

THE RIO NEWS.

PUBLISHED EVERY TUESDAY.

VOL. XIX.

RIO DE JANEIRO, JULY 12TH, 1892.

NUMBER 28

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.
Prinsep Steam Shipping Co., Ltd.
Gellatly, Hankey, Sewell & Co's. Brazil Line,
and the

Commercial Union (Fire & Marine)
Assurance Co., Limited.

Coal.—Wilson, Sons & Co. (Limited) have depots at St. Vincent, (Cape Verde), Montevidéu, La Plata and at the chief Brazil Ports; and, among others, supply coal under contract, at Rio, to:

The 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 steam Coal always kept in Rio depots on Conceição Island.
Tug Boats always ready for service.
Ballast Supplied to ships.

Establishments: Wilson, Sons & Co. (Limited), London, Cardiff, St. Vincent, (Cape Verde), Rio, Bahia, Pernambuco, Santos, Montevidéu, Buenos Ayres and La Plata.

Official Directory

U. S. LEGATION.—No. 45, Rua das Laranjeiras. Office hours to a. m. to 1 p. m. WILLIAM H. LAWRENCE, Chargé d'affaires ad int.
BRITISH LEGATION.—Travessa de D. Manoel, No. 8. GEORGE H. WYNDHAM, Minister.
AMERICAN CONSULATE GENERAL.—No. 20, Largo da Carioca. O. H. DOCKERY, Consul General.
BRITISH CONSULATE GENERAL.—No. 8, Travessa de D. Manoel. WM. GEO. ABBOTT, Consul General.

Church Directory

CHRIST CHURCH.—Rua do Evaristo da Veiga. Morning service every Sunday at 11 a. m. Evening service during cool season according to notice. Holy communion after morning service on 1st Sunday in the month and on 3rd Sunday of 9 a. m. Pupils after morning service, or at other times by special arrangement.
HENRY MOSLEY, M. A., British Chaplain.
181, Rua das Laranjeiras.
METHODIST EPISCOPAL CHURCH.—Largo do Cattedo. English services: at 11:30 a. m. and 7 p. m. Sundays.
Portuguese services: at 10:30 a. m. and 6 p. m. Sundays 7 p. m. Wednesday—F. A. TILLY, Pastor.
Office: 79, Rua Sete de Setembro, and floor; 10 to 12 o'clock.
PRESBYTERIAN CHURCH.—No. 15 Travessa da Barreira. Services in Portuguese every Sunday at 11 a. m., and 7 p. m., Sundays and at 7 p. m. Thursdays.
A. TRAJANO, Pastor.
BAPTIST CHURCH.—Rua do Conde d'Eu, No. 122. Services in Portuguese every Sunday at 11:30 a. m. and 7 p. m.; and every Wednesday at 7 p. m.
W. H. BAGBY, Pastor.
Residence: Rua de Petropolis N. 9.
IGREJA EVANGELICA FLUMINENSE.—Rua Largo de S. Joaquim, No. 179.—Divine service in Portuguese on Sundays: Prayer meeting at 10 a. m. 4. Workshop at 11 a. m. Biblical class to study the Holy Scriptures, at 5:15 afternoon. Gospel preaching, at 7 p. m. on Wednesdays. Biblical study, and preaching, at 7 p. m.
JOÃO M. G. DOS SANTOS, Pastor.

Medical Directory

Dr. W. Havelburg, Physician, Surgeon and Accoucheur: just returned from a visit to Berlin to study Dr. Koell's new remedy for tuberculosis. Office and residence: Rua da Alfândega No. 29, from 2 to 4 p. m.
Dr. Cleary, Physician and Surgeon: Office 51, Rua dos Ourives. Hours, from 12 to 3. Residence, Rua da Real Grandeza No. 23, Botafogo. Telephone 1556.
Dr. C. Feldhagen, Surgeon and Accoucheur. Cons. from 2 to 4, Praça General Osório No. 53. Res. Rua Marquez de Abranches No. 57. Telephone 1138. 6m.
Dr. Oliveira Aguiar, Physician. Residence: Praça Duque de Caxias No. 29. Telephone 1147. Office: Rua do Ouvidor No. 145: hours from 2 to 3 p. m.
Dr. Edmundo de Oliveira, of Rio de Janeiro School of Medicine. Fevers, accoucheur, operations. Special consultations at private houses and on board vessels. Rua dos Ourives No. 25.
Dr. A. Stewart, late resident surgeon Glasgow Western Infirmary and senior assistant physician City of Glasgow Fever Hospital, Office, 79 Rua dos Ourives: 2 to 3 p. m. Residence 108 Rua Marquez de Abranches. Telephone 5244.

Miscellaneous.

RIO HARBOUR MISSION.—Sailors Home and Institute.—No. 1, Travessa do Moreira, Rua do Lavramento, Saude.—Bible services: in English on Sundays at 3 p. m. and 7 p. m.; on Mondays at 7 p. m. Free and Easy Concert on Wednesdays at 7 p. m. Reading room open daily from 10 a. m. to 9 p. m.
BRITISH AND FOREIGN BIBLE SOCIETY'S AGENCY.—Rua Sete de Setembro No. 71.—On sale, the Holy Scriptures in Portuguese, English, French, German, Italian, Spanish and other languages. Also Evangelical books, tracts, hymns, in Portuguese.
JOÃO M. G. DOS SANTOS, Agent.
BRITISH SUBSCRIPTION LIBRARY AND READING ROOM.—8, Rua Theophilo Ottoni.—Open from noon to 6 p. m. For terms, apply to Librarian.

FLINT & Co.

142, Pearl St., New York
CONTRACTORS AND COMMISSION MERCHANTS
MACHINERY AND RAILWAY SUPPLIES.

Sole Export Agents in New York for many of the Leading Manufacturers of the United States.
Established Houses in Brazil can secure exclusive rights on specialties.
Correspondents of
QUAYLE DAVIDSON & Co.
121, RUA DA QUITANDA.
RIO DE JANEIRO.

CAIXA DO CORREIO 248.

Companhia Importadora Paulista.

(THE S. PAULO TRADING COMPANY.)
CAPITAL—1,000,000\$000, or £100,000 Sterling.
RESERVE FUND 50,000\$000
IMPORTERS, COMMISSION MERCHANTS, ETC.
Warehouses:—Rua Florencio de Abreu 15 and Largo do Ouvidor 1º
Head offices and sample show rooms:—Largo S. Francisco 1.
Address all correspondence to
JOSEPH W. MEE,
Managing Director.
SÃO PAULO, BRAZIL.

GUILD, MILLER & CO.

STEAM SHIP AGENTS AND COMMISSION MERCHANTS.
P. O. Box 1154.
RUA 1.º DE MARÇO, 84

Companhia Economica, Gaz, Agua e Esgotos

SÃO PAULO
Capital 1,000,000\$000
General Plumbers.—Electrical and Hydraulic Engineers.—Gas, Water, Electric and Sanitary fittings always in stock.—Direct importers from Europe and United States.
Show Rooms and Technical Offices: RUA DIREITA No. 47.
Warehouse and Work Shops: RUA DA CONCEIÇÃO No. 40.
Technical office and workshops under the management of skilled mechanics.
Directors: JOSEPH WILLIAM MEE, President.
WILLIAM M. COTCHING, Secretary.
Address correspondence to Caixa 185.
SÃO PAULO, BRAZIL.

CORCOVADO RAILWAY.

HOTEL DAS PAINEIRAS.
Telephone 1135.
Trains leave Cosme Velho for Corcovado on week days at 6:30, 8, 11 a. m., 2, 5:15 and 8 p. m.; returning from Paineiras at 7:15, 9:30 a. m., 11, 4:30, 7 and 9 p. m. On Saturdays and Holidays for Corcovado at 6, 8, 9:30, 11 a. m., 12:30, 2, 3:30, 5:15 and 8 p. m.; from Paineiras 8:35, 10:05, 11:35 a. m., 1:05, 2:35, 4:05, 6, 7 and 9 p. m.
Take the yellow car (Laranjeiras or Agnus Ferras) at the Largo da Carioca 45 minutes before the departure of trains.

MILLER, GUILD & Co.

80, RUA 15 DE NOVEMBRO, SANTOS.
P. O. Box. 139—Cable Address "Naiad"
General & Commission Merchants
Steam Ship Agents
Tug Boat and Lighter Owners.

W. R. CASSELS & Co.

13 Rua Primeiro de Março, RIO DE JANEIRO,
32 Rua do Commercio, SÃO PAULO,
and
CASSELS, KING & Co.
858, Calle Cangallo, BUENOS AYRES.
Importers and Agents for Manufacturers.
Further Agencies, suitable to their lines of business—Hardware, Domestic good, Specialties, etc., etc.—are respectively solicited.

AMERICAN

Bank Note Company,
78 TO 86 TRINITY PLACE,
NEW YORK.
Business Founded 1705.
Incorporated under laws of the State of New York, 1856.
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,
STAMPS, &c., in the finest and most artistic style
FROM STEEL PLATES,
With SPECIAL SAFEGUARDS 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.
TUDOR ROBERTSON, }
THEO. H. FREELAND, Sec'y and Treas.
JNO. E. CURRIER, Ass't Sec'y.
J. K. MYERS, Ass't Treas.

BALDWIN LOCOMOTIVE

WORKS,
PHILADELPHIA, PENN.
(Established, 1839)
BURNHAM, WILLIAMS & CO.,
Proprietors.
These locomotive engines are adapted to every variety of service, and are built according 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, etc., etc. All work thoroughly guaranteed.
Illustrated catalogue furnished on application of customers.
Sole Agents in Brazil:
Norton, Megaw & Co.,
No. 82, Rua 1.º de Março,
Rio de Janeiro.

JOHN H. BELLAMY & Co.

General and Commission Merchants,
SHIPPING AND STEAMER AGENTS.
AGENTS FOR
Companhia de Fiação e Tecelagem Carioca
Companhia de Navegação Carioca
Coasting Steamers.
The Alliance Insurance Co.
P. O. Box 741. Rio de Janeiro.

NOBEL'S EXPLOSIVES Co.

LIMITED.
Gelignite and Dynamite
In cases of 50 lbs. ea., nett weight
Gelignite is a new and very powerful explosive. Besides possessing great breaking power it commends itself for use in this country by reason of the finesse after explosion not being injurious to the workers. On this account alone great advantage is obtained over most explosives by its use, and more especially when operating in confined places.
Also patent Detonator caps and Bickford's patent use. For further information and price, apply to the Agents for Brazil:
Watson, Ritchie & Co.
No. 25, Rua Theophilo Ottoni.
Rio de Janeiro.

THE WESTINGHOUSE AIR

BRAKE COMPANY,
PITTSBURG, PA., U. S. A.
MANUFACTURERS OF THE
WESTINGHOUSE AUTOMATIC BRAKE
The Westinghouse Automatic Brake is now in use on 22,000 engines, and 250,000 cars. This includes 161,000 Freight Cars.
This is 16 per cent of the entire freight car equipment of the United States.
Orders have been received for 100,000 Quick Action Brakes since December, 1889.
For further particulars apply to their Representatives in Brazil:
Norton Megaw & Co.
82, Primeiro de Março,
Rio de Janeiro.

CHARLES HUE JUNR & CO.

Ship Chandlers and Commission Merchants
Rua Fresca No. 3.
RIO DE JANEIRO.
Water supplied on short notice.
MR. R. J. GALLANDER, G.E.
undertakes to make Surveys, Plans, Estimates, Reports, etc., and to carry out the Construction of Engineering, and Architectural Works, in accordance with Government Regulations.
67, Rua do Ouvidor—Rio.

Insurance.

A man can't expect to keep his cake and eat it too. And yet here is a case where a man has kept himself assured for twenty years, in the Equitable Life Assurance Society of the U. S., and at the end of the time gets back all the money he has paid out, and interest besides.

EXAMPLE.

Twenty-Year Endowment Policy, No. 77,101. Amount, \$2,500.

Annual premium, . . \$124.47
Total premiums paid, \$2,489.40

RESULTS AT END OF PERIOD, in 1892.

- 1. Cash value \$4,167.50
2. Or a paid-up policy [payable at death] for 7,900.00
3. Or an annuity for life of 370.00

BRITISH & FOREIGN MARINE INSURANCE COMPANY, LIM'D
Capital £1,000,000 sterling
Reserve fund 1,328,751
Uncalled capital 2,400,751
Agents: Cia. Internacional Comercio e Industria

COMMERCIAL UNION ASSURANCE COMPANY, LIMITED, OF LONDON. FIRE AND MARINE.
Fire Risks Authorized 1870
Marine Risks Authorized 1884.
Agents for the Republic of Brazil: Wilson Sons & Co. Limited.

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

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

THE MARINE INSURANCE COMPANY LIMITED.
Capital £1,000,000 sterling
Reserve fund £ 480,000
Agent in Rio de Janeiro: G. C. Anderson.

ROYAL INSURANCE COMPANY, LONDON AND LIVERPOOL
Capital £2,000,000
Accumulated Funds 20,000,000
Insures against the risk of fire, houses, goods and merchandise of every kind attended rates.
John Moore & Co, agents.

PHENIX FIRE OFFICE.
Established 1782
Authorized by Imperial Decree No. 8057 of March 24th, 1831.
Insures against risk of fire, houses, goods and merchandise, and offers the best of guarantees with the most favourable conditions.
G. C. Anderson, Agent.

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

CHALK & COONAN, SANTOS AND S. PAULO, SHIPPING AGENTS & EXCHANGE BROKERS.
(P. O. Box 136).

Agents for Casa Lupton Banco dos Lavradores (Seção Commercial).

RUBBER HAND STAMPS. and Metal-Bodied Rubber Type.
S. T. LONGSTRETH, Office and works: 18, Travessa do Ouvidor, 1st floor.
Business Signs Engraved

CRASHLEY & Co., Newsdealers and Booksellers.
Subscriptions received for all the leading English and American newspapers and periodicals. Agents for The European Mail.

Agents for Longstreth's Rubber Stamps. Dealers in Atkinson's, Piesse & Lubin's and Royal Perfumeries and Hair's Soap

CRAUFURD COLLEGE. MAIDENHEAD, BERKS, ENGLAND.
Head Master: The Revd. Edward de Ewer.
The attention of parents who desire a good English education for their sons, and a happy home, is directed to the above establishment. The house is spacious, the situation high and very healthy. Terms inclusive and moderate. Entire charge can be taken of boys.
References to parents in Brazil: WM: SPEERS Esq. Superintendent of the S. Paulo Railway, S. PAULO, BRAZIL.

Banks.

LONDON AND BRAZILIAN BANK, LIMITED.
Capital £ 1,500,000
Capital paid up 750,000
Reserve fund 500,000
HEAD OFFICE: LONDON.
BRANCH OFFICE IN RIO DE JANEIRO 10, Rua da Alfandega
Draws on Head Office and the following Branches and Agencies: LISBON, OPORTO, PARÁ, PERNAMBUCO, BAHIA, SANTOS, SÃO PAULO, RIO GRANDE DO SUL, PELOTAS, PORTO ALEGRE, MONTEVIDEO, BUENOS AYRES AND NEW YORK.

THE LONDON AND RIVER PLATE BANK, LIMITED.
LONDON: 52, Moorgate St. E.C.
Rio de Janeiro: No. 2, Rua S. Pedro.
Authorized by Decree No. 591, of 17th October, 1891.
Subscribed capital £ 1,500,000
Realized do 900,000
Reserve fund 750,000
BRANCHES: Paris, Buenos Aires, Montevideo and Rosario.

BRASILIANISCHE BANK FÜR DEUTSCHLAND.
Established in Hamburg on 16th December 1837 by the "Diraction der Disconto Gesellschaft" in Berlin and the "Norddeutsche Bank in Hamburg," Hamburg.

Capital . . . 10,000,000 Marks.
BRANCH OFFICE IN RIO DE JANEIRO. 1 A, Rua da Candelaria, 1 A
(Germany) Direction der Disconto Gesellschaft, Berlin, and corresponding branches in Hamburg, London, etc.
(France) Wm. Brandt's Sons & Co., London, etc.
(Spain) Crédito Lyonnais, Madrid, Barcelona, etc.
(Italy) Banca Generale, branches and correspondents.
(Portugal) Banco Lisboa & Apeles and correspondents.
(Uruguay) Ernesto Tornquist & Co., Montevideo.
(Argentina) Ernesto Tornquist & Co., B. Ayres.

BRITISH BANK OF SOUTH AMERICA, LIMITED.
HEAD OFFICE: 2 A, MOORCATE ST. London, E. C.
Provisional office in Rio de Janeiro: 32, RUA DA ALFANDEGA

Subscribed capital £ 1,000,000
Paid up capital 800,000
Reserve fund 800,000
Branches in: Buenos Aires, Montevideo, Santos and S. Paulo.
Correspondents in: New York and all the principal cities of Europe.

NOTICE.

IN THE HIGH COURT OF JUSTICE, CHANCERY DIVISION, MR. JUSTICE CHITTY.
In the matter of the Ouro Preto Gold Mines of Brazil, Limited and Reduced—and in the matter of the Companies Act 1857 and of the Companies Act 1877.
Notice is hereby given that a petition presented to the High Court of Justice, Chancery Division, on the 21st day of March, 1892, for confirming a special resolution reducing the capital of the above-mentioned Company from £500,000 to £250,000, is directed to be heard before His Honor Mr. Justice Chitty on Saturday the 29th day of October, 1892.

NO TRIBUNAL SUPERIOR DE JUSTIÇA, REPARTIÇÃO DA CHANCELLARIA, O SR. JUIZ CHITTY.
No assumpto da Companhia The Ouro Preto Gold Mines of Brazil Limited and Reduced—e no assumpto da Lei sobre Companhias de 1857 e da Lei sobre Companhias de 1877.
Pela presente se avisa que uma petição apresentada ao Tribunal Superior de Justiça, R. Partição da Chancellaria, no dia 21 de Março de 1892, para confirmar uma deliberação especial reduzindo o capital da Companhia acima mencionada de £500,000 para £250,000, é dirigida a ser ouvida perante Sua Excellencia o Juiz Chitty, no sabado 29 de Outubro de 1892.

THE RIO NEWS PUBLISHED WEEKLY.
A. J. LAMOUREUX, Editor and Proprietor.
Contains a summary of news and a review of Brazilian affairs, a list of the arrivals and departures of foreign vessels, the commercial report and price current of the market, tables of stock quotations and sales, a table of freights and charters, a summary of the daily coffee reports from the Associação Commercial, a synopsis of the monthly balances of local banks, and all other information necessary to a correct judgment on Brazilian trade.

THE controversy over the proposed grant of government pecuniary assistance to national industries, has been warm and aggressive during the past week. Petitions from both sides of the question have been sent up to Congress, and the parties interested in the grant have been active in holding meetings and in arranging petitions and representations. The opposition to the measure comes from the established business houses of the city, and from men whose experience, intelligence and respectability can not be questioned. An effort has been made by some to discredit this opposition by calling attention to the number of foreigners in its ranks, and by assuming that the foreigners are responsible for the deplorable situation in which the country is now found.

the last three years, banded together in favor of the grant of public funds to relieve their inflated companies from the critical state in which they have been placed by ignorant, criminal and spendthrift directors. Associated with them are many good and honest men who have become involved in the general entanglement and who see no other way out of the difficulty than that of official assistance. They fear the impending crash far more than the demoralization which must follow any extension of pecuniary assistance. The general sympathy felt for these parties is really the one dangerous element in the situation, for it will lead many to favor a measure which they would otherwise oppose. If now we turn to the other side and note what names are signed to the protest against the proposed aid—merchants, bankers capitalists, professional men, and others of high standing and respectability—it must be admitted that their cause is one which no serious government can ignore. These men represent classes which supply the government with three-fourths of its revenue. It is their enterprise and credit which have united Brazil with the outside world, which have thus far given an impetus to industry, and which have opened up foreign markets and introduced everything contributing to the development and comfort of the country. They have spent their money here most liberally, and they have been ardent promoters of everything conducing to the credit and well-being of the Brazilian people. These are the men whom the company promoters of yesterday and the unpunished defaulters of to-day are seeking to discredit by calling them "Shylocks" and "intruders." Between them and their detractors the government ought not to hesitate.

THE PORT OF SANTOS.

The minister of agriculture has just visited the city and port of Santos. He has seen the large number of sailing vessels still waiting an opportunity to discharge, after months of delay and heavy loss. He has seen the heaps of merchandise in the streets and along the river front, exposed to sun, rain and thievery. He has seen the putrid river banks, the dirty streets, the congested lines of communication, the malaria-infested swamps, the apathy of state and municipal officials, and the heartless scramble of contending interests for the benefits which almost every measure of improvement offers. He must have noted that the Santos of to-day is even worse than the Santos of one year ago, and he can not fail to foresee therefore that the outlook for the coming hot season is full of peril. Something must be done, and that quickly. One more season like the last, and the commercial world will quarantine the port of Santos for years to come. It is idle to talk about magnificent schemes of improvement, or of other ports of doubtful advantage. Santos must have better landing and transportation facilities, and these must be provided at once—before the next plague strikes her. There are ways to remove the obstacles which discredited that port during the past season, and they should be employed. Will it be done?

The complaints about the ports of Rio Janeiro and Santos, against the one on account of excessive port charges and bad regulations, against the other on account of the horribly bad sanitary arrangements which make the port the most dangerous in the world to seamen, would in any other country bring about some manner of reform. They do these things differently in Brazil. They accept the complaints, and promise that ends the matter. Possibly it is thought there that the world must have Brazilian products at any cost. If, however, there is no charge for the better in the port regulations at Rio and Santos, it may be found that ship-owners will not send their vessels to those places on such terms—it would be too unprofitable to them, and men would not risk their lives at the pest-hole that Santos has become.—*The New-York Maritime Register*, June 1st.

THE HOSPITAL FUND.

The subscriptions received since our last issue have been as follows:

Royal Mail Steam Packet.....	4,000\$3000
Fred. Huth & Co., London, £ 25 at	
exch. 10½%	571\$430
	4,571\$430
Amount previously acknowledged.....	132,397\$970
Total to date.....	136,969\$400

The pitting of small-pox has been entirely prevented by Dr. Lewintaner, of Constantinople, by antiseptic treatment as follows: The entire head and face, except eyes, and the neck are covered with plaster consisting of 3 parts carbolic acid and 50 parts each of olive oil and starch. The body is covered over with a mixture of 3 parts salicylic acid, 30 parts starch, and 70 parts olive oil. The internal treatment consists in giving quinine in acid solution.

VITAL STATISTICS.

According to the last census there were 11,483,318 dwellings in June, 1891, in the United States, which showed an average of 4.45 persons to a dwelling. The total number of families at that date was 12,690,152, which showed an average of 4.94 persons to a family. This gives an excess of 10½ per cent. of families over the dwellings. In view of the criminal influence of crowding people together in tenements in cities, the *New York Times* of May 8th gives the following comparisons between a few cities in regard to the number of dwellings, families and death rate, which we reproduce for the benefit of our own health authorities.

Cities	No. dwellings	Families per dwelling	Death rate
New York	81,828	3.82	28.6
Chicago	127,871	1.72	21.1
Philadelphia	187,052	1.10	22.6
Brooklyn	82,282	2.68	25.5
London (police district, 1881)	645,818	•	21.6

It will be seen from this that the crowded condition of the population, which of course implies every description of sanitary evils, is a direct cause of the high death rate existing in New York. This is also productive of crime and disorder, and is a fertile source of official demoralization. Cleanliness and home influences are powerful factors in good government, as well as in good health and good order.

* No. persons per dwelling 7.4.

From *The Chilean Times*, May 8th.

THE STATE RAILWAYS QUESTION.

The number of persons who, in the course of a few weeks, have become converts to the idea of selling or leasing the state railways, is really astonishing. It is even asserted that the members of the cabinet are wavering in their opposition to the scheme. It is just possible that their opposition would vanish altogether if Congress were to pass a bill to disfranchise the employees of the lines. A measure of this kind would reduce the interest the government feels in the railways to something below zero. Before all else the railways are a colossal political machine which is manipulated from the Moneda. Everything else connected with it is of secondary consideration. So true is this that out of consideration for a certain number of so-called democratic votes the rolling stock of the lines has been allowed to go to rack and ruin. The minister of public works cannot plead ignorance of the condition of the rolling stock because quite recently he received from Mr. Schofield an exhaustive report on this subject. The minister has taken good care not to publish this report, but it would be well to move for when Congress meets. Its publication will be a surprise to those people who have some knowledge of the condition to which the railways have become reduced through mismanagement. It is said that the minister is preparing a statement, to be embodied in his report, of the pecuniary profit that would accrue to the country from the railways. It will task the minister's eloquence and ability, however, to convince the country of this. The might, under better management, have been made to yield a good round sum yearly to the national exchequer. But a possible profit and the efficiency of the lines have been sacrificed all along to politics, and it would be the case so long as the railways are owned and worked by the state. There is no way out of this dilemma but to sell or lease the lines, or disfranchise the whole of the employees.

From *the Times of Ceylon*, May 23rd.

THE CONDITION OF THE BRAZILIAN REPUBLIC.

The history of most of the South American states for many years past presents an almost unbroken record of revolution and intestine warfare. The horrors of civil war which tended to sweep completely many of the other states, but which attracted struggle with one or two of its nearest neighbours almost paralysed its resources for a time. With the aid of foreign capital, the extension of railway communication, and other powerful influences, Brazil during the last quarter of a century has made immense advances in commerce and agriculture, and but a short time since appears likely to become a stable and lasting power in South America. This promise, however, is not apparently to be fulfilled. Judging from the accounts we receive from all parts of the country the republic would seem to be breaking up instead of being unified and consolidated under its present form of government. The emancipation of the slaves was undoubtedly the first blow which with the prosperity of the country was assailed. This event could not fail to injuriously affect the great agricultural interests of the country—sugar and coffee cultivation. The banking interest unable to withstand the strain caused by depression amongst the cultivators, became disorganized, and finally the deposition of the Emperor and the declaration of a republic has reduced the Brazil almost to a state of anarchy. Through all these troubles, the coffee interest has hitherto succeeded in pushing itself forward, and in all the provinces except Rio de Janeiro itself, has rapidly extended itself throughout large tracts of newly-opened country until, as a whole, Brazil has shipped during the year the largest crop it has ever produced. The most reliable information available, however, points to greatly reduced output of crops in the current year as well as in the future. At the capital and other large towns we hear of ministers making their own laws without any sanction whatever from their own representatives, and rigidly enforcing them in the most intolerant spirit. From important districts we hear of attempted revolution and a general spirit of unrest which is anything but reassuring to those who are on the side of law and order. The failure of native banks and the disorganized state of many of the railways is giving rise to distrust and suspicion all over the country, and appearances occur in pointing to a future condition as untrustworthy as that of the Argentine republic or the republic of Chili. Whilst discontent is rife in the capital city and a revolutionary spirit is

making itself evident in many quarters, the reports from the provinces are extremely alarming. In former years, when coffee was flourishing in Ceylon, it would no doubt have been of immense interest to learn what effect these political troubles had upon the output of the crops, and even now there is remaining in the island sufficient of the old year's produce to make it an important subject. We are told that a very considerable amount of the coffee crop was not harvested, and that at the present moment a large quantity of the prepared bean is held upon country in consequence of these local disturbances; but what proportion of the year's output this quantity represents it is impossible to say. In addition to these disturbing elements, yellow fever, the scourge of the country, is raging unchecked in São Paulo and over large tracts of the country, causing a very deplorable mortality amongst the inhabitants, and hindering the shipment of crops at the seaports in a most pronounced degree. From one cause and another the present condition of the Brazil is anything but satisfactory, and the prospects of the future are unpromising in the extreme.

From *The Standard*, June 25th.

ACCIDENT TO THE LA PLATA.

We regret to record a fatal accident on board the French mail-steamship *La Plata*, two of the victims having already died, besides two more sufferers whose lives are despaired of. We take the following particulars from the *Nacion*, and append the explanation of Capt. Spooner, R. M. S. *Clyde*, from which it is clear that not a shadow of blame rests upon him in the matter.

"At half past eleven on the night of Thursday the 23rd, the French steamer *La Plata* of the Messageries Maritimes, was navigating about 650 miles south of Rio de Janeiro, when an accident occurred. At the hour mentioned, the steamer stopped, and a loud and singular noise was heard. The covering of the large cylinders of the engine burst into a thousand pieces. The greatest alarm was caused amongst the passengers by the mishap, which was supplemented on the following day by a terrible explosion which occasioned the death of three men, besides injuring many others. It was president of the vessel, and the passengers were injured. They were all gathered round the door and opening of the machine-room, gazing at the ruin caused by the bursting of the covering of the cylinders, when a jet of steam flew up, dispersing them. They fled to the corners of the deck. This jet of steam, by terrifying them and causing them to stop, prevented, for a few minutes afterwards, the explosion occurred. A fearful report was heard. The vessel trembled. Women and children shrieked, and some minutes later, half hidden by the steam, could be seen naked men issuing from the machine-room, their bodies horribly burned, covered with blood, blackened, calling for assistance. These men, the engineers and stokers."

"The ship's doctor and Dr. Aires, who was a passenger, attended to the injured, two of whom succumbed in a few hours, while a third died on the following day. There are two others whose lives are despaired of. A Spanish priest and four sisters of charity, who were passengers on board, took care of the injured."

"The catastrophe occurred in 33 degrees south latitude, and about forty miles from the coast of Rio Grande. The vessel could not move; she was obliged to be towed. Luckily there was no wind and the sea was calm. Nevertheless, the alarm of the passengers was very great. It was even feared that the explosion had caused the vessel to spring a leak. The passengers complain of the reticence of the commander and officers, who refused to give any information. In view of the gravity of the accident and the helplessness of the vessel, distress signals were hoisted. At 5 o'clock a steamer was sighted in the distance. A gun was fired and a boat lowered and sent towards the steamer, which, however, appeared not to perceive the signals and steamed out of sight. Between 9 and 10 o'clock another steamer was sighted. She came so near that she was easily recognised. It was the Royal Mail steamer *Clyde*, which had left Rio that morning. A gun was fired and the commander ordered the signals to be made. The night was clear and the weather calm. But the *Clyde*, like the other steamer, passed on. The indignation of the passengers on board the *La Plata* was very great. Later on, the same night, the little steamer *Fortuna*, which plies between Santa Catalina and Montevideo, perceived the distress signals and approached the *La Plata*. She came up and remained alongside until the following morning, when she towed the *La Plata* at a speed of 3½ miles an hour. The steamer *Toro* and *Mulino*, which in view of the delay of the *La Plata*, were despatched from Montevideo, reached her on Monday at 2 p. m., and assisted in towing her. Towed by these three steamers, the *La Plata* entered Montevideo Monday evening at 6 o'clock.

"The steamer *La Plata* is one of the largest and finest on the River Plate route. She was built in the Ciotat shipyard. She was launched on the 18th June, 1888. She is 480 feet long by 45 feet wide and has an ordinary speed of 15 miles an hour. She usually does the journey between Bordeaux and the Plate in 20 days. She is larger than the *Patagonia*, and equal in dimensions to the *Brazil* of the same company. The *La Plata* has 500 first-class passengers, amongst others the British chargé d'affaires Mr. G. Welby. She left Rio at 11 o'clock on the night of the 21st and was due in Montevideo on the 24th."

"After the occurrence of the accident, the passenger raised a subscription of 3,400 francs for the sufferers and the families of those who perished."

"The losses are estimated at several hundred thousand francs. She is to be repaired in Europe and will leave the Plate on her usual date of departure, one of her boilers being intact."

We are authorized by Capt. Spooner of the R. M. S. *Clyde* to say that he regrets exceedingly to hear of the mishap which occurred to the French mail steamer *La Plata*, which he heard yesterday for the first time. He begs us to say, moreover, that on the evening of Friday, 24th inst., at 7 o'clock he passed two steamers heading southward, which were about 5 miles nearer shore than the

Clyde. Half-an-hour later he passed the R. M. *Taurus* homeward bound, which was also nearer shore, and with which he exchanged signals. Between 9 and 10 p. m. a steamer was reported 5 miles inshore, which had just fired a rocket. Thereupon Captain Spooner went on the bridge. A single red light was observed at the steamer's foremast head, which could not be understood, there being no known signal of that nature in the commercial code, which was in sight, say half an hour more, but no further signal of any description was seen or heard, and Capt. Spooner concluded that it was a telegraph ship or a war-vessel using some private signal. The night-signal for a steamer *anchored* is 3 red lights vertical, on the fore-stay, and if in *distress* rockets are fired at short intervals. As none of these conditions were complied with there was no reason to suppose that the steamer was in distress or even disabled.

It is absurd to suppose that either Capt. Spooner or any other captain would pass a vessel in distress without offering assistance. Apart from the satisfaction of securing a steamer's well-to-do crew on board, there would be the pecuniary advantage of a large amount for salvage. Capt. Spooner has on several occasions rescued ships in distress and would gladly have done so on the present occasion. Some time since he saved one of the Messageries Maritimes steamers near Santa Cruz, West Indies, for which the French authorities presented him with a gold chronometer.

From *The Standard*, July 5th.

The following statement was made at the French legation in Montevideo by the commander of the *La Plata*:

"We left Rio at 11 o'clock on the night of the 21st June. On the 23rd at the same hour, we had to stop the steamer, owing to a violent shock in the machine room. On examination, we found that the piston had broken. As the other pieces of the machinery were examined and found to be all right, we resumed by electricity on the 24th. The engine was under way at 3 p. m. A slight shock in the middle cylinder was felt and deemed it prudent to stop the vessel. The chief engineer proceeded to examine the engine. Suddenly a loud report was heard, the steam-conducting tube of the large cylinder had burst. A piece of this tube struck and broke another tube, the steam escaping and burning in a dangerous way. The engine stokers while injuring several others. The engine being thus paralysed, I immediately put out the signals to that effect. I subsequently signalled to a steamer in sight, but she did not understand my signals, owing to the great distance, and passed on. At nine p. m. a light was seen in the N. E. It was a large steamer lit up by electric light, passing at least a mile from us. Nevertheless, the engine did not see our three red lights indicating an accident to our machinery, nor the electric lights of our saloon. Neither did she perceive our two reflectors, nor a powerful electric lamp raised and lowered occasionally, nor a whistle blown to meet her burning a bengal light very near her, after placing herself precisely in the way of the steamer. It is probable, too, that she did not hear the gun we fired, for she quietly continued her way. It was a large steamer, very well lit by electricity."

Luckily at midnight a small Argentine steamer, the *Fortuna*, seeing from a distance our red lights, steamed towards us and offered her services. Although she was not of great power, it was obliged to ask her to tow the *La Plata*. The other steamer passed near us that night. I had to accept the excessive price of \$10,000, which the *Fortuna* demanded for towing us to Montevideo. Undoubtedly this little steamer was a help to us, but had the wind been against us, she would not have been able to tow us. Luckily the wind was in our favor, and it is mainly due to our sails that we reached this port.

On the night of the 26th to 27th, a German steamer perceiving our signals, came up and offered her services. This proceeding, so different from the big ocean steamer which we met, is a proof that our signals were visible to those who wished to see them.

Three stokers who died from the effects of their injuries on the 25th were thrown overboard. The accident can not be attributed to any negligence on the part of the engineers.

(Signed) BAULE, Commander, (two witnesses.)

CAPT. SPOONER'S STATEMENT.

412 Requinista, Buenos Ayres, 2nd July, 1892.

Mr. Editor,

In view of the accounts which have been published in your paper of the accident which occurred on board the R. M. *La Plata*, and the recriminations which with regard to my conduct on this occasion, I shall feel very much obliged if you will kindly publish the following statement, which I trust will serve to show how very unjust it has been in thus prejudging the case before hearing both sides of it.

Between 9 and 10 o'clock in the evening of the 24th June a steamer was reported on the starboard bow as having fired a rocket. I immediately proceeded to the bridge and observed what I took to be a steamer with one red light at her fore truck or fore top-gallant mast head. A bright electric light was also observed about the centre of the foremast, which resembled a man-of-war signal light, also a red light (port) side light was observed. About the same time as the steamer was observed a small bright white light was shown twice on the starboard side, but almost absent, which was taken to be some small oncoming vessel which we were overhauling. The steamer lights were observed as long as they were in sight, nearly three quarters of an hour, both by myself, but in consequence of the look-out man, and no further signal to our knowledge, was made during the time the vessel remained in sight, and we then continued straight on our course, watching her carefully the whole time.

It has been affirmed by the commander of the *La Plata* that three red lights were burning at the fore truck, but not only to myself but to any others on board only one light appeared visible, which I can only account for by the two lower lights being obscured by some sail or mast.

COFFEE NOTES

—Celery-coffee is the latest mixture in England. It is called a "nerve and brain strengthener and restorer." Its inventor, Mr. John Montgomerie, of Partick, Glasgow, wants to organize a syndicate with a capital of £12,000 to carry on the business.
—The London correspondent of the Times of Ceylon has the honor to say, on May 6th, in regard to the projected Ceylon colony in Peru:—
A day or two ago I had an interesting conversation with three officials of the Peruvian Corporation in reference to their proceedings for the realization of Messrs. Ross and Sinclair's report. Those present were Mr. Liddell, the governor of the Bank of England, the engineer for the Peruvian railway, and the secretary. I fancied that with the present cheapness of money, the bank rate being only 2 per cent., the capital could be found at once for a subsidiary company for developing at any rate a portion of the million and a quarter acres they have had examined, and reported on as admirably adapted for coffee and cocoa cultivation. But the governor of the Bank of England assured me that, abundant as money is, the capitalists of this country have had such a scare, especially in anything South American, that at present they prefer to keep their cash under lock and key on deposit without interest—to go into any new venture without interest—to doubt the directors acting wisely in resting on this belief, but the secretary informed me that, in order that time might not be altogether lost, they are now making arrangements for sending out a party of Italian cultivators of rice on a special mission to take up the growth of that grain, by both dry and wet cultivation, in order to test the bearing capacity of the soil at a mean altitude, and also to try a little cocoa, and other products. In this way they expect to obtain some practical results, and by the end of this season the railway will be completed ready for work across summit level. They had received several consignments of the native-grown coffee, which was well reported on and valued at upwards of \$08. The directors would like coffee prepared to make small grants of 100 or 200 acres of their best land on the easiest terms, in fact almost free, to any practical men who had the means to open it. Of course, any such would have to take out labor, which they might be able to supplement from local sources, and they would gladly welcome young men from Ceylon willing to take up coffee cultivation.

COFFEE CULTIVATION IN JAVA.

A report from the British minister at the Hague on Netherlands-India describes the connection of the government with coffee cultivation in those colonies. The greater number of the coffee plantations in the Dutch possessions are directly under government management, the natives being compelled to cultivate coffee in place of paying taxes, while the authorities receive the whole of the produce at the rate of \$1.00 (G1.50) for every picul of 133 1/2 lbs. A certain amount is then disposed of in the colonies themselves, and the remainder is sold in Amsterdam and Rotterdam, the usual practice being not to sell one year's crop in Holland until the following year, although, as an exception, part of last year's crop was sold towards the close of the year. The fluctuations in the returns from coffee have of late years been considerable owing mainly to variations in the yield. But it also appears that a change has come over the conditions of cultivation in consequence of the exhaustion of the soil, which has had the effect of compelling the government to abandon it in some districts. The labour on the plantations is not now the only form of taxation to which the natives in Netherlands-India are liable. Formerly feudal service, in the form of so many days' labour, was enacted, not only for public works, but for the private benefit of native officials. In 1852 these services, so far as the native officials were concerned, were abolished, compensation being made to them in the shape of an increase of salary, while a poll-tax of one florin was imposed on the natives. The amount of this tax was found to be more than was required for the increase in salaries, so that the authorities have been enabled to abolish all compulsory services, the surplus yielded by tax defraying the expenses consequent on the abolition.

LOCAL NOTES

—A Buenos Aires telegram of the 9th says that President Harrison has accepted the invitation to act as arbitrator on the Misiones boundary question.
—The British Hospital hazaf in Buenos Aires last month yielded a profit of nearly \$100,000. It is a magnificent result and shows what can be done under energetic and liberal management.
—In view of the fact that the officers of the "guards" have some social duties to perform on the 14th, the manoeuvres on Copacabana sands are postponed to the 24th.
—It is pleasing to note that the few days' absence of Minister Serzedello was so keenly felt here that a large number of his admirers were compelled to go to the railway station on Sunday morning to meet him.
—The Earl of Upper Meriam, a Portuguese nobleman well known in Rio, has been permitted to kiss the Pope's ring. Why the noble lord did not obtain the papal blessing for the shareholders of the Banco de Credito Real do Brazil is a mystery to us.
—The power of the press is not to be sneezed at after all. The moribund directors of the Niteroiy tram lines have begun to dig their tracks out of the mud.
—A young writer, of considerable talent, recently died in Paris from lack of food. A good many people in Rio will find themselves in similar circumstances when the government commences to aid industries.

—There were 604 deaths from influenza in Buenos Aires during the month of June.
—The new Austrian minister presented his credentials to Vice-President Floriano Peixoto on the 5th inst.
—The Botanical Garden tramway formally inaugurated the second section of its Copacabana branch on the 6th inst.
—It is impertinence of course. But could not the papers quote national guard once a month, just as do shares and securities?
—The government has relieved Gen. Tavares of the command of the garrison of Bagé. This is to show how impartial the government really is.
—The government has reconstituted the contract with the Banco Uniao de S. Paulo, which had been annulled, for settling 20,000 families of immigrants in the Aguapey valley.
—We deeply regret to hear of the death of Mr. George Lay, for many years connected with the house of E.J. Johnston & Co., which took place at his residence in this city yesterday.
—The director of the Central railway has authorized the delivery of the bronze coil-of-arms of Chili, which has been cast in the shops of that road, to the commander of the ironclad Presidente Pinto.
—An old saying is: "Give a man enough rope and he will hang himself." Let the government extend aid to industries, by all means. The Brazilians are clearly determined to commit suicide.
—President Floriano Peixoto has promulgated the law passed over the President's veto, exempting from duty machinery imported into the state of Maranhão for spinning and weaving mills and for navigation and water companies.
—On the morning of the 5th there was a collision between the ferry-boats Quarta and Quinta. The morning was very foggy and it is said that the latter boat failed to answer the whistles of the former. Fortunately neither suffered much damage.
—According to cable dispatches from Rome the negotiations between the Italian and Brazilian governments are approaching a satisfactory conclusion with reference to the Santos difficulty. The former is of the opinion that the controversy will be settled speedily and amicably.
—Col. Callado, who commands the 1st battalion of siege artillery at the fortress of Santa Cruz, protests against the charge of being implicated in the alleged conspiracy against the government. The adjutant-general of the army reports that he has confidence in Col. Callado and considers him incapable of conspiring.
—Clemency is sometimes most praiseworthy, but when a proposal is offered Congress granting amnesty to the Matto Grosso revolutionists, in spite of their excesses and even before the insurance is at an end, it must be considered most undesirable. Unless something is done to punish revolutionists there will be no end to revolutions.
—On the 5th a ward-inspector, who is a police official, of the 1st district of Engenho Velho, was charged and robbed of his watch and cash by two soldiers of the army! The unlucky man was patrolling his district, but either left his revolver at home, or became demoralized at the sight of the army. We are indebted to O Tempo, of the 7th, for this new feature of Brazilian army discipline.
—The irrepressible Col. Malvino Reis has issued an enthusiastic address to the 1st brigade of infantry of the national guard, which is under his command. He says that he is proud of commanding citizens who subordinate their labor and welfare to the demands of their country. We regret that the colonel forgot to thank the citizens who have to do without their employments when the guard is out defending the country.
—The municipality is authorized to impose a tax on bootblacks of 150\$ when they are over 16 years old, and 50\$ when they are under that age or over 60. The tax on the women who sell various articles (notions, jewelry, etc.) from house to house varies from 12\$ to 75\$. Regular street peddlers will pay from 10\$ to 100\$—the former tax for women, boys (under 16) and men over 60 years. The able-bodied man is expected to pay 100\$. The tax on bootblacks is scandalous.

—According to notices in the local press on the 10th, the Russian empire has recognized the Brazilian republic, and the minister will be received.
—On the 8th inst. another attempt was made to obtain the removal of the image of Christ from the jury-room. The attempt was unsuccessful, the judge declining to give the order for the removal.
—A Rome telegram of the 9th announces the appointment of S. Luigni, consul-general at Budapest, as minister plenipotentiary in Brazil. The new minister will sail for Rio de Janeiro on the 15th and will bring instructions for the settlement of the Santos difficulty. The Italian press has been severely criticizing the treatment of Italians by the Brazilian police.
—It is suggested that the speculators who are making so much noise about the pressing necessities of the national industry, have got an interest in the matter which can hardly be called patriotic. Their connection with industry and the enormous sums which they have extracted from it, entitle them to a hearing unquestionably, but not in the character assumed. They may figure as cavalheiros de industria, but not as industrialists.
—The president of the municipal council has addressed a circular to owners of factories asking them whether they are willing to sell to their workmen the merchandise bought some time ago by that council for the purpose of controlling high prices. That extraordinary venture of our municipal fathers seems to be causing them much embarrassment. They ought to have known that business is run on business principles, and not by sentiment.
—Deputy Sampaio Feroz, who is playing the part of go-father to the "aid to industries" bill, says that "sebastianism" is not dead yet, and is still plotting in secret for the destruction of the republic. Sampaio means Sebastian Pinhoism, of course. We quite agree that it is still alive and is plotting to destroy us through the wholesale robbery of the Treasury. Why would it not be well to have the "tooth-pullers" called out to punish Sebastian and others of his kidney for their disloyalty?
—During the week the "aid to industries" has been a topic of general conversation, and the press has been filled with arguments pro and con. A numerous signed protest against the scheme was presented to the Chamber of Deputies on the 7th. According to the Jornal do Commercio, the minister of finance declared to the directory of the Associação Commercial a very reserved opinion on the subject. Whether the law passes, or does not, we believe that the former hypothesis has been more than discounted in the exchange market.

FINANCIAL NOTES

—The Banco do Brazil announces a dividend for the past year of 12 per cent.
—The June receipts of the Santos custom-house amounted to 2,472,037\$935, and those of Pará to 1,027,952\$247.
—The donations received up to the 1st inst. for account of the Nolimites victims amounted to 104,330\$, which amount has been placed in the bank.
—On the 8th inst. the Jornal do Commercio is very severe on the projected reform in organizing budget estimates and says that the organizers of the reform have done little more than re-establish parliamentary practice under the empire. But does the Jornal expect a Congress, of the composition of the present legislature, to devise anything new or practical?
—The monetary circulation in the United States in May amounted to an average of \$24.77 per capita. The total circulation was \$1,620,010,229, and the amount in the Treasury was \$326,498,281. The paper circulation included: gold certificates \$157,295,165; silver certificates \$27,200,165; Treasury notes (Act July 14th, 1890) \$387,068,672; United States notes \$318,453,302; currency certificates \$33,730,000; national bank notes \$167,427,995.
—The minister of finance has advised the Banco da Republica that the government having resolved that all bank notes must be of the same design, modified only in respect to the name of the issuing bank and the decree authorizing the issue, it must terminate its contract with the Leipzig printers and place its orders with the American Bank Note Co. This will put an end to the diversity of notes now in circulation, some of which are ugly enough to depreciate the best secured currency in the world.
—The minister of finance has reconsidered his former decision and now gives 100 per cent interest that the Banco Emisor do Norte, of which the Banco da Republica is attorney, to be paid in gold and not in the gold cheques of the latter bank. The reason ascribed is that these gold cheques are not current in the market, nor in the custom houses. As some 5,400,000\$ of these cheques are still out—issued by the Banco da Republica—what does the Treasury propose to do with them? Consider them a part of the gold deposited to secure circulation possibly.
—The Jornal do Commercio of the 9th inst., giving an account of the visit of the minister of finance to the Exchange, publishes the following: "H. Ex. conversed on various financial and commercial subjects. He said that it is not probable that the bill for aiding industries now in discussion in the Chamber of Deputies, will be voted; that he is in principle opposed to this species of assistance, but that much clamor has surrounded it and that great pressure has been brought to bear on the government; that he considers the present situation abnormal, and, if permission should be granted to the government to assist worthy companies whose state is precarious, it would make use of the faculty with the most scrupulous care and would not squander the public money."

COMMERCIAL

Table with exchange rates for various currencies including London, Paris, and Rio de Janeiro. Columns include currency type and rate.

EXCHANGE.

July 4.—The official rates at the banks were 103 1/2 on London, 90 1/2 on Paris and 18 1/2 on Hamburg at 90 1/2; 48 1/2 on New York City. The Banco da Republica was drawing during the day at 103 1/2, "over the counter." The market was quiet, but steady and closed firm; business being reported at 103 1/2—107 1/2 on head offices, in bank sterling, at 107 1/2 repressed paper on bankers and at 103 1/2—107 1/2 for commercial sterling. Bank re-discounts were reported at 1 1/2. Sovereigns closed with buyers at 227 1/2, sellers at 227 1/2.
July 5.—The German bank was still at 103 1/2 on London, but the others posted 103 1/2, and business was done at 103 1/2—104 1/2, bank on bankers, and at the close the market became flatter. There was a good deal of movement in the market, with repressed paper reported at 103 1/2 and commercial at the extremes of 103 1/2—105 1/2, the last transaction being at the lowest rate. Sovereigns sold at 227 1/2—228 1/2, and closed with buyers at the latter rate, sellers at the latter rate. Bank re-discounts were reported at 1 1/2. Sovereigns closed with buyers at 227 1/2, sellers at 227 1/2.
July 6.—All the banks posted 103 1/2 on London and the market was steady during the day, but very quiet. The official rates were 103 1/2 on London, 90 1/2 on Paris and 18 1/2 on Hamburg at 90 1/2; 48 1/2 on New York City. The Banco da Republica was drawing during the day at 103 1/2, "over the counter." The market was quiet, but steady and closed firm; business being reported at 103 1/2—107 1/2 on head offices, in bank sterling, at 107 1/2 repressed paper on bankers and at 103 1/2—107 1/2 for commercial sterling. Bank re-discounts were reported at 1 1/2. Sovereigns closed with buyers at 227 1/2, sellers at 227 1/2.
July 7.—The market was flatter during the day, but at the last moment the Banco do Brazil appeared to be drawing freely and the tone improved slightly. In the morning the Brazilian bank drew a small amount at 103 1/2 on London, and the others were drawing at 103 1/2 on bankers; about mid-day the latter rate was only to be had on London office, but so far as we have seen, the market was 103 1/2 in bank paper. Repressed bills on bankers were reported at 103 1/2, and commercial sterling from 103 1/2 in the morning to 103 1/2 in the afternoon, but there were few takers at the lowest rate. At the last moment the Banco do Brazil was drawing at 103 1/2 on its London office. Sovereigns sold at 227 1/2—228 1/2, and closed with buyers at this price, sellers at 227 1/2.
July 8.—The Banco da Republica was still drawing at 103 1/2 "over the counter," but the other banks posted 103 1/2, at which rate the Banco da Republica was drawing. The market was reported. The day was broken by the closing of the Cuyde's mill at 12 o'clock, and the transaction reported were in bank sterling at 103 1/2 on bankers and at 107 1/2 on head office, with repressed paper quoted at 107 1/2 on bankers and 103 1/2 on head office. Commercial sterling was done, in a very small way, at 103 1/2, but the gold business bills were selling at 103 1/2. Sovereigns sold at 227 1/2—228 1/2, and closed with buyers at 227 1/2, sellers at 227 1/2.
July 9.—The Banco da Republica was still drawing at 103 1/2 "over the counter," but the other banks posted 103 1/2, at which rate the Banco da Republica was drawing. The market was reported. The day was broken by the closing of the Cuyde's mill at 12 o'clock, and the transaction reported were in bank sterling at 103 1/2 on bankers and at 107 1/2 on head office, with repressed paper quoted at 107 1/2 on bankers and 103 1/2 on head office. Commercial sterling was done, in a very small way, at 103 1/2, but the gold business bills were selling at 103 1/2. Sovereigns sold at 227 1/2—228 1/2, and closed with buyers at 227 1/2, sellers at 227 1/2.

SALES OF STOCKS AND SHARES.

Table showing sales of stocks and shares for various companies and locations. Columns include company name, quantity, and price.

LONDON AND BRAZILIAN BANK, LIMITED. Balance sheet, 30th June, 1892. Assets: Capital, un-called, 1,500,000; Bills discounted, 1,055,024 7/10; Loans, 4,416,625 5/0; Securities, 4,416,625 5/0; Cash, 6,699,876 5/10. Liabilities: Capital, subscribed, 13,333,333 3/10; Deposits, 4,977,747 8/10; Loans, 1,699,753 0/10; Securities, 2,765,845 0/10; Sundry accounts, 10,514,888 3/10; Bills payable, 173,625 4/10.

E. & O. F., Rio de Janeiro, 6th July, 1892. For London and Brazilian Bank, Limited, W. J. Craunback, acting Manager. W. J. W. Hooper, Accountant.

LONDON AND RIVER PLATE BANK, LIMITED. Balance sheet, of the Rio Branch, June 30th, 1892. Assets: Bills discounted, 1,995,720 8/10; Loans, 2,409,872 13/0; Securities, 481,722 3/10; Cash, 8,314,418 0/10. Liabilities: Deposits, 5,707,864 5/10; Loans, 1,339,248 5/10; Securities, 2,959,886 3/10; Bills payable, 434,779 7/10.

E. & O. F., Rio de Janeiro, 7th July, 1892. For the London and River Plate Bank, Limited, Joseph S. Lambly, Manager. Haviland A. De Lida, Accountant.

THE BRITISH BANK OF SOUTH AMERICA, LIMITED. Balance sheet, 30th June, 1892. Assets: Capital, 500,000 shares at £20, £10,000,000; Loans, 500,000; Reserve fund, 300,000.

Assets: Capital, un-called, 4,444,444 1/10; Bills discounted, 1,466,316 4/10; Loans, 1,539,946 3/15; Securities, 1,539,946 3/15; Cash, 1,539,946 3/15.

Liabilities: Capital, 8,888,888 8/10; Deposits, 1,000,000 6/10; Loans, 69,131 16/6; Securities, 97,292 2/6; Bills payable, 1,71,581 4/6; Sundry accounts, 3,870,193 9/10.

E. & O. F., Rio de Janeiro, 7th July, 1892. For the British Bank of South America, Limited, A. Meade, Manager. A. Richards, pro-Accountant.

MARKET REPORT. Rio de Janeiro, 4th July, 1892. Coffee: There has passed another quiet week, and the sales realized will hardly reach 50,000 bags.

Exports. Coffee—There has passed another quiet week, and the sales realized will hardly reach 50,000 bags. The advance was met by a withdrawal of the exports from the market, and on the 5th this was reported nominal. No 2 could possibly have been bought at 165,000—168,500 per arroba.

White Pine—There have been no receipts, and the market is still flat at 205 rs. per ton. Swedish Pine—Receipts are 845 doz. per Lotvia Luckke from Calisham, to a dealer. Quotations are nominal.

Spruce Pine.—Nothing to report. Kerosene.—There have been no receipts, and brokers quote at 95,000—98,500, per case. Lard.—Receipts. Quotations are not materially changed, viz.: 650—650 rs. per lb. and other marks 650—650 rs.

Rice.—The Highland Glen brought 250,000 bags from Rangoon. Quotations of 165,000—170,000 are continued. Bran.—The shipment per Revolution, referred to in our last, is not yet reported sold. Brokers quoted River Plate at 58,250—62,500 per bag, and city mills at 45,000—48,500.

Indain Corn.—No foreign arrivals, and the supply of maize is still moderate. Brokers quote River Plate at 75,000—80,000 per bag, and despatch quote native at 68,000—82,500, according to quality. Hay.—Receipts are 120 bales per Adour, from the River Plate. Quotations are sharply advanced, and brokers quote to-day at 145—160 rs. per kilogramme.

Stocks were this morning estimated to be 118,022 bags, in all hands.

The following quotations were the last furnished, and are nominal for day. Type. per arroba. No. 6 17,500—18,000 No. 8 15,000—15,500 No. 7 16,500—16,800 No. 9 14,000—15,100

On Saturday the pinto was advanced by 68 rs. to 15,073 per kilogramme. Vessels loading and to load. New York Brsr Capulet, do do Brsr Obbers, do do Brsr Kinnear, New Orleans Brsr Sidon, Baltimore Amer bk Amy, do Amer lug White Wings, London and Antwerp Brsr Capt., Bremen and do Ger str West., Hamburg Ger str Contra, Medication Ital str Europa, do do Colombo, do do Siro, Capt. Town Nor str Leda, do Norbk Lines, Port Elizabeth, Ragna.

DAILY RECEIPTS AND SHIPMENTS OF COFFEE AT RIO DE JANEIRO. Receipts: Total Shipment, 15,412 bags; Europe, 7,582 bags; Amer, 7,830 bags; Cape Verde, 4,868 bags; Other, 4,132 bags. Shipments: Total Shipment, 15,412 bags; Europe, 7,582 bags; Amer, 7,830 bags; Cape Verde, 4,868 bags; Other, 4,132 bags.

Imports. A fair amount of business is again reported in the markets. Flour, however, remains very dull, and importers will be obliged to accept lower prices, than we quote to-day, to effect sales of any importance. The only receipts of pine are a cargo of Swedish to a dealer, but the markets are rather easier all around. Kerosene and Lard are about unchanged, and Rice keeps very well under a fair supply. Coffee may be considered out of the market, the excessive price 300 per bag has reduced the business to dealers ordering a few hundred cases of Norwegian fish, as they require it. The shipment of River Plate has referred to in our last is still in stock, and perhaps something under our quotations would be accepted for it. Indian Corn is still firm, under a very moderate supply of native. The receipts of Coal are again so small, that a famine seems possible. The other articles we quote show no noticeable change. Exchange fell off again on Friday, but moderate, and slightly higher than the value of the mil-reis is now so low, that unless there is no value for it, it appears to be a hopeless task to drive this lower.

Flour.—Receipts have been: Adour, from the River Plate, 2,100 bags, 1,050 brls. Sales and withdrawals are only about 4,000 brls, and brokers estimate the stock in first hands at 35,000 brls. American 9,500; Rio Plate 500; Trieste 4,000 brls. The market is reported very dull, and quotations are reduced all round, viz.: Trieste 30,000—30,500 nominal; Richmond 29,000—29,500 nominal; Baltimore 29,000—29,500; Western & Interior 28,000—29,000; River Plate 28,000—29,000; City 28,000—29,000.

Pitch Pine.—Receipts nil. The market is rather lower at 65,000—68,000, per dozen. White Pine.—There have been no receipts, and the market is still flat at 205 rs. per ton. Swedish Pine.—Receipts are 845 doz. per Lotvia Luckke from Calisham, to a dealer. Quotations are nominal.

Spruce Pine.—Nothing to report. Kerosene.—There have been no receipts, and brokers quote at 95,000—98,500, per case. Lard.—Receipts. Quotations are not materially changed, viz.: 650—650 rs. per lb. and other marks 650—650 rs.

Rice.—The Highland Glen brought 250,000 bags from Rangoon. Quotations of 165,000—170,000 are continued. Bran.—The shipment per Revolution, referred to in our last, is not yet reported sold. Brokers quoted River Plate at 58,250—62,500 per bag, and city mills at 45,000—48,500.

Indain Corn.—No foreign arrivals, and the supply of maize is still moderate. Brokers quote River Plate at 75,000—80,000 per bag, and despatch quote native at 68,000—82,500, according to quality. Hay.—Receipts are 120 bales per Adour, from the River Plate. Quotations are sharply advanced, and brokers quote to-day at 145—160 rs. per kilogramme.

Stocks were this morning estimated to be 118,022 bags, in all hands.

SHIPPING NEWS.

ARRIVALS OF FOREIGN VESSELS.

July 4. CARLSHAM—Ger lug Louise Luckke; 317 tons; Kieff; 73 ds; pine to F. P. Passos. July 5. CARIBBEI—Br ship Wilhelm Tell; 2032 tons; Crane; 53 ds; coal to Messageries Maritimes company. ARRA BRANCA—Br lug Cypher; 3918 tons; Workman; 43 ds; salt to John Moore & Co. July 6. ANTWERP—Br bk Coromandel; 848 tons; Williams; 49 ds; rails to Central Brazil railway. July 9. CARIBBEI—Ital bk Polara; 893 tons; Potelvis; 59 ds; in distress, bound for Buenos Aires. July 10. CADIZ—Span bk Incarnacion; 631 tons; Moragas; 39 ds; in distress, bound for Montevideo.

DEPARTURES OF FOREIGN VESSELS.

July 4. COLUMBIA—Amer bk Normandy; 1165 tons; Fassett; ballast. MONTEVIDEO—Span bk Linda; 361 tons; Ferrer; same cargo. MACAO—Port bk Propheta; 441 tons; Silva; ballast. July 5. MOBIL—Nor bk Theodor Korner; 1078 tons; Sorensen; ballast. SAVANNAH—Nor bk Sondre; 586 tons; Jacobsen; do. July 7. BARBADOS—Amer lug Willard Mudgett; 824 tons; Crocker; ballast. July 8. MACAO—Russ bk Vesta; 500 tons; Ross; ballast. July 9. CAPE OF GOOD HOPE—Nor bk Vrenger; 257 tons; Annensen; coffee. July 10. BALTIMORE—Amer bk Baltimore; 706 tons; North; coffee.

CLEARED AND READY FOR SEA.

BARBADOS—Amer lug John F. Krantz; ballast. NEWCASTLE—Br bk Berwickshire; do. PORTLAND—Br bk Antofagasta; do. CHITTAGONG—Br sp Nilsfar Crag; do. MENTANA—Nor bk Kvik; do. MACAO—Br bk St. Kilda; do.

VESSELS AFLOAT & LOADING FOR RIO.

Aviemore, Astor, Annie M. Law, Azur, Amelia, Anglo-American, Adderly, Aguin, Alpha, Aracan, Blair Drummond, Besis Hamilton, Buciflor, Bala Formigosa, Breckley Bay, Brewster, Cambrian Princess, Carolla, Cora, Christine Adela, Colombo, County of Cardigan, Cator, Charles Loring, Cynosaur, Cambrian Monarch, D. Howard Spear, Duncaig, Dunblane, Deveron, Earl of Aberdeen, Fern, Faxon, Flora, Fanny, Gylis, Good News, Heinrich & Tonk, Halshaker, Highmore, King James, Louise, Leda, Margaretha, Maggie Thompson, Manchen, Maria Vieux, Maria Helena, Mermaid Gibson, Nancy, Nevada, Ottago, Petrolino, Prince Arthur, Regulus, Rencina, Sovereign, Sultana, Starburst, Soga, Scottish Chief, St. Mary, Strathmore, Triumph, Tabor, Valborg, Vestvansa, Windsbraut.

ARRIVALS OF FOREIGN STEAMERS.

July 4. Cintra Gr, Lytleton Br, Y de la Aires Fr, Adour Fr, Segurana Amer, 7 Europa Ital, 7 Montevideo Ital, 7 Port Jackson Br, 7 Tamar Br, 9 Belgrano Gr, 9 Acaguaia Fr, 9 Equateur Fr, 9 Acaguaia Fr, 10 Belgrano Gr, 10 C. de Roma Ital, 10 Clyde Br, 10 Europa Ital, 10 En. Barroso Orit.

DEPARTURES OF FOREIGN STEAMERS.

July 4. Rimutaka Br, Pollice Aust, Corrientes Fr, 6 Chilean Br, 6 S. Maria Br, 6 Entre Rio Gr, 6 Colombia Fr, 7 Montevideo Ital, 7 St. of Gibraltar Br, 7 G. de la Plata Gr, 7 Europa Ital, 7 Tamar Br, 9 Equateur Fr, 9 Acaguaia Fr, 10 Belgrano Gr, 10 Acaguaia Br, 10 Segurana Amer, 10 Adour Fr.

FOREIGN SAILING VESSELS IN THE PORT OF RIO DE JANEIRO, JULY 11th, 1892.

Table with columns: NAME, TONS, ARRIVED, WHERE FROM, CONSIGNER. Includes American (bk Glenaida, bk Amy, bk Fred. Gover, etc.), Argentine (bk Leopoldina, bk Leopoldo, bk Julius), British (bk Mary Mak, bk St. Kilda, bk Berwickshire, etc.), Dutch (bg Concurrent), French (bk Marie Jeanne, bk J. Henriette), German (bk Freya, bk Leopoldina, bk Emma Bauer, bk L. Lubcke), Italian (bg Zia, bk Andri Fagnola, bk Polara), Norwegian (bg Ideal, bk Kivio, bk Toivo, bk Fred. Stang, bk Ragna, bk Hech, bk Linnea, bk Aron, bk Incassat), Portuguese (bk Henriqueta, bk Augusta, bk Josephina, bk Lopes Duarte), Spanish (bk Incarnacion), Swedish (bk Anna Sofia).

STOCK AND SHARE LIST.

July 9th, 1892.

GOVERNMENT BONDS.

Table with columns: Present Amount, Interest Payable, Rate %, Denomination, Nominal value, Last sale, Closing quotations. Lists various government bonds like Apolices, Gold Loan 1868, etc.

DEBENTURES.

Table with columns: Present Amount, Interest Payable, Rate %, Companies, Nominal value, Last sale, Closing quotations. Lists various companies and their debentures, including RAILWAYS, SUGAR FACTORIES, and MISCELLANEOUS.

SHIPPING.

Table with columns: Capital, Capital paid up, Reserve fund, Companies, Dividend paid, Nominal value, Last sale, Closing quotations. Lists shipping companies like Carioca, Nac. Navegacao Costeira, etc.

INSURANCE.

Table with columns: Capital, Capital paid up, Reserve fund, Companies, Dividend paid, Nominal value, Last sale, Closing quotations. Lists insurance companies like Allianca, Argos Fluminense, etc.

RAILWAYS AND TRAMWAYS.

Table with columns: Capital, Capital paid up, Reserve fund, Companies, Dividend paid, Nominal value, Last sale, Closing quotations. Lists railway and tramway companies like Alagoinha, Cabo Frio, etc.

BANKS.

Table with columns: Capital, Capital paid up, Reserve fund, Name, Dividend paid, Nom. value, Last sale, Closing quotations. Lists various banks like Agricola do Brazil, Auxiliador, etc.

HYPOTHECARY NOTES.

Table with columns: Present Amount, Interest payable, Rate %, Banks, Nominal value, Last sale, Closing quotations. Lists hypothecary notes from banks like Credito Real do Brazil, etc.

MILLS.

Table with columns: Capital, Capital paid up, Reserve fund, Companies, Dividend paid, Nominal value, Last sale, Closing quotations. Lists mill companies like Allianca, Bom Fim, etc.

MISCELLANEOUS.

Table with columns: Capital, Capital paid up, Reserve fund, Companies, Dividend paid, Nominal value, Last sale, Closing quotations. Lists miscellaneous companies like Agricola do Parana, Agric. Coluniz. de Vassouras, etc.

Shipping.

THOMAS NORTON'S

OLD REGULAR LINE OF SAILING PACKETS

BETWEEN THE

UNITED STATES AND BRAZIL PORTS

Established in 1868

Loading Berth; Covered Pier No. 17, East River

For Freight and General Information apply to

Thomas Norton,

104 Wall St., New-York.

Steamships.

UNITED STATES AND BRAZIL MAIL STEAMSHIP CO.

FORTNIGHTLY SERVICE

CARRYING THE U. S. AND BRAZILIAN MAILS

SAILINGS FOR NEW YORK:

The fine Steamer

FINANCE

Captain ZOLLING

will sail for

NEW YORK

calling at

BAHIA, PERNAMBUCO, MARANHÃO, PARÁ, BARBADOS AND ST. THOMAS.

Friday 22nd July at 10.0 a.m.

Passage Rates

To	Cabin	Storage	Gold
Liverpool	\$220		
New York	\$145	\$75	
.. & back..	\$275		

For passages and information apply to

Wilson, Sons & Co., Limited; Agents

No. 2 Praça das Marinhas.

And for cargo to

W. C. Peck,

No. 7 A, Rua de S. Pedro.

ROYAL MAIL STEAM PACKET COMPANY.

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

TABLE OF DEPARTURES, 1892

Date	Steamer	Destination
July 18	Magdalena	Montevideo and Buenos-Ayres.
.. 27	Tamar...	Southampton, Rotterdam, calling at Bahia, Pernambuco, Las Palmas, Lisbon, and Vigo.

This Company will have steamers from and to England twice per month.

Insurance on freight shipped on these steamers can be taken out at the Agency.

For freight, passages and other information apply to

Rua de S. Pedro No. 1, Sobrado.

G. C. Anderson,

Superintendent.

LIVERPOOL, BRAZIL AND RIVER PLATE MAIL STEAMERS.

UNDER CONTRACT WITH THE

BRAZILIAN GOVERNMENT.

INTENDED SAILINGS FROM RIO.

For New York:

Oilers..... July 16th

Mails are closed as announced by the Post Office.

For cargo apply to the Broker

Wm. R. McNiven,

89, Rua 1º de Março.

For passages, parcels, specie, etc., to the

Agents—NORTON, MEGAW & CO.

WILLIAM SAMSON & Co.

Steamship Agents and Shipbrokers

AGENTS FOR THE

ALLAN LINE OF STEAMERS

RIO DE JANEIRO, Rua S. Pedro No. 1, P. O. Box 1113.

BUENOS AIRES, Calle Cuyo No. 429, P. O. Box 905.

MONTEVIDEO, Calle Piedras No. 88, P. O. Box 253.

ROSARIO, Calle Bajada 188, P. O. Box 54.

Cable Address:—SAMSON.

THE SINGER MANUFACTURING COMPANY
NEW YORK AND LONDON

SOLE MANUFACTURERS AND PROPRIETORS OF THE

Celebrated Sewing Machines SINGER Celebrated Sewing Machines

General Agency in South America:

No. 53, RUA DOS OURIVES, RIO DE JANEIRO.

BRANCH AGENCIES:

Niterhoj:	São Paulo	Bahia:	Campos:
38, Rua do Imperador	34 B, Rua da Imperatriz	In front of the Elevator	69, Rua 13 de Maio
Porto Alegre:	Buenos Aires:	Rosario:	
329, Rua dos Andrades	137, Calle Maipú	193 3/4, Calle Mendoza	

and at Montevideo, Salto, La Plata, Cordoba, Santa Fé, Tucuman, Asuncion, Valparaiso, Santiago, Guayaquil, Lima, Iquique, La Paz, etc., etc.,

O'KELL, WILSON & Co.

21 Rua Conselheiro Saraiva

22 Becco de Bragança.

AGENTS OF THE

Northern Assurance Company,

General and Commission Merchants

for foreign and home trade with the interior.

THE MONTEVIDEO TIMES

DAILY MORNING PAPER

ESTABLISHED 1888.

Circulates in Montevideo and the Republic of Uruguay, Buenos Aires and the Argentine Republic, Europe and the United States.

This paper is absolutely independent and is the only acknowledged representative organ of English interests in the Republic.

Its recent articles on financial topics have secured general attention on account of their accuracy and outspokenness.

FIRST CLASS ADVERTISING MEDIUM.

Advertisements and subscriptions received by post.

For terms, etc., apply to THE MANAGER,

Calle Treinta y Tres 61.—Montevideo.

NORDDEUTSCHER LLOYD, BREMEN.

Capital. . . 40,000,000 Marks.

Regular Lines of Steam Packets between

Bremen—United States

" Brazil

" River Plate

" China, Japan

" Australia

Departures from Rio de Janeiro on the 8th and 23rd of each month to

Bahia, Lisbon, Antwerp and Bremen.

Passengers and cargo for all ports of the different lines accepted.

Passage Rates: 1st-cl. 3rd-cl.

Rio—Antwerp, Bremen..... 500 Marks, 120/1000

"—Vigo..... 500 " 1000/000

"—Lisbon..... 500 " 900/000

For further information apply to

HERM. STOLTZ & Co., Agents.

Rua da Alfândega, No. 58. Rio de Janeiro.

PACIFIC STEAM NAVIGATION COMPANY.

ROYAL MAIL STEAMERS.

DEPARTURES for LIVERPOOL.

Calling at Lisbon, Bordeaux and Plymouth.

Sorata..... July 15th

Iberia..... Aug. 1st

These popular 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. 1 A, Rua de S. Pedro;

and for passages and other information to Wilson Sons & Co., L'd., Agents.

No. 2, Praça das Marinhas.

WALDEMAR MATTHIENSEN, Practical

Chronometer and watch-maker and Optician. For many years in one of the busiest repairing shops in Rio, now closed.

Used to English watches.

Repairs carefully done.

75, Rua Sete de Setembro.

ENVELOPES.

A LARGE ASSORTMENT LATELY RECEIVED OF

LONG DOCUMENT ENVELOPES, manufactured from blue and white cloth-lined paper and Japanese parchment:

SQUARE COMMERCIAL ENVELOPES

from superior calendared papers of various colors:

American Commercial Envelopes,

made from the best white and tinted papers:

LINEN ENVELOPES,

made from the best qualities of linen papers known in the United States.

These envelopes are superior in both quality and make

Samples may be seen at the

Typographia Aldina,

79 Sete de Setembro—1st floor.

(Under new direction.)

NEW ZEALAND SHIPPING Co., L'd.

ROYAL MAIL STEAMERS.

HOMEWARDS—RIO TO LONDON.

Due at Rio de Janeiro.

Ruapehu..... July 30th

Kaikoura..... Aug. 28th

These steamers are first-class in every respect and are celebrated for quick homeward passages and superior accommodations. Call at TENSBRUFF and PLYMOUTH; passengers may land at latter port.

For freights apply to W. C. Peck,

No. 1 A, Rua de S. Pedro;

and for passages and other information to

Wilson Sons & Co., L'd., Agents,

No. 2, Praça das Marinhas.

SHAW, SAVILL & ALBION Co., LIMITED.

ROYAL MAIL STEAMERS

BETWEEN

NEW ZEALAND and LONDON.

HOMEWARDS—Due at Rio de Janeiro.

Tonic..... July. 15th

Tainui..... Aug. 12th

Steamers superior in every respect and fitted with every convenience for the comfort of travellers. Call at TENSBRUFF and PLYMOUTH; passengers may land at latter port.

For freight apply to W. C. Peck,

No. 1 A, Rua de S. Pedro;

and for passages and other information to

Wilson Sons & Co., L'd., Agents,

No. 2, Praça das Marinhas.

Wanted

A teacher of English nationality to give lessons in conversation to a young man who is already acquainted with the English language. Information may be obtained from Professor Bokel, at No. 37, Rua do Regente, up stairs, after 3 o'clock p. m. 31

Cigar and Cigarette Store

"Flor da Rússia" Grand factory of tobaccos and legitimate Turkish cigarettes.

Cigarette brands: Turkish tobaccos: Sultan, Hosnan Paqua, Dulak, Samson, Basma, Egyptian, Cosmopolitan, Cavallo, Persian, Feiner Kier, Turkish cigarettes and tobacco. Schwara and all specialties in tobaccos and cigarettes.

A. Toppelberg & H. Kammer 14, RUA DA CONSTITUIÇÃO, 14 RIO DE JANEIRO.

THE STOMACH AND BOWELS.

There is no medicine for the radical cure of dyspepsia and other diseases of the stomach, as well as diarrhoea and disarrangements of the bowels, which works quicker and more efficaciously than the preparations of *Neotendone diwers* the Paulista remedy of André Leivas. It is sold by all the leading chemists in Brazil; at the deposits of the manufacturer in all the Provincial Capitals and in the Federal Capital, rua S. Pedro 82, 1st floor.

NECTANDRA AMARA PILLS.

For all diseases of the stomach and disorders of the bowels there is no more powerful medicine than these health-giving pills which for 2\$300 per box, or 12\$500 for 6 boxes and 20\$800 for 12 boxes, go speedily in a registered packet by post to help the sick in any part of Brazil, or abroad, from wherever they may be ordered. Address Joaquim Bueno de Almeida, rua S. Pedro No. 82, Rio de Janeiro.

SUPERIOR HUNGARIAN WINES

Recommended brands:

Hungarian Claret, Château Palugay, Karlovitz.

TOKAY WINE

is the best tonic for convalescents from fever and climatic diseases; recommended by most of the medical authorities, especially for females and children.

Sole Importers:

Rombauer & Co. 78, General Camara. Rio de Janeiro.

V. A. WENCESLAU GUIMARÃES & Co.

WINE MERCHANTS.

Importers of

Oporto, Douro and Lisbon wines of the best qualities in bottles, or in casks, and under the private marks of the house.

Sole Agents for

BLANDY BROTHERS & Co., Exporter of Madeira Wines;

G. FRELIER & 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.

ST JACOBS OIL

W. R. CASSELS & Co., Agents for Brazil.

THE GREAT REMEDY FOR PAIN.

CURES Rheumatism, Neuralgia, Sciatica, Lumbago, Backache, Headache, Toothache, Sore Throat, Swellings, Sprains, Brains, Burns, Scalds, etc., etc.

Sold by Druggists and Dealers everywhere. Fifty Cents a bottle. Directions in 11 Languages.

THE CHARLES A. VOGELER Co. Baltimore, Md. U.S.A.

FELLOWS' HYPOPHOSPHITES

THE GREAT TONIC AND STRENGTH GIVER

This medicine invented in Canada in 1865 has been for years and is now prescribed by the leading physicians in all parts of the world, who attest that it gives the most satisfactory results of any remedy yet produced. The diseases for which they use it, and in which they claim the greatest results are the following: Lung Diseases, Imperfect Nutrition, Nervous Diseases, Dyspepsia, General Debility, Anemia and in convalescence from all wasting diseases.

The immediate beneficial effects of FELLOWS' SYRUP in those cases of emaciation and weakness produced by long illness whether from pulmonary diseases or fevers, prove its tonic virtues and its value in accelerating digestion and assimilation.

FELLOWS' SYRUP is too well known to require further remark; it cannot be closely imitated though many persons have sought to trade upon its reputation.

Full directions accompany each bottle. FOR SALE BY ALL DRUGGIST AND CHEMISTS.

Sole Agents: W. R. Cassels & Co. Rua da Candelaria, 8.

Typ. ALDINA, 79, Sete de Setembro