

# THE RIO NEWS.

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

Vol. IX.

RIO DE JANEIRO, FEBRUARY 15th, 1882

NUMBER 5

## OFFICIAL DIRECTORY

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

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at 11 o'clock, a. m., every Sunday.  
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Residence—Ladeira de São, Laranjeiras. Chaplain.  
PRESBYTERIAN CHURCH.—No. 15, Travessa da Barreira.  
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p. m., every Sunday; and at 7 o'clock p. m., every  
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METHODIST CHURCH.—English services temporarily at  
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tina, at 11 a. m., Sundays. Weekly prayers at 7:30 p. m.,  
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Pastor's Rooms in the City,  
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a. m., and 6 o'clock, p. m., every Sunday; and at 7 o'clock,  
p. m., every Wednesday. Sunday school at 4:30, p. m.

## TRAVELLER'S DIRECTORY

### RAILWAYS.

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

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dor, No. 48, 2nd floor.  
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BENJAMIN FRANKLIN DE RAMIZ GALVÃO,  
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LADISLÃO DE SOUZA MELLO E NETTO,  
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purpose.

# THE RIO NEWS

PUBLISHED TRIMONTHLY

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

A. J. LAMOUREUX, Editor and Proprietor.

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

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

All subscriptions should run with the calendar year. Back numbers supplied at this office from April 1st. 1879.

Subscriptions and advertisements received at the EDITORIAL ROOMS—29, Rua Sete de Setembro. CITY TELEPHONE ADDRESS:—No. 172.

RIO DE JANEIRO, FEBRUARY 15TH, 1882.

The sessions of the General Assembly are still largely taken up with the work of organization. To escape one class of evils, the new electoral reform seems to have plunged parliament deep into another, the verification of elections. The Chamber has now been at work since early in December on the examination of election returns, and the end is still in the distant future. If the new electoral system is to entail a three months session for the admission of deputies after each election, there must be some grave doubts as to its practical value. The election of representatives should not only be made through the direct and free vote of constituencies, but the system employed should be sufficiently simple for an immediate determination of the results. This the new law has not secured. Its machinery is so complicated that such a thing as a free choice is almost impossible. Aside from these election labors, there has been little business before the two houses of general interest. The expected move in favor of abolition has not yet been made, and the practical influence of Silveira Martins' new departure is not yet apparent. Much of course has been anticipated from the avowal of abolition principles on the part of the Rio Grande senator—and with good reason. His great influence and his courage are strong guarantees of success—in part, if not to the degree desired. It is clear, however, that this movement, strong as it is in the support of influential men, is more of a political move than of a genuine advocacy of abolition. Of this the abolitionists will not complain, if it only secures the desired result, even though they may regret the absence of that higher motive which seeks justice rather than partisan advantage.

It transpires that the difficulty with the Edison electric light during the late national exposition, was a bit of sharp practice on the part of some individual, who sought to prove the irregularity and inferiority of the system by cutting the coils in the "dynamo." It was thought a suspicious circumstance that two armatures in succession should be burned, but when a third was ready to be put in place, an examination of the upright columns of the dynamo developed the fact that a sharp instrument had been inserted beneath the canvas covering at their lower ends, and that the wires had been cut. That the cutting was done by an expert is clearly evident from its location and character. The damage was examined by a commission of the engineering club, who are satisfied that the cutting was done willfully and maliciously. The party or parties responsible for this scandalous transaction

should have known that no unfavorable result here can affect the real character of the Edison light. A light which took the highest possible prize at the Paris electrical exposition and which has been widely tested and praised throughout the civilized world, is very far from being dependent upon an exhibit in Rio de Janeiro. The only result will be to demonstrate how contemptibly mean some men can be. It will also lead to a conclusion among foreign inventors, that their chances for fair play in Brazil are precious small, and that they can gain nothing by coming here. The patent laws discriminate against them, public officials work against them, and private spite and trickery is permitted to operate unmoled. We have heard of no effort on the part of the Associação Industrial, in whose charge the Edison apparatus was at the time of the accident, to terret out the guilty party. Even the director-general of the telegraph department, who should make every effort to guarantee fair play, does not seem to have noticed the trick. Fortunately, however, the Edison light has been placed in the Dom Pedro II railway station, where the public may judge of its merits without interference.

EVER since the telephone company of this city—which is so unfortunate as to be a foreign enterprise—began to stretch their lines from the central office to the various suburbs, there has been a systematic effort on the part of certain interested parties to impede the work and damage the property. The means usually employed is the cutting of the wires. Regardless of the fact that this is an injury to private parties, as well as to the company, this contemptible work has been prosecuted not only without hindrance but with the well known approval of influential parties in this city. The manager of the company now states that he has the names of several persons who have done the cutting and that they are employees in the state telegraph department. This is an occurrence which should not be overlooked for one single moment. The objection to the telephone company of the director-general of this department, Barão de Capanema, was well known long since and it was so marked and openly expressed than an order from the late premier, Counselor Saraiva, was necessary to secure the rights of the company against the encroachments of the department. Although this company has an exclusive privilege for a term of years, another system has not only been introduced into the city but its wires are being put up by the employees of the state telegraph department. We have heard of instances where the man in charge of the work of putting up these lines has put his insulators on roofs saying that he is doing so by orders of the director-general. This whole business, from beginning to end, is a flagrant violation not only of the privileged rights of a company, but also of the private rights of citizens. It is a flagrant breach of faith, and is treacherous and dishonorable in the highest degree. The government should not lose one moment in probing this matter to the bottom, and in punishing every person concerned in it, even though it be the chief of the department himself. It is no longer a personal matter; the good faith of the government is at stake. If a privilege to a foreign enterprise is worth one straw in Brazil, then the government is bound to guard and protect it. If, however, a foreigner has no protection for his labor and investments as against the malice of influential personages, then let us know it at once. If matters go on in this way a little while longer—in the confiscation of property, the breach of contracts, the destruction of electrical machines and the cutting of telephone wires—this country will be saddled with a reputation which will

not only keep enterprise and capital at a distance, but will even drive away those that are now here. It is full time that the steady, thinking portion of this community take these occurrences into consideration, and determine where they are being led.

We trust that the Associação Industrial have not failed to note an interesting item in the *Journal's* London correspondence of the 11th instant regarding the results of protection and free trade in two Australian colonies—Victoria and New South Wales. These countries are very much younger than Brazil and are much more unfavorably situated with respect to the markets of the world. If we are to believe the doctrine that protection is necessary to the development of a new country—which we most decidedly do not believe—then these distant youthful colonies are far more in need of it than is Brazil. In reality, however, the living facts prove the very reverse of this claim. The following statistics, taken from *The Economist*, which we reproduce lest our protectionist friends should have overlooked them, conclusively prove that while the highly protected colony of Victoria has made but small progress during the last ten years under the burden of her absurd tariff restrictions, the free trade colony of New South Wales has been making extraordinary progress. The results of the two systems are best illustrated in the following results:

TRADE IN 1870.		
	imports	exports
Victoria.....	£12,415,757	£12,470,014
New South Wales.....	7,757,281	7,990,038
Bal'ce in favor of Victoria	£4,658,476	£4,479,970
TRADE IN 1880.		
	imports	exports
Victoria.....	£14,550,804	£15,054,559
New South Wales.....	13,950,075	15,525,138
Bal'ce in favor of Victoria	606,819	429,421
PERCENTAGE OF GROWTH IN 10 YEARS.		
	in exports in imports	
Victoria—under protection.....	17	20
New South Wales—under free trade	80	94

We need add only that in 1875 the population of Victoria was 823,272 and that of New South Wales, 606,652. Victoria has become aggressively protective and has sought to enrich herself by imposing heavy restrictions upon the commerce of other countries, while the sister colony has continued the liberal policy of her mother country. The result, as shown in these figures, is significant. In seeking to shut out competition, the colony of Victoria has succeeded only in restricting development. In leaving the channels of trade open and to the natural laws of competition, the other colony has succeeded in almost doubling her trade within one decade. During these years the first has been steadily and heavily taxing the many for the benefit of the few, and has actually lost ground in the operation. The latter, on the contrary, has added to the wealth of the many by permitting them to buy at natural prices and by refusing to tax them with the support of exotic industries; and the result has been an enormous accretion of wealth—in which after all lies the real strength of a people. This is a lesson which the protectionist agitators here should take to heart. They already have a tariff which is actually impoverishing the country, because it makes the enhanced cost of living disproportionate to the limited means of living. This tariff is already prohibitive in many of its features, and protective in nearly all the rest. More the people can not pay. If an article can not be produced here at less than twice the cost elsewhere, then for God's sake let it go, and let the people buy bread with the unjust tax of 100 per cent. What Brazil needs to-day is not hat and umbrella factories, nor cotton mills, nor foundries; she needs homes and education and money

for the masses of her people. These protected and carefully-nourished industries may help the few, and may be a source of patriotic pride to the ruling classes; but to the poor who literally pay for them, in toil, and suffering, and self-denial, and hopeless impoverishment, they are nothing but a curse. Protection is selfishness incarnate; it is a tyrant whose exactions are all the more cruel and dangerous because the hand that enforces them is unseen.

By an imperial decree of the 24th December, recently published, the government promulgates a new code of regulations for the telegraph service of Brazil. As yet, we believe these regulations have not been enforced. They direct that all telegraph lines, and all others by which communications can be made by electricity, shall belong to the dominion of the state. All lines, wherever or however built within Brazilian territory, are to be under the direction of the state telegraph department, and must be built under its authority and control. All proposals and contracts for the construction of lines must be submitted to this department, which will hereafter both audit and govern the service. The director general of the department is invested with large discretionary powers; practically he will have so absolute a control over all telegraph lines that nothing can be done without his authorization. He is even empowered to cut and destroy unauthorized lines. And it is specified that all lines not comprised wholly within the same property fall under the provisions of these regulations. The service itself is to be governed by special regulations, the operators becoming government employees and being invested with discretionary powers. They are even invested with the right to examine messages and to reject them if they consider them injurious to public or private persons, to public morals, or to public safety. Imagine the average telegraph operator invested with such authority! On the whole, we believe these regulations to be highly impolitic and dangerous, not only because they are inimical to private enterprise, but because they add still further to the authority of the government and add greatly to the work of centralization now going on. Make it possible for the organization and execution of no enterprise of this character without an authorization from a chief in the imperial capital, and there will soon be an end to all private initiative and enterprise. No one can decide so well what is necessary and expedient as the private individual who is proposing to invest his capital. Make him subject to the whims of an uninterested official a thousand miles distant, and in almost every case the money will not be invested. We believe that the government is making a very serious error in its present policy towards railways, telegraphs, and other similar enterprises. In the first place it is prejudicial to the country, because no capitalist can venture to invest his money under these regulations except on guarantees and conditions which will cover all these unknown risks. As these regulations are becoming more and more rigorous, the time will soon come when the investor will withdraw entirely from the country. In the matter of railways built and managed by private enterprise, the telegraph line should be considered an integral part of it. And yet, under these regulations, no railway company can have its own telegraph line except under conditions which render them subject to the most annoying regulations and supervision. Their messages will be sent by government employees, and their private affairs will be open to a hundred prying eyes. Then, too, there will be—in fact, there now is no right to construct and use private business

lines, between two or more parties, without this same authorization. Every telephone line will be subject to the director-general and such a thing as unrestricted communication by means of electricity will be unknown. When there is a wise and efficient director-general at the head of the department, it will be possible to reduce this annoying supervision very materially, but even then it will be a constant restriction and vexation simply because there is so much discretionary power entrusted to subordinates. The tendency is all in the wrong direction; it should be toward greater liberty for private enterprise, instead of an absorption of all initiative and control within the government. The policy of to-day is one of retrogression, not of progress.

We are informed that the Associação Industrial of this city, under whose management the late national industrial exposition was held, has published a book in which *The Rio News* is vigorously castigated for its heretical economic opinions. Unfortunately for ourselves we have not yet seen this work, and we are therefore ignorant of the damage which our reputation has suffered. We are informed, however, that we have been placed on the dunce block for our mistaken statements about the Brazilian tariff, and we have been severely censured for expressing opinions actuated by interested motives. The Brazilian public is informed that our opinions are those of the foreigner who wants exclusive control of the Brazilian market, and that we oppose national industries simply because we do not want local competition. If we are informed correctly—as we undoubtedly have been—we have to say that our position on this question has been totally misunderstood. We are not surprised at all this, however, in fact, we expected it. Were we interested in just the same way as our accusers, and did we know as little about the subject as they clearly do, we would probably say just the same thing. When a man can not meet a question squarely, he always resorts to this by-play in order to divert attention from the main question and to arouse prejudice against his opponent. Had the directors of the Associação Industrial understood us fully, they would have hesitated in accusing us of interested motives. We have simply advocated economic truths which are as broad as the universe, and which know no race nor nationality. If we have misinterpreted or misstated these laws, our opponents have had every opportunity for correcting us. Instead of this there has been a studied avoidance of our questions and statements, and a general denunciation of ourselves as a party interested in keeping Brazil in commercial subjection to England and the United States. This is not only unfair to ourselves, but it is absurd in the highest degree. If the Associação Industrial gentlemen will note how small a percentage this Brazilian trade occupies in the aggregate exports of England and the United States, they will probably see that the exclusion of the products of these two countries will scarcely be felt by them, while on the part of Brazil it would cause widespread distress. The interest of these two countries in this trade is comparatively small beside that of Brazil. Were every Brazilian port closed against the products of these two nations, it might occasion loss to a few houses especially interested in this trade, but beyond that it would not be felt in the slightest degree. But what would be the effect on Brazil? It could not be borne! Take away American and British food products, fabrics and machinery, and what would the Brazilian people do? If these two great countries produce what is necessary to Brazil, it is

certainly no disgrace for the latter to buy. And if these countries can produce more cheaply than it can be done here, then certainly it is a gain to buy from them. In advocating the removal of commercial restrictions—of which this system of protection is the chiefest—we have simply advocated a policy which is of far greater benefit and importance to Brazil than it can possibly be to any other country. Certainly there can be nothing inimical to Brazil in advocating cheap food and cheap clothing, for these things mean a greater degree of comfort for the people, and a saving in hard cash both to themselves and to the government. We believe most thoroughly in considering the needs of the people first, before that of any class. If this be inimical to the country, then we shall very gladly bear the blame.

During the last calendar year nearly a half million immigrants landed at the port of New York, and were received, sheltered and sent on to their destinations by a local organization known as the "commissioners of emigration." This organization is created by a law of the state of New York, and its duties are confined simply to receiving and forwarding immigrants. The commissioners receive no salary; the only expenses incurred grow out of the employment of interpreters and subordinates at the Battery immigrants' quarters. For the year 1881 these expenses were only \$177,650.77, which is certainly a very low sum for the work accomplished. The character of the services rendered calls for only a moderate expense, the immigrants being required to pay for their own support wherever their circumstances will admit. They are supplied with food and shelter for the brief interval in which they remain at the Battery at the most reasonable rates; and they are furnished with all the information they desire about the different states, the prices of land, and costs of living. Special trains are run over the main railway lines for their accommodation, on which the fares are greatly reduced, and the Battery officials give them minute instructions in all matters which might confuse such a class of people on their first arrival in a strange country. They are not made to feel either that they are conferring a great favor on the country by coming, or that the government has taken them under its own special charge. They simply find the doors wide open, and they enter and go wherever they wish. The only restrictions placed upon them at their arrival are those of the port health regulations, and the means employed to protect them against confidence men. Beyond that they are at liberty to choose a domicile in any city or state, and to go there when and how they please. They enter under the protection of the general laws as soon as they arrive in port, and they at once stand on an equality with all the rest of the people, except as to the requirements of residence and the forms of acquiring citizenship. In view of these simple and inexpensive processes of receiving and providing for immigrants in the United States, and of the uniform good results arising from them, is it not possible for Brazil to pursue a similar policy. This great empire has an abundance of unoccupied lands, and is urgently in need of just the classes of emigrants which are now going to the United States. There they readily adapt themselves to the new conditions of life and are speedily assimilated in the population; here they should do the same, were the opportunity afforded them. Brazil has expended enormous sums in this effort to establish colonies, and is even now spending more to secure a few thousands than is spent in the whole United States to take care of a voluntary emigration of three-quarters of a million; but it has all been spent in the

wrong way. Special laws and restrictions have been enacted where none were needed; and imposing colonies have been marked out where unrestricted settlement would have been far preferable. If the General Assembly will simply wipe out all existing legislation on this subject of colonization, and then quietly open the door for the free entrance of the immigrant, Brazil will then possess all the immigration laws that are needed. Then put all men on an equal footing in all the rights of conscience and citizenship, and open every avenue to them whether in private or official life. And then make the acquisition of land cheap and easy. Until these things are done, there can be no spontaneous emigration to Brazil worthy of the name. As long as the stranger is kept under special laws and is hedged in by all manner of restrictions, he will never feel satisfied. As long as it costs him 120\$ to take out his naturalization papers, he will be very reluctant in becoming a citizen. All that is needed in this question is a truly liberal policy, and to that the General Assembly should address itself without delay.

About a month since we were the recipients of a little pamphlet from the S. João d'El-Rey Mining Co., of London, which is modestly styled a "memorandum" and is signed by John Hockin, managing director. The import of this memorandum is to clear up an old transaction relative to the illegal enslavement of some three hundred blacks formerly belonging to the Cata Branca company. It is unnecessary to state that the clearing up has resulted in nothing more than a very lame justification of the act, and of exposing a phase of character which is not altogether pleasant to contemplate. The agreement between the two companies as to the liberation of these slaves is admitted, as also their retention in slavery after the day specified for their emancipation. The excuse given is that three years previous to that date, or in 1857, "the directors of the two companies took the opinion of all their principal officers, and of their friends, amongst the most influential of the resident Brazilian proprietors, as to the expediency of suddenly emancipating so large a body as 300 slaves, wholly unprepared and unfitted by habits of sobriety and industry to become good citizens." Now that was a very politic thing to do, especially as all these parties were directly interested in keeping these blacks in slavery! The slaves themselves, however, were not consulted. The result of all this benevolent consultation was an unanimous opinion that "such a proceeding would be very injurious to the true welfare of the slaves themselves, who, it was felt, would, from their known habits, be sure to give way to intemperate and dissolute habits." And so it was fixed. "Eminent counsel in London" said that the contract of 1845 could be modified, and the "company's legal adviser in Minas" concurred. And from these purely philanthropic motives, this rare sample of Christian benevolence, these three hundred slaves were retained in slavery for life, just to prevent their giving way "to intemperate and dissolute habits!" And to do this, the board of directors of a company, which sold its property in 1845 and went out of business, was conveniently resurrected, and has existed since for the sole purpose of drawing the wages of about two hundred slaves! Just think of it! An English company, located in London, and having no other business than farming out slaves! And another company—one of the richest mining companies in the world—has the temerity to admit a partnership in the crime, and to justify it over the signature of its managing director. It matters little how many sophisms and inaccuracies this mem-

orandum contains—and they are not a few—the simple fact remains that certain *psuedo*-directors of an extinct company are living upon the hire of slaves, and that a responsible English company is a partner to the transaction. Mr. Hockin says that the contract was altered in 1857, and the slaves were registered in 1872 by the superintendent of the Morro Velho company under a power of attorney from the Cata Branca directors dated August 6th, 1872. He neglects, however, to give the text of that document of 1857, which simply provides for the annual liberation of the slaves "without prejudice to the agreement subsisting between the two companies dated 27th day of June, 1845." He also neglects to explain how it was that Mr. James Newell Gordon matriculated 213 Cata Branca blacks at Sabará some two or three months before that power of attorney of August, 6, 1872, was even signed. It is all very well to talk of philanthropy and interest in the welfare of these unfortunate slaves; but the infamous character of the transaction still remains. Instead of clearing it up, this memorandum of Mr. John Hockin only serves to make it blacker, for it attempts to disguise the crime under the cloak of a questionable authorization from the most contemptible organization ever known—the resurrected directory of the Brazilian company—and also under the specious plea of a benevolent interest in the slaves themselves. A more infamous transaction it will be difficult to find. Even a high Brazilian court, trained up to believe in slavery and to overlook many a dark transaction against the lives and liberties of slaves—denounced this business in the severest terms, and came very near ordering a criminal prosecution. If the British government will take Mr. John Hockin's memorandum before an English court of justice, we shall still hope to see justice done.

The receipts of Rio coffee at New Orleans during the half year ending December 31, 1881, were 127,841 bags, and the stock on hand July 1 was 19,358 bags, making a total of 147,199 bags. The sales during the half year were 117,071 bags, leaving a stock on hand on the 31st December of 30,128 bags.

In the annual reports of the various chambers of commerce throughout Germany, 85 of them assert positively that "with very few exceptions, all the districts, whether mining or manufacturing, in the interior or on the sea coast, report an obstinate stagnation in all branches of trade, and a large majority openly charge the protective policy with this disastrous result." This will be entertaining reading for the Associação Industrial.

A large number of coffee dealers have applied to the Coffee Exchange for membership, and some produce, grain and cotton dealers are anxious to join; but the management desire that the first hundred certificates, which cost only \$250 each, be taken up by the coffee dealers. After that, and until the membership is two hundred, the initiation fee will be \$500. Any person of a good commercial standing, whether coffee dealer or not, may become a member. A great amount of interest in being taken in the Exchange by parties living in other cities, some of the most prominent dealers in New Orleans, Chicago and St. Louis having applied for membership. The Baltimore merchants are considering whether to organize an Exchange of their own or join the New York Exchange.—*New York Commercial Engineer*.

—The first man who conceived the idea of using steam for moving carriages on land was Solomon De Caus, a Frenchman, who, in the year 1641, was sent to a lunatic asylum for persisting in his idea. An old letter of that date describes a visit paid to the Bicetre at Paris, which was the most celebrated mad house of the day, by the Marquis of Worcester. Among the inmates it mentions was one who alarmed the visitors by screaming behind the bars of his cell in a hoarse voice, "I am not mad! I am not mad! I have made a discovery which would enrich any country that adopted it." "What discovery?" asked our guide. "Oh," said the keeper, "something trifling; you will never guess it, it is the use of the steam of boiling water. To listen to this lunatic, you would think that with steam you could navigate ships, move carriages—indeed, there is no end to the wonders he would have us believe. He has even written a book about it."

## PROVINCIAL NOTES

—The province of Pernambuco has 670 primary schools of all descriptions.

—The January rainfall at Uberala, Minas Geraes, was eleven inches.

—The heavy rains throughout the interior during the past month caused several disastrous inundations.

—The province of Bahia has 610 schools, of which 362 are for males, 238 for females, and 10 mixed.

—The new water works of Santos were connected with the old supply system of that city on the 1st inst.

—The municipal council of Piracicaba, São Paulo, has asked the provincial assembly for an authorization to borrow 15,000\$ for street-paving purposes.

—The total postoffice receipts of the province of São Paulo during the fiscal year 1880-81 amounted to 261,567\$825, against 236,047\$191 in 1879-80, and 191,959\$133 in 1878-79.

—A young fellow, called Candido, has been brought before the authorities at Franca, São Paulo, on the charge of insanity. The peculiar phase of his insanity is that he eats snakes, and relishes them.

—An insane woman named Francisca Maria de Jesus, killed her mother at Ceu, Cachoerás de Macacú, São Paulo, on the 30th ult. The crime was committed with a club. Francisca has been arrested.

—A report comes from the interior of Bahia that a conflict took place on the 15th December on the Rio de Jacaracú between two tribes of the Návies and the Botocudos. The latter were defeated, leaving 28 on their number dead on the field.

—A lady teacher was elected to a position on the council of instruction at Fortaleza, Ceará, on the 16th ult.—the first instance of the kind in that province, and probably in all Brazil. The election was by the votes of teachers, and not by popular vote.

—Antonio and Theresa were cousins, both 14 years of age and living on a plantation about a league from Mogy-mirim, São Paulo. On the morning of the 30th ult. they undertook to investigate a loaded gun, and now Antonio is the only one left to make a report.

—Advices from Manãos of the 20th ult. report the population of that city to be passing through a terrible crisis. "The market was completely bare of articles of food." And yet Manãos is a capital city on the Amazon—whose valley admiring travelers have called "the garden of the world."

—The Amazonas provincial government has signed the contract with the Booth Steam Ship Co. for a direct line between Manãos and New York. The company will have its seat in New York and will be represented in Manãos by Messrs Ruy & Teixeira. The steamers will make a trip every four months beginning at New York on the 30th April.

—The January customs receipts at Santos, as compared with those of last year, were as follows:

	1882	1881
From imports.....	187,517\$086	300,477\$700
„ exports.....	189,155 123	245,610 457
	376,672 809	546,088 157
Decrease.....		169,415\$348.

—It is pleasing to know that the city of Pesqueira, Pernambuco, has changed the names of all its streets—five in all—and that they will be hereafter known by the names of illustrious Brazilians. The homely old names of Commercio, Cadeia, Matriz, Açougue, and Sal will hereafter be known respectively as Conselheiro Buarque, Duque de Caxias, Marquez do Herval, Barão de Villa Bella, and Barão de Cimbres.

—A gentleman in Pernambuco complains that he received a trunk from Escada per the "Recife a S. Francisco" railway on the 30th ult. which had been broken open and a number of articles, principally jewelry, had been stolen. The railway authorities refuse to give satisfaction because the trunk was dispatched as containing clothing, and the "regulations" permit the breaking open of packages to verify the statements of contents. A traveling public would now be pleased to know if the aforesaid "regulations" authorize theft also!

—The *Provincia de São Paulo* of the 4th inst. extracts the following from a private letter written by a planter in the interior of São Paulo:—"The continued rains, often torrential, are injuring, in a discouraging manner, the next future crop of coffee. For more than thirty days the rain has not stopped, there resulting from such continued humidity the rotting of the peduncle of the coffee fruit and, in consequence, its destruction. We have seen coffee orchards strewn with fruit, in great part nearly matured, and beside that the fall of these had been caused not only from the trees most loaded but also from those where the fruit is scarce. If the weather does not improve shortly, great, very great will be the loss of the cultivators of our already too greatly depreciated product."

—The January receipts of the Santa Catharina custom house were 50,379\$334.

—The January receipts of the Bahia custom house amounted to 1,064,939\$296.

—The receipts of the Uruguayana custom house during the half year ending December 31st last were 256,710\$607.

—The January receipts of the Paranaguá custom house amounted to 12,124\$216, and of the *colleto-rio* 4,163\$533.

—The stone foundations of the lighthouse to be erected on Ilha Francez, province of Espírito Santo, have been begun.

—The January receipts of the São Paulo provincial postoffice were 29,682\$340, against 25,671\$100 in the same month of last year.

—The January receipts of the Natal custom house, Rio Grande do Norte, were 17,189\$341, and of the 3 per cent. provincial tax 2,821\$721.

—During the year 1881 there were 54 births, 9 marriages, and 70 deaths in the penal colony of Fernando de Noronha.

—According to a Campinas journal that city contains 2759 houses subject to the *imposta predial*, which amounts to 89,627\$224.

—The January receipts of the Pelotas *mea de rendas* amounted to 44,045\$980 for the national treasury, and 51,742\$191 for the province of Rio Grande.

—The customs receipts at Natal, Rio Grande do Norte, amounted to 27,501\$173 in October, 38,745\$726 in November, and 43,596\$819 in December.

—The *Correio Paulistano* is informed that the public debt of the province of São Paulo amounts to 5,011,000\$, of which only 1,000,000\$ is funded.

—The quantity of gold sent to the Portuguese treasury from the captaincy of Minas Geraes between 1771 and 1720, says the *Liberal Mineiro*, was 518 arrobas, 26 libras, 2 onças and 4 oitavas, or about 16,602 pounds.

—The *Tira-Dentes*, of Uberala, Minas Geraes, claims the *illustre moço*, Afonso Celso Junior, as a republican. In such case, will not our colleague tell us what is meant by "republican?"

—The British schooner *May Queen*, from Cadiz with a cargo of salt, was wrecked off the Rio Grande bar, seven miles north of S. José do Norte, on the 1st instant.

—After a delay in Manãos of over one year the Brazilian boundary commission under Lieut. Col. Lopes de Araujo finally left for the Venezuelan frontier on the 10th ult. They go to the Rio Branco first.

—The January receipts of the customs departments at Pernambuco were as follows:

	1882	1881
Custom house.....	1,183,039\$543	1,185,425\$662
Recebedoria.....	49,486\$692	54,335\$906
Consulado.....	295,154\$785	288,120\$556

—A force of fifty men attacked the village of S. Luiz, municipality of S. Borja, Rio Grande do Sul, on the 27th of December, and after an exchange of shots with the police they captured and killed Lieut. Luiz Cavalheiro do Amaral. The latter was under arrest on the charge of having assassinated a planter named Souto.

—The late detection of a Porto Alegre merchant, Emílio Hanssen, in smuggling hats from the Dutch bgn. *Moolen*, has resulted in sentencing Hanssen and his boatman to the loss of the goods and boat and a fine of one half their value—amounting in all to 4,125\$150. Hanssen is further sentenced to exclusion from all the custom houses and *mea de rendas* of the empire. The *Moolen* is also fined 800\$.

## RAILROAD NOTES

—The Campinas tramway line carried 16,732 passengers in January.

—The Barra tramway of Santos carried 21,288 passengers in January.

—The October receipts of the "Recife ao São Francisco" railway were 71,069\$968, and the expenditures 61,486\$762, leaving a deficit of 9,583\$206.

—The November receipts of the "Recife ao São Francisco" railway amounted to 126,331\$078, and the expenditures to 75,782\$993, leaving a surplus of 50,548\$085.

—The December receipts of the "Recife ao São Francisco" railway amounted to 163,968\$494, and the expenditures to 93,446\$636, leaving a surplus of 70,461\$858.

—The receipts of the "Macacé e Campos" railway during the last half year amounted to 776,293\$420 against 678,942\$880. The expense account is never published.

—The tramway lines of the city of São Paulo carried 102,927 passengers during the month of January, of which 8,252 were carried free. The total traffic for the year 1881 was 1,056,445 passengers.

—The January receipts of the "Macacé e Campos" railway were 83,537\$380.

—The January receipts of the Barão de Araruama railway amounted to 13,245\$200.

—It is stated that the steam elevator for the Paula Mattos hill in this city has been shipped at Liverpool.

—The Bragantina railway of S. Paulo has asked for a further extension of six months for the completion of that road.

—Decree 8,388, of the 28th ult., approves the definite surveys of 77 kilometers of the Bahia Central railway, beginning with kilometer 104.

—The October receipts of the Sobral railway, of Ceará, now under traffic, amounted to 3,121\$431, and the running expenses to 4,394\$615.

—The *Journal da Parahyba* of the 24th ult. says that a bark was then discharging materials at that port for the Conde d'Eu railway, among which are two locomotives.

—The total receipts of the Sorocabana line, São Paulo, during the first half of 1881 were 202,841\$650, and the expenditures 184,342\$092, leaving a surplus of 18,299\$558.

—The December receipts of the Feira de Sant' Anna branch of the Bahia Central railway were 11,645\$970, and the expenditures 14,506\$190, leaving a deficit of 2,860\$220.

—The Juz de Fôra tramway carried 21,335 passengers in January. Of these 1747 were carried at an abatement of 20 per cent. The gross receipts were 2,548\$260, or 82\$ a day.

—The December receipts of the "Recife ao Limoeiro" railway, over the part under traffic, amounted to 39,571\$400, and the expenditures to 20,207\$290, leaving a surplus of 10,364\$170.

—The continued heavy rains have caused many interruptions to traffic on the railways. Land slides are reported at various points along the Dom Pedro II and branch roads, and on the São Paulo roads.

—The guaranteed interest paid to the shareholders of the São Paulo and Rio de Janeiro railway up to the 30th June last amounted to 2,804,128\$680 from the imperial government, and 182,612\$862 from the province of São Paulo.

—The largest dividend paid by any English railroad last year was 10½ per cent. by the Maryport and Carlisle line, operated by the Great Western Company. It is a small road, forty-one miles long, and has a capital of about £700,000.

—The December receipts of the Paulista railway amounted to 302,815\$980, and the expenditures to 87,012\$050. This gives a total receipt for the half year of 1,553,619\$780, and an expenditure of 436,763\$750, leaving a surplus of 1,116,856\$030.

—The wages of a Massachusetts laborer for one day will pay for moving his year's supply of flour and meal from Chicago to Boston—a distance of one thousand miles. There is a bit of political economy in this fact that Brazilian railway men and politicians will do well to take into account.

—A circular of the London, Brighton, and South Coast railway, issued toward the close of last year, announces that "early in the ensuing year the directors intend introducing experimentally the American luggage system." Not a bad idea, that; especially in the "experiment" reservation!

—According to the 27th annual report of the Petropolis steamboat and railway company, the total receipts for the year 1881 amounted to 453,247\$110, and the expenditures to 276,173\$210, leaving a surplus of 177,073\$900, which is equivalent to a little over 8½ per cent. upon the capital.

—Mr. Edward Atkinson, the eminent merchant and economist of Boston, speaking of railways at the Atlanta cotton exposition, says that "there is a profitable copper mine in Arizona at which the ore is smelted with coke brought out from England, and the engines on the railroad, by which the coke is carried to the mine, are drawn by coal brought from Australia."

—Nearly one-half of the railway system of Great Britain is under the control of six companies—the London and Northwestern, the Great Western, the Great Northern, the Midland, the Northeastern, and the Caledonian. These companies control 8,338 miles of line and about £368,000,000 of invested capital. This result has been attained by the absorption of smaller lines, and the process is still going on.

—The November receipts of the "Bahia ao São Francisco" railway amounted to a grand total of 4,293\$740, and the expenditures to 104,814\$542, of which 17,097\$642 is charged to traffic account, leaving a deficit of 12,803\$902 in the running expenses. The other expenditures were on account of construction. The line manages to run three trains per week, and even then with so little effort to accommodate that very little traffic is secured. The administration has an idea that the road is purely strategical, and does not need to bid for freight.

—The January receipts of the Carangola railway amounted to 37,622\$210.

—It is announced that the minister of agriculture adopted the definite surveys of the "Macacé a Imperatriz" railway by an *aviso* of the 13th inst. The line will follow the valley of the Mundialy. The capital of this road is fixed at 4,533,000\$, upon which the government guarantees 7 per cent. per annum.

—Edward Ware, C. E., well known to the engineering guild of Brazil by his work on the construction of the São Paulo railway, has just been appointed engineer-in-chief of the Bahia Blanca extension of the Great Southern railway of Buenos Aires. For some time past Mr. Ware has been chief engineer of the Salta a Santa Rosa railway, of Uruguay. His most notable work was the construction of the long bridge over the Vi river for the Central Uruguay railway—the longest bridge, we are informed, in South America.

—The following are the names and extensions of the railways now in operation in the republic of Uruguay:

The Central Uruguay railway, running from Montevideo to the Vi river—a distance of 130 miles.

The Pando railway, running from Montevideo to Pando—a distance of 16 miles. This line will be extended to Minas, Maldonado.

The Ferro Caril del Norte, running from Montevideo to Barra Santa Luzia—a distance of 18 miles. This road connects with the city tramways.

The Salto a Santa Rosa railway, with an extension of 60 miles.

## RIVER PLATE ITEMS.

From the Buenos Aires Herald, January 31.

—The great heat nearly stops business, no one doing more than compelled to do.

—The exhibition palace is almost ready, and large consignments of goods are coming in from every quarter.

—The wheat at the district of Tandil is expected to amount to between 50 and 60 thousand fanegas this year.

—Great enthusiasm prevails throughout the provinces, and particularly at San Juan, on the subject of the Continental Exhibition.

—The board of the Western railway has deposited a million dollars in the bank, that being the amount of half its profits for last year.

—The government has ordered the payment of £52,000 sterling, to their commissioner in Europe, for the railway material forwarded by him during the last months of last year.

—There are actually 23 vessels anchored in the port of Montevideo which cannot pass the bar at Rio Grande. We advise captains to look out before signing charters for that port.

—It has been decided at the stamp office to sell any stamp duty that is asked for without interfering to find out whether it is suitable for the purpose required or not, as was heretofore done, often to the annoyance of the public.

—The government has resolved to accept the proposal of Zimmerman & Co. for providing the Morse telegraph for the special service of the police. The apparatus will be manufactured by Siemens Brothers of London.

—The health of the city still gives occasion for some alarm, and, though it cannot be said that we are suffering from any epidemic, the cases of sickness and the mortality rates in the city are very much larger than usual.

—General Russell, the popular United States consul at Montevideo, has been presented with a beautiful gold and silver cup by the American shipmasters in that port in token of their high consideration for him as a consul and a countryman.

—During last year 821 steamers left Rosario with 229,745 tons cargo; 877 sailing vessels with 56,180 tons cargo; total, 1,698 vessels with 285,925 tons cargo; 747 vessels with 72,007 tons ballast. Left with cargo in transit: 176 steamers with 39,293 tons cargo; 25 sailing vessels with 789 tons cargo.

—From Messrs. Woodgate Bros', circular we take the following export during January: 30,438 salted ox hides, 10,384 do horse do, 67,014 dry ox do, 5,040 do horse do, 1,820 pipes tallow, 25 boxes do, 212 bales hair, 61,090 b. wool, 4,340 b. sheepskins, 17,913 quintals beef, 18,551 bags maize, 1,559 bags wheat, 16,173 bags linseed, 1,181 bales sundries.

—The taxation on food increases. Our precious government has put on a tax of 1 peso on every sheep sold. Before there was a tax of 2 pesos for bringing in and 1 peso for the market monopoly, and now 1 peso is to be added, making 5 pesos for each head, or twenty per cent. tax on meat. The people ought to break down this monstrous iniquity, and break down any scheming politician who upholds it, and the press, which is not owned body and soul by the ring who rules, ought to help to do this work.—January 25.

The wool which has been sold this year in the province of Entre Rios alone amounts to upwards of three millions arrobas and it is estimated that there are three or four millions arrobas more which have not come in from the camp yet.

Regarding the extortionate taxation on meat, we learn that we quite understated the facts. There is a tax for *gaita* of \$5 per 100 head of sheep.

Our colleague *Los Debates*, of the province of Jujuj, discourses as follows on the railway: "On the encampment which has been abandoned by the second division there lie, thrown about, many valuable implements, which have cost the nation many dollars, and which are now lost through neglect and exposure to the rain."

CUBAN SKETCHES.

Mr. James Steele, American ex-consul at Havana, has produced a volume of Cuban sketches which we consider the most remarkable and vivid picture of Havana and the Havaneses that has yet been written. There is an amusing and unimpeachable frankness about his work.

will have become dusky. Conditions in other parts of the island are rather worse than better; the towns are more uncomfortable than the metropolis.

Any American who remains in Cuba beyond a certain length of time is liable to remain there for life—although all foreigners have a peculiar horror of dying in the place.

LOCAL NOTES

The opening of the Buenos Aires exposition has been postponed to the 1st of March.

The government has appointed Bachard Saucedo de Barros Fimental to the presidency of Ceara.

The government has appointed Dr. Gustavo do Rego Macedo as editorial manager of the *Diario Official*.

The minister of finance has authorized the president of Santa Catharina to expend 152,000\$425 in emancipating the Blumenau colony.

The Companhia Nacional announces a reduction in steamship fares to Buenos Aires during the continental exposition.

Decree 8,392, of the 4th inst., grants a ten years' privilege to Samuel Hearen for the use of rubber as an improvement in his coffee machinery.

Decree 8,393, of the 4th inst., concedes a ten years' privilege to William G. Morrison for a portable vertical saving machine of his invention.

The government has appointed Bachard Herculanio Marcos Inglez de Souza to the presidency of Espirito Santo, and Bachard José Barbosa Torres to that of Alagoas.

The new minister of foreign affairs, Philippe Franco de Sá, has been chosen to fill the senatorial vacancy from Maranhão. This is the second minister sent up to the Senate.

The new parliamentary editor of the *Diario Official* is Martinho Alvares da Silva Campos Sobrinho. There is nothing like having a trusty relative in an important position.

By an imperial decree, No. 8,391, of the 4th inst., a ten years' privilege is conceded to William Van Vleck Ledgerwood for a coffee hulling and cleaning machine of his invention.

Notwithstanding the testimony of engineers and others who have visited the Santa Cruz slaughter house, the official reports still tell us that the meat arrives here in perfect condition.

On the 2nd inst. the government appointed Bachard José Leander de Goloy Vasconcellos to the presidency of Rio Grande do Sul, and Bachard Carlos Augusto de Carvalho to that of Paraná.

Decree 8,390, of the 28th ult., grants a ten years' privilege to Thomas Barnes and Phil Slaughter for a process and apparatus of their invention for extracting cane juice and manufacturing sugar.

According to a statement by Deputy Escraignolle Taunay in the Chamber on the 6th inst., the taxes and fees upon naturalization papers in Brazil amount to 120\$. The stamp tax alone is 25\$000.

The minister of agriculture has instructed Dr. Benjamin Franklin de Albuquerque Lima to make an exploration of the Rio Parahyba, in the province of Piahy, with a view of improving it for navigation.

The estimates of civil engineer Benjamin Franklin de Albuquerque Lima for the improvement of the Rio das Velhas are for a maximum of 2,000,000\$, which sum he calculates will secure an uninterrupted navigation during the whole year.

A cable dispatch on the 10th inst. to Messrs. Wilson Sons & Co. announces the departure of the American line a frei Sited steamer, the *Berkshire*, from New York on the 5th. The steamer called at Baltimore, which port she left on the 8th.

The exposition authorities, forgetting that they are only a private organization, have assumed the right to turn the key on the Edison "dynamo" at the exposition buildings. The reason given is that they wish to investigate the charges of foul play. It is to be feared that these gentlemen are not acting altogether with impartiality.

It is announced that the new *carta geral* of Brazil is now ready for the printer. The new map will give all the railway and telegraph lines.

Imperial decree 8,395, of the 4th inst., approves the statutes of the *Pojuca* central usine in Bahia. The late prime minister, Counselor Saraiva, is a large shareholder in this enterprise.

The minister of health has issued instructions to the board of empire to afford further opportunities for vaccination, in view of the increase of small-pox in this city.

The experiments with the Edison electric light at the Dom Pedro II station are resulting very satisfactorily. The electricity is supplied by a Gramme machine.

The steamer *Glenapp*, from New York, arrived at Pernambuco on the 13th instant, and left for this port on the following day.

The Emperor has selected Vice Admiral Joaquim Raymundo de Lamare from the triplicate list to fill the senatorial vacancy from the province of Mato Grosso.

The Botanical Garden Rail Road Company has asked the government to approve the transfer of its seat from New York to Rio de Janeiro. The petition has been referred to the council of state.

An imperial decree of the 11th inst. granted a privilege to an American company to establish a cable line between New York and Rio de Janeiro, touching at Fortaleza, Ceara.

Among the pleasing things connected with the late industrial exposition is the granting of diplomas for literary works. Every one is to have a prize; possibly, even the "Musa do Povo." The dead as well as the living are to receive diplomas, and every body is to be made happy.

A resolution was introduced into the city council by Alderman Hermogenio on the 9th inst. rescinding all ordinances relative to the whipping of slaves by the municipal authorities.

The character of the bulk of legislation before the General Assembly is illustrated by the "order of the day" for the 9th inst. in the Senate, which specifies one hundred and fourteen separate bills granting special favors to students.

According to the *relatório* of the retiring president of Paraná, there was not one death in the "city" of Ponta Grossa, Paraná, during the year 1880. There were registered, however, 224 births and 53 marriages. It is to be hoped that through tickets to Ponta Grossa, at reduced rates, will soon be provided.

The national exposition has granted a "diploma of progress" to the well-known manufactory of spurious wines in Rua do Passio. As these imitations are recommended as home products, the commission seems to feel that the encouragement of a diploma is highly necessary.

The government has received five boxes more of phosphate from Fernando de Noronha, which have been handed over to the imperial agricultural institute. It is thought by some eminent political agriculturists that the Fernando phosphate will thrive well in this latitude, and it is desired therefore to give it a full and fair trial.

Among the several praiseworthy charities in the English-speaking community of this city, there is one which should appeal very strongly to the benevolent impulses of all—and that is the English primary school in the Rua do Proposito, No. 48. This school gives instruction in the primary branches of an English education, and, as many of the children are from poor English families who are unable to pay for tuition, it is very largely dependent upon the generous support of its friends.

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MONTHLY SUMMARY.

Meteorological observations (taken at Braz., in the city of S. Paulo, during the month of January 1882, by the

Companhia Catarinica e Escolas.

Lat. 23° 32' 28" S. Long. 46° 36' 40" W. (Greenwich.) Height of barometer, 2,393 ft. above mean sea level. Do. of rain gauge, 2,375 ft. do. do. Mean pressure at 9 a.m., 27.618 inches; at 9 p.m., 27.601 inches. Mean pressure corrected and reduced to 32° Fahr. at mean sea level at 9 a.m., 29.933 inches; at 9 p.m., 29.903 inches. Mean temp. of air at 9 a.m., 72°; at 9 p.m., 67° 60' Fahr. Mean of max. temp. in shade, 81.5°; do. min. in shade 63.3° F. Mean temperature of Grass minimum therm. (19th) 50.5° F. Highest reading of max. of therm. in shade, (16th) 90° F. Lowest reading of min. of therm. in shade (10th), 55° F. Lowest reading of Grass minimum therm. (19th) 50.5° F. Mean temp. of dew point at 9 a.m., 67.2°; at 9 a.m., 65° 60' F. Mean elastic force of vapor at a.m., .674 in.; at 9 p.m., .635 in. Total rainfall, for the month, 16.59 inches. Maximum fall of rain in one day, (4th) 2.61 inches. Rain fell on 22 days. Fog on the morning of 6 days and evenings of 5 days. Dew on the mornings of 2 days and evenings of 5 days. Thunder and lightning on 15 days. Lightning seen, but thunder not heard, on 4 days. Thunder heard but lightning not seen, on 6 days. Lunar corona was observed on the 31st.

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

COMMERCIAL

February 14th, 1882. Par value of the Brazilian mil reis (1\$000) gold, 27 d. do in U.S. coin at \$4 84 per £1. stig. 54 45 cents. do \$1.00 (U.S. coin) in Brazilian gold, 1887 of £1. stig. in Brazilian gold, 8 889 Bank rate of exchange on London to-day, 20 1/2 Present value of the Brazilian mil reis (paper), 759 rs. gold. do in U.S. coin at \$4 80 per £1. stig. 41-50 cts. Value of \$1.00 (\$4.80 per £1 stig.) in Brazilian gold, 29 1/2 Value of £1 sterling (paper) (.....) 2 410 Value of £1 sterling (.....) 11 566

EXCHANGE.

February 4.—The Banks opened to-day with the following rates: London..... 20 1/2 50 djs Paris..... 47 1/2 Hamburg..... 580 New York..... 2850/10 30 1/2 Portugal..... 257 1/2

During the day the market became firmer though the above official rates remained unchanged. Private paper on London was negotiated in the morning at 20 1/2—20 1/2 and in the afternoon at 20 1/2. Sovereigns sold at 11\$250 cash and at 11\$350 for delivery till the 28th instant.

Feb. 6.—The market opened at 20 1/2 and advanced about mid-day to 20 1/2 when the Banco Commercial affixed the following rates: London..... 20 1/2 Paris..... 47 1/2 Portugal..... 269 1/2

Private paper was negotiated at 20 1/2 on London. Marke very firm. Sovereigns sold at 11\$250, 11\$260 and 11\$270 cash.

Feb. 7.—The firmness in the market continued. The Banco Commercial affixed the following rates: London..... 20 1/2 Paris..... 466 Portugal..... 267 1/2

but transactions in bank paper on London were effected at 20 1/2 and 20 1/2. Private paper, which was scarce, was negotiated at 20 1/2. Sovereigns sold at 11\$250, 11\$260 and 11\$270 cash.

Feb. 8.—The Banco Commercial affixed to-day the following rates: 20 1/2 on London 464 on Paris 260 1/2 on Portugal

but all the banks drew on London at 20 1/2. Private paper on London was negotiated at 20 1/2—20 1/2. Sovereigns 11\$ 810 sellers, 11\$750 buyers.

Feb. 9.—The Banco Commercial raised its official rates as follows: 20 1/2 on London 461 on Paris 259 1/2 on Portugal

but, as usual on the day of departure of the Royal Mail, there was next to no business doing. Small transactions in private paper were effected at 20 1/2 and 20 1/2. Sovereigns 11\$800 sellers, no buyers.

Feb. 10.—The banks affixed to-day the following rates: London..... 20 1/2 Paris..... 461 Hamburg..... 580 New York..... 28450 Portugal..... 257-259 1/2

Small transactions were effected at 20 1/2 and 20 1/2. The market was firm but inactive. Sovereigns 11\$800 sellers, 11\$700 buyers.

Feb. 11.—The market to-day opened at the bank rate of 20 1/2 but about 1 p.m. the Banco Commercial raised its official rates to 20 1/2 on London 459 on Paris 257 1/2 on Portugal

The other banks also drew at 20 1/2 on London. Private paper on London was negotiated at 20 1/2 and 20 1/2. Sovereigns closed at 11\$750 sellers and 11\$600 buyers.

Feb. 13.—The banks continued drawing at the same rates as on Saturday and the market was firm during the day, closing, however, more quiet. Small transactions were effected in bank paper at 20 1/2 on London and 458 on Paris, and in private paper at 20 1/2 on London and 454 on France.

Feb. 14.—There is no alteration to-day in the rates. The banks draw on London at 20 1/2 and private paper is negotiable at 20 1/2.

BANK STATEMENT

Table with 4 columns: BANKS, Deposits in contra balances of reis, Cash balances, and Provisions per cent. Rows include Banco do Brazil, Banco Rural, Banco Industrial, Banco de Commercio, Banco Commercial, English Bank, and New London & Brazilian Bank.

BANK OF BRAZIL

BALANCE SHEET, JANUARY 31st, 1882.

ASSETS.

Commercial Department:

Bills discounted:

Table with 2 columns: Description and Amount. Includes National Treasury bills, commercial bills, and sundries.

Mortgage Department:

Table with 2 columns: Description and Amount. Includes capital account, supplemental loan, and accounts current.

Table with 2 columns: Description and Amount. Includes sundry loans, leases to provincial governments, and real estate.

Table with 2 columns: Description and Amount. Includes stocks and shares, public funds, and shares and debentures.

Table with 2 columns: Description and Amount. Includes documents deposited, São Paulo Branch, and account notes.

Table with 2 columns: Description and Amount. Includes rural accounts, city accounts, and interest due.

Table with 2 columns: Description and Amount. Includes cash account, hypothecary notes, and liabilities.

Table with 2 columns: Description and Amount. Includes commercial department, reserve fund, and notes in circulation.

Table with 2 columns: Description and Amount. Includes bills payable, deposits, and dividends.

Table with 2 columns: Description and Amount. Includes discounts, mortgage department, and supplemental loan.

Table with 2 columns: Description and Amount. Includes hypothecary notes, accounts current, and profits in suspense.

Table with 2 columns: Description and Amount. Includes E. & O. E. bank of Brazil and José Machado Coelho de Castro, President.

Table with 2 columns: Description and Amount. Includes Eduardo Braga, Chief Accountant, and February 3.

Table with 2 columns: Description and Amount. Includes six per cent apolices, Banco do Commercio, and Nova Permanente Insurance.

Table with 2 columns: Description and Amount. Includes Previdente Insurance, Carangola R.R., and Servigos mar. till 28th inst.

Table with 2 columns: Description and Amount. Includes Banco Preadial, hyp. notes, and six per cent apolices (outside).

Table with 2 columns: Description and Amount. Includes Banco Preadial, hyp. notes, and six per cent apolices (outs. s.).

Table with 2 columns: Description and Amount. Includes six per cent apolices, Banco do Commercio, and Banco Industrial.

Table with 2 columns: Description and Amount. Includes Previdente Insurance, Carangola R. R., and Carriz Urbanos.

Table with 2 columns: Description and Amount. Includes Banco Industrial, Docas D. Pedro II, and six per cent apolices.

Table with 2 columns: Description and Amount. Includes six per cent apolices, Banco do Commercio, and Banco Industrial.

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Table with 2 columns: Description and Amount. Includes Carriz S. Christovão, Banco Preadial hyp. notes, and National Loan of 1879.

Table with 2 columns: Description and Amount. Includes Banco do Brazil hyp. n. (16c), six per cent apolices (outs. sale), and Provincial apolices.

Table with 2 columns: Description and Amount. Includes National Loan 1879 for Mar. 3, Banco do Brazil, and Banco do Commercio.

Table with 2 columns: Description and Amount. Includes Banco do Commercio, Alca. Maranhã RR., and Banco Preadial hyp. n. of Dec. 1.

Table with 2 columns: Description and Amount. Includes Banco do Brazil hyp. n. of Dec. 1, six per cent apolices, and National Loan of 1879 for March.

Table with 2 columns: Description and Amount. Includes Banco do Brazil, Aliança Insurance, and Confiança Insurance.

Table with 2 columns: Description and Amount. Includes Fidelity Insurance, Integridade Insurance (outs. sale), and Sorocabana Debentures.

Table with 2 columns: Description and Amount. Includes Banco Preadial hyp. n. of Dec. 1, six per cent apolices, and Provincial apolices of 500\$.

Table with 2 columns: Description and Amount. Includes Banco do Commercio, Banco Industrial, and Navegação Brasileira.

Table with 2 columns: Description and Amount. Includes Integridade Insurance, Confiança Insurance, and Carriz Urbanos.

Table with 2 columns: Description and Amount. Includes Leopoldina R. till Feb. 28 buyer's option, Banco do Brazil hyp. n. (7 c), and Banco Preadial hyp. n. of Dec. 1.

Table with 2 columns: Description and Amount. Includes Banco do Brazil hyp. n. of Dec. 1, do with full interest, and six per cent apolices.

Table with 2 columns: Description and Amount. Includes six per cent apolices, Banco do Commercio, and Banco Industrial.

Table with 2 columns: Description and Amount. Includes Navegação Brasileira, Integridade Insurance, and Confiança Insurance.

Table with 2 columns: Description and Amount. Includes Carriz Urbanos, Leopoldina R. till Feb. 28 buyer's option, and Banco do Brazil hyp. n. (7 c).

Table with 2 columns: Description and Amount. Includes Banco Preadial hyp. n. of Dec. 1, do with full interest, and six per cent apolices.

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Table with 2 columns: Description and Amount. Includes six per cent apolices, Banco do Commercio, and Banco Industrial.

Imports. Flour.—The arrivals since our last report consist of only 4,440 barrels for Altemarle from Baltimore.

The sales amounted to about 5,000 barrels and stock in first hands to-day consists of about 35,000 barrels including about 18,000 half bags Chili.

Of this latter re-shipments are being made to the northern and southern ports of the empire. Oj River Plate there is no stock here at present but two cargoes are shortly expected.

Prices are unchanged. We quote: Trieste 22\$50—23\$00, Gallego 22 00—22 50, Haxall 22 00—22 50, Dunlop 22 00—22 50, O'Dance 21 00—21 50, Mc Cance 21 00—21 50, Baltimore 21 00—21 75, St. Louis 20 50—21 75, River Plate 19 00—20 00, Chili 17 00—17 50.

Market quiet. White pine.—There have been no further arrivals and the market continues firm at 43\$50—44 000 per dozen. White pine.—No arrivals. Market well supplied.

We quote for 95 reis per foot for narrow Baltimore to 110 reis per foot for wide New York lumber. Swedish Pine.—The cargo per Siri, referred to in our last, has since been sold at 40\$00 per dozen.

Since then the cargo per Carr from Memel has arrived, which was sold before arrival at 41\$500 per dozen for prime Westerswick cargoes.

Spruce Pine.—The arrivals consist of 218,292 feet per Pathfinder from Portland which were sold before arrival at 38\$000 per dozen, at which quotation the market remains firm.

Arsenic.—There have been no arrivals since our last and the market is somewhat firmer at 7\$00—7 200 per case for Devo's Brilliant.

Lard.—The arrivals consist of 750 kegs for Altemarle from Baltimore. Prices are unchanged at: 460 reis per lb. for George, 450 " " " " Jenkin, 430 " " " " New York.

Turpentine.—No arrivals. Market firm at 600-630 reis per kilo. Rosin.—No arrivals. Market firm at 4800-5200 per barrel.

Coal.—Arrivals: 2000 tons per Lennie Burill from Liverpool, 500 " " " " Sunderland for company's account. Prices continue nominal in the absence of sales.

Hoy.—Arrivals: 715 bales per John R. Stanhope from Rosario, 745 " " " " Midas " " do, 573 " " " " Nouveau Corvian " " do.

The market continues flat at 68 reis per kilo for Rosario. Bran.—Arrivals: 1,000 kegs per Patagonia from River Plate. The market is firm and prices have advanced to 3\$00-3\$100 per bag.

Indian Corn.—Arrivals: 1,206 bags per Corvidora from River Plate, 300 " " " " Mozart " " do, 300 " " " " Patagonia from do.

The market continues firm and prices have advanced to 5\$00—5\$200 per bag. Cement.—No arrivals and prices unchanged. We quote: English 7\$500—8\$000, German 6 200—6 500, French 7 500—8 000.

Butter.—Arrivals: 53 barrels per Tagus from London, 218 cases " " " " Rosario " " Hamburg. We quote to-day: French, in barrels, 1\$020—1\$020 per lb, do in tins " " " " 1 100—1 240 " "

Danish " " " " 1 100—1 120 " " Italian, Modesto Galone " " 960—980 " " American, in tins " " " " 860—880 " " do in barrels " " " " 750—760 " " "

Beer.—Arrivals: 840 cases per Rosario from Hamburg, 750 " " " " Graf Bismark from Bremen, 152 " " " " based from Liverpool. Market unchanged. We quote: Bass (Hibers & Bell) 7\$200—7\$800, Tennent 4 500—5 000, Guinness' Stout 7 300—7 500, German, Carlsberg 7 200, do Cavallo 7 000, do stundry brands 5 000—6 500.

Coffin.—Arrivals: 943 cases per Rosario from Hamburg. The market is very firm at 24\$000—26\$000 per tub and 25\$000 per case in retail.

SHIPPING NEWS.

ARRIVALS OF FOREIGN VESSELS.

FEBRUARY 2. SODERHAMN.—Sw. hgn Siri; 195 tons; Anderson; 83 ds; pine to C. W. Gross & Co.

LIVERPOOL.—Br. shp Lennie Burill; 1238 tons; Murphy; 57 ds; coal to Rio Gas Company. PORTO.—Port. bk Arvelina; 576 tons; Monteiro; 30 ds; sundries to M. de Oliveira & Co.

FEB. 4. PORTLAND.—Br. hgn Pathfinder; 398 tons; Hughes; 70 ds; pine to F. Clemente & Co. FEB. 6. MIDDLEBOROUGH.—Br. bk Staghead; 973 tons; Jack; 114 ds; rails to Waring Brothers. FEB. 7. BALTIC.—Br. bk Cyren; 499 tons; Minshon; 46 ds; rails to Waring Brothers. FEB. 7. BALTIC.—Am. bk Altemarle; 435 tons; Forber; 44 ds; flour and lard to F. Clemente & Co.

FEB. 7. PAYSANDU.—Span. hgn Fosa; 187 tons; Constan; 29 ds; jerked beef to Souza Irmão & Co.

FEB. 9. ANTWERP.—Nor. hgn Ephraim; 183 tons; Koindren; 60 ds; sundries to Laureys & Co. SUSANORAN.—Br. bk Dyrent; 372 tons; Walker; coal to Norton Megaw & Co.

ROSARIO.—Am. bk John R. Stanhope; 406 tons; Pittsburg; 26 ds; hay to order. Br. bk Midas; 398 tons; Mc Innes; hay to Backheuser & Meyer.

MEMEL.—Gr. bk Carl; 239 tons; Stetten; 129 ds; pine to Hatwig Willmann & Co. FEB. 10. MANSFIELD.—Dan. bk Dreda; 347 tons; Andersen; 56 ds; sundries to Bela Cottin & Co.

Buenos Ayres.—Sp. bk Flores; 191 tons; Serra; 19 ds; jerked beef to G. N. de Vincenzi. FEB. 12. ROSARIO.—Fr. bk Nouveau Corvian; 308 tons; Verdois; 22 ds; hay to Brandes & Co.

DEPARTURES OF FOREIGN VESSELS. FEB. 5. MOBILE.—Sw. bk Emma; 725 tons; Blockman; ballast. BARBADOS.—Br. hgn Lady Mary; 169 tons; Blackburn; ballast. FEB. 6. NEW ORLEANS.—Am. hgn Nannie T. Bell; 440 tons; Fitts; coffee. PERSAMBICO.—Br. bk Camelot; 528 tons; William; ballast. FEB. 7. MARASIAO.—Port. bk Vasco da Gama; 594 tons; Sampaio; sundries. FEB. 8. LIVERPOOL.—Br. bk Victoria Cross; 668 tons; Freddie; same cargo.

ROSELIN.—Chil. bk Victoria; 410 tons; Dubaut; coffee. BAHAMAS.—Am. bk Vanoyser; 495 tons; Oliver; coffee. FEB. 9. BALTIC.—Am. bk Temples; 398 tons; McClain; coffee. —Am. hgn Chovian; 230 tons; Cleam; coffee. ARACAJU.—Port. hgn Alvez; 335 tons; Conceição; sundries. FEB. 11. GIBRALTAR. I. o.—Fr. bk Ciria; 259 tons; Alegray; coffee. FEB. 12. LISBOA. I. o.—Sw. hgn Patria; 238 tons; Hallgren; coffee. NEW YORK.—Port. bk Triunfo Goya; 477 tons; Arnelha; coffee. S. CHRISTOVÃO.—Sp. bk Terma; 385 tons; Arimon; ballast.

FREIGHTS: Steamers: London 50, Liverpool 50, Antwerp 40, Hamburg 40, Havre 40, Genoa 40, Marseilles 40, New York 60-65. Sailing Vessels: Channel F. o. 451-501, Lisbon F. o. 451-526, Gibraltar F. o. 451-526, U. S. North 251-301, U. S. South 251-351.

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

Table with 5 columns: NAME, TONSAGE, ENTERED, WHERE FROM, CONSIGNEE. Lists various ships and their destinations.

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GOVERNMENT BONDS

Table with columns: EMISSION, CIRCULATION, DENOMINATION, INTEREST, NOMINAL VALUE, QUOTATION. Lists various government bonds like General Apolices, National Loan of 1868, etc.

BANKS AND PUBLIC COMPANIES

Table with columns: CAPITAL, SHARES, EMPLOYED, VALUE, PAID UP, NAMES, RESERVE FUND, LAST QUOTATION, LAST DIVIDEND. Lists various banks and public companies like Banco do Brazil, Caixa Economica, etc.

SHIPPING NOTES.

The shipping arrivals at Santos during the past month amounted to 17 vessels from foreign ports, and 26 from domestic ports. The departures were 22 vessels for foreign ports, and 20 for domestic ports.

Table with columns: Tonnage of sailing vessels, net tonnage of steamers, total. Lists shipping statistics for various countries like Great Britain, United States, Norway, etc.

The total sea-going tonnage afloat is 1,319,915 tons of sailing vessels, of which Great Britain owns 5,435,851 tons, or more than one-third. Of these there are altogether 8,853,538 tons net, of which Great Britain owns 3,131,453, or about two-thirds.

ARRIVALS OF FOREIGN STEAMERS.

Table with columns: DATE, NAME, WHERE FROM, CONSIGNED TO. Lists arrival dates and details for steamers like Rosario, Brazil, Santos, etc.

DEPARTURES OF FOREIGN STEAMERS.

Table with columns: DATE, NAME, WHERE TO, CARGO. Lists departure dates and details for steamers like Monarch, Santos, Hamburg, etc.

DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC WORKS. COPACABANA.

SEALED PROPOSALS will be received for a period of 90 days in the Bureau of Public Works, Department of Agriculture, Commerce and Public Works, for the construction, use and enjoyment of a city tramway line, of animal traction, uniting the center of the city with the beaches of Saudade and Copacabana.

The line will start from the Rua dos Olivares, corner of Rua do Ouvidor, following that street to that of S. José, and thence by way of the streets Ajuda, Evaristo da Veiga and Santa Theresa, with a branch between these by way of the Rua do Visconde de Maranguape and Travessa do Mosqueira, it will continue through the Rua do Conde de Lages which should be prolonged by cutting a tunnel through that of D. Luiz, and hence to the rear of the cathedral.

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 to that of Assumpção, sending out a branch by the Ruas Baniã and Figueiredo.

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

For reaching the Praia de Copacabana the line should either be prolonged from Rua da Real Grandeza by means of a tunnel, or starting from the crossing of the Rua do Hospício de Pedro II with Rua da Passagem, the line will continue by this to that of Guaymazin and to the Morro do Lencoe road, crossing by means of a tunnel, until arriving at Rua de Bernardo de Vasconcelos on the said beach.

The track should be 1000 between the interior faces of the rails and can be double in all the streets which have not less than 11 meters of breadth, the space between tracks being not less than 1 meter in the minimum.

The rails should be grooved, and should have weight of 16 kilograms per linear meter at the least.

All the fixed material and rolling stock should be of the best quality. The cars should have apparatus for preventing derailments and accidents. The breadth of the cars should not exceed 1000, or 1000 in the side steps.

Within the period of three months the enterprise (empresa) should present the plans for the construction of the line to the government for approval, which will consist of the following works:

- 1st. A plan of the line, showing the grades, radii of curves, stations, and a specification of the property which will have to be appropriated, on a scale of 1 to 1,000.
2nd. Section of tracks.
3rd. Projects for the tunnels, on a scale of 1 to 200.
4th. Designs for cars for the different services, of the station edifices, of the shops and merchandise storerooms.

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

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

The enterprise binds itself: 1. To construct the line in accordance with the plans approved by the government; 2. To have stations for passengers and freight on Rua do Ouvidor, at the end of Rua de Pereira da Silva, on Rua de Paysandú, da Passagem, da Real Grandeza, on Praias da Saudade, and de Copacabana;

3. To pave the part of the streets and roads comprehended between the rails, and also on 35 on each exterior side; 4. To open the new streets indicated in the plan with a breadth of 13 meters at the least, and to prolong the quays of Praia do Flamengo to Rua de Paysandú, and to enlarge and straighten the Ruas de Santa Theresa and Guardamar in the part indicated in the same plan;

5. To open and construct the tunnels with eight meters of breadth and six of height, this to be counted from the level of the pavement; 6. To construct and maintain, during the time of its privilege, a bathing establishment at the Praia de Copacabana, in conformity with a plan approved by the city council.

The enterprise can not collect more than 100 reis for the transport of each passenger from Ruas dos Olivares to those of Passagem and Real Grandeza, and intermediate points, nor more than 100 reis for transport from either of the two last designated streets to the Saudade or Copacabana beach.

The transport of merchandise will be regulated by a table previously approved by the government, and revised every five years.

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

The enterprise will pay the city council for the lands of its property, which it may occupy, the rent which the same council may judge, and will purchase those which may be required for the opening and enlargement of the streets, these being, through failure to agree, appropriated in the terms of the Decree No. 1667, of the 27th of October, 1885.

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

In case of fire in properties situated in the streets of the line conceded, or in their immediate vicinity, the firemen and police agents will also have gratuitous passage to the mentioned streets, independent of passes, there being placed at the disposition of the chief of police, of the director of the corps of firemen, or of whom shall occupy their places, a car specially constructed for transporting two fire engines.

There shall also be placed at the disposition of the government, whenever it may require it, every facility of transportation, with an abatement of 50 per cent. from the tariff, for the carrying of troops.

The government concedes to the enterprise: 1st. A privilege for a period not exceeding 35 years, counting from the day on which the line shall be opened to traffic; 2nd. The right of appropriation for the lands and buildings necessary to the construction of the works, in accordance with the Regulamento approved by Decree No. 1667, of the 27th of October, 1885.

The use and enjoyment of the lines of the Botanical Garden Rail Road Company at the end of its privilege, if at that time the new enterprise shall have prolonged the quays of Praia do Flamengo to the Morro da Viçosa, and from there skirting the bay of Botafogo to the Morro do Pasmado, in accordance with the outline of the plan. This concession will endure to the end of the privilege of the new enterprise.

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

In that case also, the enterprise will have a privilege of zone, during the time of the concession, from the Largo da Lapa do Desterro to the limit of their lines in Gávea, Copacabana, Praia da Saudade and Larangeiras, comprehending all the part of the city situated in this extension between the mountains and the sea. It will be obliged, however, to extend its rails to all the streets comprehended in this perimeter, which the government may designate, and will not collect for the transportation of each passenger more than 1000 reis to the Rua da Passagem and Real Grandeza, Içá da Rainha, in Cosme Velho, and Praia da Saudade, nor more than as much more to Copacabana or Gávea.

The time of the privilege ending, 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.

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

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

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

If among the improvements proposed is comprehended the opening of avenues of 20 meters breadth, at the least, in the route of the lines or in their ultimate extension, the government, if it accepts them, will concede for their execution all the favors which similar enterprises enjoy.

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

The concession will lapse: 1st. If the time fixed for the commencement of the works has passed without their having begun; 2nd. If after commencement they are interrupted for more than one month, except in case of superior power, duly proved in the judgment of the government, the enterprise being in this case obliged to remove within the period of 60 days, counting from the intimation which shall be made to it, all the material employed, as well as to restore the streets to their original state at its own cost;

3. If after the line has been opened to traffic, shall be interrupted, without cause justified before the government, for more than 60 days.

The government will be able to impose fines upon the enterprise for fault of compliance with the clauses of the concession, from 200 to 2,000, in accordance with the gravity of the case.

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

The enterprise will be subject to all the dispositions established by the Regulamento approved by Decree No. 1837, of the 4th of December, 1874, for the service of city tramways.

F. de B. e Acilios de Vasconcellos, Acting-Director. BUREAU OF PUBLIC WORKS. 30th December, 1885.

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" 26	Avon....	Montevideo and Buenos Ayres.

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

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

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CITY TELEPHONE ADDRESS:—No. 112.

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