

# THE RIO NEWS.

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VOL. XV.

RIO DE JANEIRO, NOVEMBER 24TH, 1888

NUMBER 33

## Official Directory

UNITED STATES LEGATION.—157, Rua das Laranjeiras. H. CLAY ARMSTRONG, Chargé d'Affaires, *ad interim*.  
BRITISH LEGATION.—Travessa de D. Manoel, No. 8. GEORGE H. WYNDHAM, Minister.  
AMERICAN CONSULATE GENERAL.—No. 130 Rua do Ovidor, 1st floor. H. CLAY ARMSTRONG, Consul General.  
BRITISH CONSULATE GENERAL.—No. 8, Travessa de D. Manoel. RAUL GERALD PERRY, Consul General.

## Church Directory

CHRIST CHURCH.—Rua do Espraiado da Veiga. Divine Service every Sunday at 11 a. m. and on the 2nd and 4th Sundays in each month at 8 p. m.  
H. MOSLEY, M. A., Chaplain.  
N. B.—All notices should be sent to  
ALBERT ALLEN, Cleric, No. 6, Rua Hunahy.  
METHODIST EPISCOPAL CHURCH.—Largo do Caloteiro. English services: Sunday School at 10 a. m. preaching at 11:30 a. m. on Sundays, and at 7:30 p. m. on Fridays.  
E. A. TILLY, Pastor.  
Portuguese services: Sunday School 10 a. m., preaching 7:30 p. m. Sundays, prayer-meeting 7:30 p. m. Wednesdays.  
J. W. FARBOUX, Pastor.  
Residence: Rua da Princesa Imperial No. 18.  
PRESBYTERIAN CHURCH.—No. 15 Travessa da Barreira. Services in Portuguese at 11 o'clock, a. m., and 7 o'clock, p. m., Sundays; and at 7 o'clock p. m., Thursdays.  
BAPTIST CHURCH.—Rua do Conde d'Eu, No. 122. Services in Portuguese every Sunday at 11 o'clock, a. m., and 7 o'clock, p. m.; and every Wednesday at 7 o'clock, p. m. Sunday School at 10 o'clock, a. m.  
W. B. BAGBY, Pastor.  
Residence: Rua de Santos Rodrigues N. 6.  
IGREJA EVANGELICA FLUMINENSE.—No. 175, Rua de S. Joaquin. Services in Portuguese at 10 o'clock, a. m., and 6 o'clock, p. m., every Sunday; and at 7 o'clock, p. m., every Wednesday. Sunday school at 4:30 p. m.  
RIO SEAMEN'S MISSION AND READING ROOM.—Open daily, No. 89 Rua da Misericórdia. Divine Service on Sundays and Wednesdays at 7 p. m. Gifts of papers, books, left off clothing, etc., may be sent to the above address, or the Missionary will gladly call for them.  
THOMAS HOOPER, Missionary.

## Medical Directory

Dr. Cleary, Physician and Surgeon. Residence: 37, Rua do Saador Vergueiro. Office: 87, Rua do Hospital from 12 to 3 p. m.  
Dr. W. J. Fairbairn, M.D. Edin. Surgeon and Physician. Office: Rua 1º de Março, No. 99, from 11 to 1 p. m. and 4 to 4:30 p. m. Residence: Rua D. Marianna N. 15, Botafogo.

## Traveller's Directory

### RAILWAYS.

DOM PEDRO II.—Through Expresses: Central train leaves Rio at 5 a. m.; arrives at Barra do Pirajy 7:22, Entre Rios 9:22 and Itaboraí (terminus) at 11:22 p. m. São Paulo train leaves Rio at 6 a. m. arrives Barra at 8:15 a. m., and Cachoeira at 10:15 a. m. From Barra train leaves at 10:22 a. m., arriving at Porto Novo at 11:42. Downward train leaves Barra at 12:29 p. m., Cachoeira at 2:15 p. m., and arrives at Rio at 4:05. Upward train leaves Barra 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.  
Landed Express, leaves Rio at 7 a. m.; arrives at Barra at 10:25, Entre Rios at 12:22 and Marianno 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 11:30 a. m. and arrives at Cachoeira at 1:05. Downward train leaves Barra at 12:29 p. m., Cachoeira at 2:15 p. m., and arrives at Rio at 4:05. Upward train leaves Barra 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.  
Mixed Train, leaves Rio at 8:30 and 9:30 a. m. 3:15 and 5:30 p. m. first goes to Barra arriving at 8:03 p. m. second and third to Barra arriving at 9:10 a. m. and 3:55 p. m. and third to Belem arriving at 7:30. Downward train leaves Barra at 4:30 a. m. arriving at Barra 9:17 and Rio at 2:30 p. m. Barra at 4 and 5:30 a. m. arriving in Rio at 3:15 a. m. and 12:15 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 10:30 p. m. every Monday, arriving at Barra at 3:15 and Rio at 5:30 a. m.  
S. PAULO AND RIO.—Trains leaves Cachoeira at 12:25 p. m. arriving at S. Paulo at 6:49 p. m. Returns at 12:08 p. m. S. Paulo at 6:00 a. m. and arrives at Cachoeira at 12:08 p. m. S. Paulo at 6:00 a. m. and arrives at Cachoeira at 12:08 p. m.  
CANTAGALLO R. R.—Leaves Niterói (Sant'Anna) 7 a. m., arriving at Nova Friburgo 10:55. Returns 1 hour per trainway from Cantagallo 1:29. Returns train leaves per trainway from Nova Friburgo 11:27 a. m., arriving at Cantagallo 9:15 and Nova Friburgo 12:27 a. m. and returns to Niterói 3:10 p. m. A special Nova Friburgo excursion train leaves Niterói at 3:15 p. m. and Nova Friburgo at 5 a. m. on Mondays, Thursdays and Saturdays. Ferry boat runs between Rio and Sant'Anna, connecting with trains.  
CORCOVADO R. R.—Trains leave the Station at Cosme Velho, Itaboraí, and at 6, 8, 10, 12 a. m. and 2, 4 a. m. 6 p. m. on Sundays and holidays; and at 6:30 and 8:30 a. m. and at 2 and 5:30 p. m. on week-days.  
PETROPOLIS STEAMERS AND R. R.—Steamers leave Trapique Mauá at 4 p. m. week days, and on Sundays and holidays. Returning trains leave Petropolis at 7:30 a. m. week days, and 4 p. m. Sundays and holidays. Mixed train: upward 7:00 a. m.; downward (from Petropolis) 3:30 p. m., week days only.

## Libraries, Museums, &c.

BRITISH SUBSCRIPTION LIBRARY.—Rua dos Ourives, No. 53, 1st floor.  
BIBLIOTHECA NACIONAL.—Rua do Passeio No. 48.  
BIBLIOTHECA FLUMINENSE.—No. 62, Rua do Ovidor.  
MUSEU NACIONAL.—Praça da Aclamação, cor. Rua da Constituição.  
GABINETE PORTUGUEZ DE LEITURA.—No. 12 Rua Luiz de Camões.

## Hotels.

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Laranjeiras 6:30 8:30 2. 5:30.  
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Mr. J. C. V. Mendes No. 1 Praça D. Pedro II.  
Telephone No 2949.

### TIJUCA.

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Letters to be addressed to Messrs. Crashley & Co. Rua do Ovidor N. 67, where information can be given.  
Orders respectfully solicited.  
31-36.

# THE RIO NEWS

PUBLISHED TRIMONTHLY

for the mail packets of the 5th, 15th and 24th of the month.

A. J. LAMOURIUX, Editor and Proprietor.

Contains a summary of news and a review of Brazilian affairs, 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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154 Nassau Street, NEW YORK.

MESSRS. STREET & CO.,  
30 Cornhill, LONDON E. C.

MESSRS. JOHN MILLER & CO.,  
São Paulo and Santos.

RIO DE JANEIRO, NOVEMBER 24th, 1888.

AFTER a continuous session of over six months (May 3rd to November 20th), including several prorogations, the General Assembly for the current year has closed up and gone home. Notwithstanding the important questions awaiting solution, very little has been accomplished. The famous abolition act of May 13th is a noteworthy exception to the usual sterility of these legislative sessions, but it was as great a surprise to the Chambers as to the country at large. Noble and praiseworthy as it is, it must be considered a work of destruction, the removal of an obstacle, the settlement of a great wrong. It abolished a vicious and unjust system of labor and forced the country into the adoption of another. This act should have been followed by constructive legislation of the most liberal character in order to assist the transformation of labor and mitigate the hardships attendant upon so radical a change. Nothing of the kind, however, has been done. The reactionists seized the first opportunity to dominate the Senate and place the ministry and its supporters upon the defensive, and this has been the attitude of public affairs during the greater part of the session. The "banks of emission" project introduced last session, distantly modeled after the American national system, passed the Senate August 14th and was voted blindly by the Chamber just before adjournment.\* It may be considered a step in advance, but the system is so crippled by ignorant conditions that few good results are likely to spring from it. Experience, however, will probably suggest the necessary changes. The liberal "freedom of worship" bill passed by the Senate this session, was effectually blocked in the Chamber by church intrigue and a petition signed by 14,000 women. The regular budgets were eventually passed by means of prorogated sessions. The most important of these is the budget of the department of agriculture, commerce and public works, which, following the mad policy of the Argentines, appropriates large sums for railways, subsidies, public improvements and immigration. Much of the money voted is absolutely unnecessary, and the appropriations are based on the erroneous policy that public enterprises can only be carried out through government assistance. A highly pernicious amendment was attached at the last moment permitting importers of Chinese coolies to receive the assistance now granted to European immigration. Another pernicious amendment was also attached, tying the hands of the minister in the renewal of

\* The text of the project as it passed the Senate, which was not changed in the Chamber, was published in our issue of August 15th.

tramway concessions and making the extension of these a matter of bribery and jobbery. The "burgos agrícolas" project adopted is a visionary scheme and will probably die of inanition. Beyond these measures, much of which will be positively hurtful, the session has been worse than fruitless, for it has helped to disorganize labor, unsettle the confidence arising after the adoption of the law of abolition, and demoralize the public by unseemly quarrels and useless rhetoric. The tariff questions we shall discuss hereafter.

The local papers of the 21st announced the decision of the government to send a special agent to England to confer with the "Recife and S. Francisco" and "Bahia and S. Francisco" companies for the transfer of those two railways to the state. It was also announced that this highly important mission had been entrusted to Dr. J. C. Rodrigues, formerly editor and proprietor of *O Novo Mundo*, and recently the negotiator of an important foreign loan for the province of São Paulo, the first of its kind in Brazil. The intentions of the government with respect to these two railways is already known, for they have been the subject of general proposals in annual *relatórios*, and of discussions in parliament. The general purpose is to reduce the heavy charges which these roads entail upon the treasury—a purpose which no one can reasonably criticise. Whether the proposition comes at the right time, or not, is certainly an open question, for the two roads are now near enough the profit line to render their guarantees purely nominal. The burdens imposed by these ill-advised enterprises have already been met and shouldered by the treasury, and if agriculture could only be stimulated in those districts they ought soon to begin paying back the money advanced. If the state had only taken over these lines years ago and could have secured a reasonably economical administration of them, it would have been a great gain for the national treasury. Even now, their acquisition by the state may be advantageous, for their extensions are built and administered by the state and their acquisition would tend to simplify administration and enable the treasury to make use of the profits now earned by the lines. It will require a very careful and economical administration to enable the state to derive benefit from the proposed acquisition, but as to this no minister was ever known to hesitate. In the selection of an agent, the government has been most fortunate. Dr. Rodrigues is unusually well equipped for a negotiation like this, because of his long residence among Englishmen, his familiarity with their laws, customs and business habits, and his rare faculty of making himself master of the subject in hand. In a negotiation so complicated and delicate, something more than a mere official is required; and it is creditable to the government that this fact has been recognized at the very outset. The purpose is to effect an arrangement satisfactory and just to both sides, and we are confident that Dr. Rodrigues will get nearer to that essential point than any other man the government could have selected.

The controversy which has arisen in São Paulo over the termination of the contract with the São Paulo Gas Co. (English) has come at a very critical time, for it will certainly serve to unsettle reviving confidence in Brazilian investments and check the stream of English gold now flowing into the country. The claim that the contract expires next month is apparently the result of an intrigue on the part of sundry speculators to get possession of the service, as will be seen when the new proposals are in. A liberal interpretation of

the contract and decrees of extension certainly warrants the claims of the company, and even were there any doubt of this it should be interpreted in the company's favor for upon this interpretation its capital was raised. The original contract was signed 26th December, 1863, and fixed a term of 25 years for the concession. The concessionaires, however, were unable to sell the privilege or organize a company, and in August, 1866, just before the concession expired, an extension of two years was obtained. In 1869, or after the expiration of the said two years, the owners of the concession opened negotiations in London with the promoters of the present company, who agreed to buy the said concession (then really worthless) and organize a company, providing an extension of time were granted and certain modifications were made in the contract. Accordingly an "addenda" to the original contract was signed 10th July, 1869, extending the time by two years. Another extension for beginning work was signed in 1870, concurrent with an extension of the kerosene illumination contract for nine months, at the end of which, as expressly stated, the gas illumination contract should begin. This, the company has always considered, is the date at which its 25 years' contract should begin. Even if this were a misapprehension, certainly the government can not go back of the date on which the old contract, already lapsed, was renewed, which was 10th July, 1869. The first years of the company's existence were of course full of difficulties and no profits were earned. Its shareholders had risked their capital at a time when the city was small, poor and comparatively unknown to the outside world, and they strove to fulfill all their obligations in the hope of ultimate profits. Now that the city has become rich and prosperous and they are realizing their once almost hopeless expectations, the people who have derived benefit from their capital and faith are seeking to rob them of six to seven years' profit in the investment. No one certainly can justly hold them responsible for the six years lost in fruitlessly seeking capital for the enterprise; on the contrary, the people of São Paulo ought to gladly admit this most reasonable of claims, which is confirmed by several prominent Brazilian lawyers, and to spare no effort to settle all these early contracts in a manner that will leave no complaint of broken obligations, bad faith and ingratitude behind.

The Chinese amendment to the budget of the minister of agriculture having become law, it now remains to be seen whether the reactionists of Bahia, Minas Geraes and Rio de Janeiro will have the courage of their declared convictions. The introduction of Chinese labor into Brazil at this time will be a step of exceptional importance and gravity, and its consequences will be felt for generations and will go far to determine the future of this empire. For the brief moment it may afford relief to those planters who can not adapt themselves to the requirements of free labor, but, as in the case of slavery, their gain will inevitably be the nation's loss. Aside from the creation of a new form of slavery, which we have already discussed, and aside from the no less important question of amalgamation and consequent degradation of the white race, which we have also discussed, there are other points worthy of consideration before it is too late. In the first place, white immigration will inevitably be checked by coolie competition. There is probably no race in the world which can successfully compete with the Chinese, where the latter are not placed under restrictions. They are patient, industrious, saving, persevering and are accustomed to live on the minimum of food. They

are crafty and implacable in a way, and invariably crowd all competitors out of any occupation they may take a fancy to. Give them a fair chance, and they will inevitably drive white and black laborers out of all the small industries and trades in the country. To prevent this, their liberty must be restricted—and that means slavery. In the second place, we are firmly convinced that the introduction of Chinese labor will serve to hasten the disruption of the empire. Rio Grande do Sul, Santa Catharina and Paraná, where the German element is so large and the Italian element is rapidly increasing, will not be inclined to favor the introduction of Chinese. Those provinces are slowly changing to a state of society favorable only to small holdings and free voluntary labor. If they had free access to better markets, the system of small cultivation in those provinces would develop with great rapidity and they would very soon be rich and prosperous. It is highly improbable that the European colonists now settled in those provinces, and the large cattle-raisers who have no use for Chinese labor, will permit the introduction of a semi-serf laboring element; and it is also improbable that they will relish an association with provinces importing and using so objectionable a class of laborers. São Paulo, also, will probably decline to take so retrograde a step, though a few planters may wish to give it a trial. The probabilities are, therefore, that the introduction of Chinese labor will serve to alienate the southern provinces, possibly including São Paulo, and will at no distant day lead to their political separation from the servile-labor provinces of the centre. Whether the Amazonian provinces will take to the new slave element is not yet clear, but the probabilities are that they will not. It may occur, therefore, that Bahia, Minas Geraes and Rio de Janeiro will not only be left to bear the incubus and disgrace of the introduction of a new servile element, with all its demoralizing and reactionary consequences, but will also destroy the political union now binding the provinces together. There are certainly risks enough in the venture to make a wise man hesitate.

## THE BUDGET.

The following is an abstract of the budget as finally passed by the Chamber of Deputies on the 15th inst. The general expenditure of the Empire for the fiscal year 1889 is fixed in the sum of 153,148,442\$297, distributed among the various departments as follows:

Department of Empire.....	9,228,321\$607
do Justice.....	7,680,612 823
do For. Affairs.....	771,706 666
do Marine.....	11,313,619 125
do War.....	15,031,706 173
do Agriculture.....	40,929,076 686
do Finance.....	62,193,399 727
	153,148,442\$297

The estimates made by the cabinet when the legislature assembled were:

Department of Empire.....	8,928,675\$497
do Justice.....	7,133,542 808
do For. Affairs.....	775,306 666
do Marine.....	11,257,970 125
do War.....	14,578,772 173
do Agriculture.....	36,686,183 261
do Finance.....	58,748,220 301
	138,108,670\$831

or 15,000,000\$ more have been voted than was estimated, a curious result where economy is the text of statements of both parties. Of this, however, 10,000,000\$ belong to the appropriation for immigration.

To the above sum of.....	153,148,442\$297
are to be added	
Table A.....	327,336 014
do B.....	
do C.....	19,939,629 813
	173,415,408\$124

The revenue is estimated at..... 147,200,000 000

Which leaves an apparent deficit of 26,215,408\$124

In the budget of the department of agriculture the following authorizations are included, which are to further increase the estimates: The government is authorized to guarantee up to 6 per cent. interest for a maximum period of 30 years and on a maximum cost of 30,000\$ per kilometre to the following railways: Aracaju to Simão Dias, with a branch to Capela, in the province of Sergipe; Riobranco to Vila do Bonito, near to Itabuna, Parahyba do Norte; a branch from the Minas and Rio railway

to the Caxambu springs, and another to the Lauriano and Cambuquira springs, to the town of Campanha; a branch from the Alagoas railway to the town of Assembla; a branch from Campo Grande, or other suitable place, to Bom Jardim, province of Pernambuco; a branch of the Bahia Central railway to the Orobo lands, and an extension southwards according to the most suitable plans; a branch from Natal to Nova Cruz railway to Ceará-mirim, or from Natal to this place; a branch to connect the town of Tamandaré, through the Jacuhy valley, to a suitable point on the Recife and S. Francisco railway; an extension of the Sorocabana railway from Botucatu to the banks of the Paranapanema, below its junction with the Itaipu; an extension of the Paraná railway to the towns of Amazonas and Rio Negro, where considered suitable, and a branch from Morretes to Antonina; from Caxias to Capatras, in the province of Maranhão; an extension of the Baía de Ararama railway through the Macaúba valley to a junction with the Leopoldina line, province of Rio de Janeiro; an extension of the Macaúba and Campos railways to the Serra do Frade, Rio de Janeiro, an extension of the Nazareth train road from the town of Santo Antonio de Jesus to Amar-goso, province of Bahia; a branch from the Alagoas railway to pass through the Merim, Jetuba, Santo Antonio Grande, Camaragibe, Manguba and Jacuhy valleys and to terminate at the late colony Leopoldina; a railway to connect Pelotas to the colonies of S. Lourenço and neighboring districts, province of Rio Grande do Sul; an extension of the Bahia and Santos railway from Itapetininga to S. João Baptista de Minas Novas, in the province of Minas Geraes, and thence to a suitable point on the S. Francisco river; the extension of the railway from Taubaté to Ubatuba, an extension from Ubatuba to Itapetininga, to the boundaries of Paraná, all in the province of S. Paulo; to the Santa Luzia to Benevente railway for building a section from Santa Luzia to Cachoeira, and from Cachoeira to Benevente, or Victoria, as most suitable, province of Espírito Santo; an extension of the Campos and Carangola railway to Alegrete, or to a suitable point on the Santa Luzia and Cachoeira line.

To contract for the extension of the Minas and Rio railways to a navigable point on the Rio Verde, for which purpose, in accordance with the proposal of the company, 3 per cent. may be guaranteed for 10 years and 5 per cent. during construction, on a maximum capital of 30,000,000 francs.

To contract with the Mogiana railway the extension of the Poços de Caldas line to the town of this name.

To order the necessary surveys for the construction of a branch to unite the towns of Victoria and Gloria do Gó in Pernambuco; of a branch from the Alagoas railway from a suitable point to the late military colony of Leopoldina, through the valleys of Merim, Santo Antonio Grande, Jetuba, Camaragibe and Jacuhy (as authority to grant a guarantee to this line is mentioned above, it is peculiar that here on only surveys should be granted.—Eis. Azey); an extension of the Camaragibe railway to Pesqueira, in Pernambuco; an extension of the Conde d'Eu railway, in the province of Paralyba, from Ingá to Campina Grande, and from Independência to Bananeiras, and from this town to Nova Cruz in Rio Grande do Norte, for the connection of these two roads, in accordance with the report of the department of agriculture of last year; and the extension of the Ferro Preto branch (the D. Pedro II line) to Ibatuba; upon this last extension 130,000,000 may be spent.

To order the necessary surveys for a junction of the Natal and Nova Cruz, in the province of Rio Grande do Norte, Conde d'Eu in Paralyba, Límoeiro and Recife and S. Francisco, in Pernambuco, and Imperatriz in Alagoas in such manner that communication by rail may be established between these provinces.

To order surveys for the determination of the best route for the extension of the Sorocabana railway from the boundaries of the province of Paraná to a junction with the Cacequi and Taquary railway in Rio Grande do Sul.

To contract with the most favorable bidder the navigation of the lower S. Francisco, in which service it to be included towage over the bar, and the subsidy should not exceed 50,000,000.

To have surveys made on the bar of the Parahyba river at S. João da Barra, that deniers bound for that port may freely enter and depart.

To contract for the navigation of the Jequitinhonha and Parão rivers, province of Bahia, the subsidy to be 30,000,000.

To grant 20 years privilege to the company navigating by steam the Yellias and S. Francisco rivers, without increase of subsidy.

To contract with Baía de Jacuhy the service of a steam navigation company between Brazil and Europe, except so far as regards the subsidy during the provisional service. Should the enterprise be organized within the next fiscal year the government may grant a subsidy of 25,000,000 per voyage, up to a sum of 300,000,000 per annum.

The government is authorized to improve the Rio Grande do Sul bar, at the cost of the people, if no individuals care to bid for the work, and credit operations are permitted for this purpose.

Each province of the empire is to receive 360,000 hectares of public lands, which are to be used in colonization and sold in lots, previous survey and marked, according to the systems adopted by the various provincial assemblies. These lots, however, may not be located on navigable rivers, on railways belonging to the State, nor on those guaranteed by it; such lands may be granted freely by the government to the companies, or railways, for the establishment of colonies.

The government will issue the necessary regulations.

For the construction of branches destined to connect the Bahia Central railway and that of the S. Francisco at the most convenient point, and these roads to that of Santo Amaro; the branches may be contracted for, with an interest guarantee not to exceed 6 per cent. on 30,000,000 per kilometre.

To grant 5 per cent. on a maximum cost of 20,000,000 per kilometre for a railway of from 60 to 85 kilometres, and .75 metre gauge, from the

town of Nossa Senhora da Conceição do Rio Bonito, or near by, to extend to Cape Frio, province of Rio de Janeiro.

Then come the amendments to the budgets of the department of finance:

The government may issue 16,000,000,000 in Treasury bills in anticipation of revenue.

All deposits may be used, but must be returned upon application.

That part of the revenue destined to the service of emancipation may be employed in immigration, or native colonization.

To maintain as regards the importation of goods that are manufactured in the country, or of which manufactures exist, using native grown raw material, a sliding scale of tariff, accompanying the advance of exchange from 22½d per mil reis; and also to increase the duties on manufactures of cotton and jute, so that the produce of native factories may not suffer from their competition.

To revise the customs tariffs in relation to goods imported from the United States to meet the treaty that may possibly be negotiated with that country for the obtaining of at least reciprocal advantages for national produce imported there.

To revise the regulations of February, 1888, relative to taxes on professions and trades.

To revise the duties on manures, whether chemical or natural.

To allow free entry to animals imported for breeding purposes, and such as are destined to the Zoological Gardens.

To turn over to any company that proposes to complete the Banaal railway a debt of 16,000,000 owing the state by the bankrupt company.

To order the sanitary improvements in the city of Rio de Janeiro, as regards the Rodrigo de Freitas lake, in accordance with the plans and estimates of Engineer J. J. Kévy, and which have already been presented to the legislature, by means of a company, or an undertaking to be organized for this purpose, to which might be conceded certain favors, viz.: free usufruct for 90 years of government land, which is comprised within the said plans, and of such as may be acquired by filling in, or excavating, after complete leveling, excepting such as are reserved for the public benefit.

Free entry for material and tools necessary to the execution of these plans; privilege for the construction, use and possession of an elevated railway between the city and the new suburb of the lake of Rodrigo de Freitas in accordance with the said plans.

To revise the customs tariffs to give the custom houses of Rio Grande do Sul a special complete tariff, satisfying so far as most suitable to the interests of the state the reclamations presented to the government by the Exchanges of the province; to reduce or suppress, if necessary, the export duties on produce similar to that of the neighboring republics which may be free in the said countries; and to take, alone, or in combination with neighboring states, all the necessary steps to avoid loss to the public revenue in the dispatching and transit of merchandise of whatsoever origin and destination, not only on the southern frontiers by land, but especially on the Uruguay river and its branches, on the Paraná and Quararim railway, Laguna Mirim and its tributary streams, regarding as well as possible the greatest advantages and the free traffic on these routes of international communication.

To guarantee the loan to be contracted by the Commercial Association of Rio de Janeiro for the consolidation of its debt and completion of the Exchange, sinking fund and interest [the latter not to exceed 5 per cent. and the former to supply the amount necessary for the redemption of the loan in 30 years], upon the hypothecation to the state of the building, to be held as security for the entire repayment of any sums which may be advanced.

Law No. 3,263 of July 18th, 1888 which applies the interest on amounts loaned the banks by the Treasury to the redemption of currency, is repealed, and also Art. 5 of law No. 3,348 of October 20th, 1887.

All debts to the Treasury arising from slave owning are declared extinguished, and those of such description as were collected in 1888 will be refunded.

With special application to such aid institutions as are not in charge of religious bodies or of private individuals a tax of 30¢ is imposed on each tramcar of the Jarina Botafogo and S. Christóvão companies, and 15¢ on all others; 500¢ per diem upon rickshaws, or mule, held in the neutral municipality by clubs, companies, associations or enterprises, and 30 per cent. on certain municipal taxes.

The municipal chamber of Rio de Janeiro is authorized to contract a loan for not over 5,000,000,000 at 4 per cent. interest and 1 per cent. sinking fund, the conditions of the contract to be submitted to the government which will fiscalize the application of the funds to the purposes as solicited by the Chamber.

General, provincial and municipal taxes legally demanded will be considered as working expenses of railways enjoying a guarantee by the state.

The minister of marine is granted a credit of 1,100,000,000 to increase the naval force [ships].

Various favors are granted an enterprise to establish on a large scale the production of silk; such as free machinery, free importation for 10 years of raw-silk and dyes, to the extent of 20,000 kilograms of silk for the first five years and of 10,000 for the latter; relief from house tax for 10 years. The obligations of the enterprise are to furnish, to the conditions, farmers with mulberry cuttings and silk-worms; to establish reeling machines in central positions, observatories for experts in the industry, and for the propagation of the worms; to immediately establish in Rio de Janeiro a silk spinning and weaving factory to use 20,000 kilograms of raw silk per annum and to establish a theoretical and practical school for teaching the cultivation of the mulberry and the rearing of silkworms.

Conditions are established for the condemning of water courses where these are necessary for the supply of towns.

The government is authorized, at the termination of the contracts of the several tram companies of this city and its suburbs, to renew the concessions to the same, or other enterprises, on the following conditions: one year prior to the expiration of each concession there will be opened a public competition for the renewal, which will be for 50 years at

least; the bids will be based upon a table to be organized by the government showing the rates of passage, etc., and such other conditions as appear proper; among the conditions must be the repairing of the streets served by the trams, the payment of net profits to be verified annually, and the reversion to the municipal chamber of all the material of the enterprise at the termination of the concession; the competition will be relative to the amount to be contributed, and all policemen and letter carriers will be transported gratis. The amount thus collected is to be employed in sanitary movements.

The government is authorized to convert the foreign and domestic funded debt in all, or in part, at a lower rate of interest.

## LEGISLATIVE NOTES.

November 12.—In the Senate, Sr. Taunay was somewhat bitter upon the passing of the clause in the estimates which permits the introduction of coolies, and presented the project of a law to modify labor contracts. Senator Candido de Oliveira objected to the projected prohibition of cutting the *wangse* as an interference with the rights of property. Senator Belisario was obliged once more to raise his voice to protest against various clauses in the estimates. In referring to savings banks he stated he knew of no country where these did not enjoy a government guarantee; the senator has, apparently, never heard of a neighboring republic where these banks not only do not enjoy a guarantee, but are rigorously fiscalized by the authorities. He then objected to the sliding scale of import duties, for a similar favor should be given exporters also, and saw danger in the proposed commercial treaty with the United States which by reducing duties on imports from that country might cause a serious decrease in revenue; moreover, the most important article of American production, wheat, (*see*) is already moderately taxed in Brazil. Why then the United States alone? Other countries levy high duties on Brazilian produce, and treaties might be made with them also, and if they choose to make treaties on similar basis what is to become of our revenue? The speaker then proceeded to object to nearly all the amendments to the revenue estimates and occupied the rest of the session. The estimates as amended by Pedro Luiz and Bilières. In the Chamber, Deputies Pedro Luiz and Bilières proposed the adjournment of the debate on the banks of issue project for 48 hours, that the premier might be present at the discussion; both of these deputies oppose the project, but their motion was carried over.

November 14.—In the Senate Sr. Silveira Martins replied to remarks made by Senator Belisario regarding the Rio Grande do Sul tariff, and claimed for this province exceptional legislation. The rest of the session was of no general interest. In the Chamber the estimates of the general expenses of the empire as amended by the Senate finally passed, as did the law for the creation of bank of issue. The bill for the reorganization of the naval school was carried over for want of a quorum.

November 15.—There was no quorum in the Senate. In the Chamber two priests occupied most attention; the first presenting a protest from some 4,000 of the faithful against Senator Silveira Martins' freedom of religion project, and the latter explaining in very unimpeachable terms what he thinks of the Senate. Deputy Simões spoke on various subjects; the deputy was elected late in the session and must make up for time lost. Deputy Nabuco made a forcible, but unnecessarily long speech in objecting to Chinese immigration; Brazil does not require so much a large number of bags of coffee, but to improve the moral level of its population. Deputy Lourenço de Albuquerque objected to some slurs cast by the preceding speaker on the treaty with China (which was inaugurated under the auspices of his father-in-law, Senator Simião) and then proceeded to pick coast-wise freights to pieces; maize, it appears, is sent from Alagoas to Liverpool, when Rio imports the same article from the River Plate, whence, the deputy says, we imported 27,000 bags in two years (this quantity has come in here in ten months of the current year). After Deputies Coelho Rodrigues and Pedro Luiz had formulated their last protest against the budgets, these were all passed as amended in the Senate. Committees were appointed to present various bills for imperial sanction and to request that a day be marked for closing the session.

November 16.—No session in either house.

November 17.—No session in either house.

November 19.—No session in Senate or Chamber.

November 20.—At 1 p. m. His Majesty the Emperor closed the legislative session by the following Speech from the Throne:

August and most worthy gentlemen, representatives of the nation:

My content in appearing in this chamber is today the more intense because of my fortune in being enabled to return to the country, and to continue to serve it.

My birth, the glorious feasts of my August Father, the tenderness with which I was treated and educated in childhood and orphaned, finally by the constant affection of Brazilians uniting me to the country, the manifestations on the 22nd August strongly affected me.

It is the conscientious dedication in the performance of my duties needed a new stimulus I should have found it in that cordial reception by all and in all of Brazil.

Never will I forget the sympathetic cordiality of those European localities, where I sought the re-establishment of my health.

At the same time that I was gladdened by the sight of the satisfactory condition of the empire, for the third time delivered to the regency of my much loved daughter, the Princess Imperial, I un- happily received the news of the death in Vienna of my grandson, Prince D. José, whom God called to Himself on August 12th.

The relations of the empire with foreign nations must lead to the preservation of this.

Order and public tranquility have been maintained, the guarantees of individual liberty respected. I praise and acknowledge the authority conceded the government for the improvement of safety in the capital of the empire, through an increase and re-organization of the public force.

We may flatter ourselves upon the pacific manner in which the transition of labor was secured in virtue of the Law of May 13th, the decreasing of which so consoled me in my homesickness (*saudades*), alleviating my physical sufferings. Brazil in this act furnished new testimony of its fitness for every moral advance.

The public revenue increases and promises further development; commerce extends its transactions; projects for enterprises designed to profit by the various branches of industry are multiplying, and, notwithstanding foreseen but inevitable local difficulties, employment for natives and foreigners increases.

Let us have faith that the energy of our fellow-citizens, disposing of so many and so great resources, will bring us ample compensation for present sacrifices.

The government, on its part, using the authority and means you have voted, will hasten the settlement of our lands, will promote facility of transportation and will devote solicitous attention to other needs of agriculture.

Among the measures decreed by you, special reference is due to the law of banks of emission, destined in its purposes to restrict the circulation of government paper money, and to furnish to industrial activity a proportional elasticity.

I trust that in the following session you will occupy yourselves with the projects, already presented, relating to credit *financieira* banks, judiciary reform, and the suppression of vagabondage; as well as that you will adopt the improvements requisite for the better practical development of local institutions.

General and professional public instruction, in accordance with present circumstances, demand measures upon which our progress much depends. I trust you will continue to lend to this matter the attention which agricultural instruction and the reform of the Naval Academy merited of you.

Public health and, principally, sanitary measures for the capital of the empire are recommended to your care. Although the sanitary condition of the interior continues excellent and that of the coast is favorably modified, it is necessary to persevere in the task of extinguishing such causes of disease as hygiene may be able to effect.

August and most worthy gentlemen, representatives of the nation:

To your patriotism in the labors of this session, there will, as I hope, correspond during the legislative recess your beneficent influence, to the end that the powerful elements of prosperity granted us by God may yet further bear fruit.

The session is closed.

## PROVINCIAL NOTES

—During the eight days ending on the 16th inst. it rained continuously in São Paulo, the rain gauge registering a fall of 120mm. The rains were very general throughout the province.

—The contract for the construction of the Campinas water works was formally signed on the 17th inst. The accumulating reservoir is to be at "Ponte Preta," 18 kilometres distant from the city.

—The government has recently purchased a plantation near Mogy das Cruzes, São Paulo, belonging to the Carmelites, for the sum of 16,000,000 in apolices, the land to be used for purposes of colonization.

—A second law student at São Paulo refusing to take the customary oath, for political and religious reasons, the faculty has refused to issue his diploma. It was felt, apparently, that further concession would be dangerous.

—A quarrel between two servants of the Emperor at Petropolis on the 16th resulted in the stabbing of one of them. The crime was committed in the imperial stables, and the wounded man is considered to be gravely injured.

—We are now hearing that the recent rains have caused great prejudice to agriculture—and it is to be presumed that another 30 per cent. has gone where the woollybine twined. A couple of weeks ago the sun and drought were playing the same kind of game with the poor planter.

—The detailed October returns of the Santos custom house show a total revenue of 1,341,020,000, 206, of which 825,775,876 were from imports and 466,080,648 from exports. The *meta de vendas* returns were 312,645,460, of which 20,528,691 were derived from the provincial export tax on coffee.

—The São Paulo clerks are now trying to enforce Sunday closing by stoning the shops kept open. These light-headed young men should remember that conduct of this character will soon forfeit the good will now shown them. They have already won a very important victory, and it should not be marred by any excesses of this character.

—It has been discovered that Col. Aguiar, the S. Paulo planter who mysteriously disappeared on the 12th or 13th ult., left São Paulo on the latter date on a S. Paulo and Rio train, and it is probable that he came to Rio de Janeiro. It is now discovered that there are pecuniary reasons for his disappearance.

—The São Paulo "preps" went to the *Diário Mercantil* in a body on the 22nd and demanded satisfaction. The editor-in-chief disclaimed all intention of insulting their excellencies, whereupon they administered a beating to one of his employees and then went away. Some one ought to use a single on these boys.



—The president of the province of Amazonas has created profound consternation among his people by suspending the examinations in arithmetic and dismissing the inspector of military works and his orderly, who were examiners. It is to be feared that these inconsiderate officials have been trying the "hen-and-a-half and egg-and-a-half" problem on him.

—Among the passengers for the United States on the American steamer *Finance* was Mr. Charles R. McCall, United States consul at Santos, who goes home on a leave of absence. The Santos consulate will be administered during Mr. McCall's absence by Mr. Henry E. Broad, vice-consul, who has on several occasions rendered highly satisfactory service as acting consul.

—The São Paulo police arrested four members of a large gang of boy thieves, on the 16th inst. These young vagabonds have been stealing from various shops for some time, depositing their spoils with certain individuals to sell to a few shopkeepers who are willing to pay a fraction of their value and ask no questions. The oldest of the gang is 14 and the youngest 10 years of age.

—Among the 1145 Italian immigrants on the steamer *S. Jorge*, which arrived at Santos on the 16th, was a very pretty girl, destined for plantation work with her relatives. The captain of the steamer, however, fell in love with her, and easily won her consent to marry him. So, when the immigrants went ashore at Santos, the captain went along with them and in a very short time the twain were made one.

—The conduct of the law faculty and other finite beings not pleasing the "preps" at Pernambuco recently, they proceeded to kick up a row and succeeded. The imperial government even was thrown into alarm. The "preps" paraded, hooted the faculty, insulted the police, broke up the fire company sent to reduce them with H<sub>2</sub>O, and brought the examinations to an abrupt termination. The faculty, however, intends to hold out as long as supplies last, but the young academic republicans will eventually carry their point, whatever it is, and then we shall have peace.

—By a provincial law, No. 1,927, of the 15th inst., the president of Pernambuco is authorized to contract a loan at 92, to produce \$6,000,000, and to bear interest at a rate not exceeding 5 per cent. and amortization not exceeding one per cent. The proceeds of the loan are to liquidate the deficits of the last two years and convert the 7% debt of the province. If the loan is not placed abroad, the president is further authorized to contract an internal loan of 1,100,000\$ at 6 per cent to liquidate the above mentioned deficits. The loan will probably not be placed on the terms mentioned.

—The *Correio Official* of Goyaz, of the 1st ult., announces the arrival there of a party of engineers employed by the Pará Transportation and Trading Co., in the small steam launch *Adle*, which had successfully ascended the rapids of the lower Tocantins and Araguaia with but slight damage and at a low stage of the river. They report extensive forests between Santo Anastácio and Santa Maria, and fine grazing lands between the latter place and Leopoldina. Two engineers are now at work surveying the railway between S. Anastácio and Alouaba.

—The chief of police of the province of Rio de Janeiro issued a circular on the 10th inst. instructing his subordinates that the "forced recruiting" for the army ordered by him in a "private order" of September 17th, by virtue of "an order also private" from the minister of war of September 12th, should be interpreted to refer only to the impressment of individuals who are Brazilian citizens, from 15 to 35 years of age, and who are not specifically excepted by law and are not employed in business, agriculture or any mechanical industry. The individuals to be specially favored by the "press gang" are those who have no occupation and are given over to "vagrancy and criminal idleness."

—A controversy has arisen in São Paulo over an interpretation of the contract between the government and São Paulo Gas Co., as to the date on which said contract expires. The provincial government says it expires December 26th proximo, while the company believes that it was extended by certain dispatches conceding more time for the conclusion of the works. The president of the province has called for proposals for the service, and has called upon the company for provisional tenders for the service until the new contract has been definitely arranged, against which the manager in São Paulo has formally protested. The following extract from the official reply will be interesting to intending bidders and investors: "Under these conditions, it would seem more suitable, even in the interests of the company which you represent, that, in place of formulating protests which neither give nor acquire rights, it should accept the co-operation which is offered to it for a service which the administration is obliged to consider and execute, whether the company wishes to do so, or not." Looks a little like "bulldozing" the stranger, surely!

## RAILROAD NOTES

—The September receipts of the Paraná railway amounted to 58,399\$040.

—The October receipts of the Macahé and Campos railway were 220,024\$720. The expenditures are kept a profound secret.

—The provincial assembly of Rio de Janeiro has authorized extensions of the Macahé and Campos and the Barão de Araruaia railways.

—On the 9th inst. the minister of agriculture authorized the provisional inauguration of traffic on the Olhos de Água branch of the Bahia Central railway.

—The September receipts of the Paulista line amounted to 380,087\$830, and the expenditures to 111,453\$9050, leaving a net surplus of 268,634\$880. This raises the total surplus for the quarter to 591,610\$990.

—The Príncipe de Grão Pará section of the Northern and Rio de Janeiro railway is stated to have received 263,403\$380 for the four months—July to Oct.—and expenses were 139,289\$701, leaving a balance of 124,113\$679.

—The September receipts of the S. Carlos do Pinal line amounted to 98,296\$920 and the expenditures to 39,751\$060, leaving a net balance of 67,545\$860. The total surplus for the quarter ending September 30th was 149,474\$480.

—An epizootic disease has broken out among the mules owned by the train companies of this city and Niteroi and is seriously interfering with their work. About half of the animals are suffering from the disease, which happily has been fatal in only a very few cases.

—The gross receipts of the Dom Pedro II railway for the 9 months ending September 30th last were 8,832,928\$695, against 7,597,749\$045 in the same period of last year, an increase of 1,235,179\$650. Last year's small coffee crop partly accounts for the increase.

—On the 15th inst. the proposals for the construction of the Bagé and Uruguayana, Rio Grande do Sul, railway were opened at the department of agriculture. The proposals numbered 17, and there are others put in at the south, and possibly abroad, so that the decision of the government is not likely to be immediate.

—A notable proof of what were the first to preach is that, notwithstanding reduced tariffs, the Recife and S. Francisco railway for the first time earned during the first half of the current year a sum sufficient to avoid calling upon the government for any payment on account of interest guarantee.

—The action of the government in granting railways all over the empire has affected the municipal chamber of the capital. One of the councilmen wants the municipality to grant a 6 per cent guarantee to a railway which is to serve the suburbs. The amount is moderate, 60,000\$ per annum; and as the municipality rolls in wealth the expenditure will not run tax-payers.

—A River Plate paper has discovered that the early railways built in England and the United States enjoyed government protection. The protection to those in the former is probably the enormous parliamentary expenses for obtaining a charter; in the latter government protection was utterly unknown until the transcontinental lines became necessary, many years after a considerable part of the American republic was served by a good railway system.

—According to the annual report of the Macahé and Campos company the total receipts of that line (coasting steamers, railways and river navigation from Campos to S. Fidels) for the year ending 30th June last were 1,388,866\$395, and the expenditures 812,978\$751, leaving a net surplus of 575,297\$644. Compared with the preceding year, the receipts showed an increase of 14,687\$750 and the expenditures 24,993\$188. The number of passengers carried during the year was 63,802 and the quantity of coffee 14,397½ tons and of sugar 13,115 tons.

## RIVER PLATE ITEMS.

—Be careful not to send money in letters to Buenos Aires. Robberies in the postoffice there are reported.

—The shareholders of the "Bolsa" at Monte video are discussing the dissolution and liquidation of the association.

—The "English Bank of the River Plate has instituted an action against the "English Bank of Rio de Janeiro" for alleged infringement of title. The banks are respectively represented by Dr. Aureliano Rodriguez Larrota and Dr. José Pedro Ramirez.—Montevideo *Express*, November 15.

—Ex-Governor D'Amico, of the province of Buenos Aires, who has been indicted for dishonesty in administering the affairs of that province, is trying to escape justice by denying the jurisdiction of the courts. The stealing carried on in the building of La Plata during the administration of this man was something incredible, and his punishment for malfeasance in office will go far to redeem the very questionable character of Argentine politics.

## LOCAL NOTES

—Yellow fever has broken out in the Canaries.

—A train on the Santa Cruz line ran over a white man on the morning of the 14th, killing him instantly.

—A credit of £ 18,725 3s 4d has been authorized for the purchase of material in Europe for the water works.

—The government has opened a credit of £ 50,000 in London for the purchase of 60,000 tons of coal for the D. Pedro II railway.

—The recent heavy rains here have done much to cleanse our filthy streets, and for a time has allayed all fear of a water famine.

—We hear by telegraph that 1238 Ceará refugees are now on their way south, on two steamers. They must be provided with food and work.

—The São Paulo "preps" have followed the example of their Pernambuco brethren by jeering at a professor and breaking up the examinations.

—A new paper factory is now spoken of in this city. The duties are high enough, certainly, to make the fortune of a wide-awake manufacturer.

—On the 20th inst. there arrived here and at Santos 4,600 immigrants; but then Barão de Cotegipe says Chinese must be sent for or the planters are ruined.

—A new "hilling" of grandes was published on the 20th; five barons, two grand crosses, a *commendador* and 6 officials comprise the lot. 'Tis settled the republic for a few days more.

—A quantity of counterfeit Florida water with Lanman & Kemp's labels attached, was seized on the 14th on board a coasting steamer bound for Pará. Is this a new case against Fritz, Mack & Co.?

—The sexton of the Imperial Chapel went to the Sant'Anna theatre on the 20th—and he died three suddenly. Sextons have no business in theatres, and this case should serve as a warning to them.

—Three immigrants with Italian names were found strolling about Engenho Novo at half past two on the morning of the 14th. They were armed with a revolver and two knives, and were unable to explain why they were out so late.

—A quarrel between two cartmen, resulting in a fight in Rua do Silva Manoel on the 11th, has ended in the death of one of them on the morning of the 16th from the injuries received. The murderer, Manoel Bento, is now wanted by the police.

—Deputy Lourenço de Albuquerque, speaking in the Chamber on the 15th, said that small money commands 2 to 3 per cent. premium in his province of Alagoas. There are millions in sending a cargo or two of bran new silver coins to Alagoas.

—A gentleman from Pará has recently been decorated with an Order of the Rose; his principal claim to the honor is said to be the stimulation of hotness in that province. We do not believe any scold store for the government would not decorate a citizen for this reason.

—It is pleasing to note that Dr. Ladislão Netto improved the very first opportunity to make a little speech at Berlin. The German *servants* will certainly be very much surprised at the facility with which Brazil's great scientists discuss every known question under the sun.

—There is one thing to be devoutly thankful for in connection with the catarrhal epidemic now afflicting the tramway mules of this city—they do not *h-ri-e-k-k* and spit on the floor. The human animal, even in our first-class restaurants, often throws one into a congestive chill.

—Recent advices received by *O Paiz* and published on the 21st give the result of the presidential election as follows: for Harrison 116,734 votes; for Cleveland 108,258. But no explanation is given as for whom the remaining 11,700,000 voters in the United States cast their ballots.

—Visconde do Cruzeiro, better known as Conselheiro Teixeira Jr., gave a banquet on the 20th in honor of the passage of the national bank law. Similar to what occurred last May, it seems certain, now, that every one has just been pinning for the law, as it was evident they had been for abolition.

—The commission appointed to investigate the destination of moneys found on prisoners and sent by the police to the judge of absentees' court report that there should appear a sum of \$2,213\$617, but only 2,602\$449 is accounted for. The commission has absolved the police from all blame, the inference is that some employé of the court has "annexed" this money. Will there ever be anything done to purify the courts in Rio?

—The Buenos Aires cricket club has challenged the Rio club to a game of cricket at Buenos Aires. The committee of the R. C. C., after a great deal of hard work, has finally arranged a very fair team to go down on the *Zamar* on the 17th prox. The committee has received much encouragement and assistance from the heads of commercial houses in granting the necessary leaves of absence of so considerable a number of young men. Rio is not so strong in English houses as Buenos Aires and can not so easily spare a cricket team, especially in December. It is proposed to make this an annual game, this being one of the conditions of the eleven before starting. Next year, therefore, we shall have the pleasure of entertaining the Buenos Aires eleven.

—A gentleman of Pernambuco has been made Barão de Exú. Why not X Y Z at once and have done with it?

—A man was recently received at the Misericórdia hospital with a wound in his hand. He was buried as the 14th, the cause of death being typhoid-jandice. Yellow-fever, perhaps.

—A prisoner in jail here, charged with homicide and who was to appear before the jury, settled the case on the 15th by quitting this for a better world. Became tired of awaiting trial, perhaps.

—Our legislators are sublime. The Senate passed an amendment of Sr. Soares to prevent the destruction of the *maquis*, but a day or two after it rejected this same amendment at the instigation of Senator Candido de Oliveira. We wonder if this is a fair sample of Brazilian legislative coherency?

—We open the *Journal* of the 16th is mistaken. The Dutch steamers to call here are not going to take Java coffee to the River Plate and load Rio coffee for Dutch markets; they will bring Java coffee to supply the imminent scarcity of coffee in our market and here load flour and dry-goods to supply foreign consumers.

—The minister of agriculture has ordered the payment of £ 1,685 16s 3d to the North Brazilian Sugar Factories on account of guaranteed interest for the half year to June 30th last, discounting, however, the sum of 1,000\$ [£ 112 ½] as a fine imposed on the S. Lourenço de Matias factory, Pernambuco, for disobeying the orders of the fiscal.

—Grog shop-keepers at Iguaçu, province of Rio de Janeiro, know how to treat customers that have no money. In England and the United States the impudent "draftsman" is soused with dirty water, but in Iguaçu the owners of shops throw heavy stones at their customers, and smash their feet so severely that the "had eggs" has a fortnight in bed.

—The crusade of the *Journal* against vagabond dogs leads us to believe that some one on the staff of our contemporary reads the *Neos*. We have so frequently pointed out the necessity of making with so little effect, that we heartily wish the chief editor of every local journal would get well bitten by the curs infesting our streets.

—On the afternoon of the 16th a colored gentleman met a lady of the same hue on the Cães do Pharoax, and as the latter was clothed in apparel she had annexed in the gentleman's residence, he, there and then, proceeded to recover his property and reduced the unfortunate lady to exceedingly light marching order; so that indeed that the police had to interfere. She had nothing left but a short jacket!

—Playing with matches caused the death of a child and the destruction of two houses in this city on the 15th; besides these losses some 80,000\$ money value of furniture, etc., was destroyed. The occurrence might serve as a proof of the flimsy structure of modern houses in Rio; built as they are in rows, without fire walls and the divisions only one brick in thickness. Where one catches fire, the chances are the row will go down.

—On the evening of the 19th inst. seven Belgian immigrants complained to the police that they had been badly treated at Juiz de Fora, and had left the immigration establishment there upon the agent offering them free passages back to Rio. They proposed complaining to their consul, and it will be interesting to know whether charges made against the immigration agent at Juiz de Fora are baseless or not. These are not the first complaints against this agent.

—The Institute of Advocates in this capital proposes to discuss the theses, "Whether women graduates in law can exercise the profession of advocates, or occupy positions as magistrates." The recent graduation of three women in Pernambuco seems to have somewhat startled the ugly sex, who have considered advocacy their own peculiar province. A female administrative lawyer, or in American a "hollyvist," would take the cake right out of the masculine "fly-traps," and this will not be tamely submitted to. We might add that if they are more dishonest and unscrupulous than the masculine lawyers, we shall oppose their admission to the bar.

—A young bride of six months, residing in Rua do General Petra, poured kerosene over herself on the 13th and then set fire to it, dying five hours after in great agony. It was at first said that jealousy of her husband was the cause of the suicide, but it has since transpired that her husband was very cruel to her, beating her every day and living away from home with a mistress. This model husband wears the name of Pereira de Oliveira, and if justice gets her due he will be held answerable for this pitiful tragedy. It is full time that some restraint were put upon this common practice of running two establishments, to the neglect and shame of wife and children.

—A Spaniard named Dominguez is a grocery-keeper at No. 272 L. Rua do Senador Eusebio. On the morning of the 21st his companion woke him up because of a noise at the street door. Dominguez took his revolver and went into the store to learn the cause of the noise, and there found that a gang of burglars were trying to break with a screw driver, they had pried the door open and killed one of the burglars on the spot. He then called the police and delivered himself up. If more cases of this kind were to happen, there would not be quite so much house-breaking as at present. It is to be hoped the police will release Dominguez with a vote of thanks, but they are now trying to make him wish that he had permitted the thieves to have their own way.





Sales and withdrawals for the same time have been about 12,000 bbls. and stock in first hands is estimated to be:

Table with 2 columns: Quantity (14,000 bbls), Price (1,500), and Location (River Plate).

20,000 bbls. Quotations are nominal, as buyers have withdrawn from the market, but the following are supposed to show the ideas of sellers:

Table with 2 columns: Location (Trieste, Richmond 1st, Baltimore 1st, etc.) and Price (1785.00-1875.00).

Pitch Pine.—There are still no arrivals to report and the market is nominal, but the feeling is strong.

White Pine.—Receipts are 62,122 feet per J. W. Dresser and 212,027 per Ida from New York; the first was sold at 15 1/2 rs. per foot to arrive, and the latter on p. for the River Plate.

Swedish Pine.—Receipts are 831 doz per Arctic from Westerville on order. Quotations are nominal and the market firm, from sales.

Spruce Pine.—Nothing to report.

Kerosene.—Receipts are 16,600 cases per J. W. Dresser and 20,000 per Ida from New York; the latter proceeds with out breaking back to Buenos Aires.

Cement.—Receipts are 1,000 bbls. from Hamburg per Varenager; quotations are entirely unchanged.

Rosin.—We have received 745 bbls. from the United States, but brokers do not change quotations, viz: 785.00-115.00 per bbl. as to marks.

Rice.—Receipts are 26,663 bags per City of Delhi from Yangon and 1,600 bags via Europe. Dealers' quotations are yet \$5.00 per bag.

Turpentine.—The J. W. Dresser brought 210 cases from New York. We may still quote at 480-500 rs. per kilogram.

Coal.—Receipts since our last report are:

Table with 2 columns: Quantity (1,307 tons per Prince Victor) and Price (245.50).

Bran.—Receipts are 1,099 bags from the River Plate, and its quality may be quoted at \$200-\$205 per bag.

Hay.—Receipts are 1,812 bales per Lhadoo and 1,895 bales per Mary Ann from the River Plate. Brokers quote to-day at 100-110 rs. per kilogram.

Indian Corn.—Receipts from the River Plate are 2,535 bags per Eber, 1,480 per Ohio, 1,380 per Hamburg, 3,201 per Spruce, 1,001 per Province and 2,357 bags per Archduke.

Codfish.—The only receipts are 210 cases Norwegian, and there is nothing new to report; deliveries are said to be small and dealers do not change quotations.

SHIPPING NEWS.

ARRIVALS OF FOREIGN VESSELS.

NOVEMBER 14. BALTIMORE—Amer bk Alice; 276 tons; Clement; 53 ds; sundries to Watson, Ritchie & Co. NEW YORK—Amer lug J. W. Dresser; 513 tons; Parker; 55 ds; sundries to Monteiro, Hime & Co. LIVERPOOL—Nor bk Beale Hamilton; 941 tons; Olsen; 63 ds; coal to Watson, Ritchie & Co. CARIBBE—Nor bk Prince Victor; 114 tons; Pande; 61 ds; coal to Behm Rodrigues & Co. WESTERWICH—Nor bk Arctic; 263 tons; Hansen; 65 ds; pie to Chr. Hecksher & Co. OPORTO—Port lug Joten Alberto; 430 tons; Mollodo; 69 ds; sundries to C. Abranches & Co. RANGON—Br ship City of Delhi; 1199 tons; Drosslade; 98 ds; rice to order. HOSSOND—Nor bk Fild; 337 tons; Jorgensen; 25 ds; salt to Leonel de Carvalho & Co. MACAO—Port bk Lemon; 416 tons; Soutinho; 25 ds; salt to Joaquin Marinho. NOV. 15. RICHMOND—Amer bk Jane Adeline; 373 tons; Cates; 59 ds; flour to Phipps Brothers & Co. NEWPORT—Nor bk James L. Harway; 953 tons; Grant; 53 ds; coal to Minas and Kio railway. PORT ELIZABETH—Br sch Emma; 120 tons; Nurse; 44 ds; ballast to Norton, Megaw & Co. MACAO—Ger sch Tanager; 123 tons; Warning; 24 ds; salt to Leonel de Carvalho & Co. NOV. 17. CARIBBE—Br ship Strama; 1475 tons; Scott; 45 ds; coal to order. NOV. 18. BALTIMORE—Amer bk Adelaide; 370 tons; Bailey; 35 ds; flour to order. GREENOCK—Br bk Mary Graham; 676 tons; Linnae; 46 ds; coal to order. ROSARIO—Nor lug Lhadoo; 199 tons; Aske; 28 ds; hay to order. NOV. 19. CARIBBE—Nor bk Ida; 577 tons; Andersen; 67 ds; coal to Watson, Ritchie & Co. —Nor bk Alice; 373 tons; Gundersen; 51 ds; coal to order. COLONIA—Ger bk Helwig; 288 tons; Jaeger; 24 ds; wheat to Duivier & Co. NOV. 20. BALTIMORE—Nor bk Bahia—Amer lug Glad Tidings; 626 tons; Roberts; 63 ds; sundries to Okell, Mounie & Wilson. NEW YORK—Amer bk Ida; 811 tons; Machado; 59 ds; sundries to João José dos Reis & Co. CARIBBE—Nor bk Sea Breeze; 669 tons; Kittelsen; 65 ds; coal to Behm Rodrigues & Co. NEWPORT—Ger bk Brude; 839 tons; Pargels; 60 ds; coal to D. Pedro II R R. LISBON—Port lug Beaulieu de Freitas; 265 tons; Pereira; 39 ds; salt to Costa Santos & Co. OPORTO—Port lug Vasco da Gama; 549 tons; Coelho; 40 ds; sundries to Costa Santos & Co. SETUBAL—Nor bk Bayard; 381 tons; Christiansen; 54 ds; salt to Costa Santos & Co.

NOV. 21. LIVERPOOL—Nor bk Bellevue; 679 tons; Jensen; 69 ds; coal to Watson, Ritchie & Co. CARIBBE—Nor ship Prince Albert; 1544 tons; Hansen; 55 ds; coal to Phipps Brothers & Co. —Br bk Aldine; 344 tons; McCarty; 45 ds; coal to João Cordeia Pacheco & Co. HAMBURG—Nor bk Vaerenger; 247 tons; Aaronsen; 66 ds; sundries to Monteiro, Hime & Co. NOV. 22. ROSARIO—Br lug Mary Ann; 235 tons; Woodruff; 24 ds; hay to J. de Souza & Co.

DEPARTURES OF FOREIGN VESSELS.

NOVEMBER 14. PENSAOLA—Br ship Superior; 1559 tons; Perkins; ballast. PORT ROYAL—Br ship City of Spain; 1212 tons; Bogie; do. PENAMBUCO—Nor bk Exequi; 268 tons; Kugler; do. NOV. 15. BALTIMORE—Amer bk Sequi; 529 tons; Gundersen; coffee. —Amer bk New Light; 457 tons; Sjøen; do. PENSAOLA—Br bk Anon Lytt; 1246 tons; DUNEAN; ballast. PENAMBUCO—Br lug Eva Lynch; 462 tons; Sutherland; do. —Port bk Africa; 578 tons; Cardo; sundries. NOV. 16. PENSAOLA—Nor ship Eastern Light; 1245 tons; Olsen; do. BENSAS ABES—Sved lug Hoganas; 276 tons; Nilsen; 6:25 cases kerosene. NOV. 17. SAN FRANCISCO—Amer ship Eureka; 1996 tons; Southard; same cargo. NOV. 18. NEW ORLEANS—Amer ship Riverside; 1973 tons; Langden; ballast. CARIBBE—Nor ship Mathilde; 1795 tons; Hansen; do. NOV. 20. BARBADOS—Br bk Annie Burrill; 897 tons; Haines; ballast. GALVESTON—Ger bk Victoria; 555 tons; Frantz; ballast. MACAO—Dan sch Clara; 119 tons; Schiøning; do. NOV. 22. ILHA DO SAU—Sved bk Iris; 388 tons; Hansen; ballast. —Amer bk Ellida; 719 tons; Martinsen; do. BARBADOS—Br bk Magnolia; 999 tons; Davies; do. PENAMBUCO—Br lug Thomas C. Scott; 297 tons; Cingle; do. RIO GRANDE DO NORTE—Port bk Asano; 585 tons; Godinho; do. —Spon ar Jost Bard proceeded on her voyage to Barcelona on the 13th inst. —Amer ship Eureka, here in distress, completed repairs and sailed for her destination, San Francisco, on the 7th inst. —Br sch Laguna for the Nacional de Navegacao company (southern ports), arrived here from Stettin on the 20th inst. —Amer bk Adelaide, Capt. Bailey, arrived here on the 18th inst. 35 ds from Baltimore. This is claimed to be the clamping voyage for the season of the year. —The shed to the north of Hiss Fiscal (Rat Island) in our harbor has been marked by four conical red buoys. Vessels passing this place should go to the north, or to the south of the buoys, but should not endeavor to pass between them. —The master of the Nor bk Prince Victor reports having spoken on the 14th October in Lat. 0° 41' N. and Long. 27° 5' W. of the Nor bk City of Delhi, from Cardiff for Buenos Ayres, and on the 28th the Br ship Benares (Q. N. T. F.) from Cardiff for Liqueur. —The master of the Braz bk Ida reports having spoken on October 28th in Lat. 7° 14' N. and Long. 24° 27' W. Greenwich, Br bk Grecian from Liverpool for Sydney, and on the 31st inst. in Lat. 4° N. and Long. 23° 51' W. Br bk Ocean Wave from Swansea for Valparaiso.

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CLEARED AND READY FOR SEA.

CARIBBE—Nor bk Homewood; ballast. BARBADOS—Nor ship St. George; do.

FREIGHTS AND CHARTERS.

The charters reported since our last have been: Nor bk Helena, coffee, Cape Town, and on, Port Elizabeth, 2500—2750 and Nor bk Gagle, coffee to Port Natal, 2420. Br lug Janie Gough, salt hides to Chamel fo., 276 and Sved bk Acter, salt from Macao to Rio, 300—380 rs. There have been heavy engagements of coffee for steamers and freights are smartly higher, as will be seen from quotations below. Freights—steamer: New York..... 35—50c per bag New Orleans..... 35—50c do London..... 35c per ton Liverpool..... 47c do Antwerp..... 20—35c do Hamburg..... 25—30c do Havre..... 25—30c do Boston..... 25 do Marselles..... 20 do Trieste..... 30—40c do Genoa..... 20 fcs do sail: United States, North..... 150—170c per ton do South..... nominal 200—225 fcs do Chamel f. o..... 275 fcs—300 do Lisbon o..... 275 fcs—300 do

VESSELS AFOAT & LOADING FOR RIO.

Ann. at Weymouth 17 Oct. Abena..... Newport 9 Oct. Agnes Barton..... Richmond 10 Oct. A. D. Bordes..... Cardiff 10 Oct. Adelaide..... Adelaide 20 Oct. Arica..... Brunswick .. Brakmo..... Baltimore .. Brakmo..... Philadelphia .. Brakmo..... Liverpool .. Bruc..... Cardiff .. Campano..... Baltimore .. Caribbe..... Newport .. Chalmie..... Cardiff 15 Oct. City Liverpool..... Newport .. Century..... Passepac .. Canine..... Greenangum .. Dawson..... Gaspé .. Edward Johnson..... New York .. Eola..... Cardiff .. Estancia..... Green 9 Oct. Ernst..... Menel 9 Sept. Forest Rights..... Cardiff 18 Sept. Francis..... Baltimore .. Frou..... Brunswick .. Frou..... Newcastle .. Guldberg..... Brunswick 17 Oct.

Table with 4 columns: Ship Name, Destination, Date, and Agent. Includes ships like Hippolyta, Ida, Imperator, Kambina, Lybia Cardell, etc.

FOREIGN SAILING VESSELS IN THE PORT OF RIO DE JANEIRO, NOVEMBER 23rd, 1888.

Table with 4 columns: Name, Tonnage, Entry, and Consignee. Includes American ships like lug Josephine, lug Amy, lug J.W. Dresser, etc.

DEPARTURES OF FOREIGN STEAMERS.

Table with 4 columns: Destination, Bags, Hags, and Bags. Includes United States, Europe, and Elsewhere.

ARRIVALS OF FOREIGN STEAMERS.

Table with 4 columns: Date, Name, Where from, and Consignee. Includes Nov. 14, 15, 16, 17, 18, 19, 20, 21, 22, 23.

DEPARTURES OF FOREIGN STEAMERS.

Table with 4 columns: Date, Name, Where to, and Cargo. Includes Nov. 14, 15, 16, 17, 18, 19, 20, 21, 22, 23.

Calling at intermediate ports.

SANTOS.

From Messrs. John Bradshaw & Co's Market Report, dated November 2nd.

COFFEE.—Market opened firm and prices advanced steadily up to 17th ult.; demand then slackened and for several days the market was irregular and unsettled, some distress lots changing hands at low figures. Prices have declined some 4s from the highest point touched, but the market closed firm with good all-round enquiry.

Stocks are today 179,679 bags in first and 52,434 in second hands, against 116,635 and 45,112 respectively last month. Loading 79,000 bags.

Our brokers return of sales 212,000 bags. Receipts averaged 8,655 bags per diem, against 4,580 in 1887 and 10,445 in 1886. From 1st July to date they reach 677,024 bags, against 380,641 in 1887 and 871,665 in 1886.

The clearances have been:

Table with 2 columns: Location (New York, Santos) and Quantity (54,879, 2,117).

Europe:

Table with 2 columns: Location (Havre, Antwerp, Hamburg, Rotterdam, England, Trieste, Hamburg, Bremen, Genoa, Venice) and Quantity (46,326, 35,329, 41,148, 600, 770, 21,779, 1,419, 148,349).

Rio and coast..... 33

Total..... 204,981

Total clearances of Coffee from Santos for four months of crop-years.

Table with 4 columns: Destination, 1887-89, 1887-88, 1886-87. Includes United States, Europe, and Elsewhere.

Total..... 155 1 324 1 557

United States..... 97 214 98 552 141 622

Europe..... 491 416 250 495 659 468

Elsewhere..... 155 1 324 1 557

Totals..... 583 785 356 371 809 627

Total clearances of Coffee from Santos for ten months:

Table with 4 columns: Destination, 1888, 1887, 1886. Includes United States, Europe, and Elsewhere.

Totals..... 1,303 650 1,342 281 1,264 413

FOREIGN MARKETS

From Messrs. James Cook & Co's Monthly Despatch, dated London, October 23rd.

COFFEE.—Business in Rio on the spot has been insignificant, but on c. and f. terms there have been some large transactions, up to about 700 fair channel qualities, but London Type 2 is to-day offered from Rio at 65s.

The September deliveries are estimated at 55,000 tons of which America nearly 22,000 tons. France only 5,400 tons. Other continental ports 29,500 tons, against an average of 19,100 tons in the eight previous months. The total clearances are in advance of the nine months of last year by over 35,000 tons.

The stocks in Europe are 15,600 tons lower, and in America are down 2,000 tons. The total on the 1st October is less than half of what it was last year viz; 83,600 tons, against 183,000 tons. The total requirements, according to this year's returns, average over 50,000 tons per month, and the stock therefore is scarcely sufficient for two months consumption.

The future, with the exception of related stocks now held, can easily be affected by operations in the "terme" markets, and any reliable report of damage to either this or the next crop would necessarily influence the upward tendency considering. As it is, consumers have been holding off from buying since the spring, in the natural expectation of being able to supply their wants at the customary period, and they, like many others, have proved to be wrong. They are now compelled to pay the current rates asked, and must continue to do so until the more abundant supplies are available. Already the receipts from Rio and Santos this season amount to 1,978,000 bags, against 1,076,000, and although the shipments have not been sufficient to affect the depleted stocks, still a fair amount of coffee is coming forward.

So far there has been unexpected delay in the receipts from Rio and those who have speculated upon this have been successful, for the advance was at one time considerable, fair channel Rio, London Type 2, high as 72 1/2d net, now 67c, against 61c at the close of last month. The rise was stimulated by various rumours of injury to the crops, and some firms have reduced their estimates, especially of the present Santos yield. Much is made of this, but the smallest amount spoken of will exceed the figures put forward by Messrs. Edvard Johnston & Co. in July last when their estimate for 1888-89 was given at 2-2 1/2 million of bags. Several reports state that the growing crops have been damaged by heavy rains, but by later accounts received from Rio, the effects are said likely to be beneficial than otherwise.

The Dutch sale of 30,000 bags held on the 16th inst. went off with animation at 2 1/2c, plus, above valuation, good ordinary realising 48 1/2c, equal to 80s 10d. Today's quotation, 47 1/2c. The sales next year will comprise 450,000 bags for Government account. The estimate on the 31st September of the government Java Crop was 560,100 piculs, against 1,076,000, and although the shipments are not in store, 48,577 piculs, of Balang, the estimate 31st July, was 99,800 piculs, viz; 80,000 of ordinary, 15,000 n.rihana and 4,800 piculs lowland coffee. Of the total, 90,800 piculs Padang, 85,000 have been delivered in store. The crops of two private estates have changed hands at secret prices, and one estate, in purchase at 2 1/2c, in August were 21,044 bags; La Guayra, 7,604 bags; Maracabo July-Aug. 37,212 bags, and Caracas for the fortnight to 7th September, 260,439 kilos.

Imports, for nine months of year:
1886 1887 1888
Holland ..... tons 39,553 56,411 23,935
Antwerp ..... " 27,794 21,167 24,499
Hamburg ..... " 7,125 71,100 79,100
Bremen ..... " 8,500 8,092 6,670
Trieste ..... " 26,943 22,441 17,351
Copenhagen ..... " 7,538 2,897 2,821
France ..... " 81,296 83,393 81,064
Total Continent..... tons 202,848 234,176 234,435
Great Britain..... " 41,542 48,215 49,200
Total Europe..... tons 244,390 282,391 283,635
Six ports of U.S..... " 106,375 144,486 174,053
Total..... tons 350,765 426,877 457,688

Stocks, 30th September:
Holland ..... tons 30,759 42,197 17,558
Antwerp ..... " 12,800 9,500 6,900
Hamburg ..... " 12,000 24,000 14,900
Bremen ..... " 295 537 660
Trieste ..... " 7,125 6,100 3,760
Copenhagen ..... " 1,706 1,412 1,200
France ..... " 66,738 42,424 24,200
Total Continent..... tons 121,987 126,358 68,992
Great Britain..... " 16,511 23,414 10,615
Total Europe..... tons 138,498 149,772 79,607
Six Ports of U.S..... " 15,904 33,422 12,046
Total..... tons 154,402 183,194 91,653

Deliveries for consumption for nine months:
France, consumption..... tons 53,821 47,298 49,217
do export..... " 49,279 45,538 37,637
Other continental ports..... " 2,473 173,332 182,187
Total Continent..... tons 105,573 166,168 189,041
U.K., consumption..... " 11,103 10,000 10,795
do half exports..... " 14,991 13,133 16,909
Total Europe..... tons 116,674 176,168 200,836
United States..... tons 328,309 288,393 296,796
Total in nine mths..... tons 445,043 464,561 497,632
Total deliveries in Sept..... " 36,393 43,392 44,935

CEYLON.

Ceylon Observer, Oct. 3rd.

The volume of trade has kept up and developed even beyond expectations if the total result is kept in view. Of course poor old coffee has further shrunk, but tea has come to the front in actual shipments, and more particularly in the "promise and potency" of good things to come, in a way to more than make compensation. The trade in the various products of the Cocos nut is increasing steadily; a most satisfactory feature; while minor estate and low-country exports—coconuts, plantago, timber, essential oils, keep well to the front.

Coffee.—Poor old coffee is going rapidly to the wall; only 136,295 cwt. shipped last season. The distinction of "native" coffee may as well be dropped now, with only the past twelve months. We suppose there is less still to be so classified in the coming season, and therefore, as we fear the total of coffee for 1888-89 will not reach 1,000,000 cwt., and yet we hear of some good crops in unexpected quarters; but on the whole we suspect our planting friend draws a picture of "some people doing a good deal better than he" than the old staple dies hard, so I say 80,000 cwt. Arabian and Liberian coffee. We shall be better able to judge a month hence from our district returns.

Total quantities of the following articles exported from Colombo and Galle for the past 3 years, 1st Oct.—30th Sept:
1886 1887 1888
Coffee, cwt..... 156,295 189,429 223,693
Tea, lbs..... 27,755,779 12,043,600 7,775,329
Cinchona, lbs..... 117,442,315 125,897,154 152,619,412
Cocoa, cwt..... 12,601 16,738 13,347
Coconut oil, cwt..... 385,728 394,478 234,308
Copa, cwt..... 173,773 148,245 129,899
Coco-nuts, number..... 5,411,522 9,437,618

GOVERNMENT AND PROVINCIAL BONDS

Table with columns: EMISSION, CIRCULATION, DENOMINATION, INTEREST, NOMINAL VALUE, LAST SALE, LAST QUOTATIONS. Includes entries for Apolices, Gold Loan of 1868, and various Hypothecary Notes.

DEBENTURES AND SHARES

Large table with columns: CAPITAL, SHARES, ISSUED, VALUE, PAID UP, NAMES, RESERVE FUND, LAST SALE, AM'T, PAID, LAST DIVIDEND, LAST QUOTATIONS. Lists various banks, railways, and companies like Auxilium, Commercial do Rio de Janeiro, and others.



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**LONDON AND LANCASHIRE FIRE INSURANCE Co.**

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No. 25, Rua de Theophilo Ottoni.

**NORTHERN ASSURANCE COMPANY.**

Agents in Rio de Janeiro:  
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87, Rua Visconde de Inhaúma.  
Telephone No. 193.

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**TABLE OF DEPARTURES,**  
1888

Date	Steamer	Destination
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Dec. 4	Neva	Southampton and Antwerp calling at Bahia, Pernambuco, Lisbon and Vigo.

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CARRYING THE U. S. AND BRAZILIAN MAILS

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1889

ADVANCE, Captain Griffiths... 5 Jan.  
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**ALLIANÇA,**  
Captain BEERS  
on return from Santos, will sail 15th December at 10 a.m. for  
**NEW YORK**  
calling at  
BAHIA, PERNAMBUCO, MARANHAM,  
[entering the two last named ports]  
PARÁ, BARRAPOS and ST. THOMAS

**Passage Rates**

	cabin	steerage
To Liverpool.....	\$220	40d
New York.....	\$145	\$75 "
" & back.....	\$275	" "

For passages and information apply to  
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Prohény ..... Nov. 28th  
Plate (Loading also in Santos).... Dec. 1st

**For Antwerp**  
calling at Southampton (for London)  
Gallico (Belgian Mail steamer) ... Nov. 29th

**For New Orleans:**  
Teniers ..... Dec. 16th

**For Rio Grande Ports:**  
Cavour ..... Weekly.  
Chatham  
or Cassing..... Weekly.

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**Wm. R. McNiven,**  
73 Rua 1º de Março.  
For passages, parcels, specie, etc., to the  
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**ENGLISH BANK**  
OF  
**RIO DE JANEIRO**  
(LIMITED)

HEAD OFFICE IN LONDON  
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Ditto, paid up ..... £ 500,000  
Reserve Fund ..... £ 140,000

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Capital ..... £ 1,250,000  
Capital paid up ..... £ 625,000  
Reserve fund ..... £ 325,000

Draws on:  
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*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

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LONDON OFFICE  
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	Madrid Barcelona Cadiz
Banco Hipotecario de Espana, and agencies.....	Malaga Tarragona Valencia and other cities in Spain and the Canary Islands
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English Bank of the River Plate, Limited.....	Buenos Ayres Montevideo
Messrs. G. Amsinck & Co.....	New York

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