

THE RIO NEWS.

PUBLISHED ON THE 5th, 15th AND 24th OF EVERY MONTH.

Vol. IX.

RIO DE JANEIRO, JANUARY 15TH, 1882

NUMBER 2

OFFICIAL DIRECTORY

AMERICAN LEGATION.—22, Rua do Marquês d'Armatas
THOMAS A. OSBORN, Minister.
BRITISH LEGATION.—No. 135, A. J. Larangeiras.
EDWIN CORBETT,
Minister.
AMERICAN CONSULATE GENERAL.—No. 30, Rua do
Visconde de Inhamã. THOMAS ADAMSON,
Consul General.
BRITISH CONSULATE GENERAL.—No. 39, Rua de
S. José. GEORGE THORNE RICKETTS,
Consul General.
AMERICAN NAVAL OFFICE.—No. 4, Rua Fresca.
D. P. WIGHT, U. S. N.
Paymaster.

CHURCH DIRECTORY

ENGLISH CHURCH.—Rua do Evaristo da Veiga. Services
at 11 o'clock, a. m., every Sunday.
FREDERICK YOUNG, M. A.,
L. KENNEDY, Ass't. Pastor.
Residence.—Ladeira de São, Larangeiras. Chaplain.
PRESBYTERIAN CHURCH.—No. 15, Travessa da Barreira.
Services in Portuguese at 11 o'clock, a. m., and 7 o'clock,
p. m., every Sunday; and at 7 o'clock, p. m., every
Thursday.
METHODIST CHURCH.—English services temporarily at
the residence of the pastor, No. 17, Rua Santa Christô-
tina, at 11 a. m., Sundays. Weekly prayers at 7:30 p. m.,
Wednesdays.
J. J. RANSOM, Pastor.
J. L. KENNEDY, Ass't. Pastor.
Pastor's Rooms in the City.
No. 48, Rua do Ouvidor, 2nd floor.
SAILORS MISSION.—162, Rua da Saudade, 3rd floor. Ser-
vices at 11 a. m. every Sunday.
FRANCIS CURRAN,
Missionary.
BRITISH AND FOREIGN BIBLE SOCIETY.—Depot at
No. 71, Rua Sete de Setembro, Rio de Janeiro.
JOÃO M. G. DOS SANTOS,
Agent.
IGREJA EVANGELICA FLUMINENSE.—No. 44, Tra-
vessa das Partilhas. Services in Portuguese at 10 o'clock,
a. m., and 6 o'clock, p. m., every Sunday; and at 7 o'clock,
p. m., every Wednesday. Sunday school at 4:30, p. m.

TRAVELLER'S DIRECTORY

RAILWAYS.

DOM PEDRO II.—Through Express: Upward, leaves
Rio at 5 a. m.; arriving at Barra (junction) at 7:43 a. m., Entre
Rios (central line) 10:11 a. m., Barbacena 3:45 p. m., Porto
Novo (branch from Entre Rios) 12 m., Cachoeira (S. Paulo
branch) 11:45 a. m., São Paulo (Por S. P. & Rio R. R.) 6 p. m.
Downward: leaves São Paulo 6 a. m., Barbacena 8:32 a. m.,
Porto Novo 12:13 p. m.; arriving at Barra 4:11 and Rio 7:12
p. m. Connects with Valenciana line at Desengano, Rio
das Flores line at Commercio, União Mineira line at Ser-
rafia, Oeste de Minas (S. João d'El-Rey) line at São
Leopoldina line at Porto Novo; Rezende e Areas line at
Surubay, and S. Paulo and Rio de Janeiro line at Cachoeira.
Limited Express: Upward, leaves Rio 7:13 a. m.; arriving
at Barra 10:26 a. m., Rio Novo (central line) 7:07; Cachoeira
(S. Paulo branch) 5:28 p. m. Downward, leaves Cachoeira 6:48
a. m., Rio Novo 5:50 a. m.; arriving at Barra 1:42 and 1:57 p. m.,
Rio 5:45 p. m. Stops at all stations. Connects with Santa
Cruz branch at Sapopemba, and Macacos branch at Belém.
Mixed Trains: Leave Rio at 9:10 a. m., 3:12 and 4:10 p. m.;
arrive, from Belém 7:15 a. m., from Barra 8:45 a. m., from
Entre Rios (leaving 6:07 a. m.) at 3:28 p. m.
Suburban Trains.—Passenger trains leave at 6:00, 6:30,
7:40, 8:40 and 10:22 a. m., and 1:30, 2:15, 3:30, 4:30, 5:50, 7:30,
8:30 and 10:50 p. m. all stopping at Cascadura except the 10
p. m. train, which runs to Sapopemba. Returning, the trains
leave Sapopemba at 3:30 and Cascadura at 3:50, 6:30, 7:40,
8:40, 10:10 and 11:35 a. m., and 2:10, 3:20, 4:30, 5:30, 7, 8:30 and
9:40 p. m.
CANTAGALLO R.—Leaves Niterói (Santa Anna)
7:30 a. m., arriving at Nova Friburgo 1:05 Cordeiro (1 hour
per tramway from Cantagallo) 4:25 and Macuco 5:45 p. m.
Return train leaves Macuco 6:30, Cordeiro 7:50 and Nova
Friburgo 11:10 a. m., arriving at Niterói 4:35 p. m. A ferry
boat runs between Rio and Santa Anna, connecting with trains.
PETROPOLIS STEAMERS and R.R.—Steamers leave
Trapiçe Mauá at 2 p. m. week days and 11 a. m. Sundays and
holidays, passengers arriving at Petropolis at 5:30 p. m. week
days, and 3 p. m. Sundays. Returning, diligence leaves Petro-
polis at 6 a. m., the boat arriving at Rio at 9:30 a. m.

LIBRARIES, MUSEUMS, &c

BRITISH SUBSCRIPTION LIBRARY.—Rua do Ovi-
dor, No. 48, 2nd floor.
GEORGE BUCKERIDGE,
Librarian.
BIBLIOTHECA NACIONAL.—Rua do Passeio No. 48.
BENJAMIN FRANKLIN DE RAMIZ GALVÃO,
Librarian.
BIBLIOTHECA FLUMINENSE.—No. 37, Rua do General
Camara.
MUSEU NACIONAL.—Praça da Aclamação, cor. Rua da
Constituição.
LADISLÁO DE SOUZA MELLO E NETTO,
Director.

PINHEIRO & TROUT
SHIPCHANDLERS & GROCERS
107, RUA PRIMEIRO DE MARÇO.

JOHN MILLER & CO.
SUCCESSORS TO
DULLEY, MILLER & BRUNTON.
Importers and Commission Merchants.
SANTOS and SÃO PAULO.

CARSON'S HOTEL
160 RUA DO CATTETE
WM. D. CARSON, Proprietor.
23-26

JAMES E. WARD & Co.
General Shipping and Commission Merchants
113 WALL STREET
NEW YORK

NEW-YORK AND BRAZIL
EXPRESS
Receive and forward parcels to and from Rio de Janeiro
and New-York.
Office in New-York, No. 20, Burling Slip.
Office in Rio de Janeiro, No. 34, Rua São Pedro.

NEIGELINE DESCHARMES.
The best rice powder, compounded with glycerine and summus.
Very beneficial for the skin in tropical climates.
Is sold in the first perfumery shops in South America.
Aux Deux Océans
111 Rua do Ouvidor 111
31-3 Rio de Janeiro

DR. RUSSELL MAC CORD, M. D.
Licensed by the
IMPERIAL ESCIOLA DE MEDICINA DO RIO DE
JANEIRO.
Rua da Candelária, No. 15 B.
Corner of Rua de S. Pedro.
Will visit shipping in the harbor.
Office hours from 12 to 3 o'clock, p. m. 30-6

GEORGE BUCKERIDGE.
LIBRARIAN.
No. 48, Rua do Ouvidor, 2nd Floor.
Agent for
English Books, Periodicals and Newspapers.

AMERICAN LUNCH ROOMS
GRAHAM'S
No. 1, Rua d'Alfândega, No. 1.

C. T. DWINAL,
34 RUA DA QUITANDA
Agent for the
"DOMESTIC" and
GROVER & BAKER
SEWING MACHINES
N. B.—Every article pertaining to Sewing Machines and
their use constantly on hand.

A L'OPÉRA.
A GREAT ASSORTMENT OF
HATS and BONNETS
for ladies and misses.
The cheapest and the most fashionable in Rio de Janeiro.
MAISON DOUVIZY,
149 A., Rua do Ouvidor.

THE
TELEPHONE CO.
OF BRAZIL

commences the year 1882 with a list of
One Hundred and Twenty
Subscribers
to its general system, which daily increase. It has become
an important factor in the business and social relations of
Rio de Janeiro, and one whose value and necessity is no
longer the subject of conjecture or debate.
It proposes with all diligence to enlarge and extend its
facilities, connecting all of the suburbs of the city with the
general system of the company. Public stations will
shortly be opened at
Santa Theresa,
Andarahy (Empresa de Carros),
and Tijuca (White's Hotel).

A central messenger service will be inaugurated, render-
ing it practicable for prompt communication between any
connection of the general system and any locality within
one kilometer of the main central office of the company—
89 Rua da Quitanda—which includes nearly all the busi-
ness district of the city. This service will be extended
until rapid communication with every part of Rio de Janeiro
and its suburbs is thoroughly established.

RATES:
Payable in advance quarterly from date of satisfactory
working of lines.
General system, within two kilometers distance.
Commercial..... 80\$000 per quarter
Residential..... 60\$000 ..
Private lines, within one kilometer distance.
50\$000 per quarter.
The Company guarantees the working of all of its lines
and keeps them in order. F. W. JONES,
General Supt
January 1, 1882.

VILLA MOREAU.
Opposite
Tijuca tramway station, Andarahy Pequeno,
Established for the special accommodation of families.
Its advantages are: healthy location, handsome, airy rooms
superior table, and a large delightful, running water bath, be-
sides douches, shower baths, etc.

The New York
Journal of Commerce.
DAILY, SEMI-WEEKLY AND WEEKLY.
76, Beaver Street, New York.

The Journal of Commerce is one of the largest daily papers
now published, and contains every variety of information
needed in any department of
Trade and Finance,
from all markets of the world, as well as those of the United
States.
One feature of this paper, not found in any other, and which
is recognized as of the greatest value to every reader, is a
column of
Replies and Decisions,
filled with topics of current interest, and abounding in legal
and commercial information.
Aside from its political and commercial news columns, which
are very full and complete, the latest and fullest market reports
are given of the
Money Market,
Produce Market,
Stock Market,
Mining Board,
Cattle Market,
Lumber Market,
Oil Market,
Drug Market,
Cotton, Breadstuffs, Provisions,
Dry Goods,
Ships and Shipping,
Railroads and Canals,
and all and every subject which falls within the province of a
first-class commercial paper.
Subscriptions: \$15.00, \$5.00 and \$2.00.
Payable in advance.

O. C. JAMES.
No. 34, RUA S. PEDRO.

Agency and Commission House
Railway Supplies a Specialty
[No consignments received.]
Brazilian Agency
for the following well-known American establishments:

BALDWIN LOCOMOTIVE
WORKS,
PHILADELPHIA, PENN.
(Established, 1833)
BURNHAM, PARRY, WILLIAMS & CO.,
Proprietors.

These locomotive engines are adapted to every variety of ser-
vice, and are built accurately to standard gauges and templates.
Like parts of different engines of same class perfectly inter-
changeable.
Passenger and Freight Locomotives, Mine Locomo-
tives, Narrow Gauge Locomotives, Steam Street Cars,
etc., etc. All work thoroughly guaranteed.
Illustrated catalogue furnished on application of customers.

JACKSON & SHARP COMPANY
WILMINGTON, DEL.
Manufacturers of all styles and qualities of
Passenger, Mail and Freight Cars.

This establishment is one of the largest in the United States,
and has furnished the cars for nearly all the narrow gauge
railroads in the United States and Cuba. The cars of the São
Paulo and Rio de Janeiro railway, the Itana, the Mogiana,
Niteróiense, and other narrow gauge railways in Brazil are
from these well-known works.
CHAS. S. HOWLAND, JOH B. JACKSON,
Treasurer, President

A. WHITNEY & SONS,
CAR WHEEL WORKS.
(Established 1847)
Callowhill street, sixteenth to seventeenth streets,
Philadelphia, Penn.
Chilled cast iron wheels (steeled by the Hamilton process
for railways, street cars, and mines. Axles of iron or steel.
Illustrated catalogue furnished on application of customers

AMERICAN BANK NOTE CO.
OFFICE: 142, BROADWAY, NEW YORK.
ENGRAVES AND PRINTS
BANK NOTES, BONDS FOR GOVERNMENTS AND COR-
PORATIONS, BILLS OF EXCHANGE, CERTIF-
ICATES OF STOCK, POSTAGE AND RE-
VENUE STAMPS, POLICIES OF IN-
SURANCE, AND ALL KINDS
OF SECURITIES

In the most artistic style, and in a building
proof against fire
A. C. GOODALL,
President
JAS. MACDONOUGH,
Vice-President
THEO. H. FREELAND,
Secretary and Manager
GEO. H. STAYNER,
Treasurer.

WILLIAM B. DEMING,
135 Rua da Quitanda,
Rio de Janeiro Office of the
Silver & Deming M'f'g. Co.
Manufacturers of Steam Force and Cistern Pumps, and all
varieties of Hydraulic machinery,
Also Mandioca Presses and other machines for agriculture
purposes.

THE RIO NEWS

PUBLISHED TRIMONTHLY

on the eve of departure of the American packet, the French packet of the 15th., and Royal Mail packet of the 24th. of the month.

A. J. LAMOUREUX, Editor and Proprietor.

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

(Cash invariably in advance)

Subscription for one year in Brazil,.....	20\$000
do for six months do	10\$000
do for one year in the United States,.....	30\$000
do for six months do	15\$000
do for one year in Great Britain,.....	25\$000
do for six months do	12\$000

SINGLE COPIES: 600 reis; for sale at the office at publication, or at the English Book Store, No. 67 Rua do Ovidor.

All subscriptions should run with the calendar year. Back numbers supplied at this office from April 1st 1879. Subscriptions and advertisements received at the EDITORIAL ROOMS:—79, Rua Sete de Setembro. CITY TELEPHONE ADDRESS:—No. 112.

RIO DE JANEIRO, JANUARY 15TH, 1882.

In an office to the minister of empire on the 4th instant the president of the board of health calls attention to the bad quality of the beef coming from the Santa Cruz slaughter house and the dangers threatened by such a state of affairs. As a remedy he proposes the following measures to be enforced during the hot season: 1, the killing to take place after 2 p. m.; 2, the dispatch of the beef in various trains immediately after the killing; 3, the use of ice in the cars carrying meat; 4, the deposit of the beef in refrigerated rooms at the S. Diogo market station; 5, the auction and distribution of meats to the butchers from 3 to 4 o'clock in the morning. These propositions, under the circumstances, are all good. The great mistake in this matter was the location of the slaughter house at so great a distance from the city, but as the error is now beyond correction, the only thing to be done is to employ such measures as will insure a regular supply of good meat. This will be no easy matter, as the killing of so many animals and the conveyance of the meat for a distance of fifty-five kilometers all require considerable time and care. In a climate like this, with so much heat and humidity, this will be a task of great difficulty. It seems to us that the measures proposed by the president of the board of health are not only good, but they are absolutely essential. In the first place the killing should be done in the shortest time possible and at the latest hour, as that lessens the time during which the meat is exposed to the heat. Then the employment of ice in the transporting and storing of the meat is an urgent necessity, because it is the only way to preserve the meat from decomposition. It is then advisable to ship the meat from Santa Cruz just as rapidly as possible, even though it may entail a great expense. These things should have been considered at the outset, but now it is too late. Good meat is just as necessary as any meat, and if it can be procured only through an extra expense then the public will foot the bills. It would be pleasant of course if those who made this blunder could be compelled to meet the expense, but as that is quite out of the question the public will cheerfully pay the cost and charge it to the luxury of irresponsible government.

THROUGH the death of Mr. Martinus Hoyer, which took place suddenly at Lisbon on the 16th ult., the city of Maranhão loses one of her most accomplished citizens, and Brazil loses one of her best and ablest economists. Though a Danish subject by birth, Mr. Hoyer had made Maranhão his home since his youth. While devoted to commercial pursuits he made political economy the

chief study of his life, and his clear, liberal views on all the chief economic questions showed that he had not studied that science in vain. He was an earnest free trader in principle, not from the simple standpoint of the merchant, but from the broader ground of a citizen. That he did not believe free trade to be inimical to domestic industries is shown by his life-long interest in the industries of his own province, his name being always associated with every enterprise of character and promise established there. He believed, too, in the independence and integrity of private enterprise, as is shown in his advocacy of the project of establishing a central usine in Maranhão wholly independent of government guarantee and patronage. All through his life in this his adopted country—and it has been a highly useful one—he has not only talked and written most earnestly in favor of sound economic principles, but, so far as a private citizen can do, he made his life a living example of his teachings. He was one of the few of whom it can be said: his principles are the outgrowth of thorough, unselfish study, and are worthy of all confidence. It is to be regretted that men like Martinus Hoyer have so little influence in the councils of Brazil, not only because of the honor earned, but because of the good they may do to the country. We know of no one who could have met this question of protection to national industries with a clearer appreciation of all its bearings than Martinus Hoyer; and we know of no man whose opinion could be taken with more unreserved confidence. There was an effort made to make him a candidate for the Chamber in the recent elections, but the instant clamor against him as a "Danish subject" made that impossible. For a life so unselfishly useful, a better appreciation than that was certainly due, but it was lacking. It may not be the rejection of one man which will bring evil results upon the country, but it is the continuation of that intolerant policy in which the great danger lies. The example and writings of Martinus Hoyer will still live, even though the rights of full citizenship were denied him, and those we commend to every thoughtful Brazilian.

ACCORDING to the New York *Commercial Bulletin* of the 23rd November, a movement was then on foot in that city for the adoption of the auction system in the coffee trade. This system has recently been adopted in the tea trade, in which it has already effected something of a revolution—more through its excessive employment, however, than through its legitimate results. In the tea trade the auction system has driven many jobbers and brokers out of the business, from which one beneficial result has certainly come—a diminution in the number of middlemen living upon it. In the coffee trade it is urged that the same results will surely follow, but this, as the *Bulletin* is informed, is not at all likely to occur. In the first place the trade will have a valuable recent experience before them, which will show them just what steps can be taken with safety. It is not proposed to throw the entire importation into auction, but just enough at first—say 20,000 bags per month, in two sales—to attract the interior purchasers to New York. This will increase the trade at that city—which has largely gone to the interior markets of Chicago, St. Louis, and others, now importing on their own account—and the result will be larger sales even for the jobbers themselves. Another advantage, it is claimed, will be the opportunity which it will afford for the disposition of remnants and "chops" which are now so difficult to get rid of. The movement is one which certainly offers very many advantages, even were it carried

further than is proposed. No measure which results in bringing the producer and consumer nearer together by reducing the number and classes of middlemen, can be considered hurtful. It may drive some men out of business, but in no case will it do so where such men are necessary to the trade. This great army of jobbers and brokers who draw large commissions both in the importation and exportation of coffee, simply for the useless service of buying and selling for others, is nothing but an unnecessary tax. We see no logical reason why the retailer should not buy directly from the importer, just as we see no reason why the exporter should not buy directly from the producer, thus in both cases saving the commissions paid to jobbers and brokers. If it will simplify the business and cheapen the product, then no other excuse is needed. In another sense, the auction system will afford beneficial results of an unquestioned character. There can be no doubt but what the auction will afford a better basis of current valuation than any other system that can be employed. The sales of cargoes to arrive, others after arrival on special terms, others under pressure of private obligations, and all with more or less of private and personal arrangement, can not certainly be considered an infallible exponent of current valuations. If, instead, the importation is put upon the market at regular intervals and sold to the highest bidder on fixed terms and in large or small lots, then the price obtained can be considered as a true current valuation of the product. This will necessarily be of the highest value both to the import and the export trade, and for that reason is worthy of hearty support.

THE questions of improving communication with the province of Rio Grande do Sul and of constructing a system of railways which shall serve the double purpose of meeting industrial needs and military requirements, are once more occupying a large share of public and official attention. It is urgent—but no more so now than for many years past—that something should be done to improve communication with that province; and it is clear, on military grounds, that not only should the province be made more accessible, but more defensible through a system of strategical railways. We are not at all certain either of the immediate or remote necessity of strategical railways pure and simple, because war is so very remote a possibility, and the use of a strategical railway so largely dependent upon well-disciplined troops to be transported over it, that there would seem to be very little or no necessity for embarking in such an expensive enterprise. However, where there is any need for a railway in the industrial development of the province, then certainly it may not be out of place to consider its use in the possible contingency of war. The first great question must therefore be that of improving communication with the province, and that is the main subject of a work which we have before us, entitled *A Estrada de Ferro D. Pedro I.* Though written wholly in the interests of the D. Pedro I railway, projected from the bay of S. Francisco, on the Santa Catharina coast, to Porto Alegre, the author, Dr. Sebastião Antonio Rodrigues Braga, devotes considerable attention to the other railways of the province, and to the problem of improving the entrance to the Lagoa dos Patos, which he deems impracticable. He also devotes some space and a map to the strategical railway system, which suggests Central Europe with its military system and administration rather than a peaceful empire of the Western Continent. We are inclined to believe that the Dom Pedro I railway project is a good one, if planned and constructed economically and with reference to the industrial needs of the

province. In case of war, which seems to be the dominant feature of all these schemes, this line would afford a short and quick communication with the capital of the province, whence other lines are now under construction into the interior. Useful and desirable as this road may be, however, we do not think that it would be wise to adopt it to the abandonment of Rio Grande and the bar. Some means will yet be found for removing the obstructions which now operate so disastrously to the commercial interests of that province, and this possibility should always be kept in mind. Under a wise and rational system of government the province of Rio Grande will need both these routes, because her industrial and commercial requirements will be immeasurably greater than they are now. It will be impossible for any railway to meet the requirements of cheap transportation so necessary to some of her industries; and at the same time other possible industries will be best served by the shorter and quicker route across country to the Santa Catharina coast. For the present—indeed, for all time to come—we are inclined to think that the strategical system outlined by the author can be safely and wisely laid aside.

WE regret to note that the second Ypiranga lottery is now coming to the front, and that the commission in charge of it is reported to be making preparations for the drawing. The experience of the past year with these great lotteries ought to be sufficient; there should be no more of them permitted. It may be that these lotteries afford the easiest and surest way of raising large sums of money—but note the cost! In the case of the first Ypiranga lottery some 4,000,000\$ of the available capital of the country was withdrawn from circulation and locked up for a period of some four or five months. In the great lottery of this city the result was very much the same. In both cases the money was diverted from the regular channels of business and industry, to their great disadvantage and loss. Collections have been quite difficult enough for the last two or three years in the ordinary ways of business, but in these times of lottery excitement they were utterly impossible. Debts remained unpaid in order that debtors might invest in lottery tickets, and then they continued unpaid because both money and chance were gone. In all parts of the country the mania was so great that not only were the debts unpaid, but new debts were contracted and thefts were committed simply to procure the funds for tickets. Men even denied themselves the necessities of life, as is shown by the sharp decline in sales. And what was the result? A large sum of money was raised for purposes neither urgent nor necessary; the government secured a large revenue for its permission and protection; a few men secured prizes; and the great mass of people were demoralized and impoverished. That is just the sum and substance of the whole thing. These great lotteries, which tempt the cupidity of men by offering a few great prizes for a small investment, are doing nothing less than demoralizing and impoverishing the country. At their doors must rest a multitude of petty crimes, and untold dissipation, idleness and poverty. They live upon deception and the excitement of false hopes; and they grow rich at the extreme sufferings and destitution of their deluded victims. In a word, they are guilty of all the crimes which grow out of this accursed mania of gambling: theft, falsehood, default, robbery, suicide and murder, besides the ignorance, poverty and degradation which follow upon their footsteps like a pestilence. As we have before urged, the greatest amount of prosperity, enlightenment and comfort is found where the aggregate wealth of a country is

PROVINCIAL NOTES

—Very hot weather is reported from Rio Grande do Sul.

—A republican banquet was held in Campinas on the 5th inst.

—The December receipts of the São Paulo (city) postoffice amounted to 5,938,890.

—The 2nd vice president of Bahia, Dr. João dos Reis de Souza Dantas, assumed the provincial purple on the 5th inst.

—The number of free children of slave mothers registered in the municipality of Rio Claro up to the 30th June last was 918.

—The imperial government has appropriated 20,000\$ for the reconstruction of the president's palace in São Paulo.

—The government of the province of São Paulo has now passed into the hands of the 4th vice-president, Dr. Manoel Marcondes de Moura e Castro.

—The December receipts of the São Paulo provincial postal department aggregated 21,464,870, against 18,718,420 during the same month of 1880.

—The *Actualidade*, of Ouro Preto, Minas, has changed its title to that of *Liberal Mineiro*, and announces its purpose to defend and advocate the doctrines of the liberal party.

—The second Ypiranga lottery is now coming to the front. It is said that the commission will make a single contract with a São Paulo business house for the sale of the tickets.

—The laborers on the Rio Verde railway celebrated Christmas by breaking into the shops. There were some three hundred of them, and they had matters pretty much their own way. A few revolver shots finally dispersed them.

—The *Correio Paulistano* has passed into the hands of Dr. Antonio Prácio, who will make it the representative organ of the São Paulo conservatives. The *Correio* is one of the ablest provincial journals in Brazil, and deserves all success. It has adopted some decided improvements in the matter of giving provincial news.

—The *Provincia*, of São Paulo, of the 6th inst., is informed by a correspondent that the coming coffee crop will not exceed two-thirds of the last crop, because of the falling of the blossoms in September and October.

—We are glad to record that the *Gazeta de Porto Alegre* does not favor the great national university project. "We need universities for this country," says the *Gazeta*, "principally for the provinces, but not a Fluminense university as the centre and directory of higher instruction."

—Our enterprising contemporary, the *Jornal da Recife*, began the new year in a new dress, and looks all the brighter and better for it. The *Jornal* is one of our most valued exchanges, and is a credit to the provincial press. The *Jornal* has both our compliments and our good wishes.

—The December receipts of the Pernambuco customs and revenue offices were as follows:

	1881	1880
Custom house.....	1,351,430\$004	1,095,497\$032
Recebedoria.....	66,303 548	60,563 647
Consulado.....	355,421 651	371,999 898

—An assassination occurred at Sumidouro, Nova Friburgo, in this province, on the 25th ult. An overseer struck a slave for some objectionable expression, when the latter drew a knife to defend himself, wounding the overseer with it. A man named Almeida interfered in defense of the overseer, when the infuriated slave turned upon him with his knife and killed him instantly. A brother-in-law of Almeida's then received some serious wounds, when the assassin was captured.

—A mutiny occurred at the Blumenau colony, Santa Catharina, early in December, by some unreasonable colonists who insisted on having the money paid which is owing to them. Such an unreasonable demand was never heard of. The colony had only 20 soldiers, an officer and two police officials to keep it within bounds, so the chief of police, his *curvão*, and 8 soldiers left Desterro for the mutinous colony on the 22nd ult. If so many soldiers and police officials can not satisfy the demands of these stiff-necked plebeians, then we trust the "riot act" will be read—and the money might possibly be paid, as a last resort.

—The commercial editor of the *Jornal do Commercio* says that he has received reliable information of the coming coffee crop prospects in the following terms: "It was supposed at the outset that we would have a large crop; the long-continued drouth, however, has injured considerably the establishments on the worn lands. For this reason it is now thought by some that the crop will be greatly diminished, but it is necessary not to forget that there will be many a new plantation which has not suffered and that on the cold lands the coffee tree has borne fruit with great regularity. The parties interested should, in our opinion, expect a crop of three and a half to four millions of bags."

—The number of animals killed for consumption in the city of Campinas during the past year was 5,495 head.

—The death of Martinus Hoyer, a prominent merchant of Maranhão, took place suddenly at Lisbon on the 16th ult.

—The city council of Bananal, São Paulo, has voted a protest against the 3 per cent. export tax upon coffee and the tollgate tax.

—The city council of Victoria, Espírito Santo, has initiated a subscription for the purpose of procuring a portrait in oil of the president of that province.

—New Years day was celebrated at Nova Friburgo, in a place called Serra, by the assassination of a man named José Francisco Barreto.

—It is stated that the next coffee crop in the municipalities of Santa Maria Magdalena, S. Fidelis and Cantagallo will be below last year's crop because of the heat and drouth.

—By an imperial decree of the 7th inst. the government transfers the *mesa de vendas* of Granja, Ceará, to Camocim, the port of the Sobral railway. The office will be authorized to grant dispatches for exportation.

—The presidency of Goyaz has been transferred to the first vice-president Dr. Theodoro Rodrigues de Moraes, the president Dr. Leite Moraes leaving for Rio to attend to a contested election.

—The *Provincia*, of Pará, of the 22nd ult., gives an account of the detection and examination of a counterfeit 50\$ note, but neglects to inform its readers of its "estampa" and "serie."

—The *Attiaya*, of Rezende, states that telephone lines have been put up on the plantations of the Barão do Bananal and Dr. Aprigio Alves de Carvalho, near that city. The lines are to be extended to Rezende, and to Bananal, S. Paulo.

—The presidency of Ceará was transferred to the first vice-president Dr. Torquato Mendes Vianna on the 26th ult. Dr. Vianna being chief of police of that province, the latter office was transferred to José Ladislau Pereira da Silva, inspector of the provincial treasury. There seems to be just a little duplication in Ceará office-holding.

—The authorities at São Paulo have secured the large warehouse at the Brazation, formerly belonging to Messrs. Dullely, Miller & Brunton, for the quarters of immigrants during the present season, at a rental of 300\$ per month. The building is an excellent one, and the location is everything that can be desired.

—The customs receipts at Macéio, Alagoas, during the half year just ended were as follows:

July.....	57,529\$489
August.....	66,887 612
September.....	69,751 917
October.....	72,249 808
November.....	69,666 901
December.....	94,965 188
	425,050 915

—The receipts of the Bahia custom house during the month of December amounted to 979,405\$164, and during the six months ending December 31 to a total of 6,087,828\$394 against 5,287,000\$015 in the same period of last year. The monthly receipts during the last half year were as follows:

July.....	943,530\$328
August.....	864,748\$137
September.....	1,130,817\$032
October.....	1,067,717\$032
November.....	1,101,611\$883
December.....	979,405\$164

The receipts from provincial customs in December were 140,980\$495, and of the *recebido* at 62,952\$691.

—The *Provincia*, of São Paulo, gives the following comparative statistics of the revenues of the provinces of São Paulo and Maranhão during the ten years 1869-70 to 1878-79:

	São Paulo	Maranhão
Imports.....	14,193,151\$200	15,757,843\$155
Despacho marítimo.....	168,640\$927	59,294\$524
Exports.....	20,513,681\$493	3,304,160\$146
Interior.....	13,630,953\$933	2,270,414\$877
Extraordinary.....	324,795\$560	156,249\$752
Deposits.....	2,412,756\$546	2,021,065\$183
Special revenue.....	493,819\$774	303,441\$504
	51,737,709\$343	23,881,468\$701

—The *Liberal* of Macéio, Alagoas, gives the following statistics relative to the export of sugar and cotton from that province during the half year ending on the 31st ult.:

Sugar.....	74,436 bags	5,728.4 tons
Cotton.....	29,875 sacks	2,304 "
Hides.....	4,104	

The cotton was all shipped to Liverpool except 1,557 sacks, which went to Russia. The hides were shipped to Lisbon. The sugar was sent to the following destinations:

Liverpool.....	25,266 bags
Channel, Lo.....	22,601 "
New York.....	21,758 "
Lisbon.....	1,040 "
Brazilian ports.....	3,871 "

—A scarcity of notes of small denominations is reported from Espírito Santo.

—The government has charged a recently-appointed examiner to the Pará custom house, Tobias Tell Martins Moscoso, with the preparation of plans for a new building at that port.

—The *Correio Paulistano* denies the report that small pox is increasing in São Paulo, and says that there have been only six cases in all and no new cases since the 29th December.

RAILROAD NOTES

—The Campinas tramway line carried 14,442 passengers during the month of December.

—An imperial decree of the 7th inst. concedes a privilege to Drs. Francisco Pereira Passos and João Teixeira Soares for a railway up the Corcovado.

—The Minas and Rio Company has asked permission from the minister of agriculture to substitute cars of the English pattern by those of American pattern.

—The tramway lines in the city of São Paulo carried 100,448 passengers during the month of December, of which 92,663 paid and 7,815 were carried free.

—Civil engineer Cyrillo da Silva Genofre asks the government for a concession to build a railway from Porto Novo da Cunha to Porto do Marinho. The minister defers his decision.

—The government has granted a privilege to Messrs. Kemp and Whyte for a railway of the Riggenbach system up to Tijuca from Andaraý. This will be a genuine improvement.

—The November receipts of the Paulista railway amounted to 298,080\$290, and the expenditures to 84,784\$250. For the five months ending November 30 the receipts amounted to 1,250,803\$800, and the expenditures to 329,751\$100, leaving a net surplus of 991,052\$700.

—The government has granted a six years privilege to José Eduardo Mercadante for an invention for preventing accidents to persons traveling on streetcars, which is to be known as "*alaba-vidas*." It is a simple arrangement for preventing people from getting off backwards when the car is in motion.

—Decree 8,343, of the 17th ult., grants a privilege to the Rio Grande do Sul Railway Company, Limited, for the construction, use and profit of a railway from Cacepuy to Uruguayana, province of Rio Grande do Sul. The government guarantees 6 per cent. per annum on the capital which shall hereafter be determined upon.

—According to a table published recently in the *Correio Paulistano*, the São Paulo Railway Co., from Santos to Jundiahy, has carried the following aggregates of freight since the opening of the line, 1867-68, up to the 30th June 1881, in metric tons: Salt, 193,013 tons; sugar, 32,933 tons; diverse, 544,097 tons; total, 820,043 tons. But where's the coffee?

—The *Cruzio* of the 7th inst. says that it is reported that the government is disposed to ask an authorization from the legislature to guarantee interest on the capital employed in building the proposed Copacabana line. In other words that the government proposes to aid one enterprise to compete with another. These things are all of vital interest to capitalists.

—Law 2,844, of October 25, 1881, of the provincial assembly of Minas Geraes, authorizes the president to make a contract with the Rio Verde company, or with whom shall offer the best terms, for a branch from some convenient point on the Rio Verde line running to Agas do Casanahá. The province will offer a privilege for 50 years, and a subvention of 9,000\$ per kilometer, or an interest guarantee of 7 per cent. on a capital not exceeding 1,000,000\$.

—By an official order of the 10th inst., the minister of war appoints a commission to prepare a strategical map of the province of Rio Grande do Sul, and a railway project, with estimates, for connecting this city with the provinces of Paraná, Matto Grosso, and Rio Grande do Sul. The commission will be under the direction of Colonel Conrado Jacob de Niemeyer, and will consist of the following officers: Lieut. Col. Francisco Antonio Pimenta Bueno, Maj. José Pereira de França Junior, Maj. Alfredo Ernesto Jacques Ourique, Maj. Antonio Vicente Ribeiro Guimarães and Maj. Francisco Raymundo Ewerton Quadros.

—It seems that the escape of the two first-class passenger cars from being thrown from the track in the late accident on the Cantagallo line was due to the coolness and forethought of the postal agent, José Gil. The brakeman lost his presence of mind and jumped from the train, but Gil quietly awaited his opportunity and applied the brake just in time to catch the centre rail and stop the descent of the cars. These two cars had some seventy passengers in them, and the loss of life would unavoidably have been very great had it not been for the promptness and coolness of Gil. We trust that the railway authorities will not fail to reward this man most liberally.

LOCAL NOTES

—The brazen season has now begun. It will last until after Carnival.

—The customs authorities at Santos discovered a large quantity of contraband goods on the German steamer *Paranaguá*.

—We learn by way of Rio Grande do Sul that the Emperor has already engaged the entire first floor of the Hotel Bragança, Lisbon, for his intended visit to that city.

—The *Jornal's* pretty little error in calling Mr. Herbert Smith the founder of the Smithsonian Institution, which our colleague located in New York, is now on its journey through the provinces.

—The latest feature in steamship construction is the power to navigate on land. A boat of this character was recently run across Manhattan island, New York, from the Haarlem river to the Hudson.

—The anthropological exposition at the Museu Nacional has been postponed until June. The historical exposition has just closed. The fine arts exposition has been postponed until the 1st of March. The industrial exposition is still in full blast. The rest of the expositions will be mentioned just as rapidly as our space will permit.

—Baron van Alphen, the Dutch scientist who, in company with Dr. van Ryckevorsel, was engaged in making a magnetic survey of the coast of Brazil and the Amazon, died in the Portuguese hospital at Pará on the 10th ult. He was a young man, barely 27 years of age, and had been engaged in this survey about one year.

—The engineering commission appointed to report on the plans proposed by the late Col. Roberts and Barão de Tefé for improving the Lagoa Rodrigo de Freitas, has decided in favor of the latter. The plan is to employ pumps for renewing the lake constantly with sea water, thus preventing stagnation. The commission proposes the employment of forty 10-inch pumps, moved by wind mills as suggested by Tefé. It should be stated, however, that no survey or careful examination of the lake was ever made by Mr. Roberts. His theory of improving the lake was based on casual observation, and was not presented as a report, or as his professional conclusion.

—With uncommon frankness, our esteemed eastern contemporary, the *Ceylon Observer*, speaks of a legislative session as "the Lunatic asylum in council." A great many newspapers in other countries than Ceylon might occasionally designate legislative sessions in exactly the same words—and be not far from the truth either. We won't make any promises, because we may be very agreeably disappointed; but if we do not have occasion to speak of Bedlam breaking loose during the coming session of the Brazilian parliament, then our colleagues may set us down as badly deceived by the signs.

—Our philosophic Platine contemporary, the *Buenos Aires Herald*, says: "Several fines have been inflicted by the police for selling unripe fruit. It is impossible to be too careful in this matter." Yes, that's so; but what matter? Is it the "fines," or the "inflation" of the fines? In either case, we, or the police, ought to be extremely careful. Personally, we don't believe in fines, and therefore we carefully avoid them; and with such a sentiment we should be very careful either to, or not to, inflict them. But may be the *Herald* refers to "selling unripe fruit," in which case we entirely coincide. The first care should be to sell for cash, as a colic might unfortunately throw the affairs of the debtor into probate. Selling unripe fruit, like any other business, should always be a painstaking matter. If our colleague means that precautions against possible results should be taken, then that too meets our approval. An excellent precaution is Jamaica ginger, a small quantity of which might accompany each purchase, in the place of a chromo. In no case, however, should any care be exercised in the buying and eating. That's quite another thing.

—A shocking scene took place on Rua Direita on the morning of the 9th inst., resulting in the death of a poor slave woman named Bernarda. She had been sold and was to be sent to Cape Frio. To escape this fate the poor creature went upon the roof of No. 29, a three-story building, but whether with the intention of concealing herself, or of suicide, is not positively known. It would seem however that her purpose was to conceal herself, as she first lay down outside of a roof structure near the eaves. Slipping and then becoming frightened, she rolled to the eaves when she clung for a moment, and then dropped to the sidewalk below. She struck a venetian on the first floor first, which turned her so that she struck the walk upon her head, killing her instantly. Her body was frightfully mutilated. And then the unfortunate creature was left on the walk in this horrible condition some two or three hours before she was removed. It is only one more entry in that long record against slavery, for which there must be some requital.

Table with financial data, including items like '100 do', '125 Docas D. Pedro II', and '100 Banco do Comercio'.

BANK OF BRAZIL BALANCE SHEET, DECEMBER 30th, 1881, ASSETS.

Table showing assets for Bank of Brazil, including Commercial Department, Capital account, and Mortgage Department.

LIABILITIES.

Table showing liabilities for Bank of Brazil, including Commercial Department, Reserve fund, and Mortgage Department.

E. & O. E. Bank of Brazil, January 3rd, 1882. Jos Machado Coelho de Castro, President. Eduardo Braga, Chief Accountant.

BANK OF BRAZIL PROFIT AND LOSS ACCOUNT FOR THE HALF YEAR ENDING DECEMBER 31st, 1881.

Table showing profit and loss account for Bank of Brazil, including Commercial Department, Mortgage Department, and Special reserve.

CREDIT. Commercial Department. Sundry entries during the half year. Discounts on bills. Interest on overdue bills.

E. & O. E. Bank of Brazil, January 3rd, 1882. Eduardo Braga, Chief Accountant.

BANK STATEMENT

Table showing bank statement with columns for Banks, Deposits in current balances, Cash, and Proportion of cash reserve.

MARKET REPORT.

Rio de Janeiro, Jan. 14th., 1882. Esports.

Coffee—Our last report was on the 4th inst. Since then the unfavorable advices from consuming countries and the increase in receipts here have prevented any improvement in our market which continues very quiet and inactive.

Washed, Superior, Good, Fair to good, Fair, Good Channel, Fair, Low. We quote, nominally, per 100 kilos.

Flour.—The arrivals consist of 9,500 barrels per Nelo from New York 5,000 " Tycho Brake from Rio. The sales have been about 19,000 barrels and stocks in first hands to-day amount to about 42,000 barrels.

Market firm. Pitch Pine.—The arrivals consist of 340,808 feet per Marie de S. Paulo which have been sold at \$43.50 per dozen.

The market continues firm at \$35.00—44 000 per dozen for good quality. White Pine.—The arrivals consist of 100,000 feet per str. Nelo from New York which have been stored.

Arivals.—The market continues firm at \$35.00—44 000 per dozen for good quality. White Pine.—The arrivals consist of 100,000 feet per str. Nelo from New York which have been stored.

Arivals.—The market continues firm at \$35.00—44 000 per dozen for good quality. White Pine.—The arrivals consist of 100,000 feet per str. Nelo from New York which have been stored.

Arivals.—The market continues firm at \$35.00—44 000 per dozen for good quality. White Pine.—The arrivals consist of 100,000 feet per str. Nelo from New York which have been stored.

Arivals.—The market continues firm at \$35.00—44 000 per dozen for good quality. White Pine.—The arrivals consist of 100,000 feet per str. Nelo from New York which have been stored.

PORT OF MARANHAO.

December 27th, 1881. Cotton.—Transactions have been on a considerable scale at last quotations of 460-500 reis per kilo and some special at 510 reis per kilo.

SHIPPING NEWS.

ARRIVALS OF FOREIGN VESSELS. JANUARY 5. LONDON—Br bk Wayfarer, 691 tons; Thurler; 63 ds; sundries to Burnett Wright & Co. de Castro.

SATILLA—Gr bk Maria; 466 tons; Weinwsky; 73 ds; pine to McCulloch Beecher & Co. 7 JAN. 7. Ajo—Sp bk Amistad; 172 tons; Rosés; 19 ds; jerked beef to L. de Azevedo & Co.

DEPARTURES OF FOREIGN VESSELS. JANUARY 3. BAHIA—Br ship Anglo India; 1,574 tons; Brown; ballast. BAHIA—Br bk Flettinger; 355 tons; Jules ballast.

DEPARTURES OF FOREIGN VESSELS. JANUARY 3. BAHIA—Br ship Anglo India; 1,574 tons; Brown; ballast. BAHIA—Br bk Flettinger; 355 tons; Jules ballast.

FOREIGN SAILING VESSELS IN THE PORT OF RIO DE JANEIRO, JANUARY 14th, 1882.

Table with columns: NAME, TONSAGE, DEPARTURE, WHERE FROM, CONSIGNEE. Lists various ships like AMERICAN, DANISH, FRENCH, GERMAN, ITALIAN, NORWEGIAN, SWEDISH, SPANISH, PORTUGUESE.

GOVERNMENT BONDS

Table with columns: EMISSION, CIRCULATION, DESIGNATION, INTEREST, NOMINAL VALUE, QUOTATION. Lists various government bonds with their respective values and interest rates.

BANKS AND PUBLIC COMPANIES

Table with columns: CAPITAL, SHARES, ISSUED, PAID UP, NAMES, RESERVE FUND, LAST QUOTATION, LAST DIVIDEND. Lists various banks and public companies with their financial details.

DEPARTMENT OF AGRICULTURE BUREAU OF PUBLIC WORKS. COPACABANA.

SEALED PROPOSALS will be received for a period of 90 days in the Bureau of Public Works, Department of Agriculture, Commerce and Public Works, for the construction, use and enjoyment of a city tramway line...

The line will start from the Rua dos Olivares, corner of Rua do Ovidio, following that street to that of S. José, and thence by way of the streets Ajajá, Evaristo da Veiga and Santa Theresa, with a branch between these by way of the Rua do Visconde de Maranguape and Travessa do Mosquera...

Infurcating at this point it will extend on one side direct to the Praia do Flamengo, and along it to Rua Paysandú which it will traverse to that of Guanabara; and on the other side, direct to Rua Piedra da Candelaria and through it to that of Carvalho de Sá...

For reaching the Praia de Copacabana the line shall either be prolonged from Rua de Copacabana by means of a tunnel, or starting from the crossing of the Rua do Hospício de Pedro II with Rua da Passagem, the line will continue by this to that of Guaymirim and to the Morro do Leme road...

The track should be laid between the interior faces of the rails and can be doubled in all the streets which are not less than 12 meters in breadth, the space between tracks being not less than 1 meter in the minimum.

The rails should be grooved, and should have a weight of 16 kilograms per linear meter at the least. All the fixed material and rolling stock should be of the best quality.

Within the period of three months the enterprise (empresa) should present the plans for the reconstruction of the line to the government for approval, which will consist of the following works: 1st. A plan of the line, showing the grades, radii of curves, stations, and a specification of the property which will have to be appropriated...

2nd. Section of tracks. 3rd. Projects for the tunnels, on a scale of 1 to 200. 4th. Designs for cars for the different services, of the station edifices, of the shops and mercantile storerooms.

The line is designed for the transportation of passengers and freight, it being required to have the number of cars sufficient for both services, in the judgment of the government.

The enterprise binds itself: 1st. To reconstruct the line in accordance with the plans approved by the government; 2nd. To have stations for passengers and freight on Rua do Ovidio, at the end of Rua de Pereira da Silva, on Ruas de Paysandú, da Passagem, da Real Grandeza, on Praia de Saudade, and de Copacabana; 3rd. To pave the part of the streets and roads comprehended between the rails, and also 0.025 on each exterior side; 4th. To open the new streets indicated in the plan with a breadth of 13 meters at the least, and to prolong the quays of Praia do Flamengo to Rua de Paysandú, and to enlarge and straighten the Ruas de Santa Theresa and Guanabara in the part indicated in the same plan; 5th. To open and construct the tunnels with eight meters of breadth and six of height, this to be counted from the level of the pavement; 6th. To construct and maintain, during the time of its privilege, a bathing establishment at the Praia de Copacabana, in conformity with a plan approved by the city council.

The enterprise can not collect more than 100 reis for the transport of each passenger from Rua dos Olivares to those of Passagem and Real Grandeza, and intermediate points, nor more than 100 reis for transport from either of the two last designated streets to the Saudade or Copacabana beach. The transport of merchandise will be regulated by a table previously approved by the government, and revised every five years.

The hours of departure of the cars and the number of trips will be regulated by tables approved by the government, which will have the right to exact a greater number of trips, if it be judged convenient for the accommodation of the public.

The enterprise will pay the city council for the lands of its property, which it may occupy, the rent which the same council may judge, and will purchase those which may be required for the opening and enlargement of the streets, these being, through failure to agree, appropriated in the terms of the Decree No. 1667, of the 27th of October, 1855.

VIII

There will have gratuitous transportation the letter-carriers, policemen and firemen who present the pass of their respective chiefs declaring that they are going in the public service.

In case of fire in properties situated in the streets of the line conceded, or in their immediate vicinity, the firemen and police agents will also have gratuitous passage to the mentioned streets, independent of passes, there being placed at the disposition of the chief of police, of the director of the corps of firemen, or of whom shall occupy their places, a car specially constructed for transporting two fire engines. There shall also be placed at the disposition of the government, whenever it may require it, every facility of transportation, with an abatement of 30 per cent. from the tariff, for the carrying of troops.

The government concedes to the enterprise: 1st. A privilege for a period not exceeding 35 years, counting from the day on which the line shall be opened to traffic; 2nd. The right of disproportionation for the lands and buildings necessary to the construction of the works, in accordance with the regulations approved by Decree No. 1667, of the 27th of October, 1855; 3rd. The use and enjoyment of the lines of the Botanical Garden Rail Road Company at the end of its privilege, if at that time the enterprise shall have prolonged the quays of Praia do Flamengo to the Morro da Viuva, and from there skirting the bay of Botafogo to the Morro do Pissarro, in accordance with the outline of the plan. This concession will endure to the end of the privilege of the enterprise.

The concession having been realized of the lines to which No. 3 of the preceding clause refers, the enterprise will take under its charge the preservation of the pavement of all the streets through which its cars pass, which are already or were first paved by the city council, and construct the stations which the government may deem necessary for the service of passengers and freight on the referred lines.

In that case also, the enterprise will have a privilege of zone, during the time of the concession, from the Largo da Lapa do Desterro to the limit of their lines in Gávea, Copacabana, Praia da Saudade and Laranjeiras, comprehending all the part of the city situated in this extension between the mountains and the sea. It will be obliged, however, to extend its rails to all the streets comprehended in this perimeter, which the government may designate, and will not collect for the transportation of each passenger more than 100 reis to the Ruas da Passagem and Real Grandeza, Bica da Rainha, in Cosme Velho, and Praia da Saudade, nor more than as much more to Copacabana or Gávea.

The time of the privilege ending, counting from the inauguration of the new line, all the fixed and rolling material, the animals, stations, shops and other edifices destined for the services of the lines, as well as the bathing establishment with all its apparatus and belongings, all in a perfect state of preservation, will revert to the dominion of the municipality, the enterprise being dissolved without right to indemnification.

The enterprise will be able to open the line to traffic once that it is constructed to the Praia da Saudade, provided that the works of the Copacabana tunnel have been already begun and the amount necessary for the conclusion of the works deposited.

The competition has for its object: 1st. The time of privilege; 2nd. The time of commencement and conclusion of the works; 3rd. The improvements tending to the accommodation of the public, to the embellishment of the city, and to salubrity; 4th. The amount of the security destined to guarantee the execution of the projected line.

The deposit and security to which the two preceding clauses refer should be made in apólices of the public debt, which will be withdrawn proportionally as the works progress, less the remainder of interest due to the time for the conclusion of the works shall be exceeded, while these have not been executed.

It among the improvements proposed is comprehended the opening of avenues of 30 meters breadth, at the least, in the route of the lines or in their ultimate extension, the government, if it accepts them, will concede for their execution all the favors which similar enterprises enjoy.

No proposal will be accepted without cognizance of the deposit of 100,000\$, which should be made in the national treasury to guarantee the signing of the contract.

The concession will have: 1st. If the time fixed for the commencement of the works has passed without their not having begun; 2nd. If after commencement they are interrupted for more than one month, except in case of superior power, duly proved in the judgment of the government, the enterprise being in this case obliged to remove within the period of 60 days, counting from the intimation which shall be made to it, all the material employed, as well as to restore the streets to their original state at its own cost; 3rd. If after the line has been opened to traffic it shall be interrupted, without cause justified before the government, for more than 48 hours.

The government will be able to impose fines upon the enterprise for fault of compliance with the clauses of the concession, from 200\$ to 2,000\$, in accordance with the gravity of the case. The government will attach to the enterprise an engineer paid by the state for fiscalizing the works. The enterprise will be subject to all the dispositions established by the regulations approved by Decree No. 5373, of the 6th of December, 1874, for the service of city tramways.

BUREAU OF PUBLIC WORKS. 30th December, 1881.

SHIPPING NOTES.

The Itik Bombay, 446 tons, from Buenos Ayres for Bordeaux, cargo Indian corn, put into this port for provisions on the 7th inst. and left again on the 13th for her destination. The Brik St. Lawrence, from London for Australia, put into Pernambuco on the 3rd inst. on account of small box having another being about to die. According to the Jornal do Recife the health inspector of the port grossly neglected his duty on the occasion of the arrival of this vessel, leaving her signal during more than three hours for urgent medical aid and then, instead of visiting the vessel himself, allowing a private English doctor to do so.

DEPARTURES OF FOREIGN STEAMERS

Table with columns: DATE, NAME, WHERE TO, CARGO. Lists steamship departures including Paranaqua Gr, Buenos Ayres Gr, Frankfurt Gr, etc.

ARRIVALS OF FOREIGN STEAMERS.

Table with columns: DATE, NAME, WHERE FROM, CONSIGNED TO. Lists steamship arrivals including Berlin Gr, River Plate Gr, Frankfurt Gr, etc.

FREIGHTS.

Table with columns: Steamers, Sailing Vessels. Lists freight rates for various routes like London, Liverpool, Antwerp, etc.

C. McCULLOCH BEECHER AND COMPANY.

41 & 43 Wall Street,
NEW YORK

Rua Primeiro de Março, 64,
RIO DE JANEIRO

Transact a
General Banking,
Mercantile and
Shipping Business.

Advances made on consignments of
Merchandise and Freight.

Regular monthly Lines of
Steamers and Sailing Packets
running between above Ports.

Unrivaled facilities for buying and selling
Brazilian Produce & American Staples
at the most advantageous terms.

**LIDGERWOOD MFG. Co.,
(LIMITED).**

Successors of
MILFORD & LIDGERWOOD,

Engineers, Machinists,
Importers of Machinery and Material for Agricultural
and Industrial Establishments, and Cotton and Woollen Mills.

GENERAL AGENCY FOR THE
SINGER SEWING MACHINE,
and
COFFEE-CLEANING MACHINERY.
No. 95, Rua do Ouvidor.

**THE NEW LONDON
AND
BRAZILIAN BANK
(LIMITED)**

HEAD OFFICE: LONDON

BRANCHES:
LISBON, OPORTO, PARÁ, PERNAMBUCO, BAHIA,
RIO DE JANEIRO, RIO GRANDE DO SUL,
AND MONTEVIDEO.

Capital..... £ 1,000,000
Capital paid up..... £ 500,000
Reserve fund..... „ 105,000

Draws on:
Messrs. GLYNN, MILLS, CURRIE & Co.,
LONDON,
Messrs. MALLET FRERES & Co.,
PARIS,
Messrs. J. H. SCHROEDER & Co.,
HAMBURG,
Messrs. MORTON, BLISS & Co.,
NEW YORK.

**ENGLISH BANK
OF
RIO DE JANEIRO
(LIMITED)**

HEAD OFFICE IN LONDON

BRANCHES:
RIO DE JANEIRO, PERNAMBUCO AND SANTOS

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.

**JOHN McCALL & CO'S.
Prepared Meats.**

Paysandú Ox Tongues, Fresh and Smoked,
Ox Tails, Stewed Kidneys,
Potted Tongue,
Spiced Beef,
Fresh Beef, etc.

Put up in small tins convenient for family use, and at very
reasonable prices. These well-known preparations have never
failed to give the best satisfaction wherever tried.

Manufactory: Pelotas, Rio Grande do Sul.
Sole Agency in Rio de Janeiro:
No. 55, Rua General Camará

**A PARTMENTS TO LET
Furnished or Unfurnished.**

Good, airy rooms; a fine shower bath; a healthy location;
and an unexceptionable neighborhood.
No. 34, Travessa Alice, Rua D. Luiza.

**ROYAL MAIL
STEAM PACKET COMPANY**

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

TABLE OF DEPARTURES,
1882

Date	Steamer	Destination
Jan 30	Humber	Lisbon, Southampton and Antwerp
Feb. 9	Tagus	Bahia, Pernambuco, Lisbon, Southampton, Havre and London

The outward steamers are due here about the beginning and
middle of each month; proceeding to the River Plate, after
the necessary stay in this port.

For freights and passages apply to
E. W. MAY, Supt.,
Rua 1ª de Março No. 49.

**LIVERPOOL, BRAZIL AND RIVER
PLATE MAIL STEAMERS**

UNDER CONTRACT WITH THE
BRAZILIAN GOVERNMENT

For New York:

Steamers leave Rio de Janeiro on the 5th, 15th and 25th
of each month, loading also in Santos.
Other steamers sail monthly for the United States of America,
as per special advertisements.

From New York:

A steamer leaves on the 5th of each month (occasionally
calling at West-Point for cargo) for Bahia and Rio de
Janeiro, bringing cargo and passengers for transshipment to
the Coast Ports and River Plate by steamers of the same
Line.

Excellent accommodations for passengers.

Apply to
Lampart & Holt
21, Water Street, Liverpool;

or
Arthur Holland & Co.
17, Leadenhall Street, London.

Agents in Rio de Janeiro,
Norton, Megaw & Co.
Rua 1ª de Março No. 82.

**RUBBER HAND AND
DATING STAMPS.**

The Consecutive Rubber Dating Stamp
Self-Inking Hand Stamp,
The Pocket Pencil Stamp,
The Compass Stamp,
Fac-simile Autographs,
Monograms,
Hand Stamps of every size and
description.

For Merchants, Bankers and Professional Men and for all
business purposes, these stamps are superior to any kind of
hand stamp in use. They are simple, durable, elastic, and
they print easily and perfectly. They are absolutely noiseless.
For Family Use, in marking clothing, house and table linen,
etc., with indelible ink, they are invaluable.
Monograms, autographs, etc., made to order.

Metal-Bodied Rubber Type.

An elastic, changeable type that can be set up and used with
out delay and as often as occasion requires.

These type have accurate metal bodies upon which rubber faces
are moulded and vulcanized by a patented process. They combine
the accuracy of metal type with the elastic printing
qualities of rubber. In use they are

Noiseless, and Print Perfectly.

For business purposes they are invaluable. They can be
used in any manner in which the ordinary Rubber Stamps are
now used, except in the very large sizes.

This new type is put up in a variety of styles and sizes to suit
purchasers.

S. T. LONGSTRETH, Manufacturer of
RUBBER PRINTING AND DATING STAMPS,
No. 34, Rua S. Pedro,
Rio de Janeiro.

**C. P. MACKIE & Co., Limited.
PHILADELPHIA, Pa., U. S. A.**

Railroad, Tramway and Engin-
eering Supplies and Materials.

Contracts made for furnishing new lines with Rails, Bridges,
Rolling Stock, Shop Machinery, Telegraph Supplies, etc., at
Manufacturer's Lowest Rates.

Designs and Estimates on application.

REPRESENTING IN BRAZIL

The following manufacturers:

**THE WESTINGHOUSE AIR
BRAKE Co.**
PITTSBURGH, Pa., U. S. A.

**THE WHARTON RAILROAD
SWITCH Co.**
PHILADELPHIA, Pa., U. S. A.

PULLMAN PALACE CAR Co.
NEW YORK, U. S. A.

T. G. BRILL & Co.
PHILADELPHIA, Pa., U. S. A.

HOOKE SMELTING Co.
PHILADELPHIA, Pa., U. S. A.

LEHIGH CAR WHEEL WORKS
CATASAUQUA, Pa., U. S. A.

CULMER SPRING Co.
PITTSBURGH, Pa., U. S. A.

**THE JOHN A. ROEBLING &
SONS Co.**
TRENTON, N. J., U. S. A.

BROOKS LOCOMOTIVE WORKS.
DUNKIRK, N. Y., U. S. A.

W. M. SELLERS & Co.
PHILADELPHIA, Pa., U. S. A.

BLAKE ORE CRUSHER CO.
NEW HAVEN, Conn., U. S. A.

**SECURITY AGAINST FRAUD!
The Monitor
Check Perforating Machine.**

The use of this machine affords an absolute guarantee
against raising or altering the amounts specified on any kind
of commercial paper.

The machine may be seen at this office, where orders will be
received.

**GUARDIAN FIRE AND
LIFE INSURANCE CO.**

The undersigned having been appointed Agents at
Rio de Janeiro, are prepared to issue Policies of
Insurance against Fire on the usual terms.

SMITH & YOELE.
No. 62, Rua 1ª de Março.

**THE LIVERPOOL AND LONDON
AND GLOBE
INSURANCE COMPANY.**

Agents in Rio Janeiro
Phipps Brothers & Co.
16 Rua do Visconde de Inhauma.

TYPOGRAPHIA CENTRAL

EVARISTO RODRIGUES DA COSTA
7 Travessa do Ouvidor 7

This establishment, supplied with excellent material nearly
all imported from the United States, is prepared to print any
work of literature, art, science, religion, etc., etc., however
voluminous it may be. It executes all kinds of printing for
commercial transactions, railways, public departments, com-
panies, banks, associations, bookshops, etc.

Printing Cards,
Bills of Fare, Wedding Invitations,
Circulars, Funeral Announcements,
Art and Color Printing.

Orders from the interior will be accepted whenever accom-
panied by the name of some person in this city as a guarantee.

7 TRAVESSA DO OUVIDOR, 7
RIO DE JANEIRO

CHOICE BOOKS.

CARLYLE'S REMINISCENCES;
UNCLE REMUS' FOLK LORE;
A FOOT'S ERRAND;
etc., etc.

34, Rua Sete de Setembro, 1st floor.

DROGARIA AMERICANA

J. AYRES & Co.

No. 34, Rua de São Pedro.

Importers and introducers of Drugs, Chemicals, Pharmaceuti-
cal products, and American, English and French specialties
of all the different makers.

REVISTA DE ENGENHARIA.

(PORTUGUESE.)

The only Engineering Review published in Brazil.

Devoted to the interests of Brazilian engineers and engineer-
ing enterprises, and to all co-ordinate subjects which aid in the
industrial development of the country.

It will contain a full record of all concessions granted by the
government, and of their administration and condition.

Owing to its large circulation among engineers in all parts of
the empire, it will be found a valuable advertising medium.

Published monthly.

Terms— one year..... 12\$000
six months..... 6 000
each number..... 2 000

Advertising terms furnished on application.

City Telephone Address: No. 112.

Editorial and publication rooms:

No. 79, Rua Sete de Setembro,
Caixa no Correio, No. 721.
Rio de Janeiro.

THE RIO NEWS

Published three times a month for the American and
European mails.

The Rio News was established under its present title
and management on the 1st of April, 1879, succeeding the
British and American Mail. Although the style, title
and frequency of issue were changed at the time of transfer,
the designations of number and volume were continued
unbroken. At the beginning of 1881 the style of the
publication was still further changed by an increase from
four to eight pages, and a diminution in the size of the
page. This change not only largely increased the size of
the publication, but it added greatly to its convenience for
office and reference use.

The policy adopted by THE NEWS at the outset was that
of strict independence and impartiality. The editors had
well-grounded convictions on political and economic ques-
tions, and so they believed that all such questions had a
direct or indirect influence on commercial and financial enter-
prises they decided to discuss them just as far as their
relative importance made it desirable. In this line of policy
THE NEWS has been successful even beyond all expectation.

With the beginning of its ninth volume (January, 1882)
the editors feel themselves warranted in calling attention
to the uniform and general satisfaction with which their
policy and management have thus far been received, and in
advising their patrons that no deviation whatever from
them will be made. THE NEWS will seek to keep its
readers fully and accurately informed on all commercial
questions, and upon all matters of Brazilian news or policy
which may have more or less bearing upon any and all
enterprises and investments. In its discussions it will treat
every question frankly, and for the opinions expressed the
editors will hold themselves personally responsible. In
its news columns it will seek to keep its readers fully in-
formed on all matters and occurrences throughout Brazil.

TERMS:

One year's subscription..... 20\$000
English and American subscriptions..... 6 and \$10

All subscriptions should run with the calendar year.

BUSINESS AND EDITORIAL ROOMS:—
79, Rua Sete de Setembro.

POST-OFFICE ADDRESS:—Caixa no Correio, No 721

CITY TELEPHONE ADDRESS:—No. 112.

Printed at the TYP. CENTRAL, No. 7 Travessa do Ouvidor.