

# THE RIO NEWS.

PUBLISHED EVERY MONDAY.

VOL. XVI.

RIO DE JANEIRO, OCTOBER 14TH, 1889

NUMBER 41

## Official Directory

UNITED STATES LEGATION.—157, Rua (as Laranjeiras). ROBERT T. ADAMS, Jr. Minister.  
BRITISH LEGATION.—Travessa de D. Manoel, No. 8. GEORGE H. WYNDHAM, Minister.  
AMERICAN CONSULATE GENERAL.—No. 75, Rua dos Ourives. O. H. DOCKERY, Consul General.  
BRITISH CONSULATE GENERAL.—No. 1, Travessa de D. Manoel. E. NICOLINI, Acting Consul.

## Church Directory

CHRIST CHURCH.—Rua do Evariste 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, Clerk, No. 6, Rua Humaytd.  
METHODIST EPISCOPAL CHURCH.—Largo da Cattedra. English service: Sunday School at 10 a. m. preaching at 11:30 a. m. on Sundays, and at 7:30 p. m. on Fridays. J. S. MATFISON, Pastor.  
Residence: Rua Laranjeiras No. 96  
Portuguese services: Sunday School 10 a. m., preaching 11:30 a. m. and 7:30 p. m. Sundays, prayer-meeting, 7:30 p. m. Tuesdays.  
SEVERO PE REIRA, Pastor.  
Residence: Rua Fernandes de Guimaraes No. 24.

PRESBYTERIAN CHURCH.—No. 14 Travessa da Barreira. Services in Portuguese at 11 o'clock, 4 a. m., and 7 o'clock, p. m., Sundays; and at 7 o'clock 3. m., Thursdays.  
BAPTIST CHURCH.—Rua do Cond. d'En, No. 122. Services in Portuguese every Sunday at 11 o'clock, 4 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 Petropolis No. 2.  
IGREJA EVANGELICA FLUMINENSE.—No. 175, Rua de S. Joaquin. Services at 11 o'clock, 4 a. m., and 7 o'clock, p. m., every Sunday; and at 7 o'clock, p. m., every Wednesday. Sunday school at 10:30, p. m.  
RIO SEAMEN'S MISSION AND READING ROOM.—Open daily, No. 30, Rua da Misericordia. Reading Service on Sundays and Wednesdays at 7 p. m. Sailors free and easy on Tuesday Evenings 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 HOOPEE, Missionary.  
AMERICAN BIBLE SOCIETY.—General agency at No. 79, Rua de Setembro, 3rd floor.  
BRITISH AND FOREIGN BIBLE SOCIETY.—Depot at No. 71, Rua Sete de Setembro, Rio de Janeiro.  
BRITISH BENEVOLENT SOCIETY.—Subsistence is earnestly solicited. Communications should be addressed to the Hon. Secretary—D. ROBERTS, Caixa do Correio 75.

## Traveller's Directory

### RAILWAYS.

DOM PEDRO I.—Through Expresses: Central train leaves Rio at 5 a. m.; arrives at Barra do Pirajy 7:25, Entre Rios 8:25 and Linha (terminated) at 9:25 a. m. São Paulo train leaves Rio at 6 a. m. arrives at Barra at 8:15 a. m., and Cachoeira, where passengers for S. Paulo must change, at 12:10. From Barra train leaves at 12:02 p. m., arriving at Porto Novo at 1:14 p. m. On Mondays, trains leave Barra at 12:15 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.  
Linha Express, leaves Rio at 7 a. m.; arrives at Barra at 10:25. Entre Rios at 12:23 and Mariano Procopia (terminus) at 6:58 p. m. S. Paulo branch leaves Barra at 11:20 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 5:05. Locomotive train leaves Mariano Procopia at 5:00 a. m.; Cachoeira 5:50 and Porto Novo 5:55, arriving at Rio at 5:10 p. m.  
Mixed Trains, leave Rio at 8:20 and 9:20 a. m., 3:15 and 5:10 p. m. first goes to Entre Rios arriving at 8:45, 10:10, second and third to Barra arriving at 9:10 a. m. and 5:15 p. m. and third to Belm arriving at 7:32. Downward trains leave Entre Rios at 1:20 a. m., arriving at Barra at 2:17 and Rio at 3:00 p. m. leave Barra at 4 a. m. and 5:30 a. m.; arriving in Rio at 9:15 a. m. and 11:15 p. m. and leave Belm at 5:10 a. m. arriving in Rio at 7:50.  
Night services: Train leaves Rio at 10 p. m. every Friday, arriving at Barra at 12:20 and Porto Novo at 1 a. m. Downward, train leaves Porto Novo at 10:50 p. m. every Monday, arriving at Barra at 3:15 and Rio at 5:55 a. m.  
S. PAULO AND RIO.—Train leaves Cachoeira at 12:25 p. m. arriving at S. Paulo at 6:40 p. m. Downward, train leaves S. Paulo at 6:20 a. m. and arrives at Cachoeira at 12:00 p. m. where passengers change to the D. Pedro II line.  
LEOPOLDINA R. R.—For Nova Friburgo trains leave Niteroiy at 7:10 a. m. and 12:15 p. m. arriving at 10:45 a. m. and 6:12 p. m. Downward.—leave Nova Friburgo at 8 a. m. and 3:05 p. m. arriving at Niteroiy at 12:20 a. m. and 6:10 p. m. For Macaé trains leave at 7:15 a. m., passengers changing at Porto das Caixas, and at 11:25 a. m. arriving at 12:21 and 1:08 p. m. From Macaé train leaves at 1 a. m., passengers changing at Porto das Caixas, and at 1 p. m. arriving at Niteroiy at 1:20 a. m. and 1:10 p. m. Ferry boats leave the station, Praça de D. Pedro II, about one hour before the departure of the trains from Niteroiy.  
CORCOVADO R. R.—Trains leave Niteroiy at 12 a. m. and 5:30 p. m., returning from Palmares at 7:30, 10, 10:30 a. m., 2, 4, 4:45 and 8 p. m. On Sundays and holidays: leave at 6, 8, 9, 30, 10, 10:15, 11, 12:30, 2, 3, 3:30, 5 and 6 p. m., returning at 8, 9, 10, 10:15, 11, 12:30, 2, 3, 3:30, 5, 5:30 and 6 p. m.  
RIO DE JANEIRO & NORTHERN RAILWAY.—Trains leave the central station D. Pedro II rail way at 6 a. m. and 5 p. m. Sundays and week-days, arriving at Petropolis at 9:47 and 7:22. Passenger change at the S. Francisco Xavier station of the D. Pedro II rail way to the Northern line. Steamers for Petropolis leave the Largo da Prinha at 1 p. m. on week-days and 7 a. m. on Sundays and holidays arriving at 6:05 and 9:15. Downward, trains leave Petropolis at 6:00 and 7:30 a. m., and at 3:30 p. m. week days and at 6 a. m. and 4 p. m. Sundays and holidays.

## 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 Onivdor.  
MUSEU NACIONAL.—Praça da Acclamação, cor Rua da Constituição.  
GABINETE PORTUGUEZ DE LETTURA.—No. 12 Rua Luiz de Camões.

## Medical Directory

William J. Fairbairn, Dr. of Medicine (M. D.) of the University of Edinburgh; Licentiate of the Royal College of Surgeons of Edinburgh; Licentiate of Midwifery of the Royal College of Surgeons of Edinburgh; Licentiate of the Imperial School of Medicine of Rio de Janeiro. *ex examination, etc., etc.* Office: No. 93 Rua 1ª de Março, 12 to 13 p. m.; residence 49 Rua de Humaitá.  
Dr. W. Havelberg, Physician, Surgeon and Acconcheur; formerly of Santos, and recently from an extended visit to Europe. Office: Rua la Alfandega No. 29, from 2 to 4 p. m.

## Hotels.

ALLEN'S HOTEL.  
No. 6 RUA HUMAITA (Largo dos Leões)  
ALBERT ALLEN, Proprietor,  
Good accommodations for families. Cool in summer and abundantly supplied with water.  
Telephone 1531. 6 m.

CARSON'S HOTEL.  
160, RUA DO CATTEE.  
ESTABLISHED 1872.  
This establishment is quite ready for the coming season; first-class attendance, good Baths and moderate prices.  
WILLIAM D. CARSON, Proprietor.

HOTEL PALMEIRAS.  
E. de F. D. P. II.  
This Hotel, from the fine dry climate of the situation and excellent water, is peculiarly suitable for invalids and convalescents, and for rheumatism, bronchial affections, diarrhoea, intermittent fevers, etc. Board and baths 4\$ per diem. Trains 3 times a day. Return ticket for 8 days 7\$50.  
Apply, Hotel Palmeiras or at  
No. 1 Largo do Paço.

TIJUCA  
WHYTE'S HOTEL.  
This old and well known establishment—originally known as "Bever's"—situated amidst magnificent mountain scenery, ten miles from the city of Rio de Janeiro, is now in the hands and under the personal supervision of the owner JOHN WHYTE.  
Comfortable apartments, good table, moderate charges. Swimming baths and douches free to visitors.  
Telephone No. 2001.

HAROLD JOSÉ HAMPSHIRE.  
58 Rua do Visconde de Inhauma.  
P. O. Box 263.  
Rio de Janeiro.  
Importer and manufacturer of S. Gata's, Correspondence solicited.

NOBEL'S EXPLOSIVES CO. LIMITED.  
Blasting Gelatine and Dynamite  
In cases of 50 lbs. ea., nett weight  
Also patent Detonator caps and Blockford's patent fuse. For further information and price, apply to the Agents for Brazil:  
Watson, Ritchie & Co.  
No. 25, Rua Theophilo Ottoni, Rio de Janeiro.

WILSON, SONS & CO., (LIMITED)  
2, PRAÇA DAS MARINHAS RIO DE JANEIRO.  
AGENTS OF THE  
Pacific Steam Navigation Company,  
United States & Brazil Mail S. S. Co.,  
Shaw, Savill & Albion Co., Ltd.  
The New Zealand Shipping Co., Ltd.  
and the  
Commercial Union (Fire & Marine) Assurance Co., Limited

Cost.—Wilson, Sons & Co. (Limited) have depots at St. Vincent, (Cape Verde), Montevidéu, and at the chief Brazil Ports; and, among others, supplied under contract, at Rio, 10\$.  
The Imperial Brazilian Government:  
Her Britannic Majesty's Government:  
The Transatlantic Steamship Companies:  
The New Zealand Shipping Companies &c., &c.  
Insurance.—Fire and Marine: Insurances effected at moderate rates.  
Coal.—Large stocks of the best Cardiff Coal always kept in depot on Conceição Island.  
Tug Boats always ready for service.  
Ballast supplied to ships.  
Establishments: Wilson, Sons & Co. (Limited), Santos, St. Vincent, (Cape Verde) Rio, Bahia, Pernambuco, London, Montevidéu and Buenos Ayres.

JOHN MILLER & Co.  
Importers and Commission Merchants.  
SANTOS and SÃO PAULO.

W. R. CASSELS & Co.  
13 Rua Primeira do Março, RIO DE JANEIRO.  
and  
CASSELS, KING & Co.  
36 & 38 Calle Maipu, BUENOS AYRES.  
Importers and Agents for Manufacturers.  
Further Agencies, suitable to their lines of business—Hardware, Domestic Goods, Specialties, etc., etc.—are especially solicited.

WENCESLAUGU MARÃES & Co.  
WINE MERCHANTS.  
Importers of  
Opato, Douro and Lishon wines of the best qualities in bottles, in casks, and under the private marks of the house.  
Sole Agents for  
A. IZIDRO GONÇALVES, Exporter of Madeira Wines;  
G. PHELLET & Co., Bordeaux, Exporter of Bordeaux Wines;  
E. REMY MARTIN & Co., Exporter of Cognac  
Dealers in  
Burgundy, Rhine and Mosel wines, Sherries, Champagne Cognacs and Liqueurs of the best brands.  
Rua da Alfandega, 83.

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 Touchnitz Editions of the Franklin Square Library and of the Lovell Library constantly on hand.  
Views of Rio and neighbourhood.  
Orders received for Scientific and other books.  
Agents for Longstreth's Rubber Stamps.  
Dealers in Atkinson's, Piesse & Lubin's and Royal Penknives and Pen's Soap  
No. 67, Rua do Ovidor.

RUBBER HAND STAMPS.  
and  
Metal-Bodied Rubber Type.  
S. T. LONGS TRETH,  
Office and works: 18, Travessa de Ovidor 1st floor.  
NB.—Special attention given to large stamps (trade-marks) and large type for marking coffee bags.

AMERICAN Bank Note Company,  
78 to 86 TRINITY PLACE, NEW YORK.  
Business Founded 1795.  
Incorporated under Law of the State of New York, 1868. Reorganized 1879.  
ENGRAVERS AND PRINTERS OF  
BONDS, POSTAGE & REVENUE STAMPS, LEGAL TENDER AND NATIONAL BANK NOTES OF THE UNITED STATES; and for Foreign Governments.  
ENGRAVING AND PRINTING,  
BANK NOTES, SHARE CERTIFICATES, BONDS FOR GOVERNMENTS AND CORPORATIONS, DEBITS, CHECKS, BILLS OF EXCHANGE, RECEIPTS, &c., in the finest and most artistic style FROM STEEL PLATES,  
With SPECIAL ARRANGEMENTS TO PREVENT COUNTERFEITING. Special papers manufactured exclusively for use of the Company.  
SAFETY COLORS. SAFETY PAPERS.  
Work Executed in Fireproof Buildings.  
LITHOGRAPHIC AND TYPE PRINTING,  
RAILWAY TICKETS OF IMPROVED STYLES. Show Cards, Labels, Calendars.  
JAMES MACDONOUGH, President.  
AUG. D. SHEPARD, Vice-Presidents.  
THOMAS ROBERTSON, Secy. and Treas.  
JNO. E. CURRIER, Ass't Secy.  
J. K. MYERS, Ass't Treas.

BALDWIN LOCOMOTIVE WORKS,  
PHILADELPHIA, PENN.  
(Established, 1831)  
BURNHAM, PARRY, WILLIAMS & CO., Proprietors.  
These locomotive engines are adapted to every variety of service, and are built accurately to standard gauges and templates. Like parts of different engines of same class perfectly interchangeable.  
Passenger and Freight Locomotives, Mine Locomotives, Narrow Gauge Locomotives, Steam Street Cars, &c., &c.  
All work thoroughly guaranteed.  
Illustrated catalogue furnished on application of customers.  
Sole Agents in Brazil:  
Norton, Megaw & Co.  
No. 82, Rua 10 de Março, Rio de Janeiro.

ANDREW STEELE & Co.,  
Import and Commission Merchants,  
have removed from 72 Rua Primeiro de Março to  
8 Rua do Visconde de Inhauma 8, Rio de Janeiro.  
Telephone 678. P. O. Box 84.

HAUPT & Co.  
RIO DE JANEIRO.  
50 & 53 Rua da Alfandega.  
Imports and Commissions.  
Railway Material.  
Rolling Stock.  
Machinery.

JOHN H. BELLAMY & Co.  
General and Commission Merchants,  
SHIPPING AND STEAMER AGENTS.  
AGENTS FOR  
Several leading Manufacturers,  
ALSO FOR THE  
Thames and Mersey Marine Insurance Co., Alliance Insurance Co.  
P. O. Box 741. Rio de Janeiro.

O'KELL, MOURÃO & WILSON  
21 Rua Conselheiro Saraiva 22 Becco de Bragança.  
AGENTS OF THE  
Northern Assurance Company,  
Mocanguê Graving Dock & Bonded Warehouses.  
General and Commission Merchants for foreign and home trade with the interior.

# THE RIO NEWS

PUBLISHED WEEKLY.

A. J. LAMOUREUX, Editor and Proprietor.

Contains a summary of news and 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.

(Cash invariably in advance)

Subscription: \$5.00 per annum for Brazil.

\$10.00 or £4 abroad (24¢ when paid here).

SINGLE COPIES: 400 pesos; for sale at the office of publication, or at the English Book Store, No. 67 Rua do Ouvidor.

All subscriptions should run with the calendar year

EDITORIAL AND PUBLICATION OFFICES:—  
79, Rua Sete de Setembro.

Subscription and advertisement accounts will be received by

GEORGE H. PHELPS, Esq.,  
154 Nassau Street, New York.

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

MESSRS. BATES, HENDY & CO.,  
37 Wallbrook LONDON, E. C.

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

RIO DE JANEIRO, OCTOBER 14th, 1889.

ONE of our Santos exchanges recently calls attention to a very peculiar state of affairs in the postoffice which certainly ought not to be permitted to continue any longer. We have already commented on the subject, but to no purpose. The case referred to is the disappearance of a registered letter containing 50\$, about which the postoffice authorities appear to trouble themselves very little, and which, according to our exchange, is the third loss of this character complained of within a month. We can not imagine what kind of an idea possesses the postoffice in this matter. The public is compelled, under penalty of a fine, to have all letters duly registered which contain money, for which a very considerable charge is made, and then when a loss occurs the authorities do not undertake to make it good. What then is the object of charging extra for the registry? If the postoffice is duly advised of the value contained in a letter and requires extra compensation for its transmission, how can it escape the responsibility of either delivering the letter and its contents, or making good the loss. If this is not the intention, then it is better to save the extra fee for registration, for it is absurd to pay for insurance where no losses will be paid. It is the subject of frequent comment, not only in the postoffice, but in every other branch of the public service, that the official considers himself exempt from all responsibility for any prejudice caused in the exercise of his duties. This is a serious error, and it is an error which is the cause of much of the defective administration and dishonesty current in Brazil. If the public official were held strictly responsible for his negligence, or trickery, there would be less speculation and less discourtesy to complain of. The need of immediate reform in all these particulars is so apparent that it is to be hoped no more time will be lost in reorganizing the public service on an entirely different basis.

We see by our Argentine exchanges that there is a prevalent impression in that country that much of the present financial difficulty is due to the "free bank act," and that the panacea is looked for in a suspension of these banks. There is unquestionably some reason in the claim, but we are inclined to think that the true cause will be found, not in the bank act, but behind it. The Argentines undertook to secure a national banking system for themselves, but, like the Brazilians, they were unwilling to adopt the tried system of the United States without making some very

extensive "improvements" on their own account, and it is from these alterations that the trouble comes. The American system is purely regulative on the part of the government, leaving the initiative to the people themselves. The state loans nothing and takes no responsibility; it simply requires conformity to a fixed, uniform system and ample guarantees for note-holders and depositors. The Argentines do not believe in any other individual except the influential politician, and they have about as much idea of individual initiative as the Brazilians have. Instead of providing a purely national system, similar to that of the United States, they adopted a hybrid between that and the centralized, official system, more or less under the direct management of the government. To this was attached likewise a lot of those pernicious vagaries, which are causing so much mischief in many countries, like the capitalization of land, extension of aid to agriculture, etc., etc., none of which should have had the slightest recognition in a national banking system. The old national and provincial banks, all more or less organized and controlled by government officials and politicians, were reorganized under the new system, an enormous increase of capital was effected, public loans were floated for their needs, and then the country was flooded with excessive issues of currency. All this has had a pernicious influence, of course; but if the cause is sought for it must be procured further back than all this. It is to be found in the false economic theories which prevail, in the dishonesty and extravagance in official circles, in the feverish desire for making fortunes quickly which prevail in every class. The difficulty does not arise from these so-called "free banks," nor altogether from a redundancy of currency; it arises from extravagance, debt, dishonesty and sheer financial madness. The Argentines have been doing what the Brazilians are now essaying to do—making money from nothing. And, like all previous attempts, it is causing serious disaster and ruin. And the most ominous feature of the crisis is that the causes are not recognized, and no one speaks of reforms which shall restrict official extravagance, put down official knavery, and prevent all such excesses for the future.

ACCORDING to private telegrams from Pará the provincial assembly of that province has voted to rescind the contract made with an American company for the navigation of the Tocantins and opening communication with the interior of Goyaz. The object of the company, as we understand it, is to provide an outlet for the proposed colonies to be established on the Cayapó concession in Goyaz, and to do this it is proposed to maintain a line of steamers on the upper and lower Tocantins, and to construct a railway around the rapids which obstruct the free navigation of that great river. The provinces of Pará and Goyaz having entered into contracts with this company for the service, a considerable amount of money has been expended on it, largely in the preliminary work of exploration. Through some intrigue, which is said to have originated here in Rio, the provincial legislature of Pará suddenly declares that it can make a better bargain with others and suspends the contract. This is of course an act of bad faith, a gross breach of contract. The company, as we are informed, is carrying out its part of the contract, and no complaint whatever is made against it. In spite of the obligations incurred and the money expended, the province entertains an offer made subsequent to the execution of the contract and then declares that contract void. In private business life no man would be permitted to violate his formal

engagements in such a way, and we can not conceive that what would be condemned as dishonest and punishable in private life can be justified where one of the parties to the contract is a province, or a nation. In view of the fact that this gross infraction of a contract is made by a legislative body and then sanctioned by the representative of the crown, and that the victims of the injustice are the citizens of a foreign state, the question will necessarily be referred to the diplomatic representatives of the two countries for settlement. The declared hostility of the prime minister to the enterprise, as expressed in a speech in the General Assembly some time ago, will also prevent any other settlement than that of diplomatic negotiation. It is highly improbable that the United States government will permit so gross an act of injustice to pass without protest. Breaches of contract are not permitted to the government in the United States, and they are so severely condemned there, both by law and by public opinion, that they will not be passed over in silence. The excuse that the province can do better will only excite a smile, for it considered very weak and puerile for a man to break his word, or his written agreement, on the ground of being able to do better at some subsequent time. Were such an excuse accepted, then there would be no binding force in any agreement. It is to be regretted that such an occurrence should have happened just at a time when efforts are making to improve the commercial and neighborly relations between the different states of this continent, for it will go far to arouse the suspicion that fair promises may cover a very treacherous purpose and an absolute disregard of those high principles which underlie all commercial transactions.

When we first heard of the intention of the United States government to entertain the representatives of the American states gathered at Washington with an excursion to some of the principal points of interest in that country, the idea seemed excellent in every respect. The representatives of these American nations have been sent to Washington at the invitation of the United States government to discuss questions in which that country has a peculiar interest, and it is fit therefore that the hospitality extended to them shall be as comprehensive and liberal as it can be made. The United States is rich enough to entertain its guests on a magnificent scale, and there are cities, public works and attractive scenery enough to make such excursions most instructive and entertaining. It seemed to us that an effort to exhibit these attractions to the visiting delegates would be one of the best considered attentions that could be shown them, and would not fail to create the best of impressions. When we hear, however, that Secretary Blaine has made Mr. W. E. Curtis his master of ceremonies, and see by our exchanges that the excursion is for the purpose of showing off the cotton mills, shoe factories, etc., of New England, the iron establishments of Pennsylvania, and the various industrial establishments of all the cities visited, we must confess that we are keenly disappointed. We do not understand that these delegates have gone to Washington to buy a stock of goods, nor did we believe that the United States proposed to play the part of a professional drummer. We were of the opinion that this congress was designed to discuss a number of important international questions, some political, some financial, and some commercial. The delegates are for the most part lawyers and diplomats, and they are interested in questions principally relating to the political development of their respective countries, and to their general

prosperity, financially and commercially. They have been led to believe that the United States has something important and definite to propose on these subjects, and that question of general policy, rather than of restricted interest, would be laid before them. Had it been known that their appreciation and patronage was to be solicited for the cotton mills and iron foundries of New England and Pennsylvania, they would probably have taken along a few merchants and engineers. And had they known that they were to be chaperoned by a man who has made himself a laughing stock because of his flying official excursion around South America and his blundering attempt to transform his fleeting impressions into serious descriptions, they would probably have taken the whole affair less seriously than they have done. In all probability they would have manifested a desire to see all the industries which Mr. Blaine is so anxious to show them, and there is not the least doubt but that every one of them would have paid a visit to Mr. Wannamaker's Philadelphia store, and we should have been spared the impression that their deliberations are to be officially directed to the manufacture of blue drills and agricultural machinery.

In a brief comment on the concession granted for the projected improvements in this port, the *Jornal do Commercio* of the 11th inst. takes occasion to commend the practice of providing for a reversion to the state at the end of a certain period, and advises the authorities to carefully provide for such reversions in all the concessions granted. At first sight this may appear of great advantage because of the property and revenue which must eventually fall into the hands of the municipal and national governments, but is the advantage so great after all? Of course the problem is one yet to be demonstrated, whether it is better to leave all public services in the hands of private individuals, or gather them into the hands of the government. Like many other political problems, the answer depends materially upon a number of variable conditions—the character of the service, the system of government, the character of the people, and their education and tastes. The accumulation of all these services in the hands of the government has a strong centralizing influence, and as a rule it will have a decidedly corrupting influence. Wherever a representative form of government exists, with a large measure of popular suffrage, corruption and bad management are sure to spring from the employment of men and patronage. Now, the question is, whether the advantages of acquiring these properties, with their revenues, will more than counterbalance the inevitable evils which will grow out of the exercise of so great a patronage, and the employment of so large an army of public employes more or less dependent upon political influences. Perhaps the municipal administration of the *abattoir* will serve as an illustration of what may be expected when the tramways, telephones, port-works, and all other public services are under the same administration. It is notorious that the administration of the city *abattoir* has been lax, corrupt and profitless to an extreme. The council has failed to pay for the transportation of dressed beef to the city for a long time; it is generally far in arrears with its employes, the buildings are badly maintained and the service is most defective. There is not one feature in the whole business which proves official administration to be an advantage, while the scandals and contentions constantly coming to the surface prove conclusively that it is an error to place so important a service in the hands of the aldermen. In view of this one experience, why should we expect

anything better when the trainways are under the control of a lot of venal politicians, whose only aim is to make all they can out of the service for their private purses? What assurance is there that men who do not scruple to fix a price on every privilege or service asked of them, will not carry their blackmailing operations into every branch of these indispensable undertakings, to the utter demoralization of their employes and the extreme annoyance and disgust of the public? It is notorious that there is no remedy against the exactions and persecutions of even the humblest public official. Even the *guarda* who turns off your water supply to compel the payment of a "tip," is beyond your reach! With these facts before us, how can an intelligent journalist claim that it will be an advantage to accumulate all these public services into the hands of the city, or nation? Think what it will be when everything in Rio de Janeiro is run by the government—the trams, telephones, docks, *abattoirs*, markets, express service, laundries, lodging-houses, water, gas, drainage, and so on! Unless there is an improvement in the breed of aldermen, the city will be uninhabitable.

**AFTER** all the discussion about the sewers of this city and the removal of the outlets to some point outside to prevent the pollution of the waters of this bay, after all the fines imposed upon the drainage company for permitting the discharge of sewage into the bay during heavy freshets to escape the flooding of the pumping stations, after all the violent and learned talk about flushing and disinfecting sewers, food inspection, street cleaning, sanitary dwellings, water supply, etc., and after all the experiments made and money spent, the government and the doctors have suddenly become aware of the fact that the sewage of the great Misericordia hospital, with its two thousand inmates, is emptied directly into the bay, and that it ought, for obvious sanitary reasons, to be joined to the sewers of the city. To be sure, the medical men are not all agreed upon this point; for there are still a very considerable number of them who oppose any connection with the sewers of the city, even while admitting ignorance of the system employed to remove, disinfect and precipitate the sewage. At a meeting of the medical society of the city on the 8th, the special representative of the hospital, who had been selected to oppose the connection, was compelled to admit that he did not know there was a large main sewer running direct from a point near that institution to the pumping station, and in view of this fact and of the explanations of the inspector-general of hygiene, who has been advocating the measure and who promises that the work shall be done with all due care and sanitary inspection, he was finally compelled to change his purpose and vote in favor of the connection. It is not creditable to the medical profession on this great abuse has been permitted so long. If the health of this city demands every safeguard against the discharge of sewage into the bay from the drainage company's sewers, and the expenditure of no inconsiderable sum of money for keeping the beaches clean, then certainly the same object holds good against the discharge of the sewage direct into the bay from a hospital containing from sixteen hundred to two thousand patients and a hundred or more attendants and nurses. One generally expects a conscientious and scrupulous observance of sanitary laws from medical men and hospital authorities, and yet from sheer penuriousness this great corporation, with all its revenues from rents, bequests, interest and taxes, has obstinately refused all these years to pay the expense of having the drainage pipes of the hospital properly connected

with the city sewers! If the Misericordia authorities had undertaken to disinfect and precipitate the hospital sewage, as is done by the city drainage company, then the public would have had no cause for complaint, but this has not been done. There has not been even a pretense of doing so. The discharge is direct from the hospital into the bay at a point very near a public bathing establishment, and not over six or eight hundred yards from the most frequented public bathing place—fronting the Passeio Publico—in the city! And still further—we beg the sanitary authorities, and particularly those medical men who would continue the abuse, to make a note of this—*the drainage outlet of this great hospital is only about 250 to 300 yards from the principal ice factory of the city, whose ice, we are informed, is made from water taken from the bay!* We have before called attention to the danger of using ice made from imperfectly distilled sea water, but there has not been a single echo of the warning from the medical profession. We now invite their attention to this still more dangerous element of contamination, and beg that they will tell us which is the more dangerous to public health, the use of ice made from water so manifestly impure and filled with the germs of disease from a great hospital, or the consumption of imported beer containing a trifle of salicylic acid, or of imported wines in which grape juice is not the principal ingredient. There has been infinite anxiety on the part of the profession and of the customs authorities lest the good people of this city should be poisoned by adulterated food and drink imported from foreign countries, but when the principle has been applied to the native industries they have been strangely silent. It is bad enough that the Misericordia hospital and the arsenals should continue to poison the waters of this bay all these years, but it is more than human nature can stand to have this done in a manner and at places where the danger to public health is greatest.

From the Buenos Aires Herald, Sept. 28th.

**THE ARGENTINE SITUATION.**

The situation in which we find ourselves is to be charged to the account of the administration of President Roca first, and Juarez Celman afterwards, the one being the continuation of the other. The remedy is to be sought for through the same channels. There is no other hope. It is in vain that economy is preached or practised, that industry is fomented, that prosperity smiles on us, for all these have but stimulated the extravagance and financial insanity of the government, and made matters worse. The first steps then are to be taken by the government. These are obvious. There should be a reduction of the volume of irredeemable currency, a cutting down of public expenditure, a limitation of provincial borrowing, a stop put to the *cabala* iniquity and roteness. Without this the selling of public lands and works will not help matters but for the moment, only to make them worse at the end, just as the selling of the estate of an embarrassed spendthrift would ease his situation only while the resources thus obtained lasted. What we need is to go to the root of the matter and make the banks honour their notes just as a merchant is made to honour his bills, and, if they do not, then shut them up, whether they are in partnership with the government or not. It is scandalous, it is dishonest, and it is insane for banks to divide twenty-four per cent among their shareholders while their bills are dishonoured in the market, and are made current only by force of an illegal and arbitrary decree or law. The obvious course to be taken for the improvement of the situation is to adopt a fixed policy of retrenchment in expenses and in paper. The banks should be required to retire, every month, a certain percentage of their circulation and continue to do so until they get where they can redeem those which shall remain outstanding. With such a policy adopted there would be a stop put to the panic, and confidence would have a chance to rally, and a start towards conversion would be made. This would also give the market a chance to recover from the delirium of the past gradually, so as to avoid too great a shock from a turnaround from expansion to retrenchment. This is our only salvation. No plan to sell lands will mend matters without this policy. When we recover a sound monetary condition, be it sooner or later, it will come from just

such a course. The laws of political economy, which have been scouted and derided as suitable to the old world, fit this necessity. Is there wisdom enough in the government or force enough in public opinion to secure this reform? Whoever can answer this question is in position to tell us whether there is to be a cyclone or whether we are to suffer only from a slow fever.

**EXCURSION OF THE WASHINGTON CONGRESS.**

The officials of the State Department have laid out an instructive programme for the excursion of the delegates to the Three Americas' Conference. The Conference will hold one session here on the second of October, and will immediately adjourn for two or three weeks to allow time for the excursion. A special train with the most complete appointments will leave here on the morning of October 3rd for New York, from whence the party will go by boat to Fall River, Mass., to inspect the print works. Providence, R. I., Wilmamc, Hartford, New Haven, Meriden and Ansonia, Conn., will be visited, and Springfield Holyoke and Chicopee, Mass. After spending two or three days in Boston, the special train will go to Lynn, Lawrence and Lowell, Mass.; Manchester, N. H., and Portland Me., and from thence to Troy, Albany and Cohoes, reaching Niagara Falls about the middle of October. They will visit Detroit, Chicago and other leading Western cities, and in the winter will go South. In each city some leading factory will be inspected, to show the visitors the methods of American industry and the sources of American prosperity. There will be about seventy-five persons in the party—about fifty delegates from South and Central America, ten from the United States, and some few federal officials.—Washington correspondence of *N. Y. Commercial Bulletin*, August 22.

**WEST COAST ITEMS.**

- The Santiago penitentiary contained 525 convicts on August 31st.
- The Banco Nacional de Bolivia has lost \$150,000 lately through a defalcation.
- The *Chilian Times* says that wheat in Chili presents a magnificent appearance and a bountiful harvest is anticipated.
- The Chilian legislative chambers have passed the project presented by the government, providing for a return to specie payments on 1st January, 1895.
- The state railways of Chili carried 1,121,098 quintals (metric) of wheat during the first half of the current year, or 82,356 quintals less than in the same period of last year.
- The *Star and Herald* will recollect that the American Harvard University sent two young astronomers to Peru with the object of establishing the situation of certain celestial bodies which had not been accurately located. These gentlemen have erected a paper observatory, the first thing of the kind ever seen here, near Chosica, and are busily at work taking their photographic observations, many of which have been sent home. The commission is an important one, and the Messrs. Bailey, the astronomers referred to, are amply competent to execute it. Their friends in the United States will be glad to learn that the climate agrees with them admirably and their work is progressing most satisfactorily.—Lima correspondence *Star and Herald*, 7th August.

—It is reported that the Peteroa volcano, which has been in a quiescent state since 1878-79, is showing signs of activity. This mountain or rather peak of the Andes, is situated in lat. 35° 12' S., and is 3,519 metres in height. Molina, the historian, records an eruption of this volcano which occurred on December 3, 1762, and of which says "the ashes and lava filled the adjacent valleys, and caused the water of the Tinguiririca to overflow during two days; a piece of the mountain fell into the river Lontué, and its current was arrested for ten days; a large lake was formed, which exists to this time (1782), but the waters of the river opened out a new course and they rushed with violence on to the country round about completely inundating it."—*Chilian Times*.

—An interesting paper on the geography and geology of that portion of Peru which runs along the shores of the Madre de Dios river, was read before the British Association the other day, and in the course of it mention was made of what appears to be enormous native workings. These have been examined recently by two mining engineers, Messrs. Russell and Stephens, and ore was picked out assaying up to 2,333 oz. of gold per ton. One district is estimated to contain £320,000.00 of the precious metal. The region is at present practically unworkable, owing to the difficulty of access, but it is said that a railway between the Amazon and the Madre de Dios could be made at a comparatively small cost. Here is a chance for some of our enterprising financiers! We could spare a few of them or a time.—*London*, 21st September.

—Brazil may learn something from Colombia after all. The Colombian government has recently been calling in certain issues of currency for the purpose of replacing them with others, but instead of imposing discounts and final repudiation it is announced that after a certain date the notes will cease to be legal tender and can only be exchanged at the National Bank. The government does not attempt to swindle the noteholders.

- The reform in the customs tariff (Chili), which will come into operation on January 1st, 1890, will admit duty free the following articles:
  - Machinery and tools for agricultural, mining, arts, trades, and manufacturing purposes.
  - Composition, copper, brass, and galvanized iron, tubes, and the elbows, T's, and other accessories of those articles.
  - Iron and steel wire, galvanized and ungalvanized, up to No. 14, inclusive, and isolated copper and composition wire for electrical purposes.
  - Telegraphic and telephonic instruments, isolators, iron and steel posts, and other articles used for telegraphic and telephonic purposes.
  - Iron and steel rails and accessories for permanent way of railroads, tramways, and portable railways.
  - Iron and steel wheels, axles, and tires for railways, and cars for portable railways.
  - Sheet and plate iron.—*Chilian Times*, 14 Sept.

—Another instance of the abominable delay in criminal trials has just come to light. The facts of the case are briefly these. On April 26 last a man, named Manuel Catalan, was run over by a tamar in Santiago, and he died four days later from the effects of his injuries. The driver, a youth of 17, noted, but he was apprehended on the following day, when his trial began. On the 9th ult. the judge sentenced the prisoner to *sixty days' imprisonment* to count from April 27, the date of his apprehension! It will thus be seen that when the prisoner was sentenced to sixty days' incarceration he had already been in jail *one hundred and four days!* But this is not all. The case had to be reviewed by the upper court, and that tribunal heard it on the 21st ult., and confirmed the sentence of the inferior court, so that there remain *twelve more days* to be added to the one hundred and four, making it all *176 days* incarceration for a man sentenced to 60 days' imprisonment.—*Chilian Times*, 7th Sept.

**PROVINCIAL NOTES**

- The province of Pará wants to borrow money. Why not go to New York after it?
- The new lightship for the mouth of the Pará river will soon be taken down to the fishing ground.
- It is said that there are 1,400,000 head of cattle in the Rio Beni region, and that they are worth only 10¢ to 12¢ a head.
- There are about 7,000 registered voters in the province of Pará, but only 4,997 turned out to vote at the August elections, of which 3,217 called themselves liberals.
- The minister of agriculture has approved the plans for an "enological school" in the province of São Paulo. A credit of 92,000\$ has been opened for the necessary works.
- The German transport *National*, with a scientific party on board, called at Pará for a few days toward the close of last month. The transport came from Asuncion, Paraguay.
- Engineer Reyy announces a "big find" at Quixadá, the skeleton of a gigantic animal. We do not hear, however, that Reyy has completed his celebrated claim, nor discovered water.
- It would appear from an extract from the president's *relatorio* read at the opening of the Pará provincial assembly last month, that the rescission of the Alobaça railway concession was recommended by that official himself.
- The people of Ceará should take heart, for effective relief is now on the way. The government has sent to that afflicted province 100 copies of a little pamphlet by Dr. Collatino Marques de Souza on the "means of attenuating the effects of drought and of furnishing the best water possible."
- The law recently adopted by the Pará provincial assembly rescinding the contracts for the Alobaça railway, for the navigation of the Rio Toxantins and the introduction of immigrants, was signed by the president of that province on the 13th. The act is a gross breach of faith, and will cause heavy losses to those who have invested money in the enterprise.
- There was a little fight in Ouro Preto on the 9th between the regulars and police, the former being the aggressors. Shots were exchanged, and eleven policemen were wounded, one seriously. The regulars, the 9th regiment of cavalry, were ordered to Rio on the following day, and a force of infantry and cavalry was sent the same day to replace them. It would be a good thing to confine these fellows to camp duty outside of cities, where they are a standing source of disturbance.



—Our Santos exchanges note the sudden death recently of W. M. Holworthy, Esq., of Liverpool, formerly a resident of Santos and head of the well known house of Holworthy, Ellis & Co.

—The preliminary examination of the assassins of Raymundo Alves Moreira, who was killed near Campos last July, has resulted in true bills against Carlos de Lacerda, as principal, and six negroes as accessories.

—The *Liberal Mineiro* denies the statement in the *Jornal do Commercio* that there had been 44 assassinations at Dores de Campo Formoso, province of Minas Geraes, in a period of 15 days. The *Liberal* says that according to official reports there were only two assassinations and one case of assault and battery (*espancamento*) in the period mentioned. Even that is enough to make the Beautiful Field a very unhealthy place to live in. One murder a week for a country village deserves attention.

## RAILROAD NOTES

—The reported sale of the Leopoldina railway to a London syndicate still lacks definite confirmation.

—The September receipts of the Carangola line amounted to \$3,748,980. The expenses are not published.

—The increase in the mileage of railways in the United States in 1888 was 7,028 miles, which raised the total extension of the country to 1,76,081 miles.

—The Minas provincial government has signed a contract for the construction of the Parapoeba railway. The capital of the company is fixed at 7,500,000\$.

—The São Paulo railways are following the lead of Rio in accepting telegrams for the press on condition that the publishers assume responsibility and pay the bills monthly.

—It was announced on the 10th that the Araruama railway company had purchased the Carangola and the S. Fidelis and Campos lines, the contracts having been signed in this city. The price paid for the Carangola was 7,550,000\$, viz.: 2,990,222\$22 to cover L. Cohen & Co's. loan of 1881, 1,428,000\$ to cover Banco União de Crédito loan of 1886, both obligations incurred, and 2,131,777\$78 cash in three payments. The price stipulated for the S. Fidelis line, under construction, was 500,000\$.

—The province of Minas Geraes has granted a concession to the Minas and Rio company for an extension to Passos, about 200 kilometres, from which place the line will eventually be extended to Jaguara, where a junction will be effected with the Mogyana line. This will open up a direct route from this capital to Goyaz some 300 kilometres shorter than any other thus far built or projected. The Passos extension which the company is about to take in hand, taps the great cattle-raising district of Minas Geraes, and ought to prove most advantageous not only to that important industry but also to the population of this city.

## RIVER PLATE ITEMS.

—Gold fell to 200 in Buenos Aires on the 12th.

—The new telegraph line between Montevideo and Buenos Aires was inaugurated yesterday.

—The Argentine railways have been permitted to raise their fares 15 per cent. to cover depreciation in currency.

—It is said that the President of the Argentine Republic is becoming a heavy private depositor in one of the Paris banks? Why?

—The eldest son of Maximo Santos, former dictator of Uruguay, has been placed under arrest at Montevideo for beating his mother. The youth is evidently in training for the Uruguayan presidency.

—The Argentine Senate has manifested a keen appreciation of the situation by granting a railway guarantee to an Argentine, although a foreign house offered to build a similar line without any guarantee whatever. Nothing but a deluge will ever improve matters at Buenos Aires!

—The province of Buenos Aires wants to borrow \$50,400,000 for converting its public debt, the interest to be 4½ per cent. with 1 per cent. amortization. In view of the financial outlook in that hopeful little country, there is a bit of fineness in the cheek of Buenos Aires which is truly wonderful.

—The Argentine government's recourse of selling 24,000 leagues of public land at a minimum price of \$2 gold per hectare, is very much like the bankrupt who sells his estates to meet pressing obligations. The sale is expected to produce \$120,000,000, and is destined for the redemption of paper money (or paying an old debt), but as no retrenchment in expenses is proposed the relief will be only temporary.

—The Argentine government has entered into a contract for the introduction of 10,000 Dutch and German immigrants, the passage indemnity being fixed at \$53 per capita.

—Speaking of the results of currency depreciation in the Argentine Republic, the Rosario correspondent of *The Southern Cross* says:—"Retailers out of stock are afraid to buy for cash at prices estimated at a gold quotation of 240, and wholesalemen refuse to sell on any other terms, many of them insisting, moreover, upon a margin to cover themselves in the event of a greater depreciation. The consequence is that business has come to a dead halt."

—It would appear that the boys in the Argentine military college are permitted to carry loaded revolvers. On the 23rd ult., as the boys came in from the playground one of them took a revolver from his pocket to remove the cartridges, when it was accidentally discharged, fatally wounding a companion in the head. The wounded boy died soon after. Both boys were only 17 years of age. The college authorities should prohibit the carrying of arms of this character.

## LOCAL NOTES

—We are to have a new set of sanitary regulations for the coming year.

—The Emperor has chosen Dr. Antonio Pinto Nogueira Accioli as senator from Ceará.

—The government has granted a patent to Conral de Struve for an improvement to an apparatus for purifying gas and regulating its pressure.

—The admirers of Carlos Gomes have opened a subscription to provide a patrimony for his children. Music is a fine and enjoyable thing, but it can't support a family.

—The illustrious municipal council has resolved to grant the free use of the Praça D. Pedro II to Victor Mercelles for a barrack in which to exhibit his panorama.

—The Argentine minister left for Buenos Aires on the 10th, in response to an urgent summons from his government. It is said that the enthusiastic reception of the Chileans—but, then, people will talk!

—The returns of the city postoffice last month amounted to 51,267\$940, against 40,358\$100 in the same month of last year. In the province of Rio de Janeiro the September receipts were 21,147\$600, against 22,051\$710 last year.

—The senatorial choice from the province of Rio de Janeiro appears to have given great offense to Dr. Bezerra de Menezes, the once celebrated alderman and dictator of this city, who has thrown up his leadership in the liberal party. The party is to be complimented.

—A contract was signed between the government and Visconde de Figueiredo on the 10th for the construction of the projected great improvements in this port. The security deposit is 80,000\$ and it is stipulated that the works are to revert to the state at the end of 40 years.

—It appears that the government has prohibited the change of names on any more streets, but the "illusrious" proceeded to change Rua das Marrecas to Rua de Barão do Ladarino on the 10th inst., notwithstanding. Decapitation appears to be the only means left for the suppression of our convict fakers.

—A woman of the shady throng tried to commit suicide at the Hotel Provencaux the other day because of a passion for an Italian priest. She nearly succeeded, and may now be inclined to think more seriously of the absurdity of taking her life because of one frail mortal, who preaches what he does not try to practise.

—We do not like to spoil a pretty story, but the one which is now going the rounds of South America about a man named Graham going safely over Niagara Falls in a barrel boat is quite incorrect. The bold cooper went down through the "rapids" below the Falls, which is a very different thing from a perpendicular drop of 180 feet.

—The *Jornal* has found out why it is that the Museu Nacional did not get a first-class premium at Paris. It was because Ladislao himself was on the jury, and was disinclined to confer so great a distinction on an establishment under his direction. We can't quite make out whether the *Jornal* is joking, or not; but we can say for Ladislao's benefit that it is the first time on record that he has been accused of modesty.

—The minister of war, to our great satisfaction, has determined, after consulting the Emperor and the supreme military council, that commanding officers shall be addressed as "excellency" in all official correspondence. This is a matter which has seriously disturbed our sleep for a long time, and we are glad that the Emperor, the minister and supreme military council have finally laid aside the more trivial questions before them in order to determine this really important matter.

—A patent has been issued to John Reid, of this city, for an automatic water register.

—Petropolis was visited by a severe storm of rain and hail on the 7th, during which the customary "challstones as large as hen's eggs" were observed.

—The celebrated *Penha festa* is announced for next Sunday. The Rio & Northern company will run excursion trains every twenty minutes from the S. Francisco Xavier station.

—Can anyone explain the method by which men are enrolled in the ranks of the "guarda nacional." The first thing we know a list of names is posted, but how these names are obtained is the question.

—According to a telegram from Newcastle on the 9th the Companhia Nacional's new steamer *Desterro* has made a very successful trial, running 13 miles an hour easily. The steamer leaves for this port to-morrow.

—The regulations for the organization of the proposed new "civic guard" were published on the 13th in the morning papers. They provide for 39 officers and 561 men, all being subject to the orders of the chief of police.

—The immigrant arrivals last month numbered 2,184 for Rio and 189 for Santos, a total of 2,373. Of these 995 were Portuguese, 639 Spanish, 510 Italians, 153 Germans, and the remainder of diverse nationalities. During the same month, 572 immigrants left the country at their own cost, of which 498 returned to Europe and 74 went to the River Plate.

—The Princess Imperial and her husband will receive at the Palacio Isabel to-morrow from 12 to 3 p. m., the occasion being their silver wedding anniversary. In common with all foreigners residing in Brazil, we beg to offer our compliments and sincere congratulations upon this occasion, and trust that there may be still another twenty-five years of happy wedded life before them.

—We regret to note the death in Paris on the 11th inst. of Dr. J. M. da Silva Coutinho, one of the ablest and best-known native civil engineers in Brazil. He has been connected with a number of successful engineering enterprises, and was besides that a man of considerable scientific attainments. He accompanied Agassiz on his trip up the Amazon, and was always specially interested in the progress of that region. His death causes a vacancy in the ranks of Brazilian civil engineers which it will be difficult to fill.

—At the meeting of the shareholders of the Banco Constructor on the 12th inst., a proposal was enthusiastically adopted conferring 600,000\$ on the incorporators of the bank—Mayrink, Alvim, Mearim [Pinho] and Matta Machado—as an indemnity for their services, remuneration, and appreciation. The three self-sacrificing directors were deeply touched by this modest little *mimo* and at once begged permission to devote one half to an asylum for poor children, to be called the Asylo Isabel, and the other half to the mounting of workshops for the Lyceo Litterario Portuense.

—We are advised that the United States and Brazil Mail S. S. Co. have now two new steamers under construction in the shipyards of the Delaware Shipping and Engineering Co., at Chester, Pa. The hulls are to be of steel and the engines will be of the triple expansion class with nearly 3,000 horse power. The steamers will be much larger than the *Albano*, and will have accommodations for about 200 saloon passengers. They are to be fitted with the electric light and with refrigerating chambers, and will have all the modern improvements. The first launched will be called the *Saguarua*, and the other the *Vigilanca*.

—According to an exchange a subscription was a short time ago initiated among business men in this city for the purpose of presenting a testimonial to the Visconde de Ouro Preto because of the services he has rendered to commerce. The subscription, it is said, reached a total of 300,000\$ when word was received from the prime minister that he could not accept it. It is a rather severe commentary on the business men of this city that the Visconde de Ouro Preto should have been the first to see the impropriety of such a present. The men who make a valuable present to an official generally expect some special favor in return.

—Under the influence of an acute attack of something the editor of the *Diario Mercantil*, of São Paulo, writes:—"The Brazilian spirit is vibrating to-day through the noblest enthusiasm before the most glorious triumph of its great composer, the wonderful artist of so many works where genius sings, dazzles, alive and palpating, as though he were the esthetic herald of our race. The civilization of a people has in its men of talent its immortals plenipotentiaries. The marvelous productions of Carlos Gomes are the most sparkling credentials of the intellectual majesty of Brazil." We believe that our colleague is not considered dangerous, and is therefore permitted to occasionally fly a rhetorical kite of this description.

—The friends of Dr. M. C. de Silva, said to be a native of this city, and recently a graduate of the University of Pennsylvania medical school, will be interested to know that he has been adding somewhat to his reputation at Atlantic City, N. J., by eloping with the wife of Mr. Odell Williams, a well-known comedian. The elopement took place July 3, and the doctor was in such a hurry that he "borrowed" a horse to stand over until his return. The faithless wife is pretty, and is an actress also. She took a little daughter with her. It is thought that the doctor will return home with his spoils at once. The *Harold* of July gives the details, and the *Police Gazette* of August 3 the illustrations.

—The Chilean ironclad *Almirante Cochrane* entered this port on the 11th. The officers here have been received here with exceptional attentions and hospitality. A grand ball in their honor will be given on Ilha Fiscal by the prime minister on the evening of the 19th. We are under many obligations for the courteous invitation extended to us.

—The New Zealand steamer *Coptic* which left this port on the night of the 11th, struck upon some unknown rock, or derelict, about 6 miles outside and sustained injuries so severe that she had to return to her anchorage. On the 13th there were from 20 to 28 feet of water in the hold, and four steam puns at work. The captain has had to throw 2,700 carcasses of sheep into the sea. The extent of the injury has not yet been determined.

## MARRIED.

MOORE—McLAUGHLIN.—On 25th September, 1889, at Holy Trinity Church, Montevideo, by Rev. W. B. Chamberlain, JOHN TREW MOORE, of Newport, Isle of Wight, to FLORENCE MARSDEN, second daughter of John McLaughlin, of Brockley, Kent, and formerly of Liverpool.

## FINANCIAL NOTES

—The market for new banks is flat.

—The clearing-house business last week aggregated 10,959,743\$940.

—The minister of marine has opened a supplementary credit of 66,344\$794 for "eventuales."

—The subscriptions for the Banco Sul-Americano were closed at the Banco do Brazil on the 8th.

—It is announced that the new municipal loan of this city has been successfully floated in London at 87½.

—The Banco Popular de Taubaté has increased its capital to 1,000,000\$. Its new shares have all been taken.

—The issue of 25,000 new shares of the Banco Mercantil de Santos for an increase of its capital to 10,000,000\$, was promptly taken on the 9th.

—The August receipts of the Amazonas custom-house amounted to 104,403\$454, of the provincial *recebedoria* 63,586\$345, and of the postoffice 1,927\$563.

—The Banco Auxiliar opened subscriptions for an additional issue of 20,000 shares on the 9th, which were all taken the same day by the old shareholders.

—The Companhia Servico Maritimo has contracted a loan of 500,000\$ with the Banco Industrial of this city at 93, interest 6½ per cent, 1 per cent. amortization.

—The indications are that the speculation mania which has been rampant here for the last six weeks, is weakening. The speculative stocks are weak and falling.

—The "Companhia Cooperativa Portuense" held a general meeting on the 6th inst., and unanimously resolved to establish a bank, to be called the *Banco Cooperativo*.

—It is announced that the Banco da Lavoura e do Commercio has purchased the property on Rua 10 de Março now occupied by Messrs. Zenha & Silveira, for the sum of 200,000\$, and that the Banco Constructor has purchased a site in Rio do Hospicio for 120,000\$.

—The revenue of the municipality of this capital is stated to have been 1,627,285\$435 in 1888, 1,404,078\$506 in 1887, and 1,357,712\$242 in 1886. The aldermen, however, managed to spend much more than that, not including the "unrecorded fees" received.

—According to the last *relatorio* of the president of Pará the funded debt of that province is 3,096,000\$, (of which 1,051,400\$ at 8 per cent. and the balance at 6 per cent.). The floating debt is placed at 722,301\$421, and the province has failed to pay 594,666\$593 of its current obligations this year for want of funds. The deficit for the current year is estimated at 2,035,365\$114. The financial state of the province can hardly be considered hopeful.

—An extraordinary general meeting of the Banco do Brazil shareholders was held on the 9th to sanction an increase of its capital to 100,000,000\$, and to amend its statutes to permit reorganization under the new bank of emission law. The proposals were all accepted. The feeling was decidedly averse to the pretension of the Banco Nacional to a monopoly of emitting bank notes.

—The total receipts of the Rio custo *n-house* for the nine months ending September 30th, according to the *Boletim da Alfandega*, compared with the same period of last year, were as follows:

	1889	1888
Imports.....	37,021,516\$510	31,371,220\$063
Port dues.....	183,578 494	187,107 458
Exports.....	4,983,043 593	4,377,097 653
All others.....	1,920,457 022	1,103,279 804

Total.. 44,108,595\$417 37,522,794\$978  
—The London financial agents of the government advised the minister of finance on the 10th that the conversion of the Brazilian foreign debt from 5 to 4 per cents. had been successfully accomplished. The Messrs. Rothschild state their intention to call in for redemption all bonds not offered for conversion, for which ample funds will remain from the new subscriptions. The *Jornal* estimates the annual saving interest by this operation at £ 437,985, or 3,863,200\$ at par of exchange.

—There still being room for a few more banks, a new enterprise is in process of organization under the style of Banco Intercontinental...

—A meeting of the Companhia Transatlantica Brasileira was held on the 9th, at which it was resolved to enter into negotiation for the absorption of the Companhia Nacional de Navegacao...

COMMERCIAL

Rio de Janeiro, October 14th, 1889. Par value of the Brazilian milreis (\$1000), gold 27 d. do do do in U. S. 54 75 cts. do \$100 (U. S. coin) Brazilian gold \$1827 do of £1 stg. in Brazilian gold 8 800

Bank rate of exchange official on London to-day 2 3/4 d. Present value of the Brazilian milreis (paper) 182 2/3 rs. gold do do do in U. S. 55 15 cts. Value of \$100 (\$4 80 per £1 stg.) in Brazilian currency (paper) 182 1/2 Value of £1 sterling 88 5/8

EXCHANGE.

October 7.—Official rates at the banks were 27 1/2-27 3/4 on London, 145-147 on Paris and 427-428 on Hamburg...

October 10.—Rates at the banks were unchanged. Bank sterling direct was 27 1/2-27 3/4 and second hands at 27 1/2-27 3/4.

October 11.—Bank rates were unchanged. Sterling direct quoted at 27 1/2-27 3/4 and from second hands at 27 1/2-27 3/4.

October 12.—Bank rates were reduced slightly. Sterling direct quoted at 27 1/2-27 3/4 and brokers quoted commercial at 27 1/2-27 3/4.

October 14.—Rates at the banks this morning are quoted at 27 1/2-27 3/4 and from second hands at 27 1/2-27 3/4.

LONDON AND BRAZILIAN BANK, LIMITED. Capital, £1,250,000. Reserve Fund, 360,000.

BALANCE SHEET, 30TH SEPTEMBER, 1889. Assets. Capital, un-called, 5,535,555 6/11. Bills discounted, 1,416,288 8/10.

LIABILITIES. Capital, subscribed, 11,111,111 1/10. Deposits in account current, 57,223 1/20.

LIABILITIES. Capital, subscribed, 20,000,000 0/00. Reserve fund, 4,000,000 0/00. Profits in suspense, 15,000,000 0/00.

LIABILITIES. Capital, subscribed, 14,414,444 4/11. Bills discounted, 1,135,046 8/10. Loans granted, 6,250,000 0/00.

LIABILITIES. Capital, subscribed, 14,414,444 4/11. Bills discounted, 1,135,046 8/10. Loans granted, 6,250,000 0/00.

LIABILITIES. Capital, subscribed, 14,414,444 4/11. Bills discounted, 1,135,046 8/10. Loans granted, 6,250,000 0/00.

LIABILITIES. Capital, subscribed, 14,414,444 4/11. Bills discounted, 1,135,046 8/10. Loans granted, 6,250,000 0/00.

LIABILITIES. Capital, subscribed, 14,414,444 4/11. Bills discounted, 1,135,046 8/10. Loans granted, 6,250,000 0/00.

LIABILITIES. Capital, subscribed, 14,414,444 4/11. Bills discounted, 1,135,046 8/10. Loans granted, 6,250,000 0/00.

LIABILITIES. Capital, subscribed, 14,414,444 4/11. Bills discounted, 1,135,046 8/10. Loans granted, 6,250,000 0/00.

LIABILITIES. Capital, subscribed, 14,414,444 4/11. Bills discounted, 1,135,046 8/10. Loans granted, 6,250,000 0/00.

LIABILITIES. Capital, subscribed, 14,414,444 4/11. Bills discounted, 1,135,046 8/10. Loans granted, 6,250,000 0/00.

LIABILITIES. Capital, subscribed, 14,414,444 4/11. Bills discounted, 1,135,046 8/10. Loans granted, 6,250,000 0/00.

LIABILITIES. Capital, subscribed, 14,414,444 4/11. Bills discounted, 1,135,046 8/10. Loans granted, 6,250,000 0/00.

SALES OF STOCKS AND SHAREH.

Table listing sales of stocks and shares for October 7, 8, 9, 10, 11, and 12. Includes items like Five per cent. apolices, Banco Colonizador e Agricola, and various bank shares.

Table listing sales of stocks and shares for October 12. Includes items like Banco Colonizador e Agricola, Banco Commercial, and various bank shares.

Table listing sales of stocks and shares for October 12. Includes items like Banco Colonizador e Agricola, Banco Commercial, and various bank shares.

Table listing sales of stocks and shares for October 12. Includes items like Banco Colonizador e Agricola, Banco Commercial, and various bank shares.

Table listing sales of stocks and shares for October 12. Includes items like Banco Colonizador e Agricola, Banco Commercial, and various bank shares.

Table listing market reports for October 12. Includes items like Banco do Brazil, Banco Colonizador e Agricola, and various bank shares.

MARKET REPORT.

Exports. Coffee.—The market during the past week has given very little activity, the volume of business being small...

Table listing market reports for October 12. Includes items like Banco do Brazil, Banco Colonizador e Agricola, and various bank shares.

Imports. The import trade still continues somewhat dull through the influence of the excessive speculation here, which has absorbed much attention and capital.

Table listing market reports for October 12. Includes items like Banco do Brazil, Banco Colonizador e Agricola, and various bank shares.

Weekly Summary. Shipments for United States during the week 12,000 bags. do for Europe etc. do 11,000 "

Stock at Santos this morning, 1st and 2nd hands 209,000 bags. Sales for United States during week, 28,000 "

Shipments to United States do 1 steamers, 25,000 "

do Europe do 1 steamers, 50,000 "

Market quiet. Good Average, 57 5/8

Steamers loading for United States, 11

Imports. The import trade still continues somewhat dull through the influence of the excessive speculation here, which has absorbed much attention and capital.

The market is reported quiet, the demand being firm for spot but weak for future arrivals.

The quotations are: Trieste, SSSF 158 1/2-159 0/0. Richmond 1st 15 2/10-15 5/10.

do 2nd 14 5/10-14 7/10. Baltimore 1st 15 2/10-15 5/10.

do 2nd 14 7/10-14 10/10. Western & Int. 15 0/10-15 5/10.

Chili nominal. River Plate do 13 1/10-14 0/00.

City Mills 13 1/10-14 0/00. Pitch Pine.—The arrivals since our last have been 408 1/2 feet per Capita from Pernambuco...

White Pine.—There have been no arrivals. The last sale was at 45-46 cents per foot, market unstable.

Svedish Pine.—The arrivals have been 582 doz. per Hills, Maria from Soderhamn, for dealer's account.

Krosene.—No receipts since our last. Market flat at 58 1/2-59 0/0. Our late exchanges report clearances of 285 1/2 bags at New York Sept. 11th for this port per Ned Wales.

Bras.—There have been no foreign receipts. Quotations nominal for foreign; national rules at 2800-28 1/2 per bag.

Le rd.—Receipts have been 500 packages per Frances from Rio and 1,025 per Advance from New York.

Resin.—The receipts have been 35 lbs. per Frances. Quotations firm at 65 1/2-66 0/00 according to brand.

Tripentine.—The receipts are 495 cases per Advance from New York. Quotations slightly lower at 420-440 rs. per 100.

DAILY COFFEE REPORTS.

Rio Association Commercial daily cablegram to New York regarding position and quotations of the Coffee market.

Table showing daily coffee reports with columns for Stock, Receipts, and various market indicators.

WEEKLY SUMMARY.

Shipments for United States during the week 12,000 bags. do for Europe etc. do 11,000 "

Stock at Santos this morning, 1st and 2nd hands 209,000 bags. Sales for United States during week, 28,000 "

Shipments to United States do 1 steamers, 25,000 "

do Europe do 1 steamers, 50,000 "

Market quiet. Good Average, 57 5/8

Steamers loading for United States, 11

Imports. The import trade still continues somewhat dull through the influence of the excessive speculation here, which has absorbed much attention and capital.

The market is reported quiet, the demand being firm for spot but weak for future arrivals.

The quotations are: Trieste, SSSF 158 1/2-159 0/0. Richmond 1st 15 2/10-15 5/10.

do 2nd 14 5/10-14 7/10. Baltimore 1st 15 2/10-15 5/10.

do 2nd 14 7/10-14 10/10. Western & Int. 15 0/10-15 5/10.

Chili nominal. River Plate do 13 1/10-14 0/00.

City Mills 13 1/10-14 0/00. Pitch Pine.—The arrivals since our last have been 408 1/2 feet per Capita from Pernambuco...

White Pine.—There have been no arrivals. The last sale was at 45-46 cents per foot, market unstable.

Svedish Pine.—The arrivals have been 582 doz. per Hills, Maria from Soderhamn, for dealer's account.

Krosene.—No receipts since our last. Market flat at 58 1/2-59 0/0. Our late exchanges report clearances of 285 1/2 bags at New York Sept. 11th for this port per Ned Wales.

Bras.—There have been no foreign receipts. Quotations nominal for foreign; national rules at 2800-28 1/2 per bag.

Le rd.—Receipts have been 500 packages per Frances from Rio and 1,025 per Advance from New York.

Resin.—The receipts have been 35 lbs. per Frances. Quotations firm at 65 1/2-66 0/00 according to brand.

Tripentine.—The receipts are 495 cases per Advance from New York. Quotations slightly lower at 420-440 rs. per 100.





STOCK AND SHARE LIST.

October 12th, 1889.

GOVERNMENT BONDS.

Table with columns: Present Amount, Interest payable, Rate %, Denomination, Nominal value, Last sale, Closing quotations. Includes entries for Apolices, Gold, and City of Rio de Janeiro.

PROVINCIAL FUNDED DEBTS.

Table with columns: Present Amount, Interest payable, Rate %, Provinces, Nominal value, Last sale, Closing quotations. Lists debts for Alagoas, Bahia, Ceará, Maranhão, Mato Grosso, Minas Geraes, Paraíba, Paraná, Pernambuco, Piauí, Rio de Janeiro, Rio Grande do Norte, Santa Catharina, São Paulo, and Sergipe.

DEBENTURES.

Table with columns: Present Amount, Interest payable, Rate %, Companies, Nominal value, Last sale, Closing quotations. Categorized into RAILWAYS, TRAMWAYS, SHIPPING, MISCELLANEOUS, and MISCELLANEOUS.

INSURANCE.

Table with columns: Capital, Capital paid up, Reserve fund, Companies, Dividend paid, Nominal value, Last sale, Closing quotations. Lists various insurance companies.

MILLS.

Table with columns: Capital, Capital paid up, Reserve fund, Companies, Dividend paid, Nominal value, Last sale, Closing quotations. Lists various mill companies.

BANKS.

Table with columns: Capital, Capital paid up, Reserve fund, Companies, Dividend paid, Nominal value, Last sale, Closing quotations. Lists various banks including Banco do Brasil, Caixa de Crédito Commercial, and others.

RAILWAYS.

Table with columns: Capital, Capital paid up, Reserve fund, Companies, Dividend paid, Nominal value, Last sale, Closing quotations. Lists various railway companies.

SHIPPING.

Table with columns: Capital, Capital paid up, Reserve fund, Companies, Dividend paid, Nominal value, Last sale, Closing quotations. Lists various shipping companies.

TRAMWAYS.

Table with columns: Capital, Capital paid up, Reserve fund, Companies, Dividend paid, Nominal value, Last sale, Closing quotations. Lists various tramway companies.

HYPOTHECARY NOTES.

Table with columns: Present Amount, Interest payable, Rate %, Banks, Nominal value, Last sale, Closing quotations. Lists various hypothecary notes.

MISCELLANEOUS.

Table with columns: Capital, Capital paid up, Reserve fund, Companies, Dividend paid, Nominal value, Last sale, Closing quotations. Lists various miscellaneous companies.

Shipping.

THOMAS NORTON'S OLD REGULAR LINE OF SAILING PACKETS BETWEEN THE UNITED STATES AND BRAZIL PORTS Established in 1865

Insurance.

BRITISH & FOREIGN MARINE INSURANCE COMPANY, LIM'D Capital £1,000,000 sterling Agents in Rio de Janeiro Wm. A. Gordon,

COMMERCIAL UNION ASSURANCE COMPANY, LIMITED, OF LONDON. FIRE AND MARINE. Agents for the Empire of Brazil Wilson Sons & Co. Limited.

GUARDIAN FIRE AND LIFE INSURANCE CO. Agents in Rio de Janeiro Smith & Youle.

HOME AND COLONIAL MARINE INSURANCE CO. Agents for the Empire of Brazil Norton, Megaw & Co.

LONDON AND LANCASHIRE FIRE INSURANCE CO. Agents in Rio de Janeiro Watson Ritchie & Co.

NORTHERN ASSURANCE COMPANY. Agents in Rio de Janeiro Okell, Mourão & Wilson.

ROYAL INSURANCE COMPANY, LONDON AND LIVERPOOL. Insures against the risk of fire, houses, goods and merchandise of every kind at reduced rates.

THE MARINE INSURANCE COMPANY LIMITED. Capital £1,000,000 sterling Reserve fund £450,000 Agents in Rio de Janeiro Phipps Brothers & Co.

TRAPICHE VAPOR. Receives Goods in bond according to Table N. 7 of the custom house regulations. Rua da Gambôa No. 10 & 12. Telephone Call, No. 39.

CHARLES HUE JUNR & CO. Ship Chandlers and Commission Merchants Rua Fresca No. 5. RIO DE JANEIRO. Water supplied on short notice.

Steamships.

ROYAL MAIL STEAM PACKET COMPANY. Under contracts with the British and Brazilian Governments for carrying the mails.

TABLE OF DEPARTURES, 1889

Table with columns: Date, Steamer, Destination. Includes entries for Oct. 17 Elbe to Santos, Montevidéo and Buenos Ayres.

This Company's steamers leave Southampton every alternate Thursday, and Rio de Janeiro, homeward, every alternate Tuesday. Insurance on freight shipped on these steamers can be taken out at the Agency.

UNITED STATES AND BRAZIL MAIL STEAMSHIP CO. CARRYING THE U. S. AND BRAZILIAN MAILS. SAILINGS FOR NEW YORK: FINANCE Captain Baker, 6 Nov. ALLIANÇA Beers, 7 Dec. ADVANCE Griff this, 28

ADVANCE,

Captain GRIFFITHS on return from Santos, will sail 19th October at 10 a.m. for NEW YORK calling at BAHIA, PERNAMBUCO, MARANHAM, PARÁ, BARBADOS, MARTINIQUE AND ST. THOMAS

Passage Rates

Table with columns: To, Rate, Steerage. Includes entries for Liverpool £220, New York \$145, and back \$275.

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.

SHAW, SAVILL & ALBION CO., LIMITED. ROYAL MAIL STEAMERS BETWEEN NEW ZEALAND and LONDON.

HOMEWARDS—Due at Rio de Janeiro. Coptic, Oct. 10th; Ionic, Nov. 7th; Tairui, Dec. 25th; Doric, Jan. 2nd '90.

Steamers superior in every respect and fitted with every convenience for the comfort of travellers. Call at DESERIFF and PLYMOUTH. For freight apply to W. C. Peck, No. 6, Praça do Commercio; and for passages and other information to Wilson, Sons & Co. L. d., Agents, No. 2, Praça das Marinhãs.

LIVERPOOL, BRAZIL, AND RIVER PLATE MAIL STEAMERS. UNDER CONTRACT WITH THE BELGIAN AND BRAZILIAN GOVERNMENTS. INTENDED SAILINGS FROM RIO IN OCTOBER.

To New York: Oct. 19th For Antwerp calling at Southampton (for London) Hevelius, Oct. 15th Wordsworth, 25th For New Orleans: Oct. 25th For Southern coast Ports: Savour, Chatham, Sanning, or Cabral, Weekly

Mails are closed as announced by the Post Office. For cargo apply to Wm. R. McNiven, 97 Rua 1ª de Março. For passages, parcels, specie, etc., to the Agents:—NORTON, MEAW & CO., 87 Rua 1ª de Março.

PACIFIC STEAM NAVIGATION COMPANY. DEPARTURES for LIVERPOOL. Calling at Lisbon and Bourdeaux.

Table with columns: Steamer, Date. Includes entries for Sorata Oct. 16th, Britannia Nov. 30th, Potosi Nov. 13th.

These regular steamers are fitted with the electric light and all modern conveniences. Insurance policies may be taken out at the agency on merchandise, baggage and values. For freights apply to W. C. Peck, No. 6, Praça do Commercio; and for passages and other information to Wilson Sons & Co., L. d., Agents, No. 2, Praça das Marinhãs.

NORDEUTSCHER LLOYD, BREMEN. Capital . . . 30,000,000 Marks.

Regular Lines of Steam Packets between Bremen—United States, Brazil, River Plate, China, Japan, Australia. Departures from Rio de Janeiro on the 8th of each month to Bahia, Lisbon, Antwerp and Bremen.

Passengers and cargo for all ports of the different lines accepted. Passage Rates: Rio—Antwerp, Bremen, 500 Marks, 1000000; New York via Bremen, 1000, 1500000; Lisbon, 500, 700000.

For further information apply to HERM. STOLTZ & Co., Agents. Rua da Alfandega, No. 66. Rio de Janeiro.

NEW ZEALAND SHIPPING Co., L. d. ROYAL MAIL STEAMERS. HOMEWARDS—RIO to LONDON. Due at Rio de Janeiro.

Table with columns: Destination, Date. Includes entries for Rimutaka Oct. 25th, Ruapeha Nov. 22nd, Kaikoura Dec. 20th, Tongariro Jan. 17th '90.

These steamers are first-class in every respect and are celebrated for quick homeward passages and superior accommodations. Passengers may land at Plymouth. For freights apply to W. C. Peck, No. 6, Praça do Commercio; and for passages and other information to Wilson Sons & Co., L. d., Agents, No. 2, Praça das Marinhãs.

Banks.

ENGLISH BANK OF RIO DE JANEIRO (LIMITED). HEAD OFFICE IN LONDON. BRANCHES IN BRAZIL: Rio de Janeiro, Pará, Pernambuco, Bahia, Santos, São Paulo and Porto Alegre.

BRANCHES IN THE RIVER PLATE: Montevideo and Buenos Ayres. Capital £1,000,000; Ditto paid up £500,000; Reserve Fund £150,000.

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 DOSUL, PELOTAS, PORTO ALEGRE, MONTEVIDEO, AND NEW YORK.

Capital £1,250,000; Capital paid up £625,000; Reserve fund £350,000. Draws on: Messrs. G. LYN, MILLS, CURRIE & Co., LONDON; Messrs. MALLET FRERES & Co., PARIS; Messrs. J. H. SCHRÖDER & Co., HAMBURG.

BANCO NACIONAL DO BRAZIL. 22, Rua da Alfandega, 22

Capital (Gold) . . . Rs. 90,000,000\$000 With right of emission.

THIS BANK DRAWS ON ITS LONDON OFFICE ALSO ON London and County Banking Company Limited, London; Banque de Paris & des Pays-Bas, Paris; Deutsche Bank, Berlin; Banque d'Anvers, Bremen; Banca Generale, and agencies, Naples, Milan, and other Italian cities; Banco Hipotecario de España, and agencies, Madrid, Barcelona, Cadix, Malaga, Tarazona, Valencia, and other cities in Spain and the Canary Islands; Banco de Portugal, and agencies, Lisbon, Oporto, and other Portuguese cities; London & River Plate Bank Limited, Buenos Ayres, Montevideo, Rosario; Messrs. G. A. Sinsick & Co., New York.

This Bank draws and undertakes the collection of Bills on all Brazilian Ports. Buys foreign exchange on all points. Grants letters of credit for travellers and for commercial purposes. Advances made on coffee and other merchandise in accordance with the statutes of the Bank, and transacts every other description of banking business.

BOARDING SCHOOL.

UPPER MOULT, Southsea, England, high class Boarding School for Girls strongly recommended by Level J. Mullins, Esq., and Mrs. Mullins (late of Rio de Janeiro). Intellectual culture, with refinement and good moral training. House detached, with garden near at hand. Resident certificated English and foreign governesses; visiting professors; special advantages for music, painting and languages; riding and swimming lessons. Parents abroad find this a most happy home for their children. Prospectus and all particulars on application to the Principal. 3 m.

SITUATION WANTED.

A young English lady, lately arrived, and well educated, would give lessons in English in private families and schools, or read English with young ladies; apply to Crashtey & Co., 67, Ouvidor.

TO THE DEAF.

"The Autophone," specially adapted for all ear complaints. It is infallible and immediate of action in propagating sound. This valuable instrument has never failed giving relief to all suffering with defective hearing. The most important part of the instrument is that it can be placed and withdrawn from the ear with the greatest ease, and that it is not visible when in the ear. Pamphlet posted free on application. Call, or write to A. E. HAWSON, Rio de Janeiro. Rua Sete de Setembro, 64.

THE RIO NEWS

Published every Monday. THE RIO NEWS was established under its present title and management on the 1st of April, 1879, succeeding the British and American Mail. Although the style, title and frequency of issue were changed at the time of transfer, the designations of number and volume were continued. At the beginning of 1888 the style of the publication was still further changed by an increase from four to eight pages, and a diminution in the size of the paper. This change not only largely increases the size of the publication, but it added greatly to its convenience for office and reference use.

With the beginning of its 16th volume (January, 1889) the editors feel themselves warranted in calling attention to the uniform and general satisfaction with which their policy and management have hitherto been received, and in advising their patrons that no deviation whatever from them will be made. The News will seek to keep its readers fully and accurately informed on all commercial questions, and upon all matters of Brazilian news or policy which may have more or less bearing upon any and all enterprises of investments. In its discussions it will treat every question frankly, and for the opinions expressed the editor will hold himself 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 £15 per inc. per quarter, with a reduction of 20% for 12 months and 50% and time.

TERMS: One year's subscription . . . . . 20\$000 English and American subscribers . . . . . £2 or \$10 All subscriptions should run with the calendar year.

BUSINESS AND EDITORIAL ROOMS:—79, Rua Sete de Setembro. POST-OFFICE ADDRESS:—Caixa no Correio A. T. ALBINA, 79, Sete de Setembro.