

THE RIO NEWS.

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

Vol. IX.

RIO DE JANEIRO, JANUARY 24TH, 1882

NUMBER 3

OFFICIAL DIRECTORY

AMERICAN LEGATION.—22, Rua do Marquez d'Aurantes
THOMAS A. OSBORN,
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TRAVELER'S DIRECTORY

RAILWAYS.

DOM PEDRO II.—Through Express: Upward, leaves
Rio at 3 a. m.; arriving at Barra (function) at 7:43 a. m., Entre
Rios (central line) 10:13 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 (P. 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-
ranha; Oeste de Minas (S. João d'El-Rey) line at São
Leopoldina line at Porto Novo; Recreio e Areas line at
Sunday; 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 p. m.,
Cachoeira (S. Paulo branch) 5:28 p. m. Downward, leaves Cachoeira 6:48
a. m., Rio Novo 5:59 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 5:00, 6:30,
7:40, 8:40 and 10:22 a. m., and 1:00, 2:15, 3:30, 4:30, 5:50, 7:30,
8:30 and 10:00 p. m. all stopping at Cascadura except the 10
p. m. train, which runs to Sapopemba. Returning, the trains
leave Sapopemba at 3:35 and Cascadura at 3:50, 6:10, 7:40,
8:45, 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.R.—Leaves Niterohy (Santa Anna)
7:30 a. m., arriving at Nova Friburgo 1:05 Cordeiro (1 hour
per trainway 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 Niterohy 4:35 p. m. A ferry
boat runs between Rio and Sant'Anna, connecting with trains.
PETROPOLIS STEAMERS and R.R.—Steamers leave
Trapiche 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.

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Rio de Janeiro, January 24th, 1882.
F. W. JONES,
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THE RIO NEWS

PUBLISHED TRIMONTIALLY

on the eve of departures 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.

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RIO DE JANEIRO, JANUARY 24TH, 1882.

On the 1st of January the aggregate stock of coffee in first hands in European ports was 2,043,000 bags, or over twice the normal export there from Brazil. Much of this coffee has been long held for higher prices, and now represents an enormous loss. On the supposition that the European imports from other countries will remain the same, and on the certainty that these stocks can not be held another year, it is safe to predict a large diminution in Brazilian exports there during the present year. The stocks in American ports on the 1st instant aggregated 360,000 bags. We note in this connection, also, that "fair floating" cargoes have fallen to 9½ to 9¾ cents.

The opening of the General Assembly finally occurred on the 17th instant, with the customary formalities. The speech from the throne was as brief as usual; it was void of any statement of importance, and outlined no policy for the future. Those who expected some recommendation on the subject of emancipation were utterly disappointed; there was not even a hint that the government entertained an intention of the kind. The only statement with regard to the finances was a remarkable one and was to the effect that the last budget law had produced a surplus, with which the credit operations of the nation in behalf of railways and other improvements could be diminished. There are so many urgent questions upon which the government should have clear, well defined opinions, that their absence from the Emperor's speech is deeply to be regretted.

The organization of the two branches of the General Assembly took place on the 18th instant. In the Senate the resignation of Visconde de Jaguary as president was received, and Barão de Cotegepe was elected to fill the vacancy by 36 out of 38 votes. The sessions of the 18th and 19th were devoted to the election of committees. In the Chamber of Deputies the provincial organization under the presidency of Deputy Martinho Campos was continued, after which the business of deciding election returns was resumed. The reports of the ministers, with estimates for the ensuing year, were presented on the afternoon of the 19th. This organization of the two chambers must be considered significant at this time, because it is decidedly antagonistic to all further measures of reform. In the hands of Barão de Cotegepe and Counselor Martinho Campos, there will be no further toleration of abolition, civil reform, tariff revisions, or administrative economy. The record of the first in the Caxias ministry is not yet forgotten, and his career since leaves no hope that he

will pursue any other policy. One of his first acts was to deny the courtesy of the Senate to the editor of the *Gazeta da Tarde* because of his abolition principles and color, when it is well known that he himself is partly of the race he insults. As far as the president of the Senate can do, it is clear that Barão de Cotegepe will exert an influence which will be the very reverse of what this country most needs. As to the organization of the Chamber, it is of value only so far as it outlines the preferences and prejudices of the members. The entrance of Martinho Campos into the ministry and shortly into the Senate, will make necessary the election of another president. From the great lack of ability among the liberal deputies, and their ready acceptance of Martinho Campos' leadership, there is a fair indication that the old-fashioned slaveholding element will rule the country with but very little opposition.

In pursuance of a long-cherished wish Counselor José Antonio Saraiva has at last retired from the ministry, his colleagues going with him. It is well known that the restraints and exactions of office have been unpleasant to him, especially as his health has long been an uncertain factor, and his private affairs have been demanding his personal attention. All things considered, the retirement of Premier Saraiva is a matter for sincere regret, and it will be a long time before his position will be filled with a man equally able and trustworthy. His honesty and sincerity, even in matters where he had clearly erred, were never questioned; in fact, these qualities were so unquestioned that it often became a matter of great difficulty even to criticize. Of his cabinet colleagues we may not say as much, but from the outset they have fairly represented the intelligence and influence of their party. Some of them have disappointed expectation but they have left a record notwithstanding which will give them an enviable rank among Brazilian ministries. As to the successor of Premier Saraiva, who retires with so much general respect and esteem, it is best to say little. Counselor Martinho Campos has long been recognized as the ablest parliamentarian in the Chamber, and has been known as one of the most influential leaders in the liberal party. He is more of a partizan, however, than a statesman, and no broad policy will characterize his brief administration. His colleagues, so far as chosen, are mostly untried men who owe their selection more to a compromise and agreement between the party leaders, than to any proved fitness for their positions. Against the opposition of the conservative minority under the leadership of Deputies Paulino, Ferreira Vianna, Belisario, and Andrade Figueira, they can do nothing, and their official career will therefore be short. As far as is known the new cabinet is composed as follows:

- Deputy Martinho Alvares da Silva Campos, president of the council and minister of finance;
- Deputy Rodolpho Epiphany de Soza Dantas, minister of empire, and *ad interim* minister of justice;
- Deputy Felipe Franco de Sá, minister of foreign affairs;
- Deputy Affonso Augusto Moreira Penna, minister of war, and *ad interim* minister of marine;
- Deputy Manoel Alves de Araujo, minister of agriculture, commerce and public works.

The government has finally decided to make another loan, notwithstanding the "balance" mentioned in the speech from the throne, the flattering increase in receipts, and the increasing expenditures on public improvements. The last loan was realized in 1879 and was for 51,885,000\$. A semi-official announcement now states that there remains a deficit of 6,321,207\$208 from the year 1879-80, treasury bills of 28,944,700\$,

and a running account balance at the Banco do Brazil of 6,553,270\$200, or an aggregate of 41,819,177\$108. This has been met to the extent of 16,000,000\$ by the issue of treasury bills in anticipation of revenue, leaving 25,819,177\$108 to be funded. Then too these treasury bills must be met somehow, as the mania for public improvements will not let the increased revenue touch them. Then, besides, there are the unliquidated accounts of 1880-81 and 1881-82 to be met in which large deficits will unavoidably occur. Furthermore, the budget for 1882-83 estimates a deficit of not less than 31,950,259\$492, according to the *Journal do Commercio*, the greater part of which will be expended in railways. The loan will be for a sum not less than 40,000,000\$, but it has not yet been decided whether to place it at home or abroad.

One of the important proposals made in the report of the minister of agriculture, commerce and public works, is that the government shall set apart 40 per cent. of the annual increase in revenue, or about 2,000,000\$ on the estimated increase of the last fiscal year, as a capital fund for the promotion of railway building through the concession of guarantees. The scheme embraces the construction of ten thousand kilometers, the capital for which shall be guaranteed by the government. It also stipulates the emission of 5 per cent. bonds to represent the percentage of revenue increase set apart for this guarantee fund. In every feature of this proposition, we believe it to be wrong. The government has already authorized guarantees on railway capital investments of 177,862,562\$483, or on 154,306,722\$483 excluding the São Paulo Railway guarantee, representing an interest liability of 10,641,470\$574 per annum. Almost nine-tenths of the capital (100,000,000\$) authorized by the law of 1873 has already been invested. Although these guarantees in some cases prove to be only nominal, and in others partial, they actually represent to-day an annual expenditure of 4,272,800\$540, [according to the minister's official estimates for the coming year. If therefore the lines already constructed, and with the choice of routes throughout the whole empire, are unable to pay interest on their capital investments, is it at all probable that 10,000 kilometers of new lines will be able to pay any interest whatever upon the capital invested in them? Is there even a probability that 75 per cent. of them will be able to pay working expenses? We believe most thoroughly in the railway as a wealth-producing and beneficent agent in our civilization, but our faith is not of that kind which would anticipate good results from an unnecessary or badly-located road. A railway is simply an instrument, and in the hands of an intelligent, progressive people it is of incalculable value. A railway, however, will not make wheat, cotton or coffee grow in the wilderness; it will not make an idle population work; it will not build up furnaces and factories; it will not supply even the intelligent administration upon which it so much depends. There are many things which must go in advance of the railway in order to best utilize it, and these things seem to have been wholly overlooked in this mistaken scheme. There must be population, and industry, and enterprise; there must be products, and markets, and cheap transportation. It should be borne in mind that the money invested in a railway line is not simply invested in its tracks, buildings and rolling stock, but it is practically invested in the industries and enterprise and development of the localities through which it runs. The iron tracks and wheels themselves afford no revenue, but it is the wheat fields or coffee orchards along the line from which the profits must come.

On the occasion of placing 22,371 preferred shares of £20 each on the London market for the construction of six central usines in the province of Pernambuco, the *Times* calls attention to these various enterprises guaranteed by the Brazilian government, and asks for the total amount of capital so far invested under such guarantee. In response to this inquiry the *Journal do Commercio* of the 18th instant gives the following information. The concessions recently granted and which are now known on the London market, are: 7 per cent. upon 13,521,453\$322 for the construction of the "Rio Grande a Bage" railway; 6 per cent. upon 5,600,000 for the construction of eight central usines in Bahia; 6 per cent. upon 1,500,000\$ for the Quissamã central usine; 7 per cent. upon 2,100,000\$ and 6 per cent. upon another 2,100,000\$ for the construction of six central usines in Pernambuco. In addition to these the government has conceded interest guarantees upon the following enterprises not then known in London: 6 per cent. upon 10,000,000\$ for the construction of the "Caequy a Urugayana" railway; 6 per cent. upon 6,000,000\$ for that of the "Quarahim a Itaquy" railway; and a promised 6 per cent. guarantee for the construction of 209½ kilometers of railway in Espirito Santo. This makes a total of 15,621,453\$322 guaranteed at 7 per cent. and 25,200,000\$, plus the undetermined capital of the Espirito Santo railway, guaranteed at 6 per cent. At the present time the government concedes guarantees upon two classes of enterprises, central usines and railways. Of the first the law of November 6, 1875, authorizes the government to guarantee interest on a maximum capital of 30,000,000\$ up to 7 per cent. per annum. Up to the present time barely two-thirds of this capital is guaranteed. There are now in vigor concessions for the establishment of 29 central usines in various parts of the empire, the aggregate guaranteed capital of which is 19,100,000\$. Of this total amount, 9,900,000\$ is guaranteed at 7 per cent., and 9,200,000\$ at 6 per cent. It should be added just here that the minister of agriculture has just asked for an authorization to guarantee an aggregate capital of 20,000,000\$ to be invested in central coffee *engenhos* on the same conditions. With regard to railway guarantees, the following investments are now under the interest guarantee of the general government: 7 per cent. upon 78,055,468\$332 invested in Pernambuco, Bahia, S. Paulo and Rio Grande railways under the authorizations of 1855, 1857 and 1873 (Sept. 10); 6 per cent. upon 10,000,000\$ under the provisions of the last above mentioned authorization; 7 per cent. upon 83,807,104\$151 under the provisions of the acts of September 24, 1873, authorizing guarantees on an aggregate of 100,000,000\$ and 6 per cent. on 6,000,000\$ under the provisions of the same act. This makes a grand total of 177,862,562\$483 now under imperial guarantee. Deducing the 23,555,850\$ of the São Paulo railway (Santos to Jundiaby) upon which the guarantee is now purely nominal, there remains a total capital under guarantee of 154,306,722\$483, upon all of which, except 16,000,000\$, the guarantee is 7 per cent. per annum. The nominal interest liability of the government on these investments, excepting the São Paulo line, is therefore 10,641,470\$574. Adding to this the nominal interest liabilities on the capital already invested in central usines—1,245,000\$ per annum—and there appears a total nominal liability of 11,886,470\$574 per annum under these two general heads. The actual expenditure for these guarantees, however, is much below these liabilities, the estimates for the year 1882-83 calling for

* The official report also says 19,100,000\$, but according to the items it should be 19,200,000\$—an error of 100,000\$.—Ed. News.

4,272,800\$540. Since 1860 the interest guarantees on the two Rio S. Francisco railways of Bahia and Pernambuco have cost the national treasury 25,000,000\$ and 15,000,000\$ respectively. The São Paulo railway cost the government 2,555,339\$, two-thirds of which have been paid back. The other roads have cost the state about 4,000,000\$, making an aggregate outlay of about 44,000,000\$ outside of that paid on the São Paulo line. This gives an average of about 2,000,000\$ per annum since 1860—an average which is now more than doubled by the extension of these guarantees to a greater number of lines. The *Journal* believes that this system of railway guarantees has not been abused, but on the contrary has been administered with a prudence approaching timidity. If however we are to consider the number of enterprises now seeking capital in London, and the number applying for the privilege of doing so, this "prudence approaching timidity" will clearly bear another construction.

THE STATE LOTTERIES.

Those who are interested in the lottery question will find entertaining reading in an imperial decree of the 14th instant, published on the 20th, which specifies the order in which the general lotteries shall be drawn during the present year. The list given specifies seventeen distinct classes, to which sixty drawings are accorded for the year—the 6th and 7th drawings not being specified. The seventeen classes, with the number of drawings realized to the close of 1881 and the number authorized for the present year, are as follows:

	Drawings realized to the close of 1881	Number authorized for 1882
Pedro II asylum and maintenance of insane; decree of 1879.....	9	2 11
Santa Casa de Misericórdia, foundlings, orphans' home, Pedro II college, and S. José seminary; decree of 1821.....	115	3 118
Montepio for government employes; decree of 1864.....	203	13 216
Institute for blind and deaf and dumb children; decree of 1877.....	15	6 21
Sacramento da Candelaria brotherhood of Rio de Janeiro; decree of 1873.....	12	6 18
Works on the house of correction of Rio de Janeiro; decree of 1835.....	89	5 94
Works on the Santa Casa de Misericórdia edifice of Rio; decree of 1877.....	3	1 4
Emancipation fund; law of 1871.....	59	6 65
Misericórdia hospital of Rio; decree of 1839.....	41	1 42
Works on the Pedro II asylum; decree of 1877.....	16	4 20
Sanitary improvement; decree of 1850	91	4 95
N. S. da Batalha brotherhood of Rio; decree of 1871.....	4	1 5
Works on the N. S. da Gloria church of Rio; decree of 1873.....	5	2 7
Works on the S. Christovão church of Rio; decree of 1873.....	5	2 7
Works on the S. João Baptista da Lagha church; decree of 1873.....	5	1 6
Works on the N. S. da Penha church of Pernambuco; decree of 1873.....	9	1 10
Endowment fund of Pedro II asylum; decree of 1856.....	25	1 26
Not specified.....	2	2
Less error.....		1
	706	60 766

It will be seen from this list that these seventeen general lottery enterprises have already afflicted this unfortunate city with 706 drawings, which are to be increased by 60 during the present year. Astonishing as this result is, it is as nothing beside that greater number of provincial, municipal and special lotteries which are constantly in operation. The mania has gone so far that every charitable object, every parish church, many school projects, and many memorial projects such as served for the Ypiranga lottery, are made to serve as excuse and pretext for drawings. Brazil has literally become one huge gambling den—and the church and the state are not only its sponsors, but live upon its spoils.

Much has already been said upon the evil influences of this practice, but we can not see that it has had any effect whatever. The

mania is visibly growing upon the people day by day. The lottery ticket shops are becoming as numerous as the cigar shops, and the streets are sometimes crowded with the men and boys engaged in selling tickets. The money which should be expended for necessities of life, and for the legitimate needs of business, is swallowed up in this evil and unproductive traffic. Crime is increasing through its temptations, and the moral tone of the community is being steadily lowered. It is not a pleasant picture to contemplate, but it is one which no one can gainsay.

ANOTHER SLAVE HORROR.

In a slave-holding country the right of punishing a slave is one of the unwritten laws. No one denies the right of the master to punish his slave any more than his child, and no one would care to interfere even were the punishment carried beyond the bounds of reason and justice. For this reason the great majority of cruelties practiced upon plantations never come to light. It is only when some exceptional case of cruelty becomes known, as in the case of the boy Jeronymo at Pelotas, whose persecutor has never been brought to justice, or that of the girl Monica, whose brutal mistress is still at large, that the popular indignation is aroused and efforts are seemingly made to throw the protection of the law around a helpless, persecuted class. One of these instances of brutality recently occurred in the *sertão* of the province of Parahyba, and is related by a provincial journal, the *Parahyba*, as follows, the story being told by a resident of Souza on December 4th:

On the 26th ult. [November] Dr. Francisco José de Souza, residing on the Livramento plantation in this district, went to the house of Dr. Mariz, then exercising the authority of *juiz de direito*, where also happened to be present Lieut. Col. Joaquim José de Souza, *juiz municipal* in charge, and declared that, having ordered some one hundred and fifty to two hundred lashes to be given on the 24th to his slave, named Miguel, 50 years of age, he [the slave] felt some slight indisposition; he worked as usual, however, on the 23rd and 24th, but on the 25th, being locked up in his sleeping room chained and manacled, because he was a runaway, he drank a great quantity of lye, which he had filtered in the same room, and on the 26th, at 8 in the morning, he died; that the police of his district being little skilled in examination and being able to compromise him, he had come to ask those functionaries to go to the new village of S. João and to proceed to the referred examination, in view of the delegado of the district being absent on service.

The judges did not delay and at 10 o'clock on the following morning they arrived there, finding the population in excitement because of a report that the slave had died in the whipping.

Experts being nominated by the *juiz municipal* and the corpse exposed in presence of over a hundred persons of every persuasion, it was stripped—and a cry of horror went out from every mouth!

The body presented a most horrible aspect: somewhat swollen, the skin was literally burned and separated from the body at the slightest touch, with the exception of the face, head, feet and hands; large black bruises on the right side and ribs, deep wounds in various parts of the body, and great water blisters; this was the anterior appearance; turning the corpse, it was seen with anguish that the whole region between the buttocks and the shoulder blades was one single deep sore, with furrows and cavities more or less deep.

The people broke down the fabric of explanations and hurled reproaches upon Dr. Souza, who was present and seemed the image of consternation, asking that the corpse should be opened for verifying the internal injury done by the lye which Miguel had drunk, as he said.

The people cried that that was not necessary, and that the lashes and baths of boiling water were the cause of his death!

Dr. Mariz restrained the people with gentleness, and the *juiz municipal* ordered the corpse to be opened, an operation which, through a lack of professionals, was done with more or less regularity.

The stomach was intact and also the throat, only the posterior part of the liver, part of the lungs and kidneys were as though bruised; the tongue was intact from the middle to the root but burned at the tip which indicated an attempt to put lye in the mouth of the corpse!

In the parts corresponding to the sides all the tissues were black and suffused. There had been

a great internal hemorrhage, as shown by the abundance of blood which flowed from the mouth and nose of the corpse during the journey of two leagues!

The examination was minute and occasioned horror! It had been an atrocious punishment of the poor slave!

Dr Mariz and the *juiz municipal* returned on the 28th, and the former as soon as he arrived in this city notified Delegado Felinto José Furtado that he should go to Livramento without loss of time, and make the necessary examination into this and other facts with which the public mind was then occupied.

The *delegado* arrived that night and Mariz being then in the exercise of municipal authority, the *juiz de direito* having assumed his charge, left with that official at one o'clock on the morning of 29th for that plantation where they arrived at 6 o'clock with a force under the orders of Lieut. Dantas.

They searched for and examined everything suspected in a case of punishment! There were found various iron manacles, chains, whips, fetters, and an instrument consisting of an iron ring with a tongue on whose extremity was a large bell, which is used for putting on the necks of runaway slaves.

The room in which Miguel died was worse than the dungeon of Tao, the difference being the greater from its being inhabited by two and having two buckets of ashes, two satchels also full of ashes, gourds and other similar things; it exhaled a had insupportable odor arising from clots of blood in various parts, and having a damp soil in an extension of seven *palmas* [8 inches] in length by three and one-half in breadth, with a depth of from three and one-half to five inches. The ground within this extension was insupportably fetid.

The slaves, nine in number, were covered with sores produced by the lash, hot water, hot *catão* and iron!

The slave woman Lucia wore iron shackles, manacles, and the hell instrument; her body was covered with innumerable scars, old and fresh, and deep sores in the back, besides other wounds on the feet, hands and neck; continual fever and not able to take a step because of benumbed legs, there was no fear of escaping!

The *delegado* sought to interrogate two slaves, but, seeing that they were frightened there, he decided to bring them all to this city, and, more at ease, the greatest horrors were developed, as well as three eye witnesses.

Miguel, besides the whipping of the 22nd, to which he would inevitably have succumbed, suffered a greater one on the 24th, applied by his master and, after his becoming wearied, by another slave, the ignorant instrument of the vices of the master. After this scene he went, falling, to his house (he was in the field), and had so great a thirst that he drank his own urine!

To his wounds there were applied salt, onions and tobacco!

What lalsam!

The most horrible of all is that the wife of Dr. Souza is the principal author of all these perversities!

And this is that *humane institution* about which we have heard so much—"the corner-stone of our civilization," according to Belforte Duarte, the indispensable factor of our existence, according to Martin Francisco, and the sacred privilege which Martinho Campos would defend against the abolitionists with revolver in hand! This is the institution which Brazil proposes to nourish until the lingering torture of gradual emancipation shall wear itself out! This is the institution upon which the wealth and development of the country are based!

These are the scenes in which grown men and women take part, and in which children are reared! These are the scenes which make up the daily life of plantation slavery! These are the men who assume the prerogative of flesh-and-blood sovereignty because they deem themselves so constituted and qualified by an all-wise Creator! And these are the poor, degraded, tortured creatures upon whom some benevolent men have bestowed their anxious fears as to their unfitness for freedom! And this is the accursed institution, called Brazilian slavery, which we take pleasure in recommending to some benevolent gentlemen of London, whose great concern once was to keep slaves in bondage to prevent their being injured by freedom!

About such acts as these, there can be but one opinion! They are the legitimate fruit of an institution so bloody, and cruel, and brutal, that eternity will never be able to obliterate its accursed stains! We are glad

to know that the Parahyba authorities arrested this man "Dr." Souza and his wife, and intend to prosecute them for their inhuman cruelties. If these people can be tried, and convicted, and punished, as murderers, nothing more than justice will be done! Anything less will be a confession that the law is powerless or indifferent before such blood-thirsty, inhuman cruelties!

THE SAILOR'S MISSION.

A year has passed since the last Report of this mission was printed and circulated; and the Committee are thankful to say that during these twelve months the work has been steadily going on, and, as they believe, with good results.

Although it is impossible in such a work as this to furnish many statistics, yet some idea of its character may be gathered from the following facts:

A service has been held each Sunday at the mission room, and has been fairly attended by men ashore; besides it has been the custom of the missionary on the Sunday to go around to the boarding-houses and address the inmates personally; frequently, too, at the invitation of captains he has conducted a short service on board ship.

During the week he has visited the English and American shipping in the harbour, both sailing vessels and steamers; and on shore the boarding-houses, the hospitals, the house of detention, etc., and has distributed some thousands of testaments, tracts, and papers, with words of exhortation and advice to all who were disposed to listen to him.

The reading-room has been open daily from morning to night, and has been well supplied with newspapers and other reading matter.

Many cases, in which sea-faring men ashore have applied for relief, have been carefully enquired into by Mr. Curran, and in some instances, where it seemed needful, help has been given either in money or in food and clothing; and many have been thus assisted to obtain employment again.

The missionary is enjoined to give special attention to the sick, whether on board ship or ashore, a most needful work in a climate such as ours.

As a testimony to the indirect good done by the mission it was observed at a late committee meeting, by one in a position to judge, that there has been in the past year a notable decrease in drunkenness and disorderly conduct amongst English-speaking seamen ashore. Such a fact speaks for itself.

Looking then thankfully to the past, and hopefully to the future, your committee feel sure that the interest which the English and American residents of Rio have shown hitherto in the mission will continue—nay, they hope, will increase—and that by their means the mission will become one of the institutions of this important city and port.

Subjoined is a statement of receipts and expenditures for the past year.

RECEIPTS	
Balance at credit 31 Dec. 1881	1,268\$000
Subscriptions and donations.....	3,783\$340
	5,051\$340
PAYMENTS	
Missionary's salary.....	1,375\$000
Rent of mission room.....	495\$000
Boat hire.....	385\$000
Petties.....	120\$000
Balance at credit 31 Dec. 1881	2,676\$340
	5,051\$340

Rio de Janeiro, 31 Dec. 1881.
F. H. HARRISON,
Treasurer.

COMMITTEE FOR 1881
THE RIGHT REV. THE BISHOP OF THE FALKLAND ISLANDS, President.
THE REV. FREDERICK YOUNG, M. A., Secretary.
FRANCIS H. HARRISON, Esq., Treasurer.
E. W. MAY, Esq.
R. NORTON, Esq.
G. BRADLEY, Esq.
O. C. JAMES, Esq.
S. F. QUINBY, Esq.
R. F. WELBY, Esq.

PROVINCIAL NOTES

—The São Paulo provincial assembly was organized on the 17th inst.

—Order has been restored at the Blumenau colony, Santa Catharina.

—The December receipts of the Pelotas *mesa de rendas* amounted to 26,871\$681.

—The Commercial, of Rio Grande do Sul, entered upon its 25th year on the 1st instant.

—Many of the colonists arriving at São Paulo are at once furnished with employment by the planters.

—The December receipts of the provincial *mesa de rendas* of Rio Grande do Sul amounted to 73,577\$599.

—The president of Goyaz has suspended the provincial law imposing a discount of 5 per cent. upon all public salaries.

—The late provincial assembly of Minas Geraes, passed an authorization for the construction of a gasholder in S. João d'El-Rey.

—Ten families of immigrants arrived at São Paulo on the 10th inst. destined for the plantation of Dr. Martinho Prado Junior at Rileirão Preto.

—The December receipts of the Rio Grande custom house amounted to 178,637\$556, and of the provincial *mesa de rendas* 50,135\$593.

—The *Gazeta*, of Amparo, São Paulo, says that out of the 79 burials in that place during the 1st of December and the 10th of January, 54 were children.

—The postage-stamp collector now has an organ. It is published monthly in São Paulo under the title of *O Brazil Philatelia*, the first number of which has already appeared.

—The *Contemporaneo*, of Campos, says that during the last harvest the Quissamã central usine made 5,200 boxes, or 3,900,000 kilos of sugar, resulting in a net product of 350,000\$.

—The Manóas papers announce the arrival of the steam launch *Futuh*, constructed by Escher Wiss & Co. of Zurich, for river navigation between Manóas and the falls of the Rio Branco.

—There is to be a meeting of merchants and planters at Macahé on the 25th inst. to discuss means for procuring direct communication with Europe and the United States.

—The epidemic of small pox at Nazareth, Pernambuco, is reported to be on the increase. There were some 50 cases of it there on the 6th inst., confined largely to the poor classes.

—The contract between the city council of Santos and the City of Santos Improvements Company, Limited, for the supply of that city with water, was signed on the 16th inst.

—On the 1st instant a steamship service was inaugurated between Itapagipe and Plataforma, Bahia, by Mr. Thomas Huntley, to whom a privilege had been granted. Two small steamers are employed.

—The total deposits in the provincial savings bank of Rio Grande do Sul since its organization, May 5th, 1875, to the 31st ult., amounted to 2,499,883\$464, and the withdrawals to 1,656,725\$483.

—An assassination took place at Vjpiranga, near São Paulo, on the evening of the 17th inst., Ricardo Fernandes Procopio being beaten and killed by João Dias. The assassin surrendered himself to the police authorities.

—The *Gazeta*, of Mogy das Cruzes, São Paulo, gives the following vital statistics of that parish for the year 1881: baptisms, males 225, females 264, *ingenhos* 14, *ingenhas* 23, total 526; deaths, males 121, females 36, *ingenhos* 3, *ingenhas* 5, male slaves 5, female slaves 6, total 176; marriages 81.

—The Barão do Pinhal, one of the wealthy planters of S. Paulo, asks the government for 2,400\$ to aid in the expense of introducing colonists to work upon his estates. If the *Journal* were to import printers for its own office, or the Brazil Industrial to import spinners for its cotton factory, would the government help pay the expense?

—Dr. Martinho Prado Junior has introduced a project of law into the S. Paulo provincial assembly providing that slaves accompanying their masters shall be exempt from the registry tax when the said masters have purchased agricultural property in the province and come there to reside, and when proofs are exhibited that the slaves were owned two years previous to the time of entry. It is further provided that such slaves can neither be alienated nor transferred.

—An unworthy disciple of Isak Walton named Rezende met with an accident near Belem on the afternoon of the 10th inst. He had gone out fishing with dynamite bombs with three companions, and unfortunately held the bomb just a little too long. He now bewails the loss of his right hand. We certainly can wish no one an injury of this character, but somehow we can not help thinking that it served him right. There can be but very little sympathy for a man who will employ such means in fishing.

—The *Progresso*, of Tatuhy, São Paulo, says that the planting of cotton this year in that municipality has been very large and promises an abundant harvest.

—According to a recent official report the number of cases of *beriberi* in the province of Bahia is steadily increasing. The removal of the patients to the sea-side has been found to be the best means of cure.

RAILROAD NOTES

—The December receipts of the Barão de Arauama railway were 13,365\$860.

—Work on the road bed of the S. Carlos do Pinhal railway, of São Paulo, is being pushed forward rapidly.

—The December receipts of the Carangola railway were 37,316\$670. The coffee traffic amounted to 1,992,2 tons during the month.

—The total extension of the railways belonging to the state is 1,039.7 kilometers under traffic, and 1,076.7 under construction—a total of 2,116.4 kilometers.

—Decree No. 8,342, of the 17th ult., approves provisionally the regulations and tariffs adopted by the "Natal à Nova Cruz" railway of Rio Grande do Norte. The fare for first class passengers is 42½ reis per kilometer.

—A collision took place on the central line of the Dom Pedro II railway on the 14th inst., between João Ayres and Mantiqueira. Fortunately it resulted in nothing worse than some wounds and bruises to the passengers, and some damage to the trains.

—The "Barra" tramway at Santos carried 191,767 passengers during the last year. The largest number in one month was in December and the next largest was in January, showing the attractiveness of that pretty sea-side resort during the hot season.

—In view of the contract between the province of Bahia and Minas railway for the payment of a subvention of 9,000\$ per kilometer, the president of that province has recently authorized the emission of 185 provincial apolices of 1,000\$ at 97 per cent., to meet the subvention for the first 20 kilometers completed.

—The minister of agriculture has declined to entertain a proposal made by William Lloyd, Thomas S. Begbie and J. Nelson Purdie for the construction of a railway from Curitiba, Paraná, to the province of Mato Grosso, the chief condition being that the government guarantee 7 per cent. per annum upon a capital equivalent to 130,000\$ per kilometer.

—The *Comercio*, of Iguape, São Paulo, of the 1st inst., notes the arrival at that place of a party of civil engineers under the direction of Dr. Euilido Rahe, who are charged with the preliminary survey of another Mato Grosso railway. The proposed line is to start from Iguape, which is to be made a port through some improvements in the river and at the bar, and will pass through Juquia and Faxina on its way westward. The surveys are being made at the cost of a French company.

—The Brazilian legation at Paris remits two proposals for the construction of the "Victoria à Natividade" railway, of Espírito Santo. Evaristo Camargo de Athayde Moncorvo accepts the guarantee of 6 per cent. upon the capital agreed upon and proposes to construct the road within three years from the beginning of work. The "Compagnie Générale des Chemins de Fer Brésiliens" proposes to make the preliminary surveys with Brazilian engineers, leaving the question of cost and guarantee to be settled hereafter.

—By provincial law No. 2853, of October 27th, 1881, the province of Minas authorizes a renewal of the contract for the "S. João d'El-Rey à Oliveira" railway, upon the following bases: a reduction of the guaranteed period to thirty years; an elevation of the guaranteed capital to 4,000,000\$; the interest to be paid in cash, with a pledge by the province for 6 per cent. on all sums not paid at the stipulated time; and the preferred right to construct a branch to Rileirão Vermelho, on the Rio Grande. The directors of the road are now engaged in locating the route between S. João d'El-Rey and Oliveira.

—The number of Brazilian railways guaranteed under the provisions of the legislative act of September 24, 1873, is eleven, whose aggregate capital is 89,807,104\$151, on which the guarantee is 7 per cent. per annum, excepting the "Quaralima Itaquy" line where it is 6 per cent., on 6,000,000\$. Of these lines only one—the São Paulo and Rio de Janeiro—is wholly completed, and one—the "Quaralima Itaquy"—is still under survey. The total extension under traffic is 598.7 kilometers, under construction 1,086.7, under survey 200, total 1,885.4 kilometers. The lines are the "Natal à Nova Cruz," "Condé d'Eu" (Parahyba), "Recife a Limoeiro," "Macéjô à Imperatriz," "Bahia Central," "Campos a Carangola" and branches, "S. Paulo e Rio de Janeiro," "Paranáguá a Curitiba," "D. Theresia Christina," "Rio e Minas," and "Quaralima Itaquy."

—The government declines to allow an item of 100\$ per month for attorney fees in the expense account of the São Paulo Railway Company.

—The minister of agriculture has authorized the directors of the "Bahia ao S. Francisco" railway to make the necessary surveys for a branch from Alagoinhas to Timbó.

—Although the capital of the "Bahia ao S. Francisco" railway, as represented by the shares at par, is only a little over 16,000,000\$, the line has cost the national treasury about 25,000,000\$ since 1860.

—The total extension of Brazilian railways, including all state, guaranteed and private lines, is 3,911.9 kilometers under traffic, and 2,931 kilometers under construction, making a total of 6,842.9 kilometers in all.

—The government has refused to grant the authorization asked by the *Compagnie Générale des Chemins de Fer Brésiliens* for making surveys at its own cost for the prolongation of the Paraná railway to the Rio Paraná, with a branch to Castro, on the basis of the authorization granted for the Alagôas survey between Macéjô and Villa da Imperatriz.

—The total extension of Brazilian railways, guaranteed under laws of 1855, 1857 and Sept. 10, 1873, is 388.3 kilometers under traffic, 280.2 under construction, and one line not yet definitely located. The aggregate of capital guaranteed is 78,055,468\$322, on which the guarantee is 6 per cent. excepting 100,000,000\$ on which it is 9 per cent. The lines are the "Recife ao S. Francisco," "Santos a Jundiá" (S. Paulo R.R.), "Rio Grande a Bagé" (under construction), and "Cacequy a Uruguayana" (under survey).

LOCAL NOTES

—The Emperor conferred four new titles on the 20th inst.

—The *Diário Oficial* has reduced its subscription to 168 per annum.

—"Nacg-Noeg" is the name of place in Bahia. Maine papers will please copy!

—It is reported that the Emperor has chosen Martinho Campos to fill the senatorial vacancy from Minas.

—On the 30th of June last the capital fund of the *monte-pio* of government employees amounted to 5,450,000\$.

—The Emperor has conferred the title of Visconde de Paranáguá upon Counselor João Lustosa da Cunha Paranáguá.

—Francisco Ferreira de Moraes has asked the government for a concession for the manufacture of fabrics from a plant called *gravata*.

—The *Gazeta de Notícias* says that the government has granted 120,000\$ to the Associação Industrial to aid it in making a Brazilian exhibit at Buenos Aires.

—The official tax on animals killed for consumption at the Santa Cruz slaughter house is as follows: beees 2500 each; hogs 400 reis; sheep and goats 200 reis.

—We note with pleasure that Dr. Francisco Leopoldino de Gusmão Lobo, of this city, has been elected a corresponding member of the British and Foreign Anti-Slavery Society.

—We regret to announce the death of Robert James Shalders, Esq., British vice-consul at this capital, which took place at his residence in Rua de Santo Amaro on the 22nd instant.

—The Italian steamer *Colombo*, which arrived in port on the 14th inst., brought 931 immigrants. Of these, 457 left for Santos on the 15th, and 380 for the southern provinces on the 17th.

—We beg to call the attention of the new prime minister to the innumerable errors in the official statistical reports. Would it not be well to make a revision, and publish a sheet *correcta*?

—Imperial decree 8,377, of the 14th inst., specifies the order in which the general lotteries shall be drawn during the present year. There are *sixty* of them—all authorized by general laws.

—Imperial decree 8,350, of the 24th ult., approves the statutes of the *Companhia Fluvial Maranhense* with some slight modifications, and authorizes that company to transact business.

—The minister of agriculture recommends the construction of an exposition edifice, and a national museum on the grounds left vacant by the removal of the public slaughter house.

—We take pleasure in calling attention to the annual report of the Seaman's Mission of this port which is given in another column, and also to the call for a meeting of the Committee on the 26th. The good work which this mission has been able to accomplish under the patient and persevering efforts of its missionary, Francis Curran, Esq., are deserving of the most grateful consideration on the part of the public. There are several highly deserving charities in this city, but none of them are deserving of more praise and generous help than this.

—By a decree of the 31st ult. the government grants permission to Domingos Moutinho, José Rodolpho Monteiro, Robert Normenton and William Burnett for mining petroleum in the valley of the Rio Parahyba, São Paulo.

—The frequently-repeated rumor that the Emperor would recommend some measure at the opening of parliament for facilitating emancipation, proves a delusion. The Emperor does not seem to have had the slightest intention of taking such a step.

—An official order of the 17th inst. dismisses Dr. Hermann Blumenau, Henrique Ave Lallemand, Theodor Kleine and Henrique Sandreezi from their respective offices of director, clerk, assistant, and Protestant pastor of the Blumenau colony, Santa Catharina.

—During the two years 1879-81, the receipts of the *monte-pio* of the government employees amounted to 937,298\$032, and the expenditures to 1,251,174\$975, leaving a deficit of 313,876\$943. This, however, was more than met by the lotteries conceded by the government which produced in all 515,738\$.

—That the printing offices are almost sufficiently protected, is shown by the abandonment of all printed advertising cards and circulars, and all kinds of commercial blanks, etc., in the custom house. The *admits* of customs sales are not unprofitable reading now-a-days.

—Under date of the 31st ult. the minister of finance addressed a circular letter to the presidents of the several provinces, asking for special information upon the present state and character of their industries. The purpose of the inquiry is to determine what industries are in need of protection.

—The customs authorities apprehended a large quantity of contraband goods on the German packet *Vulpisno* on the 15th inst. The capture included ready made clothing, dry goods, watches, revolvers, cigars, umbrellas, etc., and were concealed in the fore part of the vessel. Our German cousins seem to be having bad luck in their late enterprises.

—The illumination of the streets public gardens and squares of this city is effected by 6,253 gas burners, and 1,624 globe-gas lamps. For the year 1880 the cost of the former was 598,617\$639, including the cost of exchange of 101,468\$, and for the first half of 1881, it was 326,001\$332, including 66,518\$363 as the cost of exchange. For the globe-gas service the cost in 1880 was 110,175\$385, and in the first half of 1881 it was 80,530\$021, including an expenditure of 20,230\$ for new lamps.

—With the beginning of the current year several important modifications have been made in our enterprising contemporary, the *Revista de Engenharia*, which are worthy of general and unqualified praise. The *Revista* has been changed from a monthly to a semi-monthly publication, the size of page has been considerably reduced, and an entirely new dress and make up have been adopted. In size and appearance the *Revista* now compares favorably with its engineering contemporaries in Europe and the United States, and in its character as a class periodical it now ranks second to none. The new form of the *Revista* can not fail to meet with that general commendation which its enterprise and sincerity long since earned. It has our best wishes for its success.

A FLOATING EXHIBITION.

The Liverpool correspondent of the New York *Commercial Bulletin* writes as follows concerning a new "drumming" enterprise:

The latest commercial novelty is a "floating commercial exhibition for visiting the principal ports of world in the capacity of manufacturers' agents" which is being promoted by Messrs. Fry & Co., of London. The venture is, as its title implies, for the purpose of bringing merchants into direct contact with customers or possible customers abroad, and to open up business where it is difficult to obtain adequate accommodation for the exhibition of samples. The salient features of the plan as set forth in the prospectus are, "the dispatch of a large steamer, specially adapted for the purpose of a floating commercial exhibition. The steamer suggested for the purpose is of 2,640 tons register, in which arrangements will be made for a large number of sample rooms for the display of any variety of goods, with ample open space for showing large samples, such as agricultural machinery, &c. Spaces for cabins will be let off at certain prices, measuring from 6ft. by 8ft. to 6ft. by 12ft. It will be found that such a space will effectively show most descriptions of manufactures. Those firms who require a larger allotment will be able to have their wants provided for up to almost any extent." The trip, it is proposed, will last a twelvemonth, and the ports to be visited will be those of the Cape, Australasia and the east and west coasts of South America, in the order named.

This, we imagine, is equal to anything projected by the enterprise of business men on the American side of the Atlantic."

THE BUDGET FOR 1882-83.

The budget presented to the General Assembly on the 10th instant estimates the national receipts and expenditures for 1882-83 as follows:

Table with columns for Receipts and Expenditures. Receipts include Imports (65,000,000), Special revenue (1,200,000), and Public Debt Statement (506,250,236,604). Expenditures include Department of empire (9,332,418,533), Public Debt Statement (506,250,236,604), and Aggregate deficit for the twenty years (629,917,620,470).

A COFFEE EXCHANGE.

A coffee exchange is in the process of organization. It will be the first of its kind in the world, and bids fair to be an important addition to the trade of this city.

The intention is to organize an Exchange on the model of the Produce and Cotton exchanges, and to enact uniform rates of commissions and rules prescribing grades for coffee imported.

The object sought is not so much to facilitate speculation, though this is a feature of the enterprise, as to revive and restore the trade of New York.

There has always been more or less speculative trading in New York, and cargoes are now sold to arrive months ahead. This has, also, to a certain extent, been done abroad.

THE final census revision gives the United States a total population of 50,155,783.

THE total amount of coin and currency in the United States on the 1st of November last, according to the comptroller's report, was \$1,455,631,662, as follows: gold coin \$562,508,971, silver coin \$186,037,365, legal tender notes (greenbacks) \$346,681,016, national bank notes \$360,344,250.

THE total number of banks, in the United States, on the 1st October last, organized under the national banking laws, was 2,132. The aggregate capital averages about \$450,000,000, and the deposits about \$800,000,000.

THE original £500,000 given by Mr. George Peabody for the erection of model lodging buildings in London, has now become £870,000 by the accumulations from the rental.

From The Geogr. New York, November 12.

THE COFFEE AND SUGAR-PRODUCING COUNTRIES.

— SPAIN.

The only portion of Europe where cane sugar is still produced is the south of Spain. Production there is not very important, for it does not exceed 10,000 tons annually.

Sicily, in the 14th century, was the first European country where sugar cane plantations were started. Soon after the Moors of Spain introduced the cane in Valencia, Granada and Murcia.

The import of sugar into Spain in 1879 was 33,373 tons, and in 1880 28,474 tons. In 1878 it had been 29,227 tons. It therefore fluctuates between 28,000 and 34,000 tons.

COMPANHIA CANTAREIRA E ESGOTOS.

Meteorological observations taken at Braz, in the city of S. Paulo, during the year 1881

Lat. 23° 35' 58" S. Long. 46° 36' 40" W. (Greenwich) Height of barometer: 2,232 ft. above mean sea level.

ANNUAL SUMMARY.

Maximum pressure at time of observation at 9 a. m., 9 p. m. on 17th and 9 a. m. on 18th August 27.992 inches.

Minimum pressure at time of observation at 9 a. m., 14th November, 27.428 inches.

Maximum pressure at time of observation corrected to 32° Fahr. at mean sea level at 9 p. m., 5th August, 30.446 inches.

Minimum pressure at time of observation corrected to 32° Fahr. at mean sea level at 9 a. m., 14th November, 27.973 inches.

Highest reading of maximum thermometer shade, 19th October, 92.4°.

Lowest reading of minimum thermometer, 25th May, 34.0° F.

Mean reading of Grassimington thermometer, 28th and 29th May, and 28th June, 59.2° Fahr.

Total rainfall for the year 51.94 inches.

Maximum rainfall in one day, 8th January, 2.61 inches.

Rain fell on 138 days.

Fog on the mornings of 86 days and evenings of 11 days.

Dew on the mornings of 82 days and evenings of 104 days.

Thunder and lightning on 31 days.

Thunder heard and lightning not seen on 59 days.

Lightning seen, thunder not heard, on 22 days.

Solar rainbow was observed on 28th January.

Lunar rainbow was observed on 16th March.

Lunar coronas were observed on 13th and 15th March, 9th June, 1st July and 2nd November.

Lunar halos were observed on 10th June, 8th and 9th July.

Comet was observed on 20th May.

Zodiacal light was observed on 24th July.

Moon seen on 29th July.

HENRY B. JOYNER, M.I.C.E., F.R.G.S., & F.M.S., Engineer in chief.

SUMMARIZED OBSERVATIONS. Table with columns for Month, Mean Pressure, Mean of Air Temperature, and Rain Fall. Months listed: January to December.

COMMERCIAL.

January 23rd, 1882.

Par value of the Brazilian mil reis (18000), gold 27 d. do do do in U. S. coin at \$4 84 per 21. stg. 54 45 cents.

Present value of the Brazilian mil reis (paper) 76 1/2 rs. gold. do do do in U. S. coin at \$4.80 per 21. stg. 41 25 cents.

Value of \$100 (84.80 per 21 stg.) in Brazilian currency (paper) 2 4/4.

Value of \$1 sterling 101.462,749 665 11 636.

EXCHANGE.

January 11.—The English Bank and the Banco Commercial adopted today the rate of sid. on London, which is a reduction of 1/4 on that of yesterday; their rates were:

Table with columns for Location and Rate. Locations: London, Paris, Hamburg, New York, Portugal.

The other banks offered no rates. The business done was insignificant at 2 1/2 bank and 2 1/2 private on London and 4 1/2 -4 1/2 private on France. Sovereigns 1 1/2 750 buyers, no sellers.

Jan. 16.—The market opened to-day in the same condition in which it closed on Saturday, but after 12 o'clock it became flat and declining. In the morning business was done at 2 1/2 bank and 2 1/2 private paper on London, and in the afternoon at 2 1/2 bank and 2 1/2 -21 private, at late hours bank paper net being obtainable above 2 1/2. Sovereigns sold at 1 1/2 770 cash.

Jan. 17.—The English Bank and the Banco Commercial affixed to-day the following rates:

Table with columns for Location and Rate. Locations: London, Paris, Hamburg, New York, Portugal.

withdrawing them again after 1 p. m. when they drew at 2 1/2 on London and 2 1/2 75 on Portugal. Private paper on London was negotiated till 1 p. m. at 2 1/2 -20 1/2 and afterwards at 2 1/2. Sovereigns sold at 1 1/2 850 and 1 1/2 900 for Jan. 31, closing for cash 1 1/2 850 sellers, 1 1/2 850 buyers.

Jan. 18.—The Banco Commercial affixed the rates of:

Table with columns for Location and Rate. Locations: London, Paris, Hamburg, New York, Portugal.

the other banks also drawing at 2 1/2. Little business was done at 2 1/2 bank and 2 1/2 private paper on London. Sovereigns sold at 1 1/2 900, 1 1/2 850 and 1 1/2 850 cash, closing buyers at the latter figure.

Jan. 19.—The Banco Commercial maintained its rates of yesterday and the other banks continued drawing at the same, but only a limited amount of business was transacted at 2 1/2 bank and 2 1/2 private paper on London. Sovereigns sold at 1 1/2 860 cash, closing 1 1/2 850 sellers, 1 1/2 830 buyers.

Jan. 21.—The Banco Commercial continued with the rate of 2 1/2 on London which was also adopted by the English Bank; their rates were:

Table with columns for Location and Rate. Locations: London, Paris, Hamburg, New York, Portugal.

The business done was again very limited at 2 1/2 bank and 2 1/2 private paper on London and 4 1/2 private bills on France. The market showed more firmness and at closing hours bank paper on London was obtained at 2 1/2. Sovereigns were offered at 1 1/2 840 with buyers at 1 1/2 790.

Jan. 23.—The market opened to-day with the same rates as on Saturday, viz: 2 1/2 bank and 2 1/2 private bills on London, but there is more firmness apparent.

—The official returns of the actual revenue and expenditure of the Empire of Brazil during the parliamentary year of 1879-1880 show the following results:

Table with columns for Revenue and Expenditure. Revenue: 150,740,162,842. Expenditure: 150,740,162,842.

Showing an increase of 10,353,214 107.

The expenditure, as classified by the various ministerial departments, was as follows:

Table with columns for Department and Amount. Departments: Empire, Justice, Foreign Affairs, Marine, War, Agriculture, Commerce and Public Works, Finance.

Showing a decrease of 21,720,031 017.

To meet the above mentioned deficit of 29,877,076 392 and the further expenditure of 8,825,599 801, viz:

Table with columns for Treasury notes, Advances to province of Rio de Janeiro, Loans to savings banks, Expenses in London, Treasury disposes of the following resources.

but at least one third of the 31,262,587,886 represents unrecoverable or doubtful assets, so that the actual deficit for the year is over 100,000,000.

The following table shows the actual revenue and expenditure of the Empire of Brazil during the last 20 financial years:

Table with columns for Year, Revenue, Expenditure, and Deficit. Years: 1860-61 to 1879-80.

By law of Nov. 6, 1875, the government was authorized to guarantee 7 1/2 on a maximum capital of 30,000,000, but not a real has been expended as yet under this law, and of the guarantee given, sixteen, representing a capital of 10,000,000, were annulled by decree of March 14 last, leaving only the following in force:

Table with columns for Location and Amount. Locations: Para, Rio Grande do Norte, Pernambuco, Serapiua, Bahia, Espirito Santo, Municipio Neutro, Rio de Janeiro, S. Paulo.

being 7 1/2 on 9,900,000 or 693,000 6 1/2 on 9,300,000 or 552,000

total guarantee 1,245,000 000 per annum

DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC WORKS.
COPACABANA.

SEALED PROPOSALS will be received for a period of 60 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, of animal traction, uniting the centre of the city with the beaches of Saudade and Copacabana, in conformity with the outline of the plan existing in the same bureau and under the following conditions:

The line will start from the Rua das Omeiras, corner of Rua do Ovidor, following that street to that of S. José, and thence by way of the streets Ajuda, Exausto da Veiga and Santa Theresa, with a branch between these by way of the Rua do Visconde de Mangueira and Travessa do Mosquito, it will continue through the Rua do Conde de Lages which should be prolonged by cutting a tunnel through to that of D. Luiz, and thence to the rear of the estalagem which is situated on the right side of the Avenida of foreign affairs, and from which, a new street having been opened here, the line will issue into the Praça da Gloria, in the direction of the Rua do Guarani, whence it will be directed to Rua Bella do Príncipe.

Intersecting 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 Pedreira da Cantanheta and through it to that of Carvalho de Sá, through which it will be extended until it crosses Rua do Tronco, from here, through a prolongation of that street it will extend to join the Paysandú line, and, through a prolongation of Rua de Carvalho de Sá, a branch will extend to Rua Pereira da Silva and through it to the hill. From Rua Paysandú it will continue by a street to be opened between it and that of Fielidade, and by Rua de Itaipu to that of Farani, according as the plan indicates, if the definite studies do not accord the preference to the variant also indicated, in the prolongation of Rua do Guanabara, by means of a tunnel through the Morro do Mundo Novo to the Rua Farani.

By a new street to be opened between the Ruas Farani and Olinda, it will be directed to the latter and, traversing it, will extend by that of Assumpção, sending out a branch by the Ruas Bambina and Zafredo.

The Ruas da Assumpção and de D. Mariana having been prolonged until they join, it will extend through these to the Rua de Toldos e Santos, a branch separating here for Rua da Real Grandeza, the line extending by way of Rua do General Polidoro, Rua do Hospício de Pedro II and Rua da Saudade to the Military School.

For reaching the Praia de Copacabana the line should either be prolonged from Rua da Real Grandeza 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, crossing by means of a tunnel, until arriving at Rua de Bernardo de Vasconcelos on the said beach.

The track should be 1.60 m between the interior faces of the rails and can be doubled in all the streets which have not less than 11 meters of 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. The cars should have apparatus for preventing derailments and accidents. The breadth of the cars should not exceed 1.80, or 1.85 including the side steps.

Within the period of three months the enterprise (empresa) should present the plans for the construction 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 desappropriated, on a scale of 1 to 1,000.
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 merchandise storehouses.

No part of the line can run parallel with the rails of the Botanical Garden Rail Road Company, in the streets served by it.

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.

IV

The enterprise binds itself:
1st. To construct the line in accordance with the plans approved by the government;

2nd. To have stations for passengers and freight on Rua do Ovidor, at the end of the Rua de Pereira da Silva, on Ruas de Passagem, da Passagem, da Real Grandeza, on Praças da Saudade, and de Copacabana;

3rd. To pave the part of the streets and roads comprehended between the rails, and also 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 Guarani 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 Omeiras 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 is 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, disappropriated 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 allowance of 50 per cent. from the tariff, for the carrying of troops.

IX
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 disappropriation for the lands and buildings necessary to the construction of the works, in accordance with the regolamento 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 new enterprise shall have prolonged the quays of Praia do Flamengo to the Morro da Viava, and from there skirting the bay of Botafogo to the Morro do Pasadão, in accordance with the outline of the plan. This concession will endure to the end of the privilege of the new enterprise.

X
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.

XI
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 Gavá, 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 Gavá.

XII
The time of the privilege ending, counted 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 domain of the municipality, the enterprise being dissolved without right to indemnification.

XIII
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.

XIV

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.

XV

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

XVI

If among the improvements proposed is comprehended the opening of avenues of 20 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.

XVII

No proposal will be accepted without cognizance of the deposit of 10,000\$, which should be made in the national treasury to guarantee the signing of the contract.

XVIII

The concession will lapse:

- 1st. If the time fixed for the commencement of the works has passed without their 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.

XIX

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.

XX

The government will attach to the enterprise an engineer paid by the state for fiscalizing the works.

XXI

The enterprise will be subject to all the dispositions established by the regolamento approved by Decree No. 1837, of the 26th of December, 1874, for the service of city tramways.

F. de B. e Accioli de Vasconcelos, Acting-Director.
BUREAU OF PUBLIC WORKS.
26th December, 1881.

GOVERNMENT BONDS

Table with columns: EMISSION, CIRCULATION, DENOMINATION, INTEREST, NOMINAL VALUE, QUOTATION. Lists various government bonds such as General Apolices, currency, and National Loan of 1855.

BANKS AND PUBLIC COMPANIES

Large table with columns: CAPITAL, SHARES, PAID UP, NAMES, RESERVE FUND, LAST DIVIDEND. Lists numerous banks and public companies including Banco do Brasil, Banco Commercial do Rio de Janeiro, and various railway and navigation companies.

SHIPPING NOTES.

The Fr. str. Sully, from Havre for Rosario, put into Lisbon on Dec. 27 with machinery out of order.
The Latona, Milburne, from Middlesborough for Imbueta, put into Plymouth on Dec. 19 with captain sick.
The Br. bk. Recovery, of Windsor, Captain Cook, from New Port for Montevideo, cargo coals, put into Queenstown on Dec. 17, through sick weather.
The Gr. bgn. Bertha, of Drake, from Hamburg for Brazil, general cargo, put into Dover on Dec. 21, with mainboom broken and sails split.
The Br. bk. Perles, Brown, from Liverpool for Rosario, put back to Liverpool on Dec. 9 from Holyhead, with cargo shifted, and docked: will have to discharge.
The Perseverance, Lemon, of Bristol, from Cardiff for Caravelas, iron, put into Appledore, on Dec. 9, with crew refractory and refusing to proceed.
The bk. Wavona, Dixon, from Buenos Aires, coals, put into Plymouth on Dec. 19 with loss of sails, hatches stove, and making water.
The Gr. Kewar, of Helsingfors, Interg, from Middlesborough for Santos, cargo coals and iron pipes, was assisted into Ramsgate on Dec. 21, with cargo shifted and leaky.
The Br. bk. Try Again, of Montrose, Captain Clarke, from Memel for Montevideo, cargo deck, put into Dover on Dec. 23, having lost three anchors and chains in Margate Roads.

The bgn. Anton, Jansson, of Grossefeln, from Liverpool for Rio de Janeiro, general cargo, put into Surinaway on Dec. 27, with bulwarks aft washed away, having encountered very heavy weather.
The Br. bk. Ajmer, Glasgow, from Greenock for Rio de Janeiro, coal was driven into Penarth Roads on Dec. 24 with bulwarks, stanchions, etc., carried away, one man killed and another with a leg broken.
The Br. schr. Martha Lloyd, from Marseilles for Rio Grande, general cargo, put into Gibraltar on Dec. 19, having experienced heavy weather on Dec. 3 in the Gulf of Lyons, and had main bulwarks on port side, main hatch and a boat smashed.
The Br. schr. Magnet, Gross, from Hamburg for Pará, general cargo, was assisted into Weymouth harbor on Dec. 20 from Portland Roads by steaming Commodore, with loss of spars, rigging, sails, etc., and master injured.
The Nor. schr. Chance, from London for Pernambuco, which put into Christiansand on Dec. 1 with damage, will not be obliged to discharge. Only 13 casks cement are slightly damaged, the master will take them on to their destination as they would fetch no price at Christiansand.
The Br. bk. Waver Queen, of Londonderry, patent fuel, from Cardiff for Rio de Janeiro, sprung a leak on Dec. 5, thirty miles east of Landy and put into Milford Haven on Dec. 8 making 9 inches water per hour and with about 3 feet water in her hold. She is discharging into lighters. The expenses, it is feared, will be very heavy.

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TABLE OF DEPARTURES, 1882

Date	Steamer	Destination
Jan 24	Elbe.....	Bahia, Pernambuco, Lisbon, Southampton, Havre and London.
Jan 30	Humber.....	Lisbon, Southampton and Antwerp
Feb. 9	Tagus.....	Bahia, Pernambuco, Lisbon, Southampton, Havre and London

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