RIO NEWS.

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RIO DE JANEIRO, JANUARY 24TH, 1882

NUMBER 3

OFFICIAL DIRECTORY

AMERICAN LEGATION,—22, Rua do Marquez d'Aurantes THOMAS A. OSBORN, Minister,

BRITISH LEGATION.— No. 135, A., Larangeiras, EDWIN CORBETT,

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Thursday.

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Traveller's Directory

RAIL WAYS.

RAILWAYS.

**DOM PEDRO II.—Through Express: Upward, leaves Rio at 3a. m.; arriving at Barra (junction) at 7:43 a.m., Entre Rios (central line) 10:11 a.m., Batabacena 3:43 p.m., Porto Novo (branch from Entre Rios) 12 m., Cachocira (S. Paulo branch) 11:45 a.m., Sao Paulo (6 rs. S. P. & Rios R.N.) 6 p.m. Dorourourd I: leaves São Paulo 6 a.m., Barbacecna 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 Desenganor Rio das Flores line at Commercio, Union Mineira line at Sito Leopoldina line at Porto Novo; Rezende e Areas line at Study and S. Paulo and Rio de Janeiro line at Cachocira. Limitod Express: Uprourd, leaves Rio 7:13 a.m.; arriving at Barra 1:26 a.m., Rio Novo (central line) 2:07; Cachocira (S. Paulo branch) 3:28 p.m. Dorourourd, leaves Cachocira 6:38 a.m., Rio Novo 3:29 a.m.; arriving at Barra 1:26 and 1:57 p.m. 16:545 p.m. Stops at all stations. Connects with Santa Cruz branch at Sapopemba, and Macacco branch at Belein. Macat Orativs. Leaves Rio at 3:10 a.m., a 16:10 a.m., rion Entre Rios (estang 6:05 a.m.) at 3:28 p.m. Stops at all stations. Connects with Santa Cruz branch at Sapopemba, and Macacco branch at Belein. Macat Orativs. Leave Rio at 3:10 a.m., from Entre Rios (estang 6:05 a.m.) at 3:28 p.m. Stops at all stations. Connects with Santa Cruz branch at Sapopemba, and Macacco branch at Belein. Macat Orativs. Leave Rio at 3:10 a.m., from Entre Rios (estang 6:05 a.m.) at 3:28 p.m. Suburlant Trains.—Passenger trains leave at 5:00, 6:30.

Entre Ross (feaving 607 a.m.) at 328 p.m. Subarlan Trains.—Plassenger trains leave at 500, 630, 540, 840 and 1622 a.m., and 1500, 715, 330, 4390, 550, 730, 849 and 16000 p.m. all stopping at Cascadure accept the 10 p.m. trainf, which runs to Sapopemba. Returning, the trains serve Sapopemba at 326 and Cascadura at 250, 610, 740, 846, 10, and 1133 a.m., and 210, 320, 439, 539, 7, 839 and

9:40 p m.

CANTAGALLO R. R. — Leaves Nitherohy (Santa Anna) 279 a. m., artsing at Nova Friburgo 1:05 Cordeiro (1 hour per transway from Cantagallo) 4:25 and Macuco 5:45 p. m. Return train leaves Macuco 6:30, Cordeiro 7:50 and Nova Friburgo 1:10.a m., artiving at Nitherohy 4:35 p. m. A fery boat runs between Rio and Sant'Anna, connecting with trains.

DOAT RUN between KO and Sant Anna, connecting with trains, PETROPOLIS STEAMERS and R.R.—Steamers leave Trapiche Mand at σ p m. week days and τ a. m. Sundays and holidays, passengers arriving at Petropolis at $\xi \geqslant 0$ p. m. week days, and τ p. m. Sundays. Returning, difference leaves Petro-polis at 6 a.m., the boat arriving at Rio at $g \geqslant 0$ a.m.

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Tijuca (Whyte's Hotel),

Santa Thereza.

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Rio de Janeiro, January 24th, 1882.

F. W. Jones, Gen'l Supt.

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THE RIO NEWS

PUBLISHED TRIMONTHLY

on the eve of departure of the American packet, the French packet of the 15th., and Riyal 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 tams a summary on twee once
for the arrivals and departures of foreign vessels, the concial report and price current of the market, tables of suck
tutions and sales, a table of neights and charters, and all
or information necessary to a correct judgment on Brazilian

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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 24TH, 1882.

Ox 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 91/2 to 93/4 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 goveinment 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 upor 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 Cotegipe was elected to fill the vacancy by 36 out of 38 votes. The sessions of the 18th and 19th were de-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 Cotegipe 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 year 1879-80, treasury bills of 28,944,700\$, come.

will pursue any other policy. One of his first acts was to deny the courtesy of the Senate to the editor of the Gazela 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 pres ident of the Senate can do, it is clear that Barão de Cotegipe 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.

ly 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 criticise. Of his cabinet colleagues we may not say as much, but from the ouset they have fairly represented the intelligence and influence of their party. Some of them have disappointed expec tation 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, pres

ident of the council and minister of finance; Deputy Rodolpho Epiphanio de Souza Da minister of empire, and *ad interim* minister Deputy Felippe Franco de Sá, minister of foreign

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 semiofficial announcement now states that there remains a deficit of 5,321,207\$208 from the

and a running account balance at the Banco do Brazil of 6,553,270\$200, or an aggregate of 41,819,177\$408. 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\$408 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 31,960,259\$492, according to the Jornal 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, 0005) 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 wealthproducing 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

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. response to this inquiry the Jornal 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 Quissama 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 Pernumbuco. 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 "Cacequy a Uruguayana" 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 2091/2 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. Deducting the 23,555,850\$ of the São Paulo railway (Santos to Jundiahy) 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. Naws.

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\$, twothirds of which have been paid back. 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 Jornal 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 yearthe 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 fores	, .		
	calized	882	otal
Pedro II asylum and maintenance of in-	े		
sane; decree of 1870	9	2	11
Santa Casa de Misericordia, foundlings, orphans' home, Pedro II college, and S. José seminary; decree of 1821	115	3	118
Montepio for government employees; 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 Misericor- dia edifice of Rio; decree of 1877	3	ı	4
Emancipation fund; law of 1871	59	6	65
Misericordia hospital of Rio; decree of 1839	41	ı	42
of 1877	16	4	20
Sanitary improvement; decree of 1850	91	4	95
N. S. da Batalha brotherhood of Rio; decree of 1871	4	ı	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 Lagôa	i	1	6
church; decree of 1873 Works on the N. S. da Penha church of	5	Ċ	Ů
Pernambuco; decree of 1873	9	I	10
Endowment fund of Pedro II asylum; decree of 1856	25	1	26
Not specified	-,	2	2
Less error		. 1	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 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 necessaries of life, and for the legitimate needs of business, is swallowed up in this evil and unproductive traffic. Crime is in creasing 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 ever 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 a 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 com-promise 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 strippedand a cry of horror went out from every mouth!

The body presented a most horrible aspect: some

what 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 se, 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 explanation: and hurled reproaches upon . Dr. Souza, who was present and seemed the image of consternation, ask-ing that the corpse should be opened for verifying the internal injury done by the lye which Miguel

the internal may done by the Tye winth English 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!

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 hor-It had been an atrocious punishment of the

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 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 juic 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 sus pected in a case of punishment! 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 Taco, the difference being the greater from its being inhabited by two and having two baskets of ashes, two satchels also full of ashes. gourds and other similar things; it exhaled a bad insupportable odor arising from clots of blood in various parts, and having a damp soil in an extension of seven palmos [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 sears produced by the lash, hot water, hot caldo and irons!

The slave woman Lucia wore iron shackles, manacles, and the bell 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

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, sufferwhich he would inevitably have succumbed, saint-ed 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

What balsam!

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 indispensible factor of our existence, according to Martim 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 dev elopment 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! Any thing less will be a confession that the law is powerless or indifferent before such blood Anvthirsty, 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

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

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 udge, that there has been in the past year Ja 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 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

Salance at credit 31 Dec. 1881 ubscriptions and donations	1,268\$000 3,783\$340
PAYMENTS	5,051\$340
Iissionary's salary	1,375\$000
Rent of mission room	495\$000 385\$000
Petties	120\$000
Anniec in cream 31 Dec. 1001	-,0,0,0,0

Rio de Janeiro, 31 Dec. 1881. F. H. Harrison

Treasurer,
COMMITTEE FOR 1881
THE REGIT REV. THE BISHOP OF THE FALKLAND
ISLANDS, President.
THE REV. FERDERICK 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. QUTINN, ESQ.
R. F. WELBY, ESQ.

PROVINCIAL NOTES

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

ized on the 17th inst.
 —Order has been restored at the Blumenau colony, Santa Catharina.

—The December receipts of the Pelotas mesa do 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 gasometer in S. João d'El-Rey.

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

—The December receipts of the Rio Grande custom house amounted to 178,637\$556, and of the provincial meza de rendas 50,135\$563.

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

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

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

--The Manáos papers announce the arrival of the steam launch Judith, constructed by Escher Wiss & Co. of Zurich, for river navigation between Manáos 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\$-

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

—The Gazata, of Mogy das Cruzes, São Paulo, gives the following vital statistics of that parish for the year 1881: haptisms, males 225, females 264, ingenuor 14, ingenuor 23, total 526; deaths, males 121, females 36, ingenuos 3, ingenuos 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 \(\frac{\tau}{\text{or}} \) normal 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 \(\frac{\text{or}}{\text{or}} \) mutility. Martinho Prado Junior has introduced a

—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 Isaak 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 injucy 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

—According to a recent official report the number of cases of beri-beri 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 Araruama railway were 13,365\$\$60.

—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 1,992.3 tons during the month. —The total extension of the railways belonging

—The total extension of the railways occording 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 tarifts adopted by the "Natal å 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 "Parra" transway at Santos carried 191,767 passengers during the last year. The largest number in one mouth 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 Babia and the 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 Curityha, Paraná, to the province of Matto Grosso, the chief condition being that the government guarantee 7 per cent. per annum upon a capital equivalent to 130,0008 per kilometer.

—The Commercia, 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. Emilio Rahe, who are charged with the preliminary survey of another Matto 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 Juquiá 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 & Natividade" railway, of Espirito 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 "Compagnic Générale des Chemins de Fer Bré-illens" 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 1881, the contract for the "S. João d'El-Rey á Oliveira" railway, upon the following bases: a reduction of the guaranteed capital to 4,000,000\$\frac{2}{2}\$; the interest to be pad 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 Ribeirão 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 "Quarahim a 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 "Quarahim a 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 a Nova Cruz," "Conde d'Eu" (Parahyba), "Recife a Limoeiro," "Macsjó a 'Imperatriz," "Bahia Central," "Campos a Carangola' and branches, "S. Paulo e Rio de Janeiro," "Parnaguá a Curityha," "D. Thereza Christina," "Rio e Minas," and "Quarahim a 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 "Baha 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 Alagdos survey between Macció and Villa da Imperatriz.

—The total extension of Brazilian railways, guaranteed under laws of 1855, 1857 and Sept. 10, 1873, is 38.3 kilometers under traffic, 280.2 under construction, and one line not yet definitely located. The aggregate of capital guarantee is 78.055.46854, 322, on which the guarantee is 6 per cent. excepting 10,000,000 on which it is 9 per cent. The lines are the "Recife ao S. Francisco," "Santos a Jundialy" (S. Paulo R.R.), "Rio Grande a Bagé" (under construction), and "Caccequy a Uruguayana" (under survey).

LOCAL NOTES

-The Emperor conferred four new titles on the

—The Diario Official has reduced its subscription to 16\$ 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 Paranaguá upon Counselor João Lustosa da Cunha Paranaguá.

—Francisco Ferreira de Moraes has asked the government for a concession for the manufacture of fabrics from a plant called <code>graviti</code>.

—The Gazeta de Noticias 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: beeves 2\$000 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. \odot_J these, 457 left for Santos on the 15th, and 38o 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 of *cirata?*

—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 8350, 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 powhich 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 Normanton and Willam Burnett for mining petroleum in the valley of the Kio 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 Lallenau, Theodoro Kleine and Henrique Sandreczki 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 937,2985032, and the expenditures to 1,251,-1748975, leaving a deficit of 313,8708943. This, however, was more than met by the lotteries conceded by the government which produced in all 515-7388.

—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 aditath of customs sales are not unprofitable reading now-a-days.

—Under date of the 31st ult, the minister of finnance addressed a circular letter to the presidents o 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. *Informino* on the 15th inst. The capture included ready made clothing, dry goods, watches, revolvers, cigars, unbrellas, 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 0.255 gas burners, and 1,624 globe-gas lamps. For the year 1880 the cost of the former was 598,617,8639, including the cost of exchange of 101,408\$, and for the first half of 1881, it was 326,001\$392, 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 Fevista de Engenharia, which are worthy of general and unqualified praise. The Kerista 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 Kevista now compares tavorably 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 fall 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 wenture 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 of the exhibition of samples. The salient leatures 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 oft an certain prices, measuring from 6ft, by 8ft, to 6ft, by 1zft. 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 proposel, will last a twelvemonth, and the ports to evisited will be those of the Cape, Australasia and the east and west coasts of South America, in the

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 or the 19th instant estimates the national receipts and expenditures for 1882-83 as follows:

RECEIPTS:

Imports	65,000,000\$ 1,850,000\$ 320,000\$ 18,041,200\$ 36,228,500\$
Extraordinary	1,443.300\$
Special revenue	123,283,000\$*
Authorization to emit treas- ury bills to amount of	16,000,000\$

Authorization for a 5 % loan.

	EXPENDITURES	
Department of	of empire	9,332,418\$53
do	justice	6,767,000\$89
do	foreign affairs	919,906\$66
do	marine	10,695,296\$24
do	war	14,436,076\$39
do	agriculture	23,238,506555
do	finance	61,944,923\$45

	127,334,118\$733
Supplementary and exteredits, specified	9,540,781\$309
do unspecified Special credits, specified do do unspecifie	27,909,110\$759

rent deficit.....

Apparent denotering the second
PUBLIC DEBT STATEMENT:
for September 30, 1881.
Foreign debt, at par 144,057,777\$77
6 percent general anolices 337,513,100\$00

Foreign dent, at par	1441-371717171
Internal debt :	
6 per cent. general apolices	337,513,100\$000
do loan 1868	23,588,000,000
41/2 do do 1879	47,630,500,000
Private and old loans	843,542\$000
Paper currency	188.155.455.5000
Treasury bills,	28,944,700\$000
Net deposits, including emanci-	

pation fund...... 35,517,161\$213 806,240,2365064*

A COFFEE EXCHANGE.

A coffee exchange is in the process of organiza-tion. 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. Articles of incorporation have been drawn up and signed by a majority of the brokers and some of the jobbers and importers. As process and some of the joiners and importers. As soon as the signatures of the others are secured the organization will be proceeded with. There is no opposition to the enterprise, and the idea appears to he well received throughout the trade.

The intention is to organize an Eschange on the model of the Produce and Cotton exchanges, and to enact uniform rates of commissions and rules preseribing grades for coffee imported. Samples of coffee will be exhibited by all the jobbers; "calls" will be instituted, and coffee sold for future delivery, the

same as cotton and grain.

The object sought is not so much to facilitate speculation, though this is a feature of the enter-York. Western cities are now importing direct and often undersell New York. Rio de Janeiro, by its cable communication, thoroughly understands our market; and her merchants instead of selling to our importers, are consigning goods to this market and disposing of them through agents. Then, auction sales have been instituted, which the brokers claim will drive them out of the business. Altogether, the trade is said to be in an extremely unsatisfactory condition, and is rapidly decreasing. The exchange will, it is believed, harmonize all interests and furnish a powerful inducement to outside buyers to purchase in New York,

There has always been more or less speculative There has aways been hore or ress 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 Exchange will facilitate future trading as well as increase cash transactions. The coffee trade is very largo. About \$80,000,000 worth of coffee is imported annually. New York Commercial Bulletin, November 30, '81.

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 \$1,455,631,602, as follows: gold coin \$562,568,971, 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 \$500,000,000. In the 18 years since the system was adopted the losses to creditors have been only \$6,240,000, or about \$346,000 per

The original £500,000 given by Mr. George Peabody for the erection of model lodging buildings in London, has now become £850,000 by the accumulations from the rental. The entire expenses of management of the trust costs less than £800 per annum. The deaths in the Peabody buildings, calculated upon 16 years' experience, have been at the rate of only 16 7-10 per 1,000 per annum, while the general death rate for the metropolis during the same period has been 23 4-10. The death rate in crowded districts surrounding the buildings may be taken at 30 or 40 to the 1,000.

From The Green, New York, November 12.

THE COFFEE AND SUGAR-PRODUCING COUNTRIES.

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, but its existence has had considerable bearing till now on the trade of Cuba, Porto Rico and the Philippine Islands with the mother country in this staple. This industry required, or at least insisted upon, protection, and the colonial sugar was accordingly saddled with a rather heavy import duty. Only quite recently. the colonial sigar was accordingly saddled with a rather heavy import duty. Only quite recently, since Cuba and Borto Rico have been declared prov-inces and have their deputies in the Cortes, has there been an abatement in this respect. The sugar trade between Spain and her colonies is henceforward likely to become much more important than it has been hitherto. Consumption under a moderate duty will increase in the pentnsula, the more so as Spain is prospering once more, and will continue to do so, probably, if internal and external peace be preserved. Whether cane cultivation can thrive there without a protective duty, is doubtful; perhaps it may, as labor is abundant and cheap.

Sicily, in the 14th century, was the first European country where sugar cane plantations were started. Soon after the Moors of Spain introduced the gape in Valencia, Granada and Murcia. Thence the gape in Valencia, Granada and Murcia. Thence it extended to Partingal, and finally, early in the 15th century, it was cultivated in the island of Ma, nera and the Canary Islands. From Gomera, one of the latter, Columbus took it to the West India islands in 1493. It began to thrive in St. Domingo as early as 1506. That ever since it was first taken to Valencia, it should have persevered in the south of Spain, is certainly a remarkable fact, the mgravos in that operatily div country in the summer time. as in that generally dry country in the summer time it requires a good deal of irrigation.

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. Assuming the present average to be 31,000 tons, and adding thereto 10,000 tons of native sugar, we have a total of about $40_1\,900$ tons consumed by 16,500,000 people, or 5½ pounds per capita of the population, while the 50, 000,000 inhabitants in our country import 800,000 tons, and with 120,000 tons Louisiana and maple sugar actually absorb some 920,000 tons, or 41¼ pounds per head. In other words, we consume about eight times as much sugar as the Spaniards do; yet as a general thing Southern countries con sume more sugar than Northern ones. But in the case of the United States, the large sugar consump-tion—the same as in England—is due in the first place to general prosperity, and in the second place to habit and a cortain amount of waste.

COMPANHIA CANTAREIRA E ESGOTOS.

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

Lat. 23° 32° 68″ S. Long. 46° 36′ 46″ W. (Greenwich.) Height of barometer: 2,393 ft. above mean sea level. Do of rain gauge: 2,378.5 ft. do do,

ANNUAL SUMMARY.

Maximum pressure at time of observation at 9 a.m., 9 p m. on 12th 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.

ember, 27,438 inches.

Jaximum pressure at time of observation corrected to 320

Fahr, atmen sea level at 9 µ m, 5th August, 30,446 inches,

Jimimum pressure at time of observation corrected to 320

Fahr, at mean sea level at 9 a m., 14th November,
29,673 inches.

29.073 inches. Highest reading of maximum of thermometer in shade, 19th Oc-tober, 92.4°. Lowest reading of minimum thermometer, 28th May, 34.0°. F. Lowest reading of Grass regininum thermometer, 28th and 29th May, 2nd 28th June, 29.0°. Fahr.

Lowest reading of Grass summing thermometer, 28th and 29th Mays, and 29th Jupin, 25,0° Finches. Mays indicable for the year 31.04 inches. Rain fell on 13t days. Fog on the monings of 8t days and evenings of 11 days. Dew on the mornings of 8t days and evenings of 11 days. Dew on the mornings of 8t days and evenings of 10 days. Thunder and lightning on 3 t days. Thunder hered and lightning not seen on 19 days. Thunder hered and lightning not seen on 19 days. Thunder hered and lightning not seen on 19 days. Solar raishow was observed on 15th March, Lumar comman was observed on 15th March, Lumar comman was observed on 15th March, Lumar comman were observed on 15th June, 15th July and 37th November. Lumar halos were observed on 15th June, 15th July Zodiacal light was observed on 15th July. Zodiacal light was observed on 15th July. Mock suns were observed on 15th July.

HENRY II, JOYNER,

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

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SUMMARIZED OBSERVATIONS.

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COMMERCIAL

Total

Max

#\$4#34#34#35

Total

Par value of the Brazilian mil reis (1\$000), gold 97 d.
do do do do in U. S.

coin at \$\frac{1}{2}\text{ per 2}\text{.} . wg.
\$\frac{1}{2}\text{ sig. in Hurilian gold.} . . \$\frac{1}{2}\text{ sig. in Hurilian gold.} . \$\frac{1}{2}\text{ sig. in H

EXCHANGE.

January 14.—The English Bank and the Banco Commercial adopted to-day the rate of 21d. on London, which is a reduction of 3/d. on that of yesterday; their rates were:

tion of 54d, on that of yesterday; their rates were:

London 2rd 90 djs
Paris 453 and 454 ,
Hamburg 59 3 djs
New York 584,00-3 djs
Portugal 544,00-55%
The other bank affixed in orace. The business done wa's insignificant at 21 bank and 21½ private on London and 48 -450 private on France. Sovereigns 118750 buyers, no sellers.

Jan. 16.—The market opened to-day in the same condition in an. 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 21 bank and 215 private paper on London, and in the afternoon at 205 lank and 205—21 private, at late hours bank paper not being obtainable above 203. Sovereigns sold at 11870 cash.

Jan. 17 -The English Bank and the Banco Commercial affix-

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

20 y on London

20 y on London

20 y on Hamburg

25 440 on New York

250 % on Portugal

withdrawing them again after 1 p m. when they drew at 20 % on London and 258 % on Portugal. Private paper on London was negotiated till 1 p m. at 20 %—20 × 5156 and after a wards at 20%. Sovereigns sold at 113850 and 113900 for Jan. 31, closing for cash 11390 sellers, 113860 kuyers, an 18—The Banco Commercial affixed the rates of

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

the other banks also drawing at 20% Little business was done at 20% bank and 20% private paper on London. Sovereigns sold at 11\$500, 11\$800 and 11\$880 cash, closing buyers at the latter figure.

Jan. 19.—The Banco Commercial maintained its rates of yes-terday and the other banks continued drawing at the same, but only a limited amount of business was transacted at 20% bank and 20% private paper on London. Sovereigns sold at 113860 cash, closing 11 850 sellers, 11 830 buyers.

Jan. 21.—The Banco Commercial continued with the rate of 20% on London which was also adopted by the English Bank:

an. 23—The market opened to-day with the same rates as on Saturday, viz: 20% bank and 20% private bills on London, but there is more firmness apparent.

Excess of Expenditure over Revenue. The revenue was derived from the following

The revenue was derived from the following sources:

Imports. 64,756,689 212

Despacho maritimo 24,7465 144

Exports 18,542,794 779

Interior 33,985,557 398

Extraordinary 1,720,709 515

Engavaguetion fund 1,121,166 666

120,368,684 050 against in 1878-79..... 110,014,969 923

| Special Response | 10.333,114 | 177 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 178 | 17

against in 1878-1879.....

showing a decrease of.... 21,720,932 017

Advanced to province of Rio de Janeiro for payment of interest to Carangola R. R. States to savings banks... 52,842 801

but at least one third of the 31,262,887\$886 represents un-recoverable or doubtful assets, so that the actual deficit for the year is over 16,000,000\$\$\cdot\$\$\cdot\$\$\$00.

1804-65 5,6095,938 638 83,346,138 893 26,330,730 265 1805-67 64,778,843 993 120,850,739 623 56,332,65 36 1805-67 64,778,843 993 120,850,739 623 56,112,955 100 1807-68 71,909,797 41 1808-68 87,549,734 234 150,864,732 81 66 63,332,65 903 1850-71 09,858,578 661 100,074,939 765 4,185,014 905 187-72 109,850,579 671 100,074,939 765 4,185,014 905 187-72 109,185,059 273 114,574,129 263 12,441,745 905 187-73 109,185,059 273 114,574,129 263 12,441,745 905 187-75 190,437,049 671 121,441,338 428 20,011,733 788 187-75 190,435,039 903 124,441,745 390 1875-75 190,435,039 903 120,441,745 390 1875-75 190,435,039 903 120,441,745 390 1875-79 107,328,339 973 149,345,637 138,666,137 371 1877-78 107,328,339 973 149,345,637 138,666,137 371 1879-78 107,328,339 973 149,345,637 138,666,137 138,666,137 138,666,137 138,666,137 138,666,137 138,666,137 138,666,137 138

owing figures:

Sugar Factories

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

| Nert |

total guarantee 1,245,000\$ per annum

Aggregate deficits for the twenty years 1860-61 to 1879 85..... 629,917,620\$470

^{*}These totals and items are taken from the Diario Official ad Jornal do Commercio. We can not account for the errors computation.—Ed. News.

(There is an error of 100,000\$000 in one of the above guarantees for the correct total would give 19,000,000\$000 instead of 19,100,000\$000. We have referred to the official report just presented by the minister of agriculture to the chambers, but, strange to say, this official document contains the same error.—Ed. News.)

ans the same eror.—Ed. News.)
From this responsibility, however, there might be deduct is purely moninal, that of θ^* on the capital of 1,500,000 guaranteed to the Quissamā factory, amounting to 90,000 eaving the government with an annual responsibility 1,155,000\$.

Allarana	
These are guaranteed as follows:	
By laws of Sept. 12, 1855, Aug. 26, 1857 and Sept. 10, 1873, 7% on	78.055,468\$332
By law of Sept. 10, 1873, 6% on the provisional capital of	10 000 000 000
By law of Sept. 24, 1873, 7"lo on	10 000 000 000 83 807 104 151 6 000 000 000
	177 862 572 483
Or deducting the guarantee to the Santos a Jundiahy R. R., which has become no-	23 555 850 000
minal	23 555 850 000
total	154 306 722 483

being 7° lc on 138,306,722\$483 or 9,681,470\$574
6° lc on 16 000 000 000 or 960 000 000 10 641 470 574 per annun

This responsibility is, however far from becoming effective in its integrity, for in the first place there are at present in traffic only ofto k, 699 meters on account of the total guaranteed extension of 2.553 k, 891 m, and then some of the roads are sure to produce, and others are already producing considerable balances. To the latter entegory belong the Recife a S. Fennelicio R. R. , which in only one year since its inauguration failed to produce a balance, and the S. Pundo e Rio de Jonativa and Campba a Carangodir reads.

The Times wishes to know how much Brazil has paid under this head. The guarantee of the Balain road has cost the state 25,000,000\$ and that of the Pernamituco road 15,000,000\$ and the Santon a Jundishy the state paid 2,555,339\$, two thirds of which have been refunded. The payments made to the Campos e Carangola, S. Paulo e Rio de Jaueiro, and to other roads recently organized, do not exceed 4,000,000\$. In round figures, therefore, the expenditure of Brazil in guarantee of interest in 22 years may be estimated at 44,000,000\$000 or 2,000,000\$ per annum.

SALES OF STOCKS AND SHARES.

January 13.	
48 Six percent apolices	1,070 000
3 do of 500	1,055 000
100 Banco do Commercio 2nd serie	222 000
30 do 1st serie	220 000
48 do do	234 000
20 Banco Predial	151 000
to Brazil Industrial	225 000
50 do	230 000
49 Carris Villa Isabel	245 000
Previdente Insurance	19 000
77 Macahé e Campos R.R.	255 000
50 Sorocabana R.R	117 000
83 Docas D. Pedro 11	171 000
16 Banco Predial hyp. n.,	801/4 %
150 do [outs.s.]	821/2 %
January 14.	
	1,070 000
77 Six per cent apolices	1,070 000
Provincial apolices of	101 %
5 Banco do Brazil	298 000
20 Banco do Commercio (outs. sale)	230 000
100 Brazil Industrial	235 000
	117 900
60 Petropolis R.R, with div	180 000
95 Leopoldina debentures (outs. sale)	200 000
30 Macahé e Campos debentures (outs. sale)	95 %
80 Integridade Insurance	70 000
8 Alliança Insurance (outs. sale)	28 000
100 Pocas D. Pedro II do	180 000
200 Banco Predial hyp. notes	82 º/•
January 16.	
50 Banco Industrial	234 000
50 Banco do Commercio 2nd serie [outs. s.]	96 000
100 Docas D. Pedro II for Jan 19	180 000
100 do for lan 31	184 000
3 Argos Fluminense Insurance	525 000
4 do	530 000
50 Alliança Insurance	29 000
50 Integridade Insurance	72 000 72 000
do (outs. sale)	198 000
	200 000
	238 000
25 Leopoldina R. R	113 000
17 do	112 000
100 Macahé e Campos RR	255 000
170 Macahé e Campos debentures ex div	94 70
Macahé e Campos debentures (outs.sale).	95 %
102 Banco do Brazil hypoth. notes (16c.)	901/2 %
8 do (7c.)	
35 Banco Predial hypth. notes	
그 그리 그래요 살아왔다면 화가 보다 있었다면 되었는데 그리고 살아왔다.	, , ,
January 17.	
8 National Loan of 1868	1,300 000
24 Banco do Commercio	222 000
do outs, sale	. 272 000
50 Previdente Insurance	235 000
27 Carangola R.R (outs. sale)	198 000
200 Carris Villa Isabel	245 000
200 Docas D. Pedro II for Jan 31	184 100
50 Banco Predial hypoth. notes	82 %
January 18.	
Six per cent apolices	1,065 000
to do	1,066 000
5.000\$ Provincial apolices	102 0 10
168 do of 200\$	103 010
6 Banco Industrial	235 000

50	Docas D. Pedro 11	184 000
50	do	185 000
140	do till Jan. 31 buyer option.	185 000
50	do (outs. sale)	186 000
10	Carris Villa Isabel	245 000
100	Banco Predial hyp, notes of Dce. 1	82 %
J	anuary 19.	
54	Six per cent apolices	1,066 000
25	Provincial apolices of 200\$	103 %
250	Banco do Brazil, till March 15	305 000
20	Banco do Commercio	220 000
25	Banco Commercial	235 000
100	Integridade Insurance	72 000
50	Sorocabana R. R	115 000
150	Sorocabana R.R. for Feb. 15 to March 31	118 500
50	Docas D. Pedro II, till Jan. 31	185 000
535	Banco do Brazil hypoth. notes (6c)	941/2 %
	January 21.	
5	National Loan 1868	1,300 000
13	Banco do Brazil	295 000
20	do	294 000
80	Banco Commercial	235 000
30	Banco Industrial	240 000
50	Alliança Insurance	29 000
5	Alto Muriahé RR	60 000
15	Sorocabana R.R., from Feb. 15 to M'h 31	119 000
30		118 000
	WARKET REPORT.	
	Rio de Janeiro, Jan. 23	rd, 1882.

Coffer—In view of the Very unfavorable advices from con-nuning centres and the large stocks accumulated in Europe, currency prices here have receded 150—200 reis per 10 kilos since our last report on the 14th instant, and, as exchange has also declined considerably, the sterling cost of Goffee to-day shows a reduction of 21 to 218 per cwt. compared with that on the 14th.

ccrease in the cost has promoted sales to the extent of gs since that date, the greater part of which is for the

**Institute of the process of the pr

settled.

And in view of that certainty and the poor prospects of an early improvement in the over-leaded European ports our market closes very quiet at the quotations which we give below though they, as far as the lower grades are concerned, do not, in many cases, cover the cost of transport to and expenses

in Ric	0.		
The	e cl	earances have been:	
Un	itea	States:	bags
Ian.	14	New York Blg str Hipparchus	24,991
	16	New Orleans Br bgn Shepherdess	4 777
	17	Baltimore Am bk Gantaliel	11 779
	17	do Am lug Spotless	8 000
Eu	rop		
Jan.	14	Bordeaux, Lisbon Fr str Orénoque	739
	18	Antwerp, Copenhagen Gr str Berlin	1 900
	10	Hamburg Gr str Rio	2 330
	10	London, Liverpool, Antwerp Blg str Tycho B.	6 122
El	sezu	here:	
Jan.	10	Valparaiso Br str Valparaiso	546
Re	ceip	ots since our last report have averaged 8,208 ba	igs per
day a	and	the daily average since the 1st inst, is now 7,	915 bs,
e de la	ag	ainst 10,206 bags same per in Jan. 1881	
		,, 4.721 ,, ,, 1880	
		,, 6,271 ,, ,, 1879	

,, 6,348 ,,			1877	
quote, per 10 kilos:				
Washed		nominal		
Superior	4	350 - 4	550	
Good first	4	000 - 4	100	
Regular first	3	600 - 3	750	
Ordinary first .	3	250 3	400	
Good second	2	800 3	000	
Ordinary secon	d 2	200 2	400	
on this basis cargoes may	be quot	ed:		
P	10 kilos	per cwt	per lb.	
e United States	4,550=	467	9.98	cts
۱ "	4,100=	427	9.10	,,
to good ,,	3,900=	49/3	8.72	,,

air "	3,800	39/4	8.51	.,
Good Channel	3,500=	36,18	7.93	,,
air "	3,300=	34/11	7-54	,,
.ow ,,	2,700==	29/7	6.37	.,
f. o. b. ex freight and com-	mission, ex	change 2018	in ste	rling
and the American world				

We

Flour—The arrivals since our last report consist of 125 hags per Tholas from River Plate 10,700 half bags per Victoria from Chiling Syro barrels per Day Site from Richmond 4,375 ... All thom do. All though the service of the servic

date have been about 15,000 barrels and stock in first hands to-day amounts to about 43,000 barrels

note:		
•	Trieste	22\$500-23\$000
	Gallego	22 500-23 000
	Haxall	22 500-23 000
	Dunlop	22 500 -23 000
	O'Dance	21 500-22 000
	Mc Cance	21 500-22 000
	Baltimore	21 500-22 500
	St. Louis	21 000-21 500
	River Plate	19 500-20 500
	Chili	17 000-17 500

Market firm

Market firm. —There have been no further arrivals and the larket remains firm at 43500—445000 per dozen. White Pine.—No arrivals but market fully supplied. We quote nominally too reis per foot. Sprince Pine.—No arrivals. There is a fair demand and 385-

Sprice 17in.—No arrivals. I neer is a fair demand and 188-oo per dozen would be paid for a good cargo. Swedith Pine.—No arrivals. The market continues firm at 11\$500 per dozen for prime Westerwick cargoes. Krusen.—No arrivals. Market quiet at \$\$000—7 100 per

e for Devoe's Brilliant. case for Devoe's Brahant.

Lard.—No arrivals. In view of the small supply the firmness in the market has increased and prices have further advanced. In first hands there are no stocks and from second hands sales

In first hands there are no stocks and from second manus. Sansare being effected at

475—480 reis per lb. for George
435—440 ..., New York

Turtpettin.—Arrivals: 470 cases per Nebs from Baltimore.
Market firm at \$80—600 reis per kilo.
Ratio.—Arrivals: 50 barrels per Tycho Brahe from New
York.

Market firm at \$\$0.00—9 500 per barrel.

Couls—Arrivals.

1.656 tons per Silveria from Cardiff
1.651 Georg from do
1.651 Georg from do
1.651 Georg from do
1.652 Georg from do
1.652 Georg from do
1.653 Georg from do
1.653 Georg from do
1.654 bales per Grej from Rosario
1.652 Lathei from do
1.654 Market well samplind

572 "Luke'i from do Market well supplied. We quote 66—69 reis per kilo tor Rosario. Brata-Arivals: 1,499 bags per Peitar from River Plate. Prices unchanged at \$\$800—3 coo per bag. Indian Corn—Arivals:

attan Corn-Artivals;

380 bags per Orénopue from River Plate
620 "Rio from do,
The market continues firm at 4\$800—4 900 per bag,
entent-No arrivals. Market firm and prices unchanged.

The market continues firm at §\$600—4 900 per larg. Centens—No arrivals. Market firm and prices unchanged. We quote:

We quote:

Begish 7\$500—\$500
German 6 500—6 500
Britter—Arrivals

35 cafes per Politin from Geno
Solvarels (1900) And Solva Beer -Arrivals:

Ricer —Arrivals:

200 barrels per Winyfarer from London

200 "Veckfrom New York

200 "New York Codfish ... Arrivals

Colfith...-Ariivals

zo casse pr Magellen from Lisbon

414 " Palparatio from Hamburg
2,200 tub. Latiy Mary From Gaspte
The market is now well supplied and though retail prices are
still 2x500—250 oop tr tub, some reduction will probably have
to be made when further supplies are coming in.

SHIPPING NEWS.

ARRIVALS OF FOREIGN VESSELS.

ARRIFALS OF FOREIGN VESSELS.

JANUARI 13.

FALCHIENNO—Chil. bk Victoria; 403 tons; Dubost: 53 ds; flour to Wencesláo Guinariaes.

JAN. 15.

RANGON—It hk Gameiot; 530 tons; Williams: 110 ds; rice to Watson Richie & Co.

Rosano—Gr hk Greif; 316 tons; Dethloff; 30 ds; hay to ord.

—Sp bk Istalej; 159 tons; Roir; 22 ds; hay and sundries to order.

7A.N. 16.

yana, 10.

Boa Vista—Port bk Improvise; 606 tons; Cardoro; 29 d salt to Bastos e Souza.

ZAN, 17. CARDIFF-Br bk Stheria; 1,272 tons; Wilson; 47 ds; coal D. Pedro H RR.

JAN. 18. CARDIFF—Gr shp Georg; 1,192 tons; Halenbeck: 54 ds; cc to Messageries Maritimes.

to Messageries Maritimes. 7 June Maritimes, 74 N. 19.

RICHMOND—Br bk Day Star; 391 tons; Cogan; 60 ds; flour order. BALTIMORE—Ambk Templar; 392 tons; McClean; 42 ds; flor to F. Clemente & Co.

7.4 N. 20 GASTE-III: bgn Lady Mary; 167 tons; Blackler; 47 ds; codfish to Solgado Zenha & Co. O'rorτo—II' bg L. B. S.; 219 tons; Harwood; 39 ds; wine to C. Abranches & Co.

J.A.V. 21.

HAMBURG—Gr lug Emilie Hessenmuiler; 319 tons; Gerdan; 63 ds; sundries to Brandes & Co.

CARDIFF—Br bk Jane Ure; 482 tons; Hood; 51 ds; coal to Watson Ritchie & Co.

DEPARTURES OF FOREIGN VESSELS.

DEPARTURES OF FOREIGN VESSELS.

JANUARY 13.

GAINSTON—Gr bg Cree; 288 tons Socken; coffee.

N. Yonk—Sw bk Bere; 338 tons Socken; coffee.

JAN. 15.

B. Avars—Sp bgn Joven Am; 344 tons Cureil; ballast
PERSADRICO—Sp bgn Jamin; 126 tons; Pagés tallast.

—Sp bgn India; 16 tons; Pagés sundries.

Banta—Dan bg Marin; 198 tons, Holm; ballast.

JAN. 19.

N. OBLEANS—Br shp Astima; 1,211 tons; Williams; ballast.

—Br bgn Shepherdens; 249 tons; Cook; coffee.

JAN. 18.

Batthoore—Am lug Spedies; 424 tons; Chapman; coffee.

—Am bk Gatmaliti; 56 tons; Antony; coffee.

N. Yonk—Nor bk Prima; 277 tons; Bernddsen; old iron.

JAN. 20.

ANTONINA—Am bk J. J. Lisby; 631 tons; Pratt; ballast.

JAN. 21.

JAN. 21. Northern Ports—Brschr Bella Rosa; 157 tons; Selles; bll't.

NORTHERS PORTS—Bresch Bella Roaa; 157 tons; Selles; bil't,
—The Gr. bg. Sophie Louise, Gans, from Antwerp for
Roario, railway iron, got aground in the Pas de Ferneuse on
Dec. 18. She has since got off and put into Flushing harbor
with loss of anchor.
—The crew ofthe Am. shp. Rewinte, which left Rio de Janeiro on Oct. 18 for Valparaiso, mutinied during the voyage,
put the captain, Nichols, in rous and compelled the officers to
take the ship to New Orleans where she arrived and where 17
of the sailors were arrested on Dec. 20. During the voyage
Captain Nichols succeeded in getting out of the cabin in which
he was confined, jumped over board and was drowned.
—It is announced from Trieste [Dec. 10] that the Austrian
Lloyd Steam Navigation Company intends establishing a regular direct service between the Mediterranean and certain,
South American ports. The line will compises the following
ports:—Brindis, Palermo, Gibrattar, Madeira, Permanbuso
Bahia, Rio de Janeiro, Montevideo, and Buenos Ayres. It is
further announced that the company has resolved to purchase
immediately in England six new steamships, each of over 1,200
tons.—Liverpool Tournal of Coumerce, December 15, '81.

—The Hodwig, of Leer, from Hamburg for Rosaria, put into Portsmouth on Dec. 18, having been caught in a gale; a heavy sea struck her and carried away part of bulwarks on port side and part rail on poop, surbond side, two beats and everything moveable on deels, including 24 casks acids (deck cargo) and filled the cabin; four sails were also blown away.

—The Sw. kb. Alma, from Cette for Pernamburo, wure and salt, put into Malaga on Dec. 12, with loss of bulwarks and into apport how from feward to mixer nigging, as foretop mast stay sail and jib with gear, and 4 stanchions broken, having been in collision on Dec. 9 in the Gut of Gintaliar with an Austrian or Italian bark, name unknown. The Alma is making no water. A survey will be held.

FREIGHTS: | Sailing-Vessels: | London | 50| | Liverpool | 50| | Antwerp | 40| | Hamburg | 49| | Havre | fr. 50 | Pordeaux | fr.40-45 | Marseilles | fr.30-60 | New York | 50cts.

DATE		NAME	WHERE FROM	CONSIGNED TO
an.	14 14 17 18 18 18 19 19	Elbe Br Valparaiso Gr Colombo It Orénoque Donati Br Leibnitz Br Tycho Brahe Blg Berlin Gr Valparaiso Br Rio Gr Nebo Br Tancarville Fr	Southampton*2cd Hamburg* 23d Genoa* 22 River Plate 4 Liverpool* 26d River Plate 4d Santos 24h Santos 24h Santos 24h Santos 20h Santos 20h Havre* 20d	Royal Mail Ed. Johnston & C Fiorita & T. Messageries Mar. Norton M' w & C do do Brandes & Co Wilson Sons & C Ed. Johnston & C McCulloch Beech

DEPARTURES OF FOREIGN STEAMERS

DA	TE NAME	WHERE TO	CARGO	
lan.	13 Paranaguá Gr 15 Grénoque Fr 15 Rubens Br 15 Hipparchus Blg 16 Colombo It 16 Elbe Br	Hamburg* Bordeaux* Antwerp* New York River Plate Santos	Coffee Sundries Sundries Sundries Sundries Sundries	
,,	17 Valparaiso Gr 18 Berlin Gr	Santos Bremen*	Sundries Sundries	
,,	18 Leibnitz Br	Southampton*	Sundries	
,,	20 Rio Gr	Hamburg*	Coffee	
,,	20 Tycho Brahe Blg		Sundries	
	20 Valparaiso Gr	Valparaiso*	Sundries	

· Calling at intermediate ports.

FOREIGN SAILING VESSELS IN THE PORTOR
RIO DE JANEIRO, JANUARY 21st, 1882.

NAME	TONNAGE	ENTERED		WHERE FROM	CONSIGNER
AMERICAN					
luc Mascott	625	Dec	20	Fernandina	To order
bk Nannie T. Bell	343	300	20	Pensacola.	To order
bk Templar		1			F. Clemente & Co
shp VictoriaCross	669	Nov.	10	Portland	For repairs
bgn Maria Georg	98	100	27	New Carlisl	To order
bgn RosellaSmith	508	Dec	16	Brunswick.	To order
bk I. W	517	1000	16	St. Marys	F. Clementa & C.
bk Windward	606	1	17	St. John N B	W Guimariae & C
bg Laura	457	100	25	Ferna ndina	Wenceslag G & C.
bk Charles Cox		Jan	- 1	Cardiff	D. Pedro II RR
bk Wayfarer	691		٠ 5	London	Burnett Wright C.
bg Aven	241		- 5	Greenock	Watson Ritchie & C
bk Chin Yang	555		- 5	Cardiff	Norton Megaw& Co
bg C R. C	248		- 5	Gaspe	Hime Zenha & S'-
slip Birmingham	1400		٠,	Cardill	Wilson Some & Co.
shp Star of Eng'd	1544		10	Cardiff	Wilson Some & Co
bk Camelot	520		3.5	Kangoon	W. Ritchie & Co
bk Siberia	1102		17	Cardiff	Pedro II RR.

bk Camelon. 50

bc Siberia. 33

bgn Ledy Ma., 167

bg J. B. S. 219

bk Jane Ure ... 45

Cittutas. 492

bgn H. J. Baagoe 136

bgn H. J. Baagoe 136

bgn Maninka ... 231

FRENCH

bg Allen Betty. 51

bg Allen Betty. 51

bk Moria ... 269

bk Moria ... 269

bk Greff. ... 36

bk Greff. ... 369

bk Greff. ... 369

bk Greff. ... 369

bk Greff. ... 369 17 Cardiff....
19 Richmond...
20 Gaspe...
20 Oporto...
21 Cardiff...
22 Cardiff...
23 Cardiff...
24 Cardiff... 403 Jan 13 Talcahuano Wencesláo Guimar's 136 Nov. 24 B. Ayres. A. Wagner. 233 Dec. 24 Valparaiso. Wenceslao G. & Co 259 Jan 5 Marseilles. Berla Cotrim & Co. shp Georg.... lug E.Hessenmu ITALIAN lug Vittorio C. NORWEGIAN 239 Dec 21 Genoa.... E. Cresta & Co 283 Dec 16 Salt Island. C. W. Gross & Co 242 27 Cette..... Berla Cotrim & Co 214 Jan. 5 Cardiff... A. Wagner. bk Erata bk Folgran bg Soskummeren bgn Charlotta... bg G'g O. Neill lug Patria bk Emma 190 Nov.23 Cadiz To order. 230 Dec 3 Cadiz A. L. Gomes Lima 234 Jan 5 Cardifi ... E. W. May

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 transway line, of animal traction, untiling the centre of the city with the beaches of Saudadae and Copachana, in conformity with the outlate of the plan esisting in the same bureau and under the following conditions:

the same bureau and under the following conditions:

The line will start from the Rua das Ouiviews, conter of Rua do Ouvidor, following that street to that of S. Jooé, and thence by way of the streets Ajuda, Evoisto da Veiga and Santa Theresa, with a branch between these by way of the Rua do Stonde de Lages which should be prolonged by cutting a tumnel through the total chought of the O. Laitza, and thence to the rear of the entirely end which is situated on the right side of the invertear's of foreign affairs, and from which, a new street having been opened here, the line will issue into the Praya do Glorá, in the direction of the Rua do Guanhanór, whence it will be directed to Bau Tella do Principe.

Bifurcating at this point it will extend on one side direct to the Prain do Flamengo, and along it to Rua Paysandú which it will traverse to that of Guanhana; and on the other side, direct to Rua Pederica da Candelaria and through it to that

it will traverse to that of transmarkar, and on the other season direct to Rua Pedreira da Candelaria and through it to that of Carvalho de Så, through which it will be extended until it confronts Ruade Guanabara; from here, through a prolongation confronts Ruace (unanana, non inerganough a procongaious of that street 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 Piedade, and by Rua de Transpy to that of Farani, according as the plan indicates, if the definite studies

of Farani, according as the plan indicates, of 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 Assumption, sending out a branch by the Ruas Bambina and Figueiredo.

Ruas Bambina and Figurierdo.

The Ruas da Assumqeio and de D. Mariana having been prolonged until they join, it will extend through these to the Rua de Todos os Santos, a branch separating here for Rua da Real Grandera, the line extending ly way of Rua do General Polydoro, Rua do Hospicio de Pedro II and Praia da Soutdafe to the Militeros School. Saudade to the Military School.

Sandade to the Military School.

For reaching the Prais de Conserabana the line should either be prolonged from Rua da Red Grandeza by means of a tunel, or starting from the crossing of the Rua do Hospicio de Pederol II with Rua da Passagem, the line will continue by this to that of Guapymirim and to the Morro do Leme road, crossing by means of a tuned, until ariving at Rua de Bernardo de Vasconcellos on the said beach.

the Vasconcellos on the said beach.

The track should be 1m40 between the interior faces of the rails and can be doubted in all the streets which have not less than 1 meters of breadth, the space between tracks being not less than 1 meter in the minimum.

The rails should be growed, and should have a weight of to kilogrammes 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 breath of the cars should not exceed 1m50, or 1m85 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:

rotks:

A plan of the line, showing the grades, radii of curves, strions, and a specification of the property which will have to be disappropriated, on a scale of 1 to 1,000.

Section of tracks.

3rd. Projects for the tumels, on a scale of 1 to 200.

4th. Designs for cars for the different services, of the station edifices, of the shops and merchandies storchouses.

No part of the line car run parallel with the radiis of the locating of Garden Rail Road Company, in the streets

served by it.

III

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;
and. To have stations for passengers and freight on Rua do Ouvidor, at the end of Rua de Pereira da Silva, on Ruas de Paysandi, da Passagem, da Real Grandera, on Praiss da Sandade, and de Coprachana;

Prinss da Sandade, and de Coyacabana; qul. To pave the part of the streets and roads comprehend-ed between its rails, and also one; 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 Prins do Flamengo to Run de Paysandó, and to enlarge and straighten the Russ de Santa Thereza and Guarda-mó 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 recognition.

of the pavement; th. To construct and maintain, during the time of its priv-

ilege, a bathing establishment at the Praia de Copacaba in conformity with a plan approved by the city council.

The enterprise can not collect more than roo reis for the transport of each passenger from Rua dos Univies to those of Passagem and Real Grandera, and intermediate points, nor more than too reis for transport from either of the two last designated streets to be Sandda 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.

VII The enterprise will pay the city council for the lands of its property, which it may occupy, the rent which the same cancil may plage, 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 Derece No. 1667, of the 27th of October, 1855. VIII

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

service.

In case of fire in properties situated in the streets of the line conceded, or in their immediate vicinity, the firement 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 directs of the corps of firemen, or of whom shall occupy their places, as cra-specially constructed for transporting two fire engines. There shall also be placed at the disposition of the government, whenever than require it, every facility of transportation, with an alcatement of 30 per cent, from the tariff, for the carrying of troops.

IX

The government concedes to the enterprise

The government concedes to the enterprise:

st. A privilege for a period not exceeding 53 years, counting from the day on which the line shall be opened to traffice:

od. The right of disappropriation for the lands and buildings necessary to the construction of the works, in accordance with the regularmente approved by Decree No., 1667, of the 27th of October, 1555

yid. The use and enjoyment of the lines of the Botanical Garden Nail Koad Company at the end of its privilege, if at that time the new enterprise shall have prolonged the quays of Prais do Flamengo to the Morro ad Viron, and from there skirting the bay of Botafogo to the Morro do Pasando, in accordance with the outline of the plan. This concession will endure to the end of the privilege of the new enterprise.

The cession having been realized of the lines to which No. 3 of the precoding clause refers, the enterprise will take under its charge the preservation of the pavenent of all the street shough 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 line

In that case also, the enterprise will have a privilege of zone, during the time of the concession, from the Large da Lapa do Desterro to the limit of their lines in Gavèa, Copocaboua, Praia da Sandade and Larangéràs, competending 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 too reis to the Russ da Passegue and Real Grandeza, Bica da Rainha, in Cosme Velho, and Praia da Sandade, nor more than as much more to Copacabours or Gavèa.

XIII

The time of the privilege ending, counted from the inauguration 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 dominion 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

The competition has for its object:

18t. The time of privilege; 2nd. The time of commencement and conclusion of the

works; rd. The improvements tending to the accommodation o the public, to the embellishment of the city, and to

saltbrity;
th. 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 applicar 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

XVI

It among the improvements proposed is comprehended the opening of avenues of 20 meters breadth, at the least, in the noute 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 de posit 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 been 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 farfer the line has been opened to trafficit shall be interrupted, without cause justified before the government, for more than 48 hours.

interrupted, without o more than 48 hours.

XIX

The government will be able to impose fines upon the enter-prise for fault of compliance with the clauses of the concession, from 200\$ to 2,000\$, in accordance with the gravity of the case XX

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 regularization approved by Decree No. 5837, o the actif of December, 1874, to the service of city transvays.

F. de B. e Accioli de Vasconcellos, Acting-Director.

BUREAU OF PUBLIC WORKS. 30th December, 1881.

GOVERNMENT BONDS

EMISSION	CIRCULATION	DENOMINATION			INTEREST	NOMINAL VALUE	QUOTATION	
		General	Apolice	s, curre	ncy	6 %	1,000\$000	1,066\$000
			,,	11		.,	800 000	
			,,	,,		.,	000 000	1,058 000
339,069,100\$000	335,397,100\$000		"	**		,,	500 000	,,
339,009,1004000	333139711004000	,,,	,,,			"	400 000	,,
		.,	"	"		,,,	200 000	,,,
		,,		,,		5 %	1,000.000	84 %
2,151,600 000	1,000,400 000	,,,	,,	,,			600 000	.,
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	1,990,1400 000		**	.,			400 000	.,,
119,600 000	119,600 000	,,	,,	,,		4 %	1,000 000	
		,,,	,,	"			600,000	
7,489,500 000	5,267,000 000	Provinci:	al apolic	es of R	io de Janeiro	6 %	500 000	102 %
2,722,600 000	2,722,600 000	"	. "				200 000	
21,000,000 000	16,582,000 000	National	Loan o	f 1868,	gold		1,000 000	1,300,5000
8,400,000 000	7,300,000 000	"	"	"	,,		500 000	
44,820,000 000	fo 445 000 000	National	Loan of	1879,	gold	41/2 %	1,000 000	120 %
7,065,000 000	50,235,000 000	,,,	.,	"	,,		500 000	

BANKS AND PUBLIC COMPANIES LAST DIVIDEND

	CAPITAL	HARE	SAUE	VALU	rAID t	NAMES	RESERVE FUND	QUOTA-	AM'T	PAID	
		n 1	!		-	I BANKS					
١.	33,000,000\$	165,000	All	200\$	Al	Banco do Brazil	8,754,213 108	204 1000	10\$000	Jan. 188	
1	8,000,000	40,000	All	200	Al	Rural e Hypothecario	2,118,043 08	280 000	10 000	Jan. 188	
١.	12,000,000	60,000	25,000	200	Al	Rural e Hypothecario Commercial do Rio de Janeiro	2,118,043 o8: 1,102,841 B5	235 000	0 000	Jan. 188	
Ι.	£ 1,000,000	50,000	All	620	6 11	English (limited)	£ 150,000	140 000	g sh	lan. 188	
1	£ 1,000,000 6,000,000	30,000	All	200	Al	Industrial e Mercantil	575,000 000	240 000	8 000	Jan. 188	
	1.000,000	20,000	5,000	200	A1	Mercantil de Santos	229,414 25	228 000	10 000	Jan. 188	
1	4.000,000	20,000	10,000	200	. Al	Banco Predial	12,325 33	154 000		Jan. 188	
1	f. 1,000,000	50,000	All	£ 20	£ 19	New London and Brazilian	€ 165.00		11.5	Oct 188	81
i	12,000,000\$	60,000	15,000	200	2003	Banco do Commercio	517,253 01	222 000	8 000	Jan. 188	82
		10.00				D RAILWAYS					
ı	1,000,000\$	5,000	All	200	Al	Petropolis Macahé e Campos	81,730 47	170 000	5 500	Jan. 138	82
1	7,500,000	37,500	14,380	200	Al	do do debentures	103,795 12	255 000	cero.		
1		75,000	25,000	200	2 505 Al	Paulista	2:8,601 20	94 %	61/2 0/0	interest	
1	15,000,000		25,000	200			250,001 20			June 18	50
1	4,000,000	20,000	All			Sorocabana		118 000	100		
ı		=	-		6 50	do do		90 %	6 % 6 % 7 000	interest	
ı		12,000	All	200	Al		81,320 27	235 000	7 000	interest	9.
ı	2,400,000	12,000		-	2003	do preferred ob		200 000	161/01-	July, 18 interest	01
1	2,000,000	10.000	All	200	Al	Nictheroyense		25 000	1072 70	micrest	
1	600,000	3,300	Al	200	l Al	Campos a S. Sebastião		25 000 Non			
1	10,665,000	53.325	30,000		AI	S. Paulo e Rio de Laneiro		170 000		July 18	81
1	10,000,000	3373-3	3-7-	-	-			175 00		3.07	
1	_	-						10 50	0	<u> </u>	
1	800,000	4,000	Al	200	Al	União Valenciana União Valenciana TRAMWAYS I.S. Christovão	34,600 00	o Nom		Feb. 18	181
1		1000		1		TRAMWAYS	1				
1	4,000,000	20,000	16,500	200\$	A	S. Christovão	183,493 9	0 400 00	0 13 000	July, 18	188
1	2,000,000	10,000	Al	200	A			66	I	100	
1	700,000	7,000	Al		100	S. Paulo	. 18,795 1	8 125 00	0 5 000	July, 18	381
1	1,200,000	6,000	Al					1 130 00	0 8 000	July, 18	381
1	540,000	2,700	Al		A	Pelotas	-	10 00			
1	800,000	4,000	3,000		A	S. Luiz do Maranhão		20 90		1.00	
1	1,200,000	6,000	3,50	200	A	l Porto Alegre	20,000 0			Jan. 13	892
1	2,000,000	10,000	A		i A	l Villa Izabel	106,415 2	5 245 00		Jan. 13	882
-	2,000,000	10,000	7,00	200	A		2,800 0		0		
1	1,200,000	10,000				Nictheroy		1 25	0		
1	1,200,000		A		1	Bruxellas Carris urbanos		19 0		July 1	00
- 1	5,400,000	27,000	A	200	500		17,981 6	63 259 00	10 000	interest	156
٠ (-	-	-	500	TOLL ROADS	-	90 %	6 %	interest	
. 1	1.800,000	6,000	A	11 300	300	União e Industria	180,000 0		0 15 000	June 1	0.0
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SHIPPING NOTES.

—The Fr. str. Snily, from Havre for Rosario, put Into Lisbon on Dec. 22 with machinery out of order. —The Latona, Milburne, from Middlesborough for Imbe-tuba, put into Plymouth on Dec. 19 with captain sick.

"The Br. bk. Recovery, of Windsor, Captain Cook, from ew Port for Montevideo, cargo coals, put into Queenstown on ec. 17, through stress of weather.

—The Gr. byn. Bertha, of Brake, from Hamburg for Brazil, general cargo, put into Dover on Dec. 21, with mainboom broken and sails split.

—The Br. by. Prerios., 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 Caravellas, iron, put into Appledore, on Dec. 9, with crew refractory and refusing to proceed.

—The bk. Nacchea, Dixon, from Buenos Aires, coals, put into Plymouth on Dec. 19 with loss of sails, hatches stove, and making water.

—The Bg Kutuar, of Helsingfors, Inberg, from Middles borough for Santos, eargo coals and iron pipes, was assisted into Ramsgate on Dec. 21, with cargo shifted and leaky.

—The Br. bkt Try Again, of Montrose, Captain Clake, from Memel for Montevideo, cargo deals, put into Dover on Dec. 23, having lost three anchors and chains in Margate

—The bgn. Anton, Janssen, of Grossefehn, from Liverpod for Rio de Janeiro, general cargo, put into Stornaway on Dec. 27, with bulwarks aft washed away, having encountered very heavy weather.

-The Br. bk. Ajmeer, Glasgow, from Greenock for Rio de Janeiro, coal was driven into Penarth Roads on Dec. 21 with bulwarks, stanchions, etc., carried away, one man kiln d and another with a leg broken.

—The Br, schr, Martha Lloyd, from Marseilles for Rio Grande, general cargo, put into Gibraltar on Dec. 10, having experienced heavy weather on Dec. 8 in the gulf of Lyons, and had main bulwarks on port side, main hatch and a boat

Smasnes.
—The Gr. schr. Magnet, Groot, 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.

spars, figging, saits, etc., and master injurce.

—The Nor, schr. Chance, from London for Pernambuco, which put into Christiansand on Dec. t 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 pace at Christiansand.

The Br. bk. Wave Queen, of Londonderry, patent fuel, from Cardiff for Rio de Janeiro, sprung a leak on Dec. 5, thirty miles east of Lundy and put into Milfard Haven on Dec. 5 making 9 inches water per hour and with about 3 feet water in her hold. She is discharging into lighters. The expenses, it is frared, will be very heavy.

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