Janeiro: José de Mello.

A Illustração; Nos. 13, 14, and 15. These numbers are illustrated with the good taste generally shown in this periodical. Several pages are given to the jubilee ceremonies in London. There is also a fine picture of the facade of the new cathedral in Florence.

Revista do Club de Engenharia; Vol. I, No. 8. Contains articles upon the recent railway exposition, railway sidings, hydraulic estimates, and railway statistics.

COMMERCIAL.

Rio de Janeiro, September 23rd, 1887. Par value of the Brazilian mil reis (1000), gold 27 ct. do do do in U. S. ... 51 15 cts. do \$1.00 (U. S. coin) Brazilian gold ... 88 37 do of \$1.00 in Brazilian gold ... 8 80

Bank rate of exchange on London to-day ... 22 5/8 Present value of the Brazilian mil reis (paper) ... 23 18 cts. do do do in U. S. ... 15 25 cts. com at \$1.80 per £1. stg. ... 15 25 cts. Value of \$1.00 (\$1.80 per £1. stg.) in Brazilian currency [paper] ... 2 210 Value of £1 sterling ... 10 60 1/2

EXCHANGE.

September 14.—Rates at the banks were 2 1/2% on London, 4 1/2-4 1/8 on Paris and 5 1/2 on Hamburg at 90 days; 2 1/2% on New York at sight. From second hands bank sterling was reported at 22 1/2-23, and commercial was quoted at 22 1/2-23. Sovereigns closed with buyers at 10 5/16, sellers at 10 3/16.

September 15.—There were no changes in rates and the market was quiet. Bank sterling was reported at 22 1/2-23 1/2, 22 1/2-23 1/2 on Paris and 5 1/2-5 1/8 on Hamburg at 90 days; 2 1/2% on New York at sight. There was little movement and commercial sterling was quoted at 22 1/2-23. Sovereigns closed with buyers at 10 5/16, sellers at 10 3/16.

September 16.—Rates opened at yesterday's quotations, but were withdrawn in the afternoon and the market became flat. Business was reported at 22 1/2 for bank in the morning and at 22 1/2 on head office in the afternoon. Commercial sterling was quoted at 22 1/2-23 1/2, with very little doing. Sovereigns sold at 10 5/16, closing with buyers at 10 5/16, sellers at 10 3/16.

September 17.—Rates at the banks were reduced to 2 1/2% on London, 4 1/2-4 1/8 on Paris and 5 1/2-5 1/8 on Hamburg at 90 days; 2 1/2% on New York at sight. There was little movement and commercial sterling was quoted at 22 1/2-23. Sovereigns closed with buyers at 10 5/16, sellers at 10 3/16.

September 19.—The market opened at Saturday's rates, which the English banks withdrew in the afternoon, and the native banks maintained for counter business only. Some business was reported in bank sterling at 22 1/2-23 1/2 and at 22 1/2-23 1/2 and 22 1/2-23 1/2 for commercial. Sovereigns closed with buyers at 10 5/16, sellers at 10 3/16.

September 20.—The English banks had no official rates, at the others they were 2 1/2% on London, 4 1/2 on Paris and 5 1/2 on Hamburg at 90 days; 2 1/2% on New York at sight. From second hands bank sterling was reported at 22 1/2-23, and commercial was quoted at 22 1/2-23 1/2. Sovereigns sold at 10 5/16, closing with buyers at this price, sellers at 10 3/16.

September 21.—The market was a trifle firmer, the English banks drawing on head offices at 2 1/2%. From second hands bank sterling was reported at 22 1/2-23. Commercial sterling was reported at 22 1/2-23 1/2, but where the latter came from was rather a mystery. Sovereigns were reported sold on the street at 10 5/16, closing at the Exchange with buyers at 10 5/16, sellers at 10 3/16.

September 22.—Rates were advanced at all the banks to 2 1/2% on London, 4 1/2-4 1/8 on Paris and 5 1/2 on Hamburg at 90 days; 2 1/2% on New York at sight. There was considerable movement with bank sterling reported at 22 1/2-23 1/2, 22 1/2-23 1/2 and at 22 1/2-23 1/2-23 1/2 from second hands. Commercial sterling was quoted at 22 1/2-23 1/2, 22 1/2-23 1/2 and 22 1/2-23 1/2. Sovereigns closed with sellers at 10 5/16, no buyers.

September 23.—Rates at the banks are 2 1/2% on London, with head office bills obtainable at 22 1/2-23 1/2. Commercial sterling is quoted at 22 1/2-23 1/2, with a scarcity of bills.

—On the 19th there were rumors of trouble on the New York Coffee Exchange and of a call on Rio for further margin. This was the explanation given us of the weak exchange market.

—The Diario Official of the 18th published the statutes of the Bonfin cotton-mill. The capital is 400,000\$ and authority is granted to raise a similar amount by debentures.

—On Thursday, August 25th, an Argentine 5 per cent. Gold Loan for £3,058,200 (\$10,291,000) was offered on the Berlin Bourse by one of the leading banking houses here, being, it is said, the first time Argentine State Bonds have been subscribed for in Berlin, and the price of issue was 90. The loan is reported to have been subscribed a good many times over before 9 o'clock and is quoted 1 1/4 premium, or 91 1/4. Statist, Aug. 27.

—We are credibly informed that the coffee commission house of Mathias Costa & Santos, of Santos and S. Paulo, whose financial embarrassments after the June break in coffee was the subject of much comment and newspaper discussion, is now trying to effect a private compromise with its creditors. The liabilities of the firm are about 2,000,000\$, and the settlement offered is 30 per cent., showing a net loss to creditors of 1,400,000\$. Of the gross liabilities, 850,000\$ are due to banks and 1,000,000\$ to various mercantile houses. The largest amount due to any one bank [of S. Paulo] is 180,000\$. This does not fit in with a statement made that the embarrassed firm would pay out in full.

DAILY COFFEE REPORTS.

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

Table with columns: Receipts for a day, Stock this morning, Receipts yesterday, Sales for United States, Exchange on London, Santos freight U. States, Steamers freight per 100 lbs, and Freight by steamer and freight by steamer.

WEEKLY SUMMARY.

Table with columns: Sales for United States during the week, Sales for Europe etc, Steaming clearances for the United States, Steaming clearances, Clearances for Europe and elsewhere, Freight by steamer, and Steamers loading for United States.

LATEST LONDON QUOTATIONS OF BRAZILIAN STOCKS AND SHARES.

Table listing various Brazilian stocks and shares with their respective prices and percentages, including items like 1863 1/2 per cent. Loan, Bahia 4 per cent. deb., and various railway and industrial shares.

SALES OF STOCKS AND SHARES.

Table listing sales of stocks and shares for various dates from September 14 to 23, including items like Five per cent. apolices, Banco do Brazil, and various industrial and railway shares.

Table with 2 columns: Item (e.g., Five per cent. apolices, Banco do Brazil) and Price/Value.

Table with 2 columns: Item (e.g., Five per cent. apolices, Banco Commercial) and Price/Value.

Table with 2 columns: Item (e.g., Five per cent. apolice, Banco Commercial) and Price/Value.

MARKET REPORT.

Dió de Janeiro, 23rd September, 1887.

Exports.

Coffee.—The most interesting feature in our market has been the reported arrangement among our dealers to sustain prices at 118,500 per arroba for No. 7. Opinions vary as to the effect of any such arrangement, for while some believe the movement seriously considered, others openly express their belief that such a convention can never be rendered effective...

The shipments as reported since our last have been: 29,703 bags for the United States, 3,437 do Cape of Good Hope, 5,000 do Europe, 3,411 do Elsewhere.

For the same time the daily clearances at the custom house amount to: 25,576 bags for the United States, 2,935 do Cape of Good Hope, 2,227 do Elsewhere.

The vessels cleared for the same period are: United States: Sept. 16 New Orleans Blg str Tontons, 4,380; 17 New York Br str Douai, 5,831; 20 do Amer str Finance, 11,376.

Europe: Sept. 12 Havre Fr str Ville de Coeur, 1,019; 15 Trieste Aust str Matkovits, 600; 19 Hamburg Ger str Petropolis, 1,107; 19 Marselles Fr str Savoy, 1,300; 21 Genoa Ital str Roma, 2750.

Sept. 15 River Plate Br str Tamar, 628; 15 Port Natal Nor blg Norda, 2,000.

Receipts for the past nine days have averaged 4,306 bags per day, against 5,044 bags for the preceding eleven days. The daily average since the 1st inst. has been: 4,804 bags against 10,060 in 1886, 15,945 in 1885, 18,212 in 1884, 10,419 in 1883, 29,823 in 1882, 18,537 in 1881.

On the 16th brokers reduced quotations some 200 rs. per arroba and on the 17th 300—400 rs. further. Brokers' quotations this morning were: Washed 7850—8850 nominal, Superior 8440—8510 nominal, Good first 8240—8310 nominal, Regular first 7970—8100 nominal, Ordinary first 7350—7630 nominal, Ordinary second 6800—7150 nominal, Captains 5730—6130 nominal.

The stock, as reported by the brokers, was this morning estimated to be 411,000—412,000 bags, an increase of 10,000 bags since our last report.

New York Blg str Koper, 9000; do Port str Olinda, 1000; Baltimore Amer blg Julia Rollins, 4300; Hamburg Ger str Bahia, 4300; Lisbon Por. Nor blg Nora, 2500.

DAILY RECEIPTS AND SHIPMENTS OF COFFEE AT RIO DE JANEIRO.

Table with multiple columns: Receipts (Shipments U. States, Europe, Cape), Shipments (U. States, Europe, Cape), and various coffee grades (Arabica, Robusta, etc.) with their respective prices.

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

Imports.

There has been little movement in Flour, which is flat for River Plate qualities, while American is reported steady at a trifling decline; receipts have been moderate but there is a steamer with a considerable quantity near at hand. Of pine we have received four cargoes of Swedish, two of which are on order for the market for Pitch and White is about sustained, while that for Swedish seems supplied. Kerosene and Lard are flat, although we have had no receipts of importance. The stock of Coffee continues large and weighs upon the market. Bran and Hay are about unchanged and Rice is steady a cargo of this last from Rangoon has arrived.

Flour.—Receipts since our last report have been: Finance, from United States: 900 lbs. Wheat, 1000 lbs. Oats, 1000 lbs. Corn, 1000 lbs. Rice, 1000 lbs. Sugar, 1000 lbs. Coffee, 1000 lbs. Tea, 1000 lbs. Spices, 1000 lbs. Other, 1000 lbs.

From River Plate: 1,000 bags. From Petropolis, do: 4,755 bags. From Hannover, do: 3,000 bags. From Tagus, do: 1,000 bags.

From Trieste: 13,500 lbs. American, 3,500 do Trieste, 6,000 do River Plate, 23,000 lbs. Stock in second hands is considerable. Brokers' quotations are: Trieste, 16,000—16,500 nominal, Richmond 1st, 16,000—16,500 nominal, do 2nd, 15,000—15,500 nominal, Baltimore 1st, 15,750—16,250 nominal, do 2nd, 15,000—15,500 nominal, Western & Ind., 14,500—15,000 nominal, Chili, 13,000—13,750 nominal, River Plate, 13,000—13,750 nominal, New Zealand, 13,500—15,500 nominal, City Mills.

Pitch Pine.—Receipts nil and the market is steady at about 28,000—33,000 per doz.

White Pine.—No receipts and the nominal quotation is still 110 rs. per ton. Market firm.

Spruce Pine.—Nothing whatever to report.

Swedish Pine.—Receipts have been 739 doz. per 2800 from Husum and 673 doz. per La Bella from Oskarshamn. The first and last are the quarter, the third has been sold on private terms and the cargo per Grifen is in treaty, but not yet reported closed. Brokers quote red deals at 29,500—30,000 per doz. and white at 23,500. The cargo ex Grifen is sold p. t.

Kerosene.—There are no receipts and brokers report the market flat at 63,000 per case.

Lard.—Receipts have been 325 kegs per Finance from United States. Brokers quote lots at 340 rs. per lb. Market weak.

Rosin.—There have been no receipts and we may continue quotations at 58,000—10,000, as to quality and weight.

Turpentine.—Receipts nil and retail quotations are still 380—400 rs. per kilogramme.

Bran.—Receipts are 1,400 bags from New Zealand and 1,500 bags from the River Plate. Brokers quote this latter quality at 28,000—27,000 per bag.

Hay.—Receipts are 416 bales per Hannover from the River Plate. We may quote at 73—76 rs. per kilogramme.

Indian Corn.—Receipts have been 6,255 bags per Valma, from the River Plate. We may quote foreign maize at 38,000—39,000 per bag.

Codfish.—Receipts are 5,986 packages per C. R. C. from Paspheac, 1,926 per Industry from Gaspe and 1,014 cases from Europe. Brokers report the market fully supplied with tubs quoted at 15,000—23,000, and cases at 22,000—23,000.

Cement.—The Brazilian brought 2,500 lbs. from London to dealers. We may continue to quote British at about 6,500, German at 5,200—5,500 and French at 6,800—7,500.

Coal.—Receipts since our last report are: 1,837 tons per Astracana from Cardiff, 557 do Valander from Greenock to dealers or consumers.

Rice.—The Olive from Rangoon brings 21,500 bags to dealers. Brokers continue to quote from second hands at 88,000—98,000 per bag.

SHIPPING NEWS.

ARRIVALS OF FOREIGN VESSELS. SEPTEMBER 14.

Table listing arrivals of foreign vessels including ship names (e.g., IMETRA, MEME, HUSUM), origins (e.g., Nor blg, Swed blk), and agents.

DEPARTURES OF FOREIGN VESSELS. SEPTEMBER 14.

Table listing departures of foreign vessels including ship names (e.g., NEW YORK, BATAVIA, BARRADOS), destinations (e.g., Port blg, Nor blk), and agents.

FREIGHTS AND CHARTERS.

There has been next to nothing doing. The only charters reported are: Br lug Forest Princess, Channel Co., salt hides, 275 6d; Nor lug Success, Penabuco and Channel F. O., sugar, 200 and Swed lug Ade, Penabuco and Hull, cotton-seed, 35s. Nor blk Nora was chartered in Santos to load coffee here for Lisbon Co. at 275 6d.

Table listing freight rates for various steamers (e.g., New York, London, Liverpool) and destinations (e.g., Santos, Bahia, Pernambuco).

VESSELS AFOAT & LOADING FOR RIO.

Table listing vessels at anchor and loading for Rio, including ship names (e.g., Allianca, Allemannia, Anna) and destinations (e.g., Oporto, Hamburg, Liverpool).

ARRIVALS OF FOREIGN STEAMERS.

Table listing arrivals of foreign steamers with columns for Date, Name, Where from, and Consigned to.

DEPARTURES OF FOREIGN STEAMERS.

Table listing departures of foreign steamers with columns for Date, Name, Where to, and Cargo.

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

Table with columns: NAME, TONNAGE, RETURNED, WHERE FROM, CONSIGNEE. Lists various ships like American, British, Danish, Dutch, French, German, Italian, Norwegian, Portuguese, Russian, Spanish, Swedish.

Table with columns: EMISSION, CIRCULATION. Lists financial figures for various entities.

Table with columns: DENOMINATION, INTEREST, NOMINAL VALUE, LAST SALE, LAST QUOTATIONS. Lists government and provincial bonds.

DEBENTURES AND SHARES

Large table with columns: CAPITAL, SHARES, ISSUED, VALUE, PAID UP, NAMES, RESERVE FUND, LAST SALE, LAST DIVIDEND, LAST QUOTATIONS. Lists various banks, companies, and debentures.

FOREIGN MARKETS

From Messrs. James Cook & Co's Monthly Dispatch, dated London, 22nd August.

COFFEE - The July figures show quite as unfavourably as those of June, notwithstanding that the imports were again small. The European stocks - excepting France, which remain the same as last month - show a further increase of 7,317 tons, and that of the States of 4,272 tons, raising the total to 200,251, against 194,368 and 253,243 tons in the two preceding years.

The deliveries in Europe and America for the separate months were in - July 29,441 tons, August 42,171 tons, September 41,000 tons, October 61,647 tons, November 67,283 tons, December 316,297 tons, against 39,405 tons last year; a falling off in the seven months of nearly 25 per cent. This interestingly small deliveries are doubtless in a great measure owing to the trade holding off buying, as well as to the high cost of coffee having practically lessened actual consumption.

The total visible supply on 1st Aug. for the States was 666,193 bags, against 663,348 bags last month.

Table with columns: Country, Month, Tons. Lists foreign market data for various countries like Holland, Antwerp, Hamburg, Bremen, Trieste, Copenhagen, France, Great Britain, Total Europe, United States, Total in 7 months, Stocks on 1st July, etc.

Shipping.

THOMAS NORTON'S OLD REGULAR LINE OF SAILING PACKETS BETWEEN THE UNITED STATES AND BRAZIL PORTS Established in 1803 Loading Berth; Covered Pier No. 17, East River. For Freight and General information apply to Thomas Norton, 104 Wall St., New-York.

Insurance.

GUARDIAN FIRE AND LIFE INSURANCE CO.

Agents in Rio de Janeiro Smith & Youle.

No. 62, Rua 1º de Março.

LONDON AND LANCASHIRE FIRE INSURANCE Co.

Agents in Rio de Janeiro Watson Ritchie & Co.

No. 25, Rua de Theophilo Ottoni.

PHENIX FIRE OFFICE.

Established 1782

Agent in Rio de Janeiro

E. W. May,

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

HOME AND COLONIAL MARINE INSURANCE Co.

Agents for the Empire of Brazil

Norton, Megaw & Co.

No. 32, Rua 1º de Março, Rio de Janeiro.

THE MARINE INSURANCE COMPANY LIMITED.

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

Agent in Rio de Janeiro

E. W. May,

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

COMMERCIAL UNION ASSURANCE COMPANY, LIMITED, OF LONDON.

FIRE AND MARINE.

Fires Risks Marine Risks Authorized 1870 - Authorized 1884.

Agents for the Empire of Brazil

Wilson Sons & Co. Limited.

No. 2 Praça das Marinhãs.

ROYAL INSURANCE COMPANY, LONDON AND LIVERPOOL.

Capital..... £2,000,000

Accumulated Funds..... £5,245,104

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

John Moore & Co. agents.

No. 8, Rua da Condearia.

BRITISH & FOREIGN MARINE INSURANCE COMPANY, LIM'D.

Capital..... £1,000,000 sterling

Agents in Rio de Janeiro

Swanwick & Gordon,

29, Rua General Camara. Telephone No. 427.

NORWICH UNION FIRE INSURANCE SOCIETY.

Established 1797

Losses paid..... £5,500,000

Agents in Rio de Janeiro

Swanwick & Gordon,

29, Rua General Camara. Telephone No. 427.

Steamships.

LIVERPOOL, BRAZIL AND RIVER PLATE MAIL STEAMERS.

UNDER CONTRACT WITH THE

BELGIAN AND BRAZILIAN GOVERNMENTS.

September Departures: To New York:

Table with columns: Ship Name, Destination, Date. Includes Plato, Donati, Humboldt, Kepler.

To Southampton:

Table with columns: Ship Name, Destination, Date. Includes Leihuts, Uveitins.

For Other Ports:

Table with columns: Ship Name, Destination, Date. Includes Biela, Teniers, Tycha Brake, Strabo.

To Rio Grande Ports:

Chatham, or Canning As announced.

LAMPORT & HOLT, 21 Water Street, Liverpool.

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

For freight and passages apply to Agents—NORTON, MEGAW & Co.

No. 82 Rua 1º de Março

For cargo apply to Wm. R. McNiven,

Rua 1º de Março No. 35.

ROYAL MAIL STEAM PACKET COMPANY.

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

TABLE OF DEPARTURES, 1887

Table with columns: Date, Steamer, Destination. Includes Sept. 24 Tagus, Sept. 29 Neva, Oct. 9 Tamar.

This Company's steamers leave Southampton on the 24th and 29th 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 homeward continue to leave Rio on the 9th and 24th of every month.

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

UNITED STATES AND BRAZIL MAIL STEAMSHIP Co.

CARRYING THE U. S. AND BRAZILIAN MAILS

SAILINGS FOR NEW YORK

ADVANCE, Capt. Lord, 8th Nov. FINANCE, Capt. Baker, 26th Nov.

The fine packet

ALLIANÇA,

Captain BEERS,

will sail 17th October at 10 a. m. for

NEW YORK

calling at

BAHIA, PERNAMBUCO, MARANHAM,

[entering the two last named ports]

PARÁ, BARBADOS and St. THOMAS

Passage Rates

Table with columns: Destination, Cabin, Storage. Includes To Liverpool, New York, & back.

For passages and information apply to

Wilson, Sons & Co., Limited; Agents

And for cargo to W. C. Peck,

No. 6, Praça do Commercio

TRAPICHE VAPOR.

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

Rua da Gambôa No. 10 & 12.

Telephone Call, No. 30.

Banks.

ENGLISH BANK

OF RIO DE JANEIRO

(LIMITED)

HEAD OFFICE IN LONDON

BRANCHES:

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

Table with columns: Item, Amount. Includes Capital, Ditto, Reserve Fund.

Draws on THE LONDON JOINT STOCK BANK, and transacts every description of Banking business.

LONDON AND BRAZILIAN BANK, LIMITED.

HEAD OFFICE: LONDON

BRANCHES:

LISBON, OPORTO, PARÁ, PERNAMBUCO, BAHIA, RIO DE JANEIRO, SANTOS, SÃO PAULO, RIO GRANDE DO SUL, PELOTAS, MONTEVIDEO, AND NEW YORK.

Table with columns: Item, Amount. Includes Capital, Capital paid up, Reserve fund.

Draws on:

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

BANCO INTERNACIONAL DO BRAZIL.

22, Rua da Alfandega, 22

Capital..... 20,000,000\$000

President: Visconde de Figueiredo

Managing Director: Edward Herdman, Esq

This bank draws on Messrs. N. M. Rothschild & Sons—London

Messrs. De Rothschild Frères—Paris

Deutsche Bank..... Hamburg

Banque d'Anvers..... Antwerp

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

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

Banco de Portugal, and agencies..... Puenos Ayres, Montevideo

English Bank of the River Plate, Limited..... New York

Messrs. G. Amsinck & Co.....

Boys foreign exchange on all points. Grants letters of credit for travellers and for commercial purposes. Receives consignments of coffee and other produce for shipment, and advances on same as agreed upon. Advances made on coffee and other merchandise in accordance with the statutes of the Bank, and transacts every other description of banking business.

CRASHLEY & Co.,

Newdealers and Booksellers.

Subscriptions received for all the leading English and American newspapers and periodicals. Agents of

The European Mail.

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

Views of Rio and neighborhood.

Orders received for Scientific and other books.

Agents for Longstreth's Rubber Stamps.

Dealers in Atkinson's, Piesse & Lubin's and Royal Perfumeries and Pear's Soap.

No. 67, Rua do Ouvidor.

ACCOUNTS FOR SALE.

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

Companhia União Telephonica,

dated 28th August, 1886, and amounting to \$3000.

The second is a virgin account against

William Pahl, Slip-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 bottles or in casks, and under the private marks of the house Sole Agents for

A. LIZIBRO GONSALVES, Exporter of Madeira Wines;

G. FRÉLIER & Co., Bordaux, Exporter of Bordeaux Wines;

E. REMY MARTIN & Co., Exporter of Cognac

Dealers in

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

Rua da Alfandega, 83.

RUBBER HAND STAMPS

and Metal-Bodied Rubber Type.

S. T. LONGSTRETH,

Office and workshops: No. 18, Travessa do Ouvidor, 1st floor.

Caixa no Correio No. 406. Rio de Janeiro

HOLMAN'S LIVER PADS.

GENUINE CARLSBADER SALTS

For sale by Anarê d'Oliveira & Gad, Druggists.

No. 14, Rua Sete de Setembro.

PHOTOGRAPHIA ALLEMÃ

ALBERTO HENSCHEL & Co.

No. 40, Rua dos Ourives

Photographs of every description taken with the greatest perfection.

View of Rio de Janeiro and vicinity.

Views from the Northern Provinces taken by Mr. Maurice Lambert during a three years journey made for that special purpose. 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 English-speaking travellers, which comprises descriptions of the bay and city, a historical sketch of the city, brief descriptions of the more important public edifices, squares and gardens, and a guide for some of the excursions in and about the city which travellers generally have time to make. It contains 228 pages, map and frontispiece. A part of the edition will be bound with photographs.

Price 2\$500: do. with photographs 5\$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 British and American Mail. Although the style, title and frequency of issue were changed at the time of transfer, the designations of number and volume were continued unbroken. At the beginning of 1881 the style of the publication was still further changed by an increase from four to eight pages, and a diminution in the size of the paper. This change not only largely increased the size of the publication, but it added greatly to its convenience for office and reference use.

With the beginning of its 14th volume (January, 1887) the editors feel themselves warranted in calling attention to the uniform and general satisfaction with which their policy and management have thus far been received, and in advising their patrons that no deviation whatever from them will be made. The News will seek to keep its readers fully and accurately informed on all commercial questions, and upon all matters of Brazilian news or policy which may have more or less bearing upon any and all enterprises and investments. Its discussions it will treat every question frankly, and for the opinions expressed the editors will hold themselves personally responsible. In advising its new columns it will seek to keep its readers fully informed on all matters and occurrences throughout Brazil. In addition to a large circulation in the United States and Europe, where its commercial reports are much appreciated, The News has a wide circulation throughout Brazil, thus making the paper a valuable advertising medium. The rates charged are 35¢ per inch per quarter, with a reduction of 20% for additional space and time.

TERMS:

One year's subscription..... 50\$000 English and American subscriptions..... £ 2 or 10 All subscriptions should run with the calendar year.

BUSINESS AND EDITORIAL ROOMS:—

79, Rua Sete de Setembro.

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

177. ALDINA, 79, Sete de Setembro.