

THE RIO NEWS.

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Vol. XIV.

RIO DE JANEIRO, DECEMBER 15TH, 1887

NUMBER 35

OFFICIAL DIRECTORY

AMERICAN LEGATION.—157, Rua das Laranjeiras.
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and 7 o'clock, p. m.; and every Wednesday at 7 o'clock
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TRAVELLER'S DIRECTORY

RAILWAYS.

DOM PEDRO II.—Through Express: Central train
leaves Rio at 5:15 a. m.; arrives at Barra do Rio
Rio 9:23 and Iahiba (terminus) at 12:52 p. m. São Paulo train
leaves Rio at 6 a. m. arrives at Barra at 8:15 a. m. and Cachoeira,
where passengers for S. Paulo must change, at 10:10. From
Entre Rios train leaves at 10:22 a. m. arriving at Porto Novo
da Cunha at 11:47. Downward, train leaves Iahiba at 5:15
a. m. Cachoeira (S. Paulo branch) 12:30 p. m. Porto Novo
at 1:05. Entre Rios 3:10. The S. Paulo train arrives in Rio
at 6:45 and the Central train at 8 p. m.
Luncheon Express, leaves Rio at 7 a. m.; arrives at Barra
at 10:25. Entre Rios at 2:23 and Mariano Procopio (terminus)
at 6:58 p. m. S. Paulo branch leaves Barra at 11:30 and arrives
at Cachoeira at 6:25 p. m. From Entre Rios train leaves at
3:15 p. m. and arrives at Porto Novo at 6:05. Downward,
train leaves Mariano Procopio at 5:00 a. m. Cachoeira 5:50
and Porto Novo 5:50, arriving at Rio at 5:10 p. m.
Mixed Trains, leave Rio at 8:30 and 9:30 a. m. 3:15 and
5:20 p. m. first goes to Entre Rios arriving at 8:23 p. m. second
and third to Barra arriving at 9:10 a. m. and 3:55 p. m. and
third to Barra arriving at 7:32. Downward, trains leave Entre
Rios at 4:30 a. m. arriving at Barra 9:17 and Rio at 5:20 p. m.
leave Barra at 4 and 5:30 a. m. arriving in Rio at 9:15 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. Downward,
train leaves Porto Novo at 10:50 p. m. every Monday,
arriving at Barra at 3:15 and Rio at 5:30 a. m.
S. PAULO AND RIO.—Train leaves Cachoeira at 12:20
p. m. arriving at S. Paulo at 6:10 p. m. Downward train leaves
Paulo at 6:45 a. m. and arrives at Cachoeira at 12:46 p. m.
where passengers change to the D. Pedro II line.
CAMETGALLON R.—Leaves Niteroi (Sant'Anna)
5:30 a. m., arriving at Nova Friburgo 10:25; Condeio 1 hour
per trainway from Cantagalo 12:43 and Maenico 1:48 p. m.
Return train leaves Maenico 10:05, Condeio 11:06 and Nova
Friburgo 1:08 p. m., arriving at Niteroi 5:05 p. m.
ferry boat runs between Rio and Sant'Anna, connecting with
trains.
CORCOVADO R. R.—Trains leave the Station at Cosme
Vello, Laranjeiras, at 6, 8, 10, and 12 a. m. and 2, 4 and
6 p. m. on Sundays and holidays; and at 8 and 12 a. m. and
at 4:20 and 8:20 p. m. on week days.
PETROPOLIS STEAMERS AND R. R.—Steamers leave
Travessa Magd at 9 a. m. week days and 7 a. m. Sundays
and holidays. Return, trains leave Petropolis at 7:30, 9 a. m.,
week days, and 4 p. m. Sundays and holidays. Mixed
train, departs at 5:30 a. m. downward (from Petropolis) 2:22
p. m., week days only.

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GABINETE PORTUGUEZ DE LEITURA.—No. 12
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Dr. W. J. Fairbairn, M. D. Edin. Surgeon and Physician.
Office: Rua 1ª de Março, No. 92 from 11 a. m. to 1 p. m. and
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THE RIO NEWS

PUBLISHED TRIMONTHLY

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

A. J. LAMOUREUX, Editor and Proprietor.

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

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RIO DE JANEIRO, DECEMBER 15th, 1887.

THE Sanitary Convention recently signed by Brazil and the River Plate republics is likely to greatly lessen, if not entirely remove, a fruitful source of irritation between the three countries. Complaints are yearly made in Brazil that on the basis of erroneous or exaggerated reports of yellow fever in Brazilian ports, vessels are subjected to quarantine in Buenos Ayres and Montevideo, much more prolonged and rigorous than the necessities of the case demand. It has often been charged, though perhaps without good reason, that quarantine has been imposed simply as a measure of annoyance or to promote private interests. Last year when cholera broke out in the republics, the shoe was on the other foot, and a very ugly feeling was stirred up by the exclusion, during several months of some of the chief articles of Argentine and Uruguayan export from their most important market, Brazil. Instead of listening to the more bellicose elements of the population who desired to convince the Brazilians, by force of arms that *carne secca* and *alfafa* cannot serve as a vehicle for the cholera germs, the republican governments very sensibly decided to promote the scientific study of the question by an international medical congress. This has been sitting in Rio for some months past and the Argentine and Uruguayan medical representatives have had the satisfaction of convincing their Brazilian colleagues of the correctness of their studies in regard to cholera, while on the other hand they have gained a better knowledge of yellow fever, and apparently become convinced that their countries can protect themselves against this disease by less vexatious measures than those hitherto adopted. As a result of the deliberations of this congress, the diplomatic representatives, of the three governments have signed a convention establishing a uniform international system of sanitary inspection and quarantine, which will greatly reduce the inconvenience and annoyance to commerce, as well as lessen the friction that always occurs between the different states, whenever one of them considers it necessary to establish quarantine against either of the others. The settlement of questions relating to quarantine regulation through the peaceful studies of a mixed scientific commission, coming as it does after the vexed *Misiones* question has been referred to a similar commission, indicates a new departure in the treatment of international questions which gives better guarantees for the future peace of this portion of the continent.

Of course the question of the Coffee Exchange has produced the usual platitudes regarding speculation and legitimate trade. The general opinion seems to be that the respectable "bull" merchant, who believes in a rise of prices, is doing legitimate trade in buying from his no less respectable "bear" colleague any article, and holding this for higher prices; whereas, the disreputable "bull" speculator, who buys from his equally disreputable "bear" colleague, "for delivery", is a monster who threatens the very foundations of trade. The invisible line that separates legitimate business from speculation appears, therefore, to be drawn at the possession of any article, upon the rise, or fall, of which it is expected money can be earned. The only real legitimate trader, to our mind, is the man who limits his daily production to his daily consumption, and leaves neither surplus, now deficit, for the following day. This is pure and simple legitimate trading, and any excess on either side is just as clearly speculation, as that a man should sell an article to deliver which he does not intend to deliver, and his opponent buy an article he has no intention of receiving. If the mere possession of an article renders operations in it legitimate trade, and the contrary, speculation, we are seriously of opinion, that the latter is very much more prevalent than is generally considered to be the case. Then it is constantly sought to draw the parallel between speculation and gambling, of course to the detriment of the former. The distinction is evident, for the speculator never bases his operations on pure chance, but merely purchases, or sells an article from certain deductions he has made as to the position and future of that in which he is dealing. Does the legitimate trader do any more than this? The line between gambling and speculation is much more readily discerned than between the latter and this so greatly lauded legitimate trade. Were speculation the terribly destructive instrument it is sought to prove it to be, does it seem credible that it would have become so deeply rooted in nearly all of the principal markets of the world? Speculators are ruined, no doubt; but are not merchants quite as frequently, in the same case? It is mere platitude to say that because a man sells what he does not possess, and another buys what he does not propose to receive, that these are to be classed with gamblers and black-legs. As we have said repeatedly there is no law—so far as we know, pending further decisions of authorities here—that obliges any one to speculate, and consequently it can only be an assumption for a man to bless himself that he is, thank God! not as other men. Let it be understood that we do not endorse speculation; but that this is a legitimate feature of modern trade does not admit of a doubt, and that Brazilian law does not recognize this, when gambling in lotteries is legal, and betting on horse-races connived at, is, we insist, on absurd example of ante-diluvian legislation.

As it has been insinuated that our lack of acquaintance with the coffee market here has been made patent by our very moderate articles published in our last number regarding the position the dealer here occupies, we may, just as well state that an acquaintance with the market is not a requisite to criticism, as we did, the action of some of our coffee dealers. What we sought to administer was a moderate lesson, tending to inspire a little less presumption in the signers of a manifesto, offensive to foreign markets. Dealers are said to be as necessary now, as in the past, for they, serving as jobbers, enable exporters to execute orders, for certain quantities of certain grades of coffee, which otherwise the

exporter could not obtain. In other words, the dealer serves as a reservoir into which are poured the various ingredients collected from the factors, and from which the exporter draws the article suited for his particular requirements. Hence, any profit the dealer may make is only a fair remuneration for his services and, as such, is generally agreed to. All this seems plausible enough, and we have no desire to controvert it. But the question has not changed its character. Have men, said to act as mere intermediaries between exporter and planter any right to impose conditions as to what the former, virtually their employers, are to do with the coffee, once this is paid for? Moreover, if only through these dealers can certain quantities of certain grades of coffee be obtained, must it be considered proper on their part to possess themselves of the whole stock on the market, holding this for higher prices? And can such action be considered as protective of commerce and agriculture? We will admit that the dealer intervenes, as a broker, between exporter and planter and saves the former some labor and time, but then it clearly results that, as a broker, he should restrict his opinions, and not assume a position that renders him liable to attack, nor seek to impose conditions that make him ridiculous. If the exporter sees it to his interest to employ a broker to seek an intermediary who is to furnish him with the coffee he requires, far be it from us to seek to disturb relations that are mutually satisfactory; but that the arrangement is cumbersome and expensive does not admit of a doubt. Hence, we claim that a change in the "modus operandi" of the coffee business in Rio has become necessary, and will sooner or later become effective. If the dealer will restrict himself to what is said to be his legitimate position, and not endeavour to combine with this the business of a for-staller, we could of course have nothing whatever to say; nor will we, when this occurs, but until then, we must consider that the dealer is not an absolutely necessary feature in the market. Finally and to close the question. We have not the slightest objection that any class should endeavour to protect threatened interests; but that the Rio coffee dealers, assumed a most offensive manner in the defense of their interest is certain, and this being the case, we have no reason for withdrawing one word we have written on the subject of the Coffee Exchange.

THE INTERNATIONAL SANITARY CONVENTION.

The leading points of the Sanitary Convention recently signed by the representatives of Brazil, the Argentine Republic and Uruguay as the result of an international Congress held in this city are as follows: The diseases treated of are yellow fever, cholera morbus and the Eastern plague. The contract countries bind themselves to establish an adequate sanitary service according to a uniform international code of regulations with such lazarets as may be necessary; these lazarets to be placed upon islands and to be accompanied by floating hospitals. In case of an epidemic at least one floating lazaretto is to be established. The quarantines and sanitary measures adopted in any lazaretto of either of the three countries, shall if officially certified be considered as valid. The ports shall not be closed against any ship whatever may be her sanitary condition. Each country is to maintain a corps of medical inspectors charged with the duty of watching, on board, the execution of sanitary measures and of reporting on the health of the ship at the port of destination.

Steamers are required to carry a doctor,

to have a high pressure disinfectant on board. Bills of health are to be given by the sanitary authorities of the ports of departure and signed by the Consul of the country of the port of destination who may add a note modifying any of the statements therein.

Inspected ships and those on which cases of disease not specified, and which cannot be ascertained by means of the sanitary visit to be subjected to a vigorous quarantine, the duration of which shall depend on the maximum period of incubation of the disease as fixed by the regulations. The duration shall be reckoned from the date of the last case, provided that this is certified by a sanitary inspector on board and that proper measures of disinfection have been taken.

Ships from infected or suspicious ports will be subjected to quarantine, unless they prove that they have only touched at such ports to land passengers, or cargo, without receiving any person or object therefrom.

To obtain the concession of counting the duration of rigorous quarantine from the date of the last case, steamers must receive a sanitary inspector on board with free first class passage and must observe all his recommendations relative to the health of the ship.

A TRIP TO THE INTERIOR.

Mr. Editor:

At your request I furnish a few notes on a recent trip into the Province of Minas Geraes. The first point at which I stopped was the town of Juiz de F6ra, located in a beautiful valley. The surrounding country produces large quantities of coffee and corn. To an American, the corn fields were especially striking, but what seemed peculiar was the absence of the plow, the hoe alone being used. Upon the grassy hills could be seen large numbers of long-horned cattle, and many mules and horses. A short distance beyond Juiz de F6ra we ascended to a higher plain upon which is situated the town of Barbacena. This plain seems to be less fertile than the section of country below; however, some corn, coffee, etc. could be seen growing. This appeared to be a section better adapted to fruit growing. The largest and most delicious *jabo-tiabas* I have seen in Brazil, I found along in this part of the country. Here were excellent pastures upon which could be seen many mules and cattle. At a little station, called S6o Juli6o, we left the Dom Pedro II line for Ouro Preto. The railroad is not yet completed to the capital of the Province, however a kind of construction train takes passengers free of charge, as far as the road is finished which is within a short distance of the town. On leaving S6o Juli6o, I was seated on a coil of lead piping on a flat car. Lead may be soft compared to iron, but it is very, very hard compared to a cushioned seat in a car, as I can certify after about five hours' experience. Besides myself and travelling companion, there were several other passengers. When the clouds were not raining water, the engine rained fire and cinders. For the first time in my life, I wished for an umbrella made of tin, can such a thing be had? The scenery, as we ascended this very high range of mountains was sublimely grand and beautiful. We looked out over a great valley or plain, that swept for many, many miles away to a distant range of mountains. The clouds hung down from the sky and brushed the tops of these mountains, as curtains, to shut out from our view the infinite space beyond. The descent from the tops of the mountains to the city of Ouro Preto is very great, and the railway winds down the mountain sides

along the course of a small stream. It is a most wonderful and difficult way, and shows remarkable engineering skill in its construction. We were in Ouro Preto in time to see the great *fiesta* at the freeing of two hundred slaves with money from the emancipation fund. At night the town was illuminated; bands of music marched through the streets and fire-works were plentiful. The day and night following was a grand *fiesta* in honor of a padre who had been officiating for fifty years. Early in the morning the people began to hang from the windows of their houses *colchas* (large cloths of various colors used for decoration on *fiesta* occasions). There seemed to be scarcely a window in town, from which some gay coloured cloth was not floating in the wind. Late in afternoon a large procession, on foot, headed by the priest, attended by certain imperial and provincial officers, and accompanied by bands of music, marched through the streets. At night there was the illumination and fire works. But what shall I say to describe this quaint old town among the mountains? To me, it is really a wonder. I have never seen a city so completely in the mountains, great perpendicular mountains all around it, and if one did not remember how he came in through the gorges in the mountains, he would wonder how he was going to get out from there. The city has the appearance of being very old, and there seems to be little life in the place. The streets are narrow, rough and remarkably irregular. It seemed to me there were scarcely two streets in the place parallel to each other, and no one street was straight but for a very short distance. There were scarcely any carts or carriages seen in the streets; now, and then an ox cart. Nearly everything is carried on pack-mules: even great pieces of timber twelve and fifteen feet long.

In leaving the place, the experience, with mud, fire and cinder, on the flat car was repeated, except however this time, there was more fire. Some umbrellas and clothing were almost literally burned up.

But I will make these notes too extensive. A few words on a trip to a country house to take breakfast. The house was on a beautiful corn and coffee farm: and was built of mud and sticks, with dirt floor and thatched roof. Our breakfast was served on a great board, for a table, resting upon a barrel for its legs, and consisted of *feijão*, *farinha*, rice, cabbage, corn meal mush, chicken and coffee. Each of us sat on a wooden stool, and held our little plate in hand and ate with a fork. The mother and children sat some on blocks of wood and some on the floor, and used their hands instead of a fork, or spoon for putting the food in their mouths. A little baby sat in a great pan, for a cradle, and played with a sunbeam that shone through a hole in the thatched roof, and fell in his dirty little face. Among people in this section of country can be seen many traits of Indian customs. I saw two, three and four persons smoking, and passing from one to the other the same cigarette, which was quite large, and about five inches long, and was made of tobacco rolled in a corn husk. Everywhere, I was deeply impressed with the hospitality of the people. In many places there was refinement and culture.

The object of this trip was the distribution of the Sacred Scriptures from the American Bible Society at New York. I was assisted by two colporteurs most of the time; we met with success. Within eight days of the time, we sold more than one hundred and forty six copies of the Bible and New Testament. Nearly two thirds of this number were copies of the entire Bible. In Ouro Preto alone, we sold in two days fifty two copies.

Yours truly,

H. C. T.

BRAZILIAN FINANCES.

Moniteur des Interets Matéria, 20th Nov.

Nous avons publié récemment l'analyse de deux rapports sur les finances brésiliennes, adressés à leurs gouvernements respectifs par les représentants diplomatiques et consulaires de la Grande-Bretagne et des Etats-Unis à Rio de Janeiro.

Les conclusions de ces rapports, qui présentaient la situation financière de l'empire sous un jour fort défavorable, ont causé une certaine émotion en Europe. Nous en trouvons une réfutation dans le *South American Journal*, organe qui prétend à une compétence toute spéciale à l'égard des choses sud-américaines. C'est une autre cloche qui fait entendre un tout autre son. Nous nous empressons d'autant plus volontiers de mettre sous les yeux de nos lecteurs un résumé de l'article du *South American Journal*, qu'il contient des renseignements fort intéressants et dont la précision même paraît garantir l'exactitude.

Glissons sur le préambule et les arguments généraux que met en avant le journal en question pour prouver que le Brésil n'a pas cessé de mériter la confiance de ses créanciers européens. Voici des chiffres tendant à démontrer l'existence d'un équilibre parfait entre les recettes et les dépenses de l'Etat brésilien. Ils son plus éloquent, en somme, que toute espèce de dissertation.

Budget de 1857-1858.

RECETTES.

Droits d'importation.....	£ 8,300,000
Droits d'entrepôts.....	42,000
Droits d'exportation.....	1,803,000
Revenus intérieurs.....	3,109,510
Extraordinaires.....	175,000
	13,429,510

Recettes affectées à des destinations spéciales:

Caisse d'émancipation.....	£ 439,133
Colonisation.....	169,566
Réforme de la circulation monétaire.....	500,000
	1,108,700

DÉPENSES.

Département de l'Empire.....	£ 907,985
Id. de la justice.....	617,479
Id. des affaires étrangères.....	94,020
Id. de la marine.....	1,084,731
Id. de la guerre.....	1,045,404
Id. de l'agriculture.....	3,529,134
Id. des finances.....	6,429,371
	14,149,184

De £13,429,510, chiffre des recettes ordinaires (applicables aux besoins généraux), à £14,149,184, somme totale des dépenses, il y a un écart de £1,719,674. Il est plus apparent que réel, d'après le *South American Journal*, car le budget des dépenses contient une foule de déductions qu'on fait figurer, en d'autres pays à l'extraordinaire. Ainsi les crédits alloués au ministère des finances couvrent le service des emprunts extérieurs et intérieurs, ainsi que le montant des garanties d'intérêt accordées par l'Etat aux chemins de fer et à d'autres entreprises d'utilité publique. Dans les £3,529,134 du budget de l'agriculture, les garanties d'intérêt, les subventions à la navigation et à la colonisation, les travaux publics, le service des égouts, tous éléments extraordinaires, figurent pour la somme de £1,831,904. Si on déduit celle-ci du chiffre total des dépenses, il se trouve réduit à £12,317,280, c'est-à-dire à une somme inférieure à celle des recettes ordinaires, évaluées plus haut à £13,429,510. Encore ces £12,317,280 comprennent-ils le service de la dette et d'autres charges, dont voici le détail:

Intérêt sur Dette extérieure.....	£ 1,632,235
— Emprunts de 1868 et 1879.....	606,182
— Dette consolidée intérieure.....	1,909,000
— Dette flottante.....	700
— divers.....	35,000
— Bons du Trésor.....	150,000
— Bons émis en faveur des pères adoptifs d'enfants naturels.....	1,800
— id. orphelins.....	60,000
— Caisses d'épargne.....	85,000
	£ 4,479,937

Pour 1858, les budgets financiers du gouvernement couvrent encore £769,923 de dépenses extraordinaires pour: mesures d'assainissement; levées de plan sur les domaines princiers; extension des chemins de fer de Bahia et San Francisco (avec nouveau tronçon vers Timbo), de Porto Alegre et Uruguayana, de Rio Grande et Bagé, de Don Pedro II, de Mogyana; travaux hydrauliques; intérêt garanti sur les travaux du port de Ceará, monnayage de nickel et de bronze; primes aux constructeurs de navires.

D'où il résulte, dit non sans raison le journal dont nous analysons l'exposé, que les dépenses ordinaires du Brésil, y compris le service de sa dette, sont au-dessous de ses recettes ordinaires, bien que l'empire consacre annuellement une somme

considérable de capitaux au développement de ses immenses ressources. C'est de la quantité d'or employée à des travaux publics rémunérateurs que s'autourne les gens insuffisamment renseignés pour accoler au budget brésilien le vilain mot de "déficit". Déficit, soit, le mot est littéralement exact. Mais on constate à quel point il est trompeur quand on va au fond des chiffres et qu'on en scrute sérieusement la signification. Il n'y a en réalité d'écart entre les recettes et les dépenses que parce que l'Etat brésilien applique une partie notable de ses ressources à l'extension du réseau de chemins de fer, à la fertilisation du sol, à mille entreprises destinées à assurer la prospérité de l'empire et à donner à son industrie un incomparable essor. Le *South American Journal* revendique pour le Brésil le droit absolu d'utiliser de cette façon son crédit. Réquisitionner le contribuable pour arriver à développer l'outillage national serait une déplorable mesure qui condamnerait le pays à végéter. Tandis que la dette nationale, employée comme elle l'est, cesse d'être une dette dans l'acceptation rigoureuse du mot: c'est un placement, et un placement intelligent, dont tout le monde, créanciers et débiteurs, recueillera les fruits.

La dette extérieure du Brésil s'élève à £23,544,000, auxquels ils convient d'ajouter la dette intérieure et flottante, £39,173,000, soit en tout £62,726,900. Elle provient en partie de causes accidentelles, notamment de l'inévitable guerre contre le Paraguay, de la famine causée par la sécheresse dans les provinces du nord et de la crise agricole et commerciale qui a déprécié le café. C'est une dette, dit le *South American Journal*, dont le Brésil n'a pas à rougir, car elle a été amenée en partie par les malheurs dont toute l'humanité est passible, en partie par l'acquisition de la magnifique prospérité qui découle, pour tout le pays, de son outillage industriel, de ses chemins de fer, de ses grands et féconds travaux publics.

Cet exposé se termine par un intéressant tableau des déficits budgétaires constatés depuis 1854-55, tableau d'où il ressort que le moment choisi par les détracteurs du Brésil pour décrier ses finances est le moment où les déficits commencent à diminuer progressivement.

DÉFICITS.

1854-55.....	£ 3,800,000
1855-56.....	2,860,000
1856-57.....	2,082,000
1857 (6 mois).....	1,045,000
1858 (évaluation pour les 12 mois).....	1,489,600

Nous avons reproduit les rapports défavorables aux finances brésiliennes. Voici l'antithèse après la thèse. Nos lecteurs sauront faire, dans l'une et l'autre, la part de la vérité et de l'exagération.

Communicated.

CONSULAT GENERAL DE BELGIQUE.

Loi du 30 Juin 1857, modifiant comme suit les lois d'entrée sur le café à l'entrée en Belgique:

Article 1. Les droits d'entrée sur le café sont fixés de la manière suivante:

Café non torréfié 10 francs par 100 kilogrammes.
" torréfié 13 " " "

Article 2. Par modification à l'article 2 de la loi du 18 Juillet 1856, le produit intégral des droits d'entrée sur le café est attribué au fonds communal.

Article 3. La présente loi est obligatoire à partir du 1er Juillet 1857.

Le Consul général de Belgique.

F. SAUWEN.

Société Commerciale, Industrielle et Maritime d'Anvers (séance du 7 Novembre 1857.)
Le Comité adopte les nouvelles conditions générales pour la vente des cafés à terras.

NATIONAL BANKS IN THE UNITED STATES.

The National Bank system is described as working in a very satisfactory way even under present conditions. The number of banks has risen from 2,885 last October to 3,014, most of the new ones being in the West and South. The capital paid in has increased from \$548,000,000 to \$571,000,000 the surplus from \$157,000,000 to \$172,000,000, the individual deposits from \$1,189,000,000 to \$1,285,000,000, and the loans and discounts from \$1,450,000,000 to \$1,533,000,000. The character of their reserves is indicated by an increase from \$144,500,000 to \$152,000,000 in gold items, and from \$62,000,000 to \$74,000,000 in legal tenders. The increase in deposits indicates the popular confidence in and use of the system; the increase in loans and discounts indicates the growing extent to which it serves the demand for mercantile credits; the increase of paid up capital shows its extension to new places, and the growth of the surplus shows its general profitability and soundness, while its reserve funds show it is not a purely paper system. In every respect, except that of circulation, it appears to meet the wants of the public and to expand according to the demands of business.—*Anglo-American Times.*

PROVINCIAL NOTES

—The November receipts at the Victoria, Espirito Santo, custom house were 33,537\$882, of which 11,888\$972 from imports and 16,286\$171 from exports.

—In Labrea, Amazonas, the bullock intended for beef on the 28th ult. ran away, and the inhabitants of the town had no steaks for breakfast on that day.

—From the district of Campos, Rio de Janeiro, four provincial deputies are to be elected in January. There are 28 candidates. Voters should have no difficulty in making a choice.

—A slave recently committed suicide at Campiús, S. Paulo, because he was crossed in love. He fired three shots into his head and then cut his throat. He was evidently very much in love.

—On the 6th inst. the president of the province of S. Paulo advised the president of the municipal chamber of Coanã, that as fever, and not small-pox, had broken out there, the amount of 200\$ previously granted him, could not be paid.

—The November receipts of the S. Paulo post-offices were 40,813\$600, of which 11,219\$630 in the capital and 29,593\$970 at the other agencies. In November last year the receipts at the capital were 16,035\$660 and at the agencies 27,188\$350.

—A telegram received by the *Journal do Commercio* on the 8th announces the establishment at Juiz de Fora, Minas Geraes, of an association to promote immigration, with a capital of 400,000\$. Subscriptions exceeded the amount of capital asked for.

—On the 4th inst. a Macalé, Rio de Janeiro, paper calls upon the chief of police of the province to explain why the captain of the *Goytacás*, shipwrecked on the 22nd ult., had not been arrested. The answer is simple enough; the captain was drowned.

—In Jacarapaguá, near Rio, *O Paiz* of the 9th says, there are more children than adults, about 5 children for each house, and adds this peculiar "rider"—such is the amenity of the climate and the fertility of the soil. Apparently children grow in Jacarapaguá.

—A Pelotas, Rio Grande do Sul, journal recently states that the slaveholders and the abolitionists of that municipality had come to an arrangement. The first are to free their slaves with the condition of three years, services and the others are to see that the contracts are met. It seems very peculiar that abolitionists should agree to serve as police for the protection of slave-owners.

—The Ouro Preto, Minas Geraes, correspondent of the *Journal do Commercio* writing under date of the 3rd inst. is quite indignant because the press does not know all about Canon Sant'Anna whose *fiesta* has just been held. Then he proceeds to state that in the back-woods (*matão*) the Barão de S. Helena led the betting in the senatorial contest. Later telegrams show that the Barão is out of the race.

—A Victoria, Espirito Santo, journal is asked to publish the following: After an absence of almost three months, lo! the image of the most holy Virgin Lady of the Deliverance has arrived on its return from the capital, and will be shortly placed upon its throne in the Rosario church. The most excellent ladies who so kindly, and without the least hesitation contributed by their gifts for the fleshing (*encarnação*) should be very satisfied upon seeing the most Holy Virgin, for in the opinion of experts the flesh-work is perfect and admirable.

—This is what a Rio Grande do Sul paper says about the smuggling over the Uruguay frontier. The scandalous smuggling of goods all over our frontier continues to the prejudice of the national coffers. A short time ago only the fiscal employés, in co-partnership with the police, almost publicly explored this criminal occupation; later there entered in the "ring" (*parceiros*) some of the non-commissioned officers and soldiers of the 4th Regiment; and we now hear that two officers of this garrison, attracted, no doubt, by the excellent results of this great business have taken hands in the game, and if they are not now, have been mixed-up in the question.

—The province of Piahy seems to be in a very unsatisfactory financial condition. The president reports that when he took charge of the government on 6th July last the province owed 234,000\$, of which 82,000\$ was floating debt. With the inevitable deficit of the current year the debt would be increased to 358,000\$. The president states that he could not prevail upon the provincial assembly to meet, in which case he would have proposed some economic measures, and that the debtors to the provincial treasury do not pay, nor would it pay to prosecute them. The cause of the difficulties of the province of Piahy seems to be that the markets formerly supplied by it with cattle, the great product of the province, are now growing their own stock.

—On the 10th inst. the president of the province of Rio de Janeiro prorogued the provincial assembly to the 18th inst.

—A telegram from Pará dated on the 7th states that the provincial assembly had refused to pass a law authorizing the contract with Sr. Sant'Anna Nery for the introduction of immigrants.

RAILROAD NOTES

—The November traffic receipts of the Leopoldina railway were 254,179\$710, of which passengers produced 68,573\$600, and goods 161,981\$830.

—The November receipts of the Campos and Carangola railway were 33,857\$640, of which 9,903\$900 from passengers and 22,461\$160 from goods.

—A decree of the 3rd inst. granted a patent to Antonio José Martins for an apparatus of his invention intended to automatically open and close points on railways.

—The total length of railways opened in India at the end of March, 1887, was 13,002 miles, as against 12,190 miles for the corresponding period of 1886, and the number of passengers carried, 1,697 per mile as compared with 1,640.

—On the 28th ulto, the shareholders of the Rio Pardo, S. Paulo, railway authorized the directors to come to some arrangement with the Mogiana, Paulista or any other company as to a fusion, and decided that work should be suspended on the prolongation, the staff dismissed, and that a vote of praise should be registered for the directors.

—On the 30th ulto, the minister of agriculture declared to the Brazilian minister in London that the commission to decide the question between the S. Paulo railway and the government would consist of José Americo dos Santos for the company, Conselheiro Lafayette Rodrigues Pereira for the Brazilian government and Conselheiro Simabá as referee.

—The Rosario Reporter of the 1st inst says that the Great Southern, Buenos Aires, railway company has been condemned to pay damages of \$80,000 and costs amounting to \$10,500 to the mother of a boy who was crippled for life in an accident on the line in January, 1885. The leading lawyers gets \$7,000 and the attorney \$3,500 the amount of the costs.

—The report of the Campos and Carangola railway for the year ending June 30th last states that the revenue of the company was 459,603\$280 and expenses 345,646\$020, leaving a balance of 113,957\$251, or 156,498\$334 less than for the preceding year. The number of passengers carried was 52,024, of which 26,635 first class and 31,388 second. About 9,661 tons of coffee and 1,707 tons of sugar were carried. The length of the line under traffic is 222½ kilometers.

—The directors' report of the Minas and Rio railway states—

—“There remains, as net revenue in relief of the guarantee, the sum of 12,017½, against 1,323½ last year. Compared with the preceding year, the revenue shows an increase of 15,013½, or upwards of 27 per cent., and the expenditure in Brazil an increase of 6,819½, or less than 16 per cent. Thus about 45 per cent. only of the increased revenue was expended in earning it, a result which must be looked upon as very satisfactory. The growth in the traffic of the year has been of an encouraging character, notably in coffee, cattle, and general merchandise, and the directors look forward with every confidence to this growth continuing. Negotiations have been entered upon regarding the contemplated extension of the present line to a point where the River Verde becomes navigable for steamers, and it is hoped that the Brazilian Government may be induced to grant a concession for the construction of this short addition to the company's railway upon such terms as will command the support of the proprietors, and enable the required capital to be obtained. This extension is considered to be of great importance to the company, inasmuch as by it and the waterway beyond, stern communication can be established with a large and fertile district from and to which considerable additional traffic would flow and pass over the present line.”—*Railway Times*, Nov. 19.

COFFEE NOTES

—S. Paulo papers print the following, which has been copied here: Advice from various parts of the province of S. Paulo affirm that the future coffee crop, which promised to be very abundant, on account of the magnificent bloom of the coffee trees, is very much compromised and will be an average or short crop, because the persistent drought has caused much of the bloom to fall before the fruit has been formed. In all the municipalities the same evil is to be observed, in some, however, more than in others.

LOCAL NOTES

—A *Noividades* says that in August next year we are to have an exposition of sugar and wines in this city.

—A telegram dated on the 10th inst. from Bahia states that 62 doctors had graduated at the medical school there.

—Cleanliness is akin to godliness. The Praia Grande tram company carries its passengers to the beach at 100 rs. per bath.

—The daily press recently notices that a doctor had *keratite variolosa*. And we say it serves him right, whatever the disease is.

—Among the plunder the Ajuda chapel thief carried off was a little necklace offered only two days previously by a nun, to the Child Jesus.

—On the 7th a young German, named Lanenstein, committed suicide on the Praia Vermelha, S. Domingos, by shooting himself through the head.

—Coffee is good for almost every thing, except speculation. It protects one against contagion, and finely powdered is a good dressing for wounds.

—On the 10th inst. the report was current that the government proposed to declare free all the negroes that have received their papers, under conditions.

—The list of wines offered by the Portuguese minister, to his guests, as printed in the *Diario de Noticias* of the 8th, fairly makes one's mouth water.

—So intense is the divine afflatus among the local reporters that even police news is put into verse. The government ought to shut off the supply of Carioca water.

—We have altered the address of our amiable subscriber in S. Paulo, who discovered the error we passed. Will he kindly read *inst.* for *ulto*, and excuse us?

—In Rio Novo, Minas Geraes, where a few Protestants meet for religious service, the youth of the town amuse themselves by throwing fire-crackers into the room.

—The faithful have invested their contributions in diamonds for the Pope. It seems to us that 5 per cent. apiece at 97 per cent. would have been equally satisfactory to His Holiness.

—It is proposed to establish an agricultural bank here, to aid the provinces of Rio de Janeiro and S. Paulo in the transformation of labor, etc. The Bank of Brazil should be glad to learn of this new institution.

—On the 6th inst. the minister of empire requested that the Mint should turn out eight gold medals to be delivered to the director of the Academy of Fine Arts. Would not leather have done equally as well?

—A widow, who certainly should have known better, left her hand-lag containing 5,300\$ in the Petropolis steamer. The captain found and returned it, but there is no mention that he received any reward.

—Some of the little boys, who were passing their examination in Latin, made a fuss and hissed the examiner on the 10th. Instead of spanking the young gentlemen, the examiner seems to have taken refuge in a *venda*.

—On the 6th inst. the minister of justice advises the president of Minas Geraes, that a man may be a Protestant and a delegate of police at one and the same time. We presume that his political opinions have something to do with this.

—The *Journal* of the 11th prints a complaint from persons living in Engenho Novo as to public schools. There are said to be some 200 children who do not go to school, because the nearest of these is some 3 kilometres distant from their homes.

—The *Diario de Guan-Patiú* of the 12th ulto, says that in Washington the Indians of the St. Charles district have been making a disturbance, and they find themselves over-excited in consequence of an attempt at arresting one of them.

—The president of the province of Rio de Janeiro on the 8th sent to the department of finance a box containing 1,130 notes of 200\$ each, counterfeit of government “promises to pay”. These notes are a part of the issue made by some parties, who do not agree with the minister of finance as to a superabundance of currency.

—At the meeting held in Praia Grande on the 8th Senator Paulino José de Souza presided and provincial deputy Belizario Augusto de Souza thanked the chairman in the name of the meeting. There appears to be a little too much Souza in the province of Rio, and it seems a pity some new blood cannot be introduced.

—On the 8th the police arrested a man who had robbed the chapel of the Ajuda convent. It is worthy of notice that thefts from the churches are becoming daily more frequent, and whether this may be attributed to realistic doctrines, or to the scarcity of circulating medium, and the consequent rise of exchange, is worthy of investigation.

—The city's gas bill in November was 42,952\$-960, besides which 15,736\$710 was paid for lighting the suburbs with globe gas.

—Two doctors fought a duel in Buenos Aires recently and one was killed. It seems a pity that it was not a double homicide.

—The *Gazeta de Noticias* of the 8th states that the Portuguese government had appointed a commission to elaborate a project for a financial agency to be established in Rio.

—On the 9th inst. Comte d'Eu, the Princess Regent and their children removed for the summer to Petropolis, where the season may now be considered opened.

—The daily press have been quite hysteric over a card-case made by a fellow with a pen-knife out of 1,349 pieces of wood. It seems to us he would have been better employed planting *milho*.

Noividades of the 7th says that a warehouse of etables (*comestiveis*) had blown-up in St. Louis, United States, and the cause had not been discovered. Probably some body ate too much.

—There is a saying in Portuguese that in a black-smith's house wooden spits are used. Perhaps this may explain why the Rio boot-blacks invariably wear slippers.

—The Catulle Menés epidemic continues in the native press. If there were a law for protecting rights of authors here, M. Menés would make an independent fortune by prosecuting the Brazilian press.

—A *Epoca* of the 8th is hardly consistent. After stating that jerked-beef is a barbarous food, a few lines after it complains that the sanitary treaty will destroy the production of this article in Rio Grande do Sul.

—Something over 18,000\$ was raised here for celebrating the Papal jubilee. Of this 14,850\$ was invested in a jewelled cross, formed of Brazilian diamonds, which is to be sent to His Holiness.

—May the man who discovered that the human body is composed of 13 elements, 5 of which are gaseous and 8 solids, never have a day's rest. We can not open a provincial exchange without meeting this abominable item.

—We regret to state that there was an error in our summary of the balance sheets of the banks at the end of October, not of much importance to be sure, and the more excusable as a colleague fell into the same mistake.

—A high Turkish authority recently sent to the Prince of Bulgaria a very pretty young slave girl, who knows all about making coffee. The *Journal* gives the news, and perhaps the editor would not mind being a prince in Bulgaria.

—The colonel commandant of the police force here is to receive 28\$ per day for his horse's forage, but the major fiscal's horse only draws 1\$400 per day and the adjutant's horse has to pull along with 1\$000. This does not seem just. An adjutant's horse must eat about as much as that of the colonel commanding.

—On the 7th the police arrested a party who was charged with endeavoring to change cancelled notes for new ones at the bureau here. He claims to have purchased the hull of the wrecked steamer *Bahia* and among the cargo on board was an iron chest in which was this money. The government state that a large amount in cancelled notes was found here by the wrecked steamer, and apparently some of them were jetisoned into the possession of the purchaser of the hull.

—A *Epoca* of the 9th in referring to the meeting of provincial deputies, with Senator Paulino José de Souza in the chair, to study a scheme for changing, or modifying the labor question in the province of Rio, quotes that venerable old Italian saying as to going slow and far. The rulers, *con sul Paulo*, have been so uncommonly slow in this matter, that a moderate calculation should take them all the way to the moon, which would almost appear to be their proper territory.

—Something very like violence occurred here recently. A coasting steamer from the northern ports arrived on the 28th ult. and the customs authorities seized two hand-organs which it was found would play jewelry rather better than music. It was silly on the part of the owner of the goods to secrete his property, which might have been done, however, to avoid robbery, but how the customs authorities can claim that goods coming from one part of the empire to another are smuggled is another question for the Junta Commercial. A *guia* or despatch is undoubtedly requisite for foreign goods shipped between Brazilian ports, but to fine a man for neglecting this formality, as if he were endeavouring to evade the duties on foreign goods at the port of entry is decidedly wrong.

BIRTHS.

MOXEY. — On the 8th inst. at Ivy Lodge, S. Paulo, the wife of William Hall Moxey, of a son.

—On the 11th the *Jornal* states that our acquaintance, Tamagno, had been contracted to sing *Ohelo* in New York, next year.

—On the 25th ulto, the minister of agriculture advised the president of the province of Espírito Santo that the action of the Treasury officials in refusing to register certain slaves was correct. These slaves it appears were to be *half-freed* upon the death of D. Maria dos Santos Pereira. The minister seems to have considered them *all-freed*.

—The Supreme Military Council of Justice has ordered that the commander of the *Imperial Mainheiro*, the corvette recently lost on the coast of Espírito Santo, shall be forbidden to command a war vessel for two years, and condemns the officer of the watch, when the corvette struck, to imprisonment for six months. The court martial had acquitted these two officers.

—We are almost afraid to publish it, but perhaps it is injudicious to pass it. There is a paper in England that for the moderate sum of 3d will almost ensure your finding a kindred spirit. It is called the *Matrimonial Herald and Fashionable Marriage Gazette*, and its directors claim that it is the largest and most successful matrimonial agency in the world. We would give the address, but shrink from the consequences.

A REPORT from Rio de Janeiro says that the year 1886 was satisfactory as regards both commerce and navigation. After the unfavourable results of the previous years, and, in spite of the fears entertained respecting various crises, viz.: the labour crisis, in consequence of the gradual abolition of slavery, the financial crisis and political dangers, confidence generally has been increased, and new strength imparted to the country. The causes of the improvement are, however, of a transitory nature, and arise principally from the higher value of the almost exclusive article of export—coffee—which during the latter half of the year rose 20 per cent. as compared with the preceding year. This fact shows the great extent to which the commercial life of Brazil has become dependent upon the coffee crop and coffee prices. A failure of the crop or a fall of prices in the foreign markets would be a heavy misfortune for the country; a disease of the coffee trees, like, for instance at Ceylon, would be a mortal catastrophe. One of the most important and characteristic features of the past year, the almost continuous rising of the rate of exchange is ascribed to the skillful and happy measures carried out by the present administration of finances.—*Chamber of Commerce Journal*, Nov. 5.

COMMERCIAL

Rio de Janeiro, December 14th, 1887.
 Par value of the Brazilian mil reis (1\$000), gold 24 d.
 do do do do in U. S.
 do at \$4 81 per £1 stg. 54 45 cts.
 do \$1.00 (U. S. coin) Brazilian gold. 1\$837
 do of £1 stg. in Brazilian gold. 8 88a
 Bank rate of exchange on London to-day. 23 3/16 d.
 Present value of the Brazilian milreis (paper). 85rs. gold
 do do do do in U. S.
 do at \$4 80 per £1 stg. 46 37½ cts.
 Value of \$1.00 1\$4.80 per £1. stg. in Brazilian
 Currency Paper. 2 157
 Value of £1 sterling 103 350

EXCHANGE.

December 5.—Official rates at the banks were 2½% on London, 4½% on Paris and 5¼% on Hamburg at 90 d.; 2½% on New York at sight. Business was reported in bank sterling at 2½%—2½% and 2½% on second hands. Commercial sterling 4½%. Sovereigns closed with buyers at 10\$470, sellers at 10\$420.
 December 6.—Official rates were advanced to 2½% on London, 4½% on Paris and 5¼% on Hamburg at 90 d.; 2½% on New York at sight. Business was reported at 2½%—2½% in bank sterling, and at 2½%—2½% on second hands. Commercial sterling 2½%—2½% and francs 408. Sovereigns closed with sellers at 10\$350, no buyers.
 December 7.—Official rates are unchanged, and little doing. Bank sterling was reported at 2½%—2½% and at 2½%—2½% at the extremes of 2½%—2½% and francs at 410. Sovereigns closed with buyers at 10\$440, sellers at 10\$460.
 December 9.—There are no changes in official rates and there was considerable business reported in bank sterling at 2½%—2½% and at 2½%—2½% on second hands. Commercial sterling was quoted at 2½%—2½% and 2½%. Sovereigns sold at 10\$410, and closed with buyers at 10\$400, sellers at 10\$470.
 December 10.—Rates at the banks were advanced to 2½% on London, 4½% on Paris and 5¼% on Hamburg at 90 d.; 2½% on New York at sight. Business was done in bank sterling at 2½%—2½% and at 2½%—2½% on second hands, and in commercial at 2½%—2½%. On head office business was said to have been done at 2½%. The advance is noted. Sovereigns sold at 10\$400, closing with buyers at 10\$470, sellers at 10\$440.
 December 12.—Official rates are unchanged at the banks and a fair business is reported. Bank sterling was reported at 2½%—2½% and on head office at this latter rate also. Bank francs 410. Commercial sterling was quoted at 2½%—2½% and 2½%. Sovereigns closed with buyers at 10\$420, sellers at 10\$460.
 December 13.—Rates at all the banks were 2½% on London, 4½% on Paris and 5¼% on Hamburg at 90 d.; 2½% on New York at sight. Business was reported in bank sterling at 2½%—2½% and at 2½%—2½% for francs. Commercial sterling was quoted at 2½%—2½%. Sovereigns closed with buyers at 10\$450, sellers at 10\$470.
 December 14.—The Bank Commercial has advanced its rate on London to 2½%. The market is said to be quiet, with very little money appearing.

—An American exchange of the *Statist* recently mentions a stock which it asserts has fallen in price 120 per cent. This is rather worse than the local coffee crop estimates.
 —A telegram to the *Times* dated Brussels, November 14th says:—The constant issues of loans by the Argentine Republic and its provinces begin to impress public opinion here unfavorably. The present loan of 1,250,000 francs at 6 per cent at Buenos Aires is hardly reconcilable with the pretensions of financial situation of the country.—*Railway Times*, Nov. 19.

Brokers' quotations this morning were:

Washed	per 100 lbs.	per arroba.
Superior	68 500-7 250	98 500-10 500
Good first	do	do
Regular first	7 080-7 450	10 400-10 900
Ordinary first	6 740-7 140	9 900-10 500
Good second	6 630-6 660	9 300-9 700
Ordinary second	6 530-6 610	8 300-9 100
Capitana	nominal	nominal
Escucha	4 770-5 040	7 000-7 400

Stock was this morning estimated to be 253,000 bags.

Vessels loading and to load.

New York Br str Plata	26,000
do Sweed bk Lmes	5,700
do Br str Hamburg	21,000
do do do	4,000
do Amer str Alianza	10,000
Antwerp and London Br str Bahia	3,500
Hamburg Ger str Venezuela	500
Mediterranean Fr str Bourgeois	4,000
do Ital str do	4,000
Port Elizabeth Nor bk Gma	4,000

DAILY RECEIPTS AND SHIPMENTS OF COFFEE AT RIO DE JANEIRO.

Receipts		Shipments		Stock	
Per 100 lbs.	Per arroba.	Per 100 lbs.	Per arroba.	Per 100 lbs.	Per arroba.
10/28	10/28	5,043	5,013	5,072	4,412
10/28	10/28	4,943	13,311	19,397	14,427
10/28	10/28	931	1,804	1,021	408
10/28	10/28	1,028	4	3,202	1,626
10/28	10/28	5,874	1,415	1,913	5,664
10/28	10/28	29,271	30,319	19,132	35,927
10/28	10/28	297,000	273,000	273,000	273,000
10/28	10/28	10,150	10,150	10,150	10,150
10/28	10/28	9,350	9,350	9,350	9,350
10/28	10/28	23,316	23,316	23,316	23,316
10/28	10/28	43 C	43 C	43 C	43 C

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

Imports.—There has been little movement in the markets, and prices are generally somewhat firmer. Flour has advanced under insignificant receipts, but the cargo of River Plate per Isabella Batoluz will not be sold here. Of fine we have had no receipts, and quotations are nominal. Wheat, however, continues flat. Keroseine is unchanged, but Land is higher and firm. Rice is lower, and Indian corn also shows a weaker market.

Flour.—Receipts since our last report have been: Alianza, from United States: 250 bbls. Sales and withdrawals for the same period have been about 7,000 bbls. and stock in first hands is estimated to be: 11,000 bbls. American 400 " Trieste 10,600 " River Plate 22,000 bbls.

Brokers' quotations are: Trieste 158 500-158 500 Richmond 1st 15 000-15 500 do 2nd 12 500-14 000 Baltimore 1st 15 250-15 750 do 2nd nominal Western & Int. 14 500-15 250 Chili nominal River Plate 11 000-12 500 New Zealand nominal City Mills 12 000-14 500 and the market is reported firm.

Pitch Price.—Receipts nil and the nominal quotation is still 22 500 per doz.

White Pine.—We have had no receipts, but brokers quote the market flat and sales, at retail, making at 107 18 per foot.

Swedish Pine.—Nothing to report and quotations nominal. Spruce Pine.—This article seems to have no interest for our market, and we have merely to repeat that there is nothing to say regarding it. Keroseine.—The Alianza brings 10,000 cases from New York. Brokers quote at 68 000-68 200 per case. Lard.—Receipts nil and prices are advanced to 360 rs. per lb. at which the market is firm. Coal.—Receipts since our last report have been: 1,485 tons per George Gilroy from Cardiff 1,442 " Nelson do 1,565 " Butehire do 1,950 " Homewood do 1,481 " Forest Rights do 1,718 " Canute do 1,131 " Alexandre do all to dealers and companies.

Cement.—Receipts are insignificant and brokers continue the quotations given in our last report.

Rice.—Some small invoices have been received via Europe, and the market has declined. From dealers the quotations are about 88 000-95 000 per bag.

Rosin.—Receipts are 52 hanelts per Alianza from New York and quotations are unchanged.

Turpentine.—Receipts nil and we may quote at about 430-460 rs. per kilo.

Bran.—Receipts are 6,302 bags per Jessie McGregor from Rosario. Brokers quote River Plate bran at 28 500-28 700 per bag.

Hay.—Receipts nil and quotations to-day are 68-68 rs. per kilogramme.

Indian Corn.—Receipts have been 2,000 bags per Lisabon and 1,072 bags per Tagus, from the River Plate. Brokers quote at 38 200-48 500 per bag.

Codfish.—Receipts are various small lots of Norwegian cases, and we can learn of nothing of special interest in the market.

SHIPPING NEWS.

ARRIVALS OF FOREIGN VESSELS. DECEMBER 5.

PERAMBUCO.—Br bk Ehen; 391 tons; Griffiths; 9 ds; maize to Alberto Var de Carvalho.

DEC. 6. CAMBIE.—Br bk George Gilroy; 1083 tons; McGill; 51 ds; coal to Wilson Sons & Co. —Nor bk Nelson; 974 tons; Johnson; 52 ds; coal to order.

PERAMBUCO.—Nor bk Vats; 210 tons; Fulton; 6 ds; sundries to Fonseca & Cunha.

DEC. 7. CAMBIE.—Br bk Butehire; 970 tons; Steele; 48 ds; coal to order.

DEC. 8. ROSARIO.—Br bk Isabella Batoluz; 301 tons; Armstrong; 27 ds; sundries to order.

DEC. 9. CAMBIE.—Nor bk Homewood; 1224 tons; Kolveness; 51 ds; coal to Hamilton & Faro.

DEC. 10. CAMBIE.—Br ship Forest Rights; 1132 tons; Murphy; 64 ds; coal to Wilson Sons & Co.

OPORTO.—Port bk Maria; 560 tons; Silva; 39 ds; sundries to José Antonio Gonçalves Santos & Co.

DEC. 11. CAMBIE.—Br ship Canute; 1215 tons; Williams; 34 ds; coal to Wilson Sons & Co.

GUATEMALA.—Nor bk Garcia; 218 tons; Kohlbrug; 40 ds; jerked-lard to Luiz de Azevedo & Co.

COLON.—Br bk Leado; 196 tons; Jones; 22 ds; jerked-lard to Luiz de Azevedo & Co.

DEC. 12. CAMBIE.—Br bk Alexandre; 686 tons; Lechavoin; 13 ds; coal to Wilson Sons & Co.

GUATEMALA.—Dun scht Clara; 118 tons; Scheuing; 21 ds; jerked-lard to Luiz de Azevedo & Co.

PASSARIC.—Dun bk Dorotha Maria; 156 tons; Schenck; 39 ds; jerked-lard to Souza Irmao & Co.

ROSARIO.—Amer lng Jessie M. Gregory; 578 tons; Dow; 25 ds; sundries to order.

DEPARTURES OF FOREIGN VESSELS. DECEMBER 5.

MACAO.—Nor bk Arlic; 265 tons; Hansen; ballast.

DEC. 6. PERAMBUCO.—Nor bk Sijid; 508 tons; Olsson; ballast. —Br lng Anna Braunschweig; 264 tons; Jones; do. —Nor bk Zephyr; 236 tons; Christiansen; do. —Nor bk Salen; 417 tons; Flaessgen; do.

DEC. 7. PERAMBUCO.—Port bk Novo Silencio; 359 tons; Ferreira; sundries.

DEC. 8. SAKILO.—Br ship Mornington; 1359 tons; Jones; ballast. RIVER OROSCO.—Br bk Alexandre Keith; 609 tons; McIlhorm; do.

PERAMBUCO.—Amer bk Lillian; 681 tons; Wiley; do. MACAO.—Br bk Bismarck; 663 tons; Getzler; do. BAHIA.—Br bk Alois Kelly; 236 tons; Kelly; do.

DEC. 9. PERAMBUCO.—Nor bk Prince Leopold; 1316 tons; Naess; ballast.

JAMAICA.—Nor bk Ino; 336 tons; Johnson; do.

DEC. 10. BALTIMORE.—Amer bk D. Pedro II; 465 tons; Benson; coffee.

PERAMBUCO.—Ger bk Hieronymus; 431 tons; Olhe; ballast. S. FRANCISCO DO SUL.—Ger bk Inez; 195 tons; Rutgers; do. SANTOS.—Sweed lng Emmamel; 198 tons; Haglander; sundries.

PERAMBUCO.—Ger bk Emilie; 215 tons; Martin; ballast.

DEC. 11. PERAMBUCO.—Br bk Erinia; 640 tons; Davies; ballast.

DEC. 12. NEW YORK.—Nor bk Elida; 313 tons; Christoffersen; coffee. BARRADOS.—Nor bk Norma; 483 tons; Thosot; ballast. VICTORIA.—Ger bk Hansa; 241 tons; Geidt; sundries.

DEC. 13. NEW YORK.—Amer lng Adla T. Bonner; 436 tons; Myrick; coffee.

PERAMBUCO.—Nor bk Enterprise; 1502 tons; Gundersen; ballast.

—Br bk Premier, here in distress, has been condemned and will be sold at auction.

—On the 3rd inst. the str Zee was sold at auction for 74 500 and the cargo for 73 500.—Journal do Commercio, Dec. 9th.

—The Journal do Commercio of the 7th prints the following extract from a Rio Grande do Sul paper of November 29th:

The captain of the Br steamer Zee came in this steamer under orders that so soon as he arrived at the River Plate he should turn over the command to the first officer, for the company had dismissed him, employing him however to make this last voyage to show his successor the route to follow in the southern seas, in which he was well skilled. Annoyed, or some such thing, with the first officer, on whom he had bid the blame of his dismissal, he never exchanged a single word with him during the voyage, nor did he take any interest in the observations, so that the ship, carried out of its course by sea currents, was wrecked on the southern coast of this province. Although the said captain may be responsible, and guilty of the catastrophe, nevertheless it can not be affirmed that the shipwreck was proposital.

CLEARED AND READY FOR SEA.

LONDON.—By bk Marguerite sugar BARRADOS.—Br bk Oudario ballast HAMBURG.—Nor bk Bala. PENSACOLA.—Nor bk Manry do PARACAGUÁ.—Russ bk Anso do ASACAJU.—Br bk Arindne do

FREIGHTS AND CHARTERS.

There has been a moderate movement in the market and the following charters are reported: Sweed lng Lmes, coffee to New York 123 6d, Nor bk Gma, coffee, Port Elizabeth, 2000, Nor bk Anna, salt licks to Channel I., 27 6d. Nor bk Sijid and Nor bk Kyo, Pernambuco Co., and Channel I., sugar, the first at 238 6d and the latter at 257. Nor bk Phoenix, Pernambuco I., and Liverpool, cotton, 3d, and Nor bk Fate, Rio Grande do Norte and Channel I., sugar, 25, or to the United States 22 6d. Ger bk Inez, S. Francisco do Sul and River Plate, matte, 1 real, and Dan lng Kollingate, Paraganá and River Plate, matte, 3 1/2 real. Nor bk Teli, Macao and Rio, salt, 350 rs. and Dan lng Alodo, Penelo and Rio, general cargo, 2,600 rs.

Freights—steamer.

New York	450 per ton
New Orleans	do
London	308 per ton
Liverpool	308 do
Antwerp	258 do
Hamburg	258 do
Have	30 fcs do
Bordeaux	30 fcs do
Marseilles	25 fcs do
Trieste	30 fcs do
Genoa	25 fcs do

Unit: New York, 1270-1770 per ton; do South, nominal 150-200 do; Channel I., 27 6d-32 6d do; Lisbon I., 0 do.

VESSELS AFLOAT & LOADING FOR RIO.

Aurora	Yarmouth	17 Oct.
Aberlenn	Cardiff	18 Oct.
Arasos	Fernandina	18 Oct.
Albin	Pensaola	18 Oct.
Alma	Liverpool	18 Nov.
Actro	Marseilles	18 Nov.
Bessie	Cardiff	18 Oct.
Bernadina Bragg	Cardiff	18 Oct.
Bratrick Harner	New York	8 Nov.
Christian Scriber	Cardiff	7 Nov.
Callison	Groenock	5 Oct.
Clara	Newcastle	5 Sept.
Colth	Hamburg	6 Nov.
Cassida	at New York	6 Nov.
Crunder	Liverpool	6 Nov.
Euna Sims	Tieste	22 Oct.
Electra	Gaspe	28 Sept.
Elidif	Pensaola	28 Sept.
Flora	Pensaola	28 Sept.
Frankfurt	Newcastle	28 Sept.
Goldfay	Shields	8 Oct.
Hawkeye	Swansea	8 Oct.
Iron	Cardiff	23 Oct.
James Davidson	Cardiff	23 Oct.
Josine Marie	Hamburg	23 Oct.
Kate Barthill	Cardiff	23 Oct.
Katigern	Newport	23 Oct.
Lacta	Souly River	23 Oct.
Lilander	Hamburg	26 Oct.
Margareta	Liverpool	26 Oct.
Margareta	Opero	26 Oct.
Mississippi	Baltimore	26 Oct.
Noemia	Opero	26 Oct.
Olive Thurlow	New York	26 Oct.
Pacific	Shields	2 Sept.
Peggy	Cardiff	7 Sept.
Petrovich	Antwerp	7 Sept.
Prince Victor	Cardiff	7 Nov.
Regulus	at New York	7 Nov.
Resolute	Liverpool	20 July
Rapid	Newcastle	18 Nov.
Star of England	Cardiff	18 Nov.
St. Christopher	Shields	9 Aug.
Tarapur	Cardiff	11 Nov.
Toufic Bar	Cardiff	27 Oct.
Umbarna	Bristol	27 Oct.
Vergat	Antwerp	27 Oct.
Wagon	Paspelac	27 Oct.
Zarita	Cardiff	4 Nov.

ARRIVALS OF FOREIGN STEAMERS.

DATE	NAME	WHERE FROM	CONSIGNEE TO
Dec. 5	Hamburg Gr	Hamburg	E. Johnston & P. Mason
5	V. de Ceará Fr	Havre	Wilson Sons & C
7	John Elder Br	Liverpool	Wilson Sons & C
7	Plate Br	do	do
10	16 Ital	Genoa	L.N. Vincenzo & F
10	16 Ital	River Plate	Royal Mail
10	16 Ital	Wellington	Wilson Sons & C
10	Europa Ital	P. Alegre	Norton, M'W & C
10	V. de Ceará Fr	A. P. rita	A. P. rita
10	Humboldt Br	London	Norton, M'W & C
10	Donati Br	Liverpool	do
11	Bismarck Br	Newcastle	Mess. Maritimes
11	G. of Trinidad Br	Antwerp	do
11	G. of Trinidad Br	Santos	H. Stoltz & C
11	Argentina Gr	do 17h	E. Johnston & C
11	Humboldt Br	do 21h	Norton, M'W & C
11	Santos Gr	Hamburg	E. Johnston & C
11	Hougue Fr	Genoa	Karl Valais & C
11	Humboldt Br	do 21h	Norton, M'W & C
11	Alianza Amer	New York	Wilson Sons & C
11	Portugal Fr	River Plate	Mess. Maritimes

DEPARTURES OF FOREIGN STEAMERS.

DATE	NAME	WHERE TO	CARGO
Dec. 5	Lisabon Gr	Hamburg	Sundries
5	Lonke Br	do	do
7	Hamburg Gr	Santos	do
8	John Elder Br	Valparaiso	do
8	Vandyck Br	New York	Coffee
9	Tagus Br	Southampton	Sundries
9	Rimutaka Br	London	do
9	V. de Ceará Fr	Santos	do
10	V. de Ceará Fr	Havre	do
10	Europa Ital	Genoa	do
10	16 Ital	Santos	do
10	Rapinier Gr	River Plate	do
13	Argentina Gr	Hamburg	do
13	Portugal Fr	Bordeaux	do
13	Mennon Br	New York	do
13	G. of Trinidad Br	West Coast	Sundries

Calling at intermediate ports.

FOREIGN SAILING VESSELS IN THE PORT OF RIO DE JANEIRO, DECEMBER 14th, 1887.

NAME	TONNAGE	ENTERED	WHERE FROM	COUNTRY
American				
bk Grey Eagle	490	Nov 21	Baltimore	Levinger & C
bk Stacy Clark	372	22	New York	Phips Bros & C
bk Wakefield	843	26	Boston	B. F. Costa & Souza
sp Wm. Tapscott	159	Dec. 2	Cardiff	J. H. Bellamy & C
bk Aug. Kohler	592	2	Rosario	J. de Souza & C
Ing J. M. Gregor	578	12	Rosario	Phips Bros & C
Australian				
bk Hiperton	935	Nov 20	Brunswick	Teixeira R. & C
British				
bk Premier	480	Sept. 8	Iniquie	In distress
bk Syren	161	16	Swansea	A. Edmondson
sp Sir H. Lawley	128	9	Astoria	W. Guimaraes & C
bk Lily	197	13	Cardiff	J. de Souza & C
Ing Sequel	554	Nov. 13	Rosario	do
bk Dominion	1255	14	Cardiff	Wilson Sons & C
bk Belvedere	762	15	Cardiff	Monteiro, H. & C
bk Ontario	825	15	Rosario	J. de Souza & C
bk Pr. Rupert	1268	16	Cardiff	Wilson Sons & C
bk St. Vincent	1377	16	Cardiff	Wilson Sons & C
sp Pr. Louis	1333	16	Cardiff	R. W. May
bk Lauschie	1150	18	Newcastle	Monteiro & R
sch Clara	85	20	Cardiff	Braz. Coal Co.
bk Edinburgh	1129	21	Newport	D. Pedro II R R
sp Stw. Freeman	1485	21	Cardiff	Mess. Maritimes
sch Gower	150	21	Cardiff	Braz. Coal Co.
bk Hecla	571	21	Cardiff	G. Rodrigues & C
bk Brandon	1232	21	Cardiff	do
bk Annot Lyle	1246	21	Cardiff	Royal Mail
sp Ems Gem	1771	25	Cardiff	Duvivier & Co.
bk Melbourne	1485	25	Cardiff	J. de Souza & C
bk Glen Grant	1429	25	Glasgow	Wilson Sons & C
bk Anidne	327	25	Richmond	Phips Bros & C
bk Annie Barrill	102	25	Cardiff	R. Rodrigues & C
sp Andria	2630	25	Equinox	J. de Souza & C
bk Bessie Mark'um	778	Dec. 28	Rosario	Souza, A. & C
bk Ehen	394	28	Humboldt	A. V. de Carvalho
bk Geo. Gilroy	983	28	Cardiff	Wilson Sons & C
bk Butehire	997	28	Cardiff	To order
bk Isab. Haldom	391	28	Rosario	To order
sp Pr. Rights	1324	28	Newport	Wilson Sons & C
sp Canute	1213	11	Cardiff	Wilson Sons & C
bk Leader	196	11	Colom	L. Azevedo & C
Danish				
Ing Koldinghus	246	Nov. 25	Hamburg	C. Hecksher & C
Ing Alcedo	221	26	Pensacola	To order
sch Clara	118	26	Cardiff	Wilson H. R. R
Ing Dur. Marie	150	12	Paysandu	Souza I. & C
Dutch				
Ing Jundycyk	123	Dec. 2	R. Grande	In distress
Ing Adm. Tromp	208	2	R. Grande	Walter, H. & C
French				
Ing Marguerite	151	Oct. 11	St. Pierre	Avenier, D. & C
bk Alexandre	686	Dec. 11	Cardiff	Wilson Sons & C
German				
Ing Rul. Barth'd	277	Nov. 12	Westerwick	C. W. Gross & C
Ing Helwig	288	Dec. 2	London	Walter, H. & C
Italian				
bk Elvige	626	Nov. 19	Marseilles	In distress
Norwegian				
bk Anna	919	Oct. 27	Pensaola	Phips Bros

RIO GRANDE DO SUL.

From Messrs. Thomson & Co's Market Report, dated November 30th.

HIDES.—Dry hides continued neglected throughout the month, and hardly any business was done, up to a few days ago, when some barraqueiros resolved on selling, in all about 17,000 American hides at 550 rs. per kilo, equal to about 1 1/2 d. sig. per kilo, free on board with freight and commission. This extremely low price has attracted more interest on the part of buyers, but there are at present no more sellers there, the majority of the barraqueiros being in hopes of doing better by waiting. A few lots of heavy hides have been sold at the parity of 16 1/2 d. sig. per kilo, cost steamer freight and commission, and Kips have been in active demand for Portugal at 700 rs. per kilo, equal to 1 3/4 d. sig. per kilo, free on board, with freight and commission. Supplies of dry hides from the interior have been regular. Two barraqueiros continue shipping their hides on own account to Boston.

Exports of hides from 1st January to date:

Table with columns for destination (Europe, U. States), quantity (bags), and price (dry/salted).

SANTOS.

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

COFFEE.—Market ruled weak and drooping up to end of the month, when demand improved, all offerings finding ready buyers, and prices closed firm, with an upward tendency, stronger holders declining to meet the market, except at a considerable advance.

Receipts have averaged 4,222 bags, against 11,736 bags in 1886 and 7,759 bags in 1885. From 1st July to date they reach 207,301 bags, against 116,774 bags in 1886 and 831,177 bags in 1885.

Sales: our brokers return—United States, 16,500 bags, Europe, 86,000 and Elsewhere, 238: total, 102,838 bags.

Stocks are to-day 386,000 bags, against 315,000 bags last month. Leading 35,000 bags:

Table showing clearances of coffee from Santos for various destinations (Channel f.o., Havre, Antwerp, Hamburg, Trieste, Marseilles, Naples, Rio and coast).

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

Large table showing coffee clearances for 1887-88, 1886-87, and 1885-86, categorized by destination (United States, Europe, Elsewhere).

Total clearances of Coffee from Santos for eleven months 1st January—31st November.

Table showing coffee clearances for 1887, 1886, and 1885, categorized by destination (United States, Europe, Elsewhere).

GOVERNMENT AND PROVINCIAL BONDS

Table listing government and provincial bonds with columns for denomination, interest, nominal value, last sale, and last quotations.

DEBENTURES AND SHARES

Large table listing various debentures and shares, including banks, railways, and other companies, with columns for capital, shares, value, and last quotations.

Shipping.

THOMAS NORTON'S OLD REGULAR LINE OF SAILING PACKETS... UNITED STATES AND BRAZIL PORTS... Established in 1865... Loading berth, Covered Pier No. 17, East River...

Insurance.

GUARDIAN FIRE AND LIFE INSURANCE CO. Agents in Rio de Janeiro Smith & Youle. No. 65, Rua 1 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. 87, Rua 1 de Março, Rio de Janeiro.

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

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

ROYAL INSURANCE COMPANY, LONDON AND LIVERPOOL. Capital £2,000,000 Accumulated Funds £5245,104. Insures against the risk of fire, houses, goods and merchandise of every kind at reduced rates. John Moore & Co. agents. No. 8, Rua da Candelaria.

BRITISH & FOREIGN MARINE INSURANCE COMPANY, LIM'D. Capital £1,000,000 sterling. Agents in Rio de Janeiro Swanwick & Gordon, 31, 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, 34, Rua General Camara. Telephone No. 427.

Steamships.

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

December Departures: To New York (Every Saturday)

Table with columns: Ship Name, Destination, Date. Includes entries for 'To Southampton' and 'For Other Ports'.

LAMPART & HOLT, 21 Water Street, Liverpool. ARTHUR HOLLAND & Co., 17, Leadenhall Street, London. For freight and passages apply to Agents—NORTON, MEGAW & Co. No. 87, Rua 1 de Março. For cargo apply to Wm. R. McNiven, Rua 1 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 entries for Dec 17 and Dec 24.

This Company's steamers leave Southampton on the 25th and 29th of every month and arrive in Rio de Janeiro on the 23rd and 27th, proceeding to the River Plate after the necessary delay. The latter also calling at Santos. The steamers homeward continue to leave Rio on the 25th and 29th 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 SAILING FOR NEW YORK ADVANCE, Capt. LORD 11th Jan. 1888.

ALLIANÇA, Captain BEERS, NEW YORK

calling at BAHIA, PERNAMBUCO, MARANHÃO, [entering the two last named ports] PARÁ, BARRIADOS and St. THOMAS.

Table with columns: Destination, Cabin, Steerage. Includes entries for Liverpool, New York, and back.

For passages and information apply to Wilson, Sons & Co., Limited, Agents No. 2 Praça das Marinhãs. And for cargo to W. C. Peck, No. 6, Praça do Commercio.

TRAPICHE VAPOR.

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

Capital £1,000,000. Dated, paid up £500,000. Reserve fund £500,000.

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

LONDON AND BRAZILIAN BANK, LIMITED.

HEAD OFFICE: LONDON BRANCHES: LISBON, OPORTO, PARÁ, PERNAMBUCO, BAHIA, RIO DE JANEIRO, SANTOS, SÃO PAULO, RIO GRANDE DO SUL, PELOTAS, PORTO ALEGRE, MONTEVIDEO, AND NEW YORK.

Capital £1,250,000. Capital paid up £625,000. Reserve fund £625,000.

Draws on: Messrs. GLYN, MILLS, CURRIE & Co., LONDON; Messrs. MALLET FRERES & Co., PARIS; Messrs. J. H. SCHRÖDER & Co., HAMBURG.

BANCO INTERNACIONAL DO BRAZIL

22, Rua da Alfandega, 22

Capital 20,000,000 \$000

President Visconde de Figueiredo. Managing Director Edward Herdman, Esq.

This bank draws on Messrs. N. M. Rothschild & Sons—London; Messrs. De Rothschild Freres—Paris.

- Deutsche Bank... Hamburg, Berlin, Bremen, Frankfurt of Main. Banque d'Anvers... Antwerp. Banca Generale, and agencies... Rome, Geneva, Naples, Milan, and other Italian cities. Banco Hipotecario de España, and agencies... Madrid, Barcelona, Cadix, Malaga, Tarragona, Valencia, and other cities in Spain and the Canary Islands. Banco de Portugal, and agencies... Lisbon, Oporto, and other Portuguese cities. English Bank of the River Plate, Limited... Buenos Ayres, Montevideo. Messrs. G. Amsinck & Co... New York.

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

CRASHLEY & Co., Newsdealers and Booksellers.

Subscriptions received for all the leading English and American newspapers and periodicals. Agents for The European Mail.

A large assortment of English novels, of the Tauchnitz Edition, 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.

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of all sizes and styles, executed with neatness and dispatch, at No. 79, SETE DE SETEMBRO, 1st Floor.

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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

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Rua da Alfandega, 83.

RUBBER HAND STAMPS

and Metal-Bodied Rubber Type. S. T. LONGSTRETH, Office and workshops: No. 13, Travessa do Ouvidor, 1st floor. Caixa no Correio No. 906. Rio de Janeiro.

HOLMAN'S LIVER PADS.

GENUINE CARLSBADER SALTS. For sale by Anari 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.

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Imported by Andrew Steele & Co. No. 75, Rua 1 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 transition, the designations of number and volume were continued. At the beginning of 1881 the style of the publication was still further changed by an increase from four to eight pages, and a diminution in the size of the page. This change not only largely increased the size of the publication, but it added greatly to its convenience for office and reference use. With the beginning of its 14th volume (January, 1887) the editors feel themselves warranted in calling attention to the uniform and general satisfaction with which their policy and management have thus far been received, and in advising their patrons that no deviation whatever from them will be made. The News will seek to keep its readers fully and accurately informed on all commercial questions, and upon all matters of Brazilian policy, enterprises and investments. In its discussions it will treat editors will hold themselves personally responsible. In its 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 1\$8 per inch per quarter, with a reduction of 20% for additional space and time.

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