

THE RIO NEWS.

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VOL. IX.

RIO DE JANEIRO, MARCH 15th, 1882

NUMBER 8

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Rios (central line) 10:11 a. m., Barbacena 2:45 p. m., Porto
Novo (branch from Barra) 12 m., Cachoeira (S. Paulo
branch) 11:45 a. m., São Paulo (47 S. P. & Rio R.R.) 6 p. m.,
Bom Jardim 12:15 a. m., São Paulo 6 a. m., Barbacena 8:12 a. m.,
Porto Novo 12:13 p. m.; arriving at Barra 4:11 and Rio 7:12
p. m. Connects with Valenciana line at Desengano; Rio
das Flores line at Commercio, União Mineira line at Ser-
raria; Oeste de Minas (S. João d'El-Rey) line at Sítio;
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Surubely, and S. Paulo and Rio de Janeiro line at Cachoeira.
Limited Express: Upward, leaves Rio 7:13 a. m., arriving
at Barra 10:26 a. m., Rio Novo (central line) 7:07, Cachoeira
(S. Paulo branch) 5:28 p. m., Bom Jardim, leaves Cachoeira 6:48
a. m., Rio Novo 9:50 a. m., arriving at Barra 1:42 and 1:57 p. m.,
Rio 5:43 p. m. Stops at all stations. Connects with Santa
Cruz branch at Sapopemba, and Macacos branch at Belém.
Mixed Trains: Leave Rio at 9:10 a. m., 3:12 and 4:10 p. m.;
arrive, from Belém 7:15 a. m., from Barra 8:45 a. m., from
Entre Rios (leaving 6:07 a. m.) at 3:28 p. m.
Suburban Trains.—Passenger trains leave at 5:00, 6:30,
7:40, 8:40 and 10:22 a. m., and 1:00, 2:15, 3:30, 4:30, 5:50, 7:30,
8:30 and 10:00 p. m. all stopping at Cascadura except the 10
p. m. train, which runs to Sapopemba. Returning, the trains
leave Sapopemba at 2:35 and Cascadura at 3:50, 6:10, 7:40,
8:45, 10, and 11:35 a. m., and 2:10, 3:20, 4:30, 5:30, 7, 8:30 and
9:40 p. m.
CANTAGALLO R.—Leaves Niterohy (Santa Anna)
7:30 a. m., arriving at Nova Friburgo 1:05 Cordeiro (1 hour
per tramway from Cantagallo) 4:25 and Macico 5:45 p. m.
Return train leaves Macico 6:30, Cordeiro 7:50 and Nova
Friburgo 11:10 a. m., arriving at Niterohy 4:35 p. m. A ferry boat
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THE RIO NEWS

PUBLISHED TRIMONTHLY

on the eve of departure of the American packet, the French packet of the 13th., and Royal Mail packet of the 24th. of the month.

A. J. LAMOUREUX, Editor and Proprietor.

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

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RIO DE JANEIRO, MARCH 15TH, 1882.

ACCORDING to a cable dispatch from London on the 3rd instant, the life of Her Majesty Queen Victoria has been again attempted by an assassin. As yet we have no further particulars of the dastardly crime than that it occurred at Windsor Castle, and was caused by no political motive. It is inexplicable how such crimes can occur. A most estimable lady and sovereign, loved and honored by her people with a devotion which has fallen to the lot of but few rulers, she is made the victim of an attempted assassination from private motives. Such motives can exist only in the brain of a madman. The sympathy and congratulations of all civilized governments have been offered to the Queen, and with them will go the heartfelt regrets for the crime and gratitude for her fortunate escape from all peoples. We append herewith a message of sympathy and congratulation from Her Majesty's subjects in Rio de Janeiro, with every sentiment of which we, for ourselves and for our own countrymen, can most heartily subscribe. To Her Most Gracious Majesty Victoria, Queen of Great Britain and Ireland, Empress of India, &c. &c. Madam,

We, the undersigned, subjects of Your Most Gracious Majesty, residents in Rio de Janeiro, having heard with sorrow and indignation of the recent horrible attempt on Your Majesty's most precious life, humbly offer our most earnest congratulations on Your Majesty's happy escape.

Though a long way distant from our native country, we would respectfully submit to Your Majesty the assurance of our devoted loyalty and attachment to Your Majesty's person and throne; and we earnestly pray that Your Majesty may long be spared to reign over your vast Empire.

Rio de Janeiro, 7th March, 1882.

(The signatures follow)

THE political situation remains unchanged. There have been adopted as yet no important measures by the government, nor have any been introduced into the national legislature. The reply to the speech from the throne, which is as pointless as the speech itself, has been adopted in both chambers with but little discussion, and with practically no defence of the actual cabinet outside of its members. Heretofore the reply to the speech from the throne has been the subject for all manner of discussions and discourses, and has been employed for the ventilation of every species of political quarrel. This year there have been a few telling attacks upon the ministry, to which most intemperate replies have been made by the prime minister himself, but beyond that there has been nothing. In one of these replies the prime minister made some violent and unjust criticisms upon the director-general of the postoffice which caused that official's resignation on the following day. On another day, while Senator Silveira da Motta was speaking, the prime minister in-

terrupted him so often and so violently that their discussion, as exhibited in three or four closely-printed pages of the *Diário Official*, looks more like the running dialogue of two scolding fishwives than anything else. The prime minister even went so far as to call the Senator a liar, and put himself in the anomalous position of being called to order by name by the presiding officer of the Senate. These things have value only so far as they illustrate the character of the ministry, and the slight probability that there will be any beneficial legislation accomplished under its tenure.

The burning of the exhibition building at Porto Alegre, Rio Grande do Sul, on the evening of the 23rd ult., with all its contents, is an event which merits nothing less than the severest censure and punishment. It was an act of vandalism which disgraces the city in which it was committed, and the province in which the exhibition was held. Whatever may have been the grounds of popular complaint, there is nothing which can justify so shameful an act as this. It can make no difference what cause the managers of the exhibition may have given, the bare fact remains that the people of Porto Alegre permitted a mob to attack a building filled with foreign exhibits and then to deliberately burn it to the ground. The trouble began on the 18th, and notwithstanding the appeals for protection it would seem that no adequate provisions were taken by the authorities to secure the building against harm. The windows were broken and many valuable exhibits were injured or destroyed long before the fire was kindled. On the 23rd there was not a whole window in the edifice! And for what reason? Merely because the populace was dissatisfied with the results of the lottery with which the directors very mistakenly undertook to close the enterprise! We have no sympathy whatever for this wretched lottery scheme, but unfortunately it was tacked on to a legitimate enterprise in which the property of hundreds of innocent persons was invested. If the populace had simply vented its displeasure on the directors, we should have looked upon it as a local question of little outside importance. We might even have felt some slight satisfaction that the beggarly scheme had met with so deserving an end. But as it happens the exhibition contained some 250 valuable exhibits from Germany, and some 2,000 from various parts of Brazil, all of which were totally destroyed. And now, what has the city of Porto Alegre to say to all this? What excuse can she offer? What reparation can she make? The German-Brazilian exhibition has been talked of for years, and always in the interests of the province of Rio Grande do Sul. It was to open up a market for German products, to bind the two peoples closer together, to attract the German immigrant to Rio Grande do Sul, and to develop the resources of that province. And in aid of these praiseworthy objects many hundreds of people went to the expense of sending their products to Porto Alegre for exhibition, and placed them unreservedly in the care not only of the directors of the enterprise but of the government of the city in which the exhibition was to be held. For a space of three months, from October 1st to December 31st, this exhibition was open to the public, attracting both visitors and trade to that city, and conferring many valuable benefits upon the whole province. And the result of it all is that the people lose their temper over a miserable lottery drawing at the end and burn the edifice and all its contents. It is a piece of perfidy, almost without equal. In strict justice the city of Porto Alegre should be held responsible for every *vintem* of loss, and if she

values her honor and good name she will offer to do so without a moment's delay. Another strange feature of the affair, and we make no comment, is the absence of all criticism by the Brazilian press outside of Porto Alegre. The Rio press has barely given it a notice as an item of news.

In order that foreign manufacturers may be prepared for all possible contingencies in their future dealings with this government, we give herewith the answer of the minister of agriculture, under date of the 8th instant, to a just and admitted claim of over twenty months standing.

English Bank of Rio de Janeiro, Limited, praying for payment of the sum of £733 6s 7d, the amount of 10 per cent, which was deducted from the account presented by them June 30, 1880, for supplying four locomotives and their accessories, brought by the ship *Stephen B. Smith* for the Paulo Afonso railway.—As the accounts of the half year in which this order was made left no balance, and said accounts being now closed, the payment can not be authorized under the head of "*exercícios findos*" in view of the dispositions of Art. 18 of the law No. 3,018, of November 5, 1880, by virtue of which the payment of creditors under past budgets can only be effected within the limits of credits voted. The debt, however, is admitted and will be provided for in the proposal which will shortly be laid before the General Assembly, requesting the necessary credits for liquidating the debts of this category.

As this is a fair sample of the manner in which the government is disposed to treat its creditors, it is eminently just and proper that it should have the fullest publicity. In view of the circumstance that the government is now the proprietor of several important railways, and is a large purchaser of supplies for various public works, foreign manufacturers will naturally desire to procure its valuable custom. The competition growing out of this will tend to the sale of these supplies in the open market at the lowest price. This of course is a great advantage to the government, and would be an advantage to the manufacturer also were his sales for cash. If, however, the government of Brazil imposes an arbitrary deduction in the accounts, or defers payment for a term of years, it must necessarily result in a loss to the creditor. If the Brazilian government chooses to run railways and carry on engineering or construction works of any kind, it enters into competition with private parties and should assume their responsibilities and obligations. On any other grounds, the competition would not be fair, and would discriminate arbitrarily against the individual. It follows therefore that the same laws and regulations which govern the relations and actions of individuals, should apply with equal force to the government. In all business enterprises of such a character, the government should lay aside all its sovereign powers, and should exact no other consideration than that of a private party. This view of the question, we regret to say, the Brazilian government declines to assume. In its contracts it exacts conditions which no citizen could expect, it refuses to abide by its own obligations, and it refuses, delays, or modifies payments at will. In the case under consideration, an arbitrary deduction of 10 per cent. was made by simply an administrative ruling; and now after twenty months have transpired the debt is admitted but not paid because of a lack of appropriation. If we mistake not, the purchase of these locomotives was duly authorized and that should legally cover all expenses. A part of the account was struck off on the 30th June, 1880, and in the following November a law was passed prohibiting the settlement of the accounts of past years except by a special credit. These tortuous regulations are not only vexatious, but they are unjust. A creditor of the government is entitled to just the same consideration as though he were dealing with a private individual—and that of course is a payment of accounts in accordance with the

terms agreed upon. If the Brazilian government insists upon carrying its sovereign capacity into its private transactions, then manufacturers should be fully informed of the fact.

A PLEA FOR PROTECTION.

The jury of the late Exhibition of National Industries, at a recent meeting, resolved unanimously to address the following memorial to the government:

Convinced of the solicitude with which the imperial government ever encourages the just aspirations of the country, the jury of the Exhibition of National Industries approaches it with the greatest respect to suggest the necessity of our national industries being so efficiently supported and protected as to enable them to be developed with rapidity and in security.

To effect this patriotic plan of protecting our industries the customs tariff affords the most powerful element, and the jury is certain that the imperial government will know how to avail of it.

The jury is fully aware that the imperial government, with a just conviction of the necessity of guarding our nascent industries, has instituted an inquiry which will enable it to learn the resources, needs, and present position of the different branches of national industry.

The jury is also aware that the imperial government, while giving a provisional character to the new customs tariff, has made it dependent on the study, wisdom, and patriotism of the legislature.

On their side, the national industries have addressed their just representations and suggestions to the same quarter, and by discussions in the press have proved their complaints to be well founded.

From this combination of good intentions and an awakened study of a subject of such magnitude as regards the industrial prosperity of Brazil, the jury has every confidence that only the most thoroughly matured and prudent laws can result; laws which will open up and secure to our national industries a clear road, by which at no distant date they will be able to attain such a degree of development as shall place Brazil on a par with the most advanced countries in the world.

The *desideratum*, therefore, to which both the imperial government and our national industries aspire, is noble and patriotic; but to achieve this it is not enough to mean well or to simply enunciate sound principles; it is necessary to thrust aside the briars which obstruct the approach to it; it is indispensable to root up the noxious herbage which conceals the path. Everything which can divert study or neutralize good intentions must be thrust aside with a resolute hand.

It has been said that the national industries in agitating for protection aspire to nothing less than a prohibitive tariff. This is a manifest error, and one by which the jury is convinced that the imperial government will not be misled.

The national industries in their just representations have been at special pains, and have successfully proved that the official values falsify the *attos* fixed by the legislature; and that the classifications of different products of the same family do not preserve the due harmony between the cost and special manufacture of many articles.

The official values, which are far below the real, not only deal a deathblow to national industry, but constitute a flagrant violation of the law; for, whereas, the law determines that the duties to be collected shall be a percentage on the value, those really collected are much less than the law intended, and on which it relied not only to afford a just protection to our industry but a resource for the needs of the treasury. As to the necessity for raising some of the duties, the propriety of admitting duty free those raw materials which we have to import, and the unjustifiable fact that some manufactures pay a less duty—or even enter free—while the raw material pays a higher, the national industries have every confidence that the imperial government and the legislature will readily decide on the wisest course to pursue.

The customs tariff has only most imperfectly met our needs; and as regards classifications and official values has perverted the intention and has in its turn legislated; having, in fact, lowered the duties.

Consequently, at a time when the national industries and the imperial government are animated by the same wishes; when the imperial government will have in the report of its special committee of inquiry and others which it can and will know how to appoint, the very best elements for forming an opinion; when the legislature already in session, can bring the most brilliant intellect to bear on this question; when our native manufacturers are using every effort to enlighten public opinion by exhibiting the best results of their energy at the same time that they prove the justice of their representations; when, in short, there is a golden opportunity for a most searching investiga-

tion and thorough study of this question, it appears but just to the jury of the exhibition of national industries that the execution of this new tariff should be delayed until the imperial government and the legislature, better informed, shall come to a definite conclusion on the tariff to be shortly put in force; and that the task of revising the official values and classifications should be entrusted to a commission formed in equal parts of treasury officials, manufacturers, and native and foreign merchants.

Relying on the unflagging solicitude of the government, the jury of the exhibition of national industries begs respectfully to suggest this prudent and indispensable step; and, confident that the government, no less than itself, will have found in the present exhibition the most significant proofs of the industrial advance made by this country and of the just right of the national industries to be thoroughly protected, it hopes before long to see the most brilliant dawn break before the industries of Brazil.

Jury Committee-rooms, 9th February, 1882.

DR. NICOLAO JOAQUIM MOREIRA, chairman,
and others.

The foregoing memorial makes its appearance about one month after the close of the industrial exhibition, at least two months after the publication of the new tariff, and within two months of the date at which it is to enter into execution. The gentlemen who compose this jury, and who are now petitioning the government for a suspension of the new tariff, should be aware of one very important fact: that stability is a vital element in all sound and prosperous business, and that these frequent tariff changes are unavoidably destructive to such stability. The manufacturing enterprises of this country—if we may use that term instead of the broader and wrongly-used one of "national industries"—represent but a small part of the invested capital affected by the tariff, and when therefore they seek to make this same tariff an economic football to be kicked about at anyone's pleasure, they are interfering with interests and causing losses for which there is no possible excuse other than selfish interest. These gentlemen should remember that there is a mercantile community in Brazil which not only outnumbers them ten to one!—yes, a hundred to one!—but which is also entitled to the consideration and care of the government equally with themselves. And, too, there is a vast army of deeply-interested people—the consumers—who are also entitled to a hearing and whose voice should first claim the attention of their representatives in the national legislature.

We shall heartily agree with this memorial in all its aspirations for an early and full development of manufacturing industries, but we want to see that result attained justly and without infringing upon the rights of others. An industry built up at the expense of others and through a system which would take every man by the throat and compel him to buy domestic manufactures at exorbitant prices, is not just. Logically, it is little better than highway robbery. A government may impose such taxes for purposes of revenue, because the tax is for a public and general purpose. But when these taxes are made higher in order to secure support for private enterprises, and to protect them against outside competition, they become at once a forced levy upon the people for special and private purposes. There is no logical defense for such a system. A protective duty simply compels a people to pay more than a fair price for what they consume, and the excess goes into the pockets of a few men who desire to be known as public benefactors. Or in other words, the man who compels a people to pay twice or three times an open-market price for a hat, coat, shirt, dress, or article of food, is a patriot and a public benefactor. And what a benefaction! He makes a whole people poorer, so that he may become richer, and that his country may enjoy the questionable satisfaction of saying that it possesses such an industry!

In the matter of abstract right, we beg to call the attention of these gentlemen of the industrial exhibition to these few hard facts. Protection is an artificial system which is destructive to all fair competition in an open market. It is therefore antagonistic to all commercial interests in the broad sense of the term. If the government favors protection, it discriminates against commerce. The commerce of Brazil gives employment to thousands of men who are scattered all over the empire, and represents a cash investment of many millions, and a credit investment of many millions more. Protection asks the government to discriminate against all these by shutting out the introduction of cheap foreign goods, and diminishing the aggregate of trade because of the increased cost of native goods.

An unrestricted commerce means an open market with an opportunity to buy the best goods at their lowest prices. Protection is antagonistic to this because it would shut out this competition and compel the consumer to buy from a restricted assortment at artificially enhanced prices. The consumer is therefore obliged to pay more for his usual consumption, which is equivalent to a reduction in the purchasing power of his wages or his income. To that extent he is poorer than before, because his net savings or income is reduced to just the extent represented by this increased cost of living. Protection is therefore inimical to the interests of the people because it restricts their liberty and impoverishes them.

In this country not less than 60 per cent. of the gross revenue is derived from the duties on imports. Protection to be effective must shut out foreign goods; it is therefore antagonistic to importation, and consequently to the best source of revenue which the government possesses. It does not supply a substitute for this source, and therefore results in a positive injury to the national treasury. As the government must have funds to meet liabilities and current expenses, it will be compelled to increase domestic taxation. Through this result protection increases the costs of living for the consumer, and then increases his direct taxes through the prohibited revenue from imports.

Now let us sum up the results. Protection seeks to establish and protect a few industries in the interests of a few private parties. It enables the people to say that they possess these industrial establishments. It affords employment to a small number of laborers, and a guaranteed revenue to a mere handful of men.

On the other side, protection is logically and inherently antagonistic to commerce, to fair competition, to low prices, to the consumer, to a revenue from imports, and to a just administration of government which should discriminate against no citizen nor class of citizens. It increases the costs of living, it imposes artificial prices, it restricts personal liberty, it destroys individual independence, and it creates a class of people who live upon favoritism and jobbery. It is a system of selfishness and injustice.

And to attain all this these gentlemen who claim to represent the national industries of Brazil, now ask that the government shall withdraw the new tariff, all printed and promulgated, and leave the whole question to further discussion and wrangling. To such a course the commercial classes are decidedly opposed, not because they are satisfied with the tariff but because so many and so frequent changes are grave embarrassments in their business calculations. Where there is so high a tariff as in Brazil, it must necessarily form an important factor in all calculations, especially when it represents from 50 to 100 per cent. of the cost of the goods. As long as there is a doubt of the rate to be imposed, the importer will either withhold his orders or

will impose an additional percentage to cover the possible increase. Neither manufacturer nor merchant will care to do business at a loss; consequently they will either do no business, or will make the consumer pay for the extraordinary risks. This is so clear and so legitimate that it is a matter of surprise that the fact is not recognized by even the protectionists themselves. It follows therefore that these delays and changes are not only injurious to the commercial classes, but they are also directly injurious to the consumers.

For these reasons, we believe that the memorial of the jury of the national industrial exhibition asks the imperial government to commit an act of stupendous folly and injustice.

No one will contest the desire to develop the industries of this empire; no one will place one straw in the way of an enterprise, whatever it may be, which will add to the wealth and well-being of this people.

On the contrary, as foreigners whose capital and labor are invested here, it is both our desire and interest that the industries of Brazil shall have a substantial development, and that the country shall enjoy every measure of advancement and prosperity. Our investments and our risks are unanswerable proofs of that fact. It follows therefore that even in the most selfish view that can be taken—self interest—we must be heartily in favor of the very ends which these protectionists are claiming to seek. As merchants and as consumers, however, we object to having imposed upon ourselves not only all the costs and losses, but also the private gains of the men who are seeking an unfair advantage over us. All that we ask is fair play, from which no possible interest, either public or private, can suffer.

From *The American Journal of Science* for February.

GEOLOGY OF THE DIAMOND.

Two papers on this subject have lately appeared in the Portuguese language. One by Professor H. Gorceix, of which an abstract was given in the September number of this Journal, treats only incidentally of the diamond. Its conclusions are, that the diamond, like the topaz, originated in the series of granular quartzites (itacolumites) and unctuous schists which is so largely developed in Minas Geraes, and that the itacolumite is possibly the original matrix of the gem.

In a paper by myself, published in Vol. v of the *Archivos do Museu Nacional* of Rio de Janeiro, the famous locality of Grão Mogol, in which diamonds are found in quartzite, is discussed. It is shown that, under the name of itacolumite two very distinct geological series have been confounded. The older series including the true flabby and often flexible quartzite to which the name should be limited, is intercalated with the unctuous (hydro-mica) schists and itabirites. The newer series is composed almost exclusively of quartzite, which in its finer parts is almost indistinguishable from true itacolumite, but which in places passes to a conglomerate containing pebbles of all the rocks of the older series. Throughout the diamond region of the Serra do Espinhaço this quartzite lies in well-marked unconformability on the upturned edges of the lower, though, since the localities where the two quartzites can be seen in juxtaposition and where they are at the same time clearly distinguishable one from the other are few, this unconformability has escaped notice or has only been doubtfully recorded. The distinction between the two series of quartzite being established, it is shown that the diamond-bearing rock of Grão Mogol most probably belongs to the newer series, and that the diamond entered into its composition ready-formed like

any other pebble. The locality of São João do Chapada, where the diamond has been mined in clay (*barro*), is described. It is shown that the mine is excavated in the undisturbed soft material resulting from the decomposition of beds of unctuous schists underlying a bed of quartzite (itacolumite) which appears at the entrance of the mine. The diamond-bearing material was not exposed *in situ*, but two masses dislocated by slides were pointed out to a negro, who knew the mine thoroughly, as the diamantiferous *barro*. One consisted of a black clayey mass which, on a fresh fracture, revealed thin alternating layers of white clay resembling lithomarge and black pulverescent iron oxide. The other mass consisted of a portion of a quartz vein the quartz being much fractured and traversed by brilliant plates of specular iron, with a mass of decomposed shale adhering to one side, and with an undisturbed mass of red clay adhering to the other side, to which in turn was attached a mass of decomposed shale. The vein nature of this mass was unmistakable. The red clay, which was said to be diamond-bearing material, is rich in iron, and on treatment with acids leaves white quartz sand and an abundant black sand, consisting for the most part of microscopic tourmalines, according to the determination of Professor J. W. Mallet. Small hexagonal crystals are also described by H. Rose in a mass of *barro* containing a diamond obtained at São João by Messrs. Heusser and Claraz. It was concluded from these observations that the diamond occurs at São João in its original matrix in a vein of quartz accompanied by a rock of unknown nature, but containing iron and tourmalines traversing the series of unctuous schists and itacolumites.

Since the publication of these papers, both Professor Gorceix and myself have revisited the diamond region, and these views have been fully confirmed. A specimen of rock from Grão Mogol, obtained through the kindness of Dr. Cartão Jardim, shows distinctly by the side of a diamond a rounded water-worn pebble, and Professor Gorceix was so fortunate as to extract, under his own immediate supervision and with all necessary precautions, several diamonds from the *barro* of the São João mine.

Near Diamantina I examined a mine in a rotten conglomerate, which I suppose to belong to the same series as that of Grão Mogol. At other points, near the São Francisco river, diamonds appear in a region of a newer (though probably Paleozoic) conglomerate, and in the province of Paraná, in a region of Devonian sandstone and conglomerate. In all these cases the diamond has most probably come out from its secondary deposit—the conglomerate. Of course all rocks newer than the original formation and formed from its debris may contain the diamond. The original formation is most probably of Cambrian age.

O. A. DERBY.

"THE fall planting of cane throughout the Teche country," says the *New Orleans Picayune*, "has come up beautifully in many places, and it promises to give a heavy stand for the forthcoming crop. The eyes on the old stubbles have also sprouted freely, and the weather has of late been so mild that they are growing rapidly. Of course, the new growth above ground is liable to be cut down by frost, but as the roots have all the time been growing, new shoots would, in that event, put out the first warm spell. There is a prospect for a large crop next season."

A MEETING of Montreal tea and coffee merchants was recently held, with the view of appointing a deputation to wait upon the finance minister and urge upon him the importance of settling the question of changing the duties on tea and coffee at once, if any change is to be made, instead of waiting until the budget is brought down, as it is claimed that during the interval the trade on those articles will be seriously impeded, if not completely stagnant, if the anticipated change be allowed to remain in doubt and uncertainty.

OUR POET'S CORNER.

We have often wished that we could transcribe, for the benefit of our English-speaking readers, the thrilling lines of the indefatigable "Musa do Povo," whose daily scintillations in the *Jornal do Commercio* have become so interesting a part of that important organ of thought, and a continual feast for the poetic appetite of our age. As an important product of national industry, we have long felt that something should be done to place it upon the foreign market; it is now our proud and special privilege to accomplish that pleasing result, for Our Own Poet, having secured (by means of a *forte empenho*) the loan of Pegasus from Affonso Celso, Jun., and other unextinguishable bards, for a few minute's canter, has thrown off the following translation of one of the minstrel's latest and happiest efforts. Let there be some misconception among the uninitiated, we would explain that the second title is the one belonging to the poem, the first being the proud title worn by the poet himself, and designed for his forthcoming volume of selections.

MUSA DO POVO

O EXPLORADOR BRAZILEIRO

De Guarapuava o velho Brasileiro
Foi ter ao Piquiry,
Vendo extensas campinas florescentes,
Desconhecidas varzeas e vertentes,
E seguiu por ali.

Chegando ás Sete-Quilás contemplá
Por entre aquelas fraguas
O enorme rolar das cachoeiras,
Por grandes pedregosas riuanceiras
Ouvio gemer as aguas!

Entre dous mil caboclos aguerriados
Esteve o explorador,
Vio no ar e aos bandos passarinhos,
Milhões de perexes grandes e peixinhos
E dextro caçador

Cincoenta e quatro antas o Norberto
Matou na excursão,
E tanto gaba o lindo panorama,
Que elle fez-se o echo dessa fama,
Da Musa do sertão!

THE PEOPLE'S MUSE

THE BRAZILIAN EXPLORER

From Guarapuava an aged man
For Piquiry set out,
Far-stretching flowery plain and wood
And unknown sward and slope he viewed,
He hoofed it all about.

The Sete-Quilás reached he sees
Amid those pot-holes lone
The enormous torrent's rolling wave
Along its rugged courses rave,
He heard the waters groan!

Two thousand red-skinned warrior braves
The explorer bold surrounded,
Birds in the hand! the bush!! the sky!!!
Big whacking fish and smaller fry
In millions here abound!

Two score and fourteen tapirs fierce
Norberto's arm hath slain;
And he jaws so much of the lovely panorama,
The he's just the echo of all this blessed drama,
And Muse of the desert plain!

PROVINCIAL NOTES

—The February receipts of the Ceará custom house amounted to 124,989\$713.

—Malarial fevers are said to be increasing at Belém through the inundations.

—A few cases of yellow fever have appeared at Santos on board a vessel in port.

—To escape a two years' service contracted by the father, a São Paulo boy of 8 years threw himself into a trench a few days since, and was drowned.

—The competition for the publication of the debates of the São Paulo provincial assembly resulted in an award for the *Correio Paulistano* at a price of 11,000\$.

—The inundation of the town of Guaratinguetá, São Paulo, on the 3rd inst., was so great that over 200 houses were invaded by water and canoes were used in the streets.

—The Santos custom house remitted the sum of 480,000\$ through the agent of the Banco do Brazil during the month of February. The total remitted from Jan 25, 1879 to January 31, 1882, amounts to 13,225,000\$.

—The February customs receipts at Santos amounted to 677,737\$623, against 564,013\$568 in the same month of last year. The receipts of the *meza de rendas* were 140,763\$187 against 149,545\$411 last year.

—The pursuit of a runaway slave, Caetano, at Pelotas, Rio Grande, on the 11th ult., resulted in the death of one of his pursuers, Celestino Marques Lisboa, who was stabbed through the heart by the desperate negro.

—The village of Iguassú suffered severely from landslides during the late rains. A large number of houses were destroyed with all their contents. One family was buried by a landslide, but were fortunately rescued alive.

—The Campinas aldermen have resolved to change the name of Rua Alegre to that of Rua do Senador Saraiva. With such important duties are our municipal legislators accustomed to while away their hours of official labor!

—The February receipts of the São Paulo provincial postal service amounted to 21,541\$500 against 20,044\$080 in the same month of last year. The receipts of the central office at São Paulo were 5,861\$020 in February, 1882, against 5,328\$210 in 1881.

—The provincial assembly of São Paulo adopted a representation to the General Assembly on the 28th ult. asking for a determination of boundary lines between that province and Minas Geraes. The boundary claimed is the natural one formed by the Rios Lourenço Velho, Sapucahy and Grande, which was established in 1747.

—The provincial assembly of Pernambuco was opened on the 2nd inst., with an attendance of 30 deputies.

—The February receipts of the Alagoas custom house were 122,581\$078, and of the provincial *consulado* 44,868\$107.

—The customs receipts of Parahyba do Norte during the half year ending December 31st last amounted to 300,959\$954.

—The *Provincia de São Paulo* has opened a subscription for the poor people of Paraty, who have suffered so severely from the late inundations. This example is worthy of general imitation.

—The receipts of the Uruguayana custom house, Rio Grande do Sul, for the half year ending December 31st last amounted to 258,098\$085, against 155,372\$871 in the same period of 1880, and 109,253\$994 in 1879.

—The overflow of the Rio Parahyba at Pinda-mouhanga, São Paulo, is said to have caused extensive damage to the town and surrounding country. The water has never been known to rise so high before. The bridges were swept away, and boats are used to keep up communication with the opposite bank of the river.

—The February criminal record of the province of Pernambuco shows the following result: 9 murders; 1 attempt to kill; 9 assaults with wounds; 1 physical offense; 1 robbery; 7 thefts; and 1 rescue of prisoner.

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

	1882	1881
Custom house.....	1,039,329\$242	977,409\$840
Recebedoria geral...	76,790 735	79,261 937
Consulado provincial	219,408 663	234,021 441

—The re-election of the present minister of marine in the 4th district of São Paulo will be contested by Dr. Augusto Rodrigues da Silva, who has been nominated by the conservative association of that province. The election will take place on the 26th inst.

—A young man named Manoel Ignacio de Souza Junior was assassinated on the road between São Paulo and Pinciros during the evening of the 7th inst. His head was cut into pieces and his body presented many bruises and wounds. The assassin and the motive for the crime are not yet known.

—The overflow of the Rio Parahyba on the 22nd ult. inundated the village of Parahytinga, São Paulo, during the two succeeding days. The water rose 16 inches above the flood of 1863, and covered the whole town. In Rua dos Fazendeiros it rose to a depth of 80 inches. Many houses fell, and all were damaged more or less. The bridge over the river was swept away. The total loss from the flood is estimated at 200,000\$, and many poor people are left destitute.

—The preliminary sessions of the Rio Grande provincial assembly began on the 27th ult., but with less than a regular quorum. On the 1st inst., when the regular sessions were to open, there were only ten deputies present, less than a quorum.

—The total expenses of the German-Brazilian exhibition at Porto Alegre, which was burned by a mob on the 23rd ult., were 66,901\$570, and the receipts 60,187\$700, leaving a deficit of 6,713\$870. The building and belongings cost 50,022\$420, from the sale of which the directors expected to pay all debts.

—Advices from Santos of the 8th inst. report the closing of the lazaretto of that place which was opened for the yellow fever cases on one of the vessels in port. Only one of the sailors died from the fever, the others having fully recovered. No other cases have appeared and the sanitary condition of the port is said to be of the best.

—The Paraná explorer, Sr. Norberto Mendes Cordeiro, of Guarapuava, has recently succeeded in cutting his way through to the Sete Quilás falls on the Rio Paraná. He was accompanied by two white companions, and 33 Indians. They arrived at the Sete Quilás early in November, and describe the falls as grand in the extreme. They encountered various small tribes of Indians on the way, several of which were half civilized.

—The receipts of the Porto Alegre custom house for the half year ending December 31st last amounted to 894,611\$489, against 1,191,400\$551 in the same period of the preceding year. By fiscal years, the receipts were 2,131,353\$802 in 1880-81, and 2,116,517\$806 in 1879-80. The decrease in revenue in the last half year is attributed to smuggling across the southern frontier.

—Thus far all reports from the provinces represent the Carnaval as being every where most brilliant and successful. Taken in connection with the reckless manner in which money is expended on these occasions, and also with the great difficulty of collecting accounts throughout the interior, this fact forms an interesting commentary on the present state of affairs.

—In the Conde d'Eu colony of Rio Grande do Sul the director has been accustomed to enforce his authority by fastening an offending colonist in a box after which a barbarous whipping is administered. And this is done at the sweet pleasure of the director. Will not some one call Martinho Campos' attention to this as one of the difficulties in the way of immigration, of which he is so ignorant?

—The *Passouense*, of Vassouras, province of Rio de Janeiro, relates that a slave, Francisco, died on the 26th ult. on the S. Fernando plantation, near that place, which belongs to the heirs of the late José Ferreira Neves. The police authorities having been informed that the death was caused by whipping, made an examination, and the fact was developed that the poor slave had been so severely beaten with some blunt instrument, probably a club, that he died while being carried to the infirmary. The punishment was inflicted by the overseer, Graciano Paulo de Oliveira Campos, and two *capatazes*, Marcos and Modesto. These three men were placed under arrest. And yet the prime minister says that "slaves are treated in Brazil as in no other country of the world!"

—The official value of the exports from the province of Amazonas during the half year ending December 31st last was 5,290,239\$785, upon which an export tax of 465,158\$404 was paid, besides the 3 per cent. additional paid to the Amazon Navigation Co. Among these were the following products:

	of value	exp. duties
Rubber, fine.....	5,795 kilos	13,435\$850
do semarubby...	280,367 "	353,574 300
Castanhus.....	11,510 hect.	47,519 400
Piassaba fiber.....	97,999 kilos	20,579 800
		1,518 500

—The December and January receipts of the three Rio Grande custom houses and the Pelotas *meza de rendas* were as follows:

	December	January
Rio Grande.....	181,414\$359	192,270\$285
Porto Alegre.....	146,942 843	133,132 171
Uruguayana.....	15,674 920	33,080 101
Pelotas, <i>meza de rendas</i>	26,871 861	44,145 930
	370,993 983	402,628 487

For the half year ending December 31st last the total receipts at Rio Grande amounted to 941,370\$140, and at Porto Alegre to 995,500\$743.

—An attempt to capture a murderer, João Adriano, on the 4th inst., at a place called Lamberior, near Amparo, São Paulo, resulted in the death of a judicial officer named Firmão Hermenegildo Ferreira, and in the wounding of three soldiers. The party had surrounded the house in which Adriano had taken refuge, when they were fired upon from the inside by the criminal and two of three companions. The soldiers were eventually routed, leaving Ferreira dead on the ground. A large number of people at once went to the place from Amparo, and secured Adriano and a companion named Antonio de Oliveira who had been too badly wounded to effect their escape.

RAILROAD NOTES

—The January receipts of the Itaurité railway, Ceará, amounted to 50,823\$332.

—The Campinas tramway line carried 12,467 passengers during the month of February.

—The director of the Dom Pedro II line estimates the cost of repairing the injuries sustained by that road at 250,000\$.

—The São Paulo railway was opened to traffic on the 6th inst., the work of removing obstructions and re-laying the line being delayed by frequent and heavy rains.

—The reopening of traffic on the Cantagallo line was announced on the 7th inst. The mails were carried by the employees of the road for several days previous.

—The December receipts of the "Bahia a São Francisco" railway were 55,563\$070, and the expenditures 37,019\$330, leaving a balance of 18,544\$640. These returns refer only to that part of the line from Bahia to Alagoas.

—The São Paulo provincial assembly passed a bill on the 6th inst. by a vote of 13 to 12 to grant an interest guarantee of 7 per cent. on 800,000\$ for the extension of the Sorocabana railway from Baciaetava to Itapetinga, by way of Tatuhy.

—The people in the eastern part of the province are complaining of the retention of mails at Imbetiba by the "Macabé e Campos" company. The government should require these companies to employ every effort to meet the requirements of the postal service.

—The São Paulo tramway lines carried 90,671 passengers during the month of February, of which 7,615, or over 8 per cent., were carried free. If there are no objections on the part of the various public departments in this city, we will christen São Paulo as the champion "dead-head" community of the world.

—During the late rains the São Paulo and Rio de Janeiro railway was inundated by the overflow of the Rio Parahyba at Guararema, Jacarajá, S. José dos Campos, between the latter place and Cacapava, between Rozeira and Aparecida, Guaratinguetá and Lorena. Between Rozeira and Aparecida nearly two kilometers of the road were under water.

—A bill has been introduced into the São Paulo provincial assembly authorizing a ninety years' concession to Sr. José Verqueiro for the construction of a railway from the port of Iguape to some point on the Paulista line between Jundiá and Louveira. No guarantee of interest is asked but the province undertakes to use its influence in obtaining from the general government an exemption from duties on the railway material imported.

—After an examination of the proposal of the Sorocabana railway to the effect that the province of São Paulo should issue 3,000,000\$ in 6 per cent. apolices as a loan to that company for the prolongation of its line, the finance committee of the provincial assembly has reported against the original draft and has presented a substitute to the following effect: the province to loan the company 3,000,000\$ for the work of prolongation, emitting therefor 6 per cent. apolices at par; the interest on the loan to be deducted from the guaranteed interest on 5,500,000\$ at 7 per cent. for which the province is already liable; the percentages of redemption agreed upon to be deducted semi-annually from the same guarantee; the terms of redemption to be left to the discretion of the provincial president at the time of drawing up the contract.

From the *Gazeta de Notícias*, March 8th.

PARLIAMENTARY PROCEEDINGS.

Yesterday's session (of the Chamber of Deputies) was simply overflowing with the most interesting episodes.

The debate was confined exclusively to the election of the 4th district of the province of Rio Grande do Sul, and Srs. Silva Tavares and Antunes Maciel were advocating their right to the contested seat.

Nothing unusual occurred until the voting. From that point, however, there reigned the wildest confusion, the most complete anarchy, the most tremendous uproar.

No one could have believed he was within the precincts of a parliament engaged in examining the validity of the election of a representative of the nation. Interruptions, invective, intolerant phrases, poured like a torrent within that precinct which constitutional rhetoric calls the sanctuary of the laws, but which presented the appearance of a wrangling mob.

When the validity of Sr. Maciel's election was put to the vote, after various points of order which contributed still more to the disturbance, the voting was declared to result in a tie.

Upon this, for want of energy on the part of the officers of the house, the session became a downright bear-garden. Some demanded that the votes should

checked, some shouted, others raved; and between two deputies (one conservative and the other liberal) expressions passed which were not altogether polite, so much so that friends had to interfere to prevent a recourse to fistfights.

But the most striking scene in the midst of all this *charivari* was when the secretaries rushed with their lists of voters to Sr. Paulino, who remained in his place, quite calm! For the first time we were able to witness the spectacle of the officers of the house going to the opposition benches to offer the notes which they had taken.

At last a mistake was discovered. The arithmetic of the secretaries, which only a few days ago had made 70 deputies sum up 61, yesterday made No. 30 follow next to No. 28! Fortunately the mistake was discovered in time, and Sr. Maciel's election was carried by a majority of some 3 or 4 votes.

We dare not trust ourselves to comment on yesterday's session. Let any one who was present judge it according to his own impressions, which certainly cannot be favorable to the dignity of our parliament.

From the New York Commercial Bulletin, January 23.

THE LA PLATA SUGAR INDUSTRY.

Some important facts with regard to the rapid extension of cane sugar cultivation in La Plata were given in a late issue of the Bulletin. A second communication from Buenos Ayres, in the latest received *Economist Francaise*, goes more fully into the cultivation and manufacture of the product. We translate as follows:

"Three varieties of the cane have been tried here since the beginning of the century; the first is known at present under the name of Criolla. Its juice is excellent, but its slow growth caused its cultivation to be abandoned. The second variety, the India, was introduced from Peru in 1828. Although of rapid growth, it has less vitality than the Criolla, and its crystallizable substance is of inferior quality. The variety, however, which gives the best results is that known under the names of Morada or Batavia. It was introduced into La Plata about forty years ago, and combines the vitality of the Criolla with the growth of the India. Batavia that is grown in Tucuman and worked in ingenios, or mills, having all modern appliances, is turned out at a manufacturing cost as follows: First quality, 1.60 Bolivian dollars, or 4 fr. 50c. per arrobe; second quality, 1.20 do., or 2 fr. 30 c. per arrobe. The government desirous of encouraging the manufacture, has made a great reduction in freight charges. They are: From Tucuman to Cordoba, 0.25 full dollars; do to Rosario, 0.35; do to Buenos-Ayres, 0.40 per arrobe. With these conditions we find that the cost price and profit in the various provinces are as follows:

Table with columns: Bolivian dollar, Manufacturer's cost per ar. be., Selling price, Profit per ar. be. Rows for Tucuman, Cordoba, Rosario, Bu's Ayres.

* Current dollar.

The profits are thus, even allowing for a decline in price of fifty per cent (which cannot be for fifteen years), twenty per cent.

During late years improved machinery has been introduced, and the cane, which previously was converted into sugar after some three months, is now turned out in as many weeks. The cost of setting up a sugar plantation with machinery for 150 to 200 *cuahtes* of sugar, arc: purchase of machinery, 200,000 francs; freight and putting up, 100,000 frs. The price of the *cuadre* varies from 30 to 40 full piastres, and the cultivation of the ground is about 50 Bolivian piastres per *cuadre*. The principal canal would be about three miles long, with a width of some nine feet, and would cost about \$6,000. The sugar now being made is so superior to that previously made that the small manufacturers have turned their attention to growing the cane only. But this is very profitable business, as the *cuadre* well cultivated will give a profit of from 500 to 600 Bolivian piastres.

The province which in an economic point of view offers the greatest advantages is that of Corrientes, and the eastern part of Gran-Chaco, or the whole portion on the right bank of the Parana (between 28 and 30 degs. of latitude). The river gives easy communication, and before touching Buenos Ayres passes by the markets of Santa Fe, Parana and Rosario. When a diagonal line of railroad runs from Corrientes to Monte-Caseros, the whole province will have a good outlet. Tucuman is, however, exceptionally favored in this respect, as a railroad runs from the capital (Tucuman) to Rosario, where, if there be no market, his goods can be sent down the Rio Plata to Buenos Ayres. The province of Santiago will be connected with the Grand Central Argentine line within a year, and then the lands of the province will become more valuable, as the soil is really better adapted for sugar cultivation than that of

Tucuman. The Dulce brings down an alluvial soil, the temperature is warmer and more equable, so that the saccharine matter of the cane acquires more cohesion and delicacy. The grain of the Santiago sugar is better and whiter, and the product is rating higher in the market.

We now come to speak of the question of labor, which is most important, owing to the scarcity of hands. Tucuman has to procure many of its workmen from Santiago, while the latter province has a resource in the Indians, who assist in the harvest. The cost of production and profits of two ingenios will easily show the situation. The crop of the ingenio "La Concepcion", owned by J. C. Mendes, was a follows in 1880:

Table with columns: Bolivian piastres, 100,000 arrobes sugar at 3 piastres, 5,000 lbs. of brandy at 10 piastres, etc. Rows for purchase of land, cultivation, tools, distillery, buildings, etc.

In the first case, the profits amounted to 43 per cent; in the second—a new establishment—the result was 27.5 per cent and 10 per cent on capital. The English machinery is now altogether supplanted by that of the French houses of Cail and Fives-Lille, who will probably supply all the La Plata plantations."

LOCAL NOTES

—The illustrious aerial navigator, Dr. Julius Cesar is now in this city. It is said he will ascend.

—Col. Conrado Jacob de Niemeier has resigned his position as chief engineer of municipal works.

—The amount of the fund raised by subscription for the family of the minister of agriculture, Baarquede Macedo, is \$8,921\$250, nearly all of which has been invested in government apolices.

—The chief of police has been using a little wholesome authority over the criminal classes lately. The vagabonds are complaining bitterly that they are treated without due consideration and delicacy. Their feelings are deeply wounded.

—The provincial government of Rio de Janeiro has sent engineers to report upon the injuries suffered from the late inundations at Macabi, Campos, S. João da Barra, Paraty and Angra, and to recommend measures for their relief.

—During the absence of F. Palm, Esq. consul of the Netherlands in this city, who returns home on a visit, the affairs of that consulate will be administered by Francis M. Cordeiro, Esq., for many years vice consul-general of the United States.

—At the request of the Brazilian exhibit commission at Buenos Aires, the minister of agriculture has directed Barão de Capanema to send there the electric light apparatus used during the late exhibition. Would it not be well to send the Barão also, as he may wish to see the Edison light working under favorable conditions and with a chance of fair play?

—It is announced that Dr. Henry Langle, a member of a Berlin society for promoting German emigration to the southern provinces of Brazil, has written a new book on this country. When the Dr. receives the news that the German exhibits at Porto Alegre have been burned by a hostile populace, he will probably issue a second edition without delay.

—Owing to some measures adopted by the new president of the S. Christovão tramway company, some employees went out on a strike and attempted to obstruct traffic over the lines on the 9th inst. Being informed of this design the superintendent of the line applied to the chief of police for protection, when a force of cavalry was sent to patrol the lines, resulting in a defeat of the strikers' plans.

—The *Journal da Noite* of the 8th inst. states that a negro named Romão José de Lima entered that office at 10 o'clock that morning and attacked the proprietor, Sr. Favilla Nanes, with intent to kill. He was captured by some citizens and confessed that he was a secret agent of police and that he proposed to kill Nunes. The *Journal* states that not a policeman appeared during the attack or attempted flight of Lima. In view of these charges, the chief of police should lose no time in making a thorough investigation, and securing citizens against such assaults. And further, he should lose no time in disbanding that semi-official gang of vagabonds and *capangas* known as the secret police.

—The government pays the Misericordia association 600,000\$ for the grounds on the Praia da Saudade, where the new medical college is located.

—The dissensions existing in the municipal council of this city have resulted in the withdrawal of Alderman Ewerton de Almeida, who resigned on the 9th inst.

—The Berlin Central Geographical Society, under whose auspices the recent exhibition at Porto Alegre, Rio Grande, was held, has resolved to hold a Brazilian exhibition in Berlin during the last three months of this year.

—Under date of the 25th ult. the government sanctions, by an imperial decree, an act of the provincial assembly of Rio Grande do Sul, dated May 4, 1877 approving the statutes of a Protestant society at S. Leopoldo.

—We are informed that the *Berkshire* did bring several bags of mails, and this morning (14th) we are in receipt of one letter. The *Berkshire* arrived on the 10th. We trust that the postoffice authorities will inquire into this inexplicable delay.

—This is the way in which the *Provincia de São Paulo* characterizes the present ministry; "Politically—it is the negation of the programme and tendencies of its party. Administratively—it is the inversion of all the precepts of government." The *Provincia* has put the truth into a nut-shell.

—The *Gazeta de Noticias* announces that the Emperor has nearly finished a book of travel, entitled *Impressões da Viagem*. The book is written in French and is to be illustrated. The rapidity with which the Emperor always travels will lend to these impressions an interest which but few possess, and the book will therefore be awaited with eager curiosity.

—The New York correspondents of the *Cruzeiro* and *Journal do Commercio* announce that Mr. John Gallagher, Jr., of Pennsylvania, has been appointed to the office of consul-general at this port. The appointment was made on the 7th of February, and its announcement here has been received with the liveliest satisfaction. There will be but few tears shed over the departure of the present incumbent.

—It is pleasant to note that the Emperor has bestowed grand crosses of the Order of the Rose upon the Chinese ministers to London and Paris, Viceroy Li and Marquis Tseng, and the decoration of grand dignitaries in the same order upon Mandarins Ma and Teheng. The mission of the *Vital d'Oliveira* is at last bearing fruit, and commercial intercourse between the two countries may now be considered open.

—The resignation of Dr. Wilkins de Mattos from the director-generalship of the postoffice, which took place on the 7th inst., will be universally regretted. This step was taken because of some unjust reflections on his administration by the prime minister on the 6th in the Senate. The retiring director-general has been long and favorably known in public life, and his character is such that no opinion of Martinho Campos will be sufficient to injure it. It is an honor, rather, to merit the ill-will of the prime minister.

—A cutthroat at Fortaleza, Ceará, named Francisco José Carlos, who has just served a 16 years term of imprisonment for homicide, undertook to gain a little notoriety on the 26th ult. by declaring that he had *disgraced* himself and cutting himself across the abdomen with a large knife. A woman whom he was soon to marry, tried to take the knife away, when he promptly killed her. A policeman was then called in, which annoyed the scoundrel so that he cut himself deeper than he intended. He is now in the hospital. If he recovers, the law should choke off his exhibitions with a necktie of hemp.

MONTHLY SUMMARY.

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

Companhia Cantareira e Escolas.

Lat. 23° 27' 58" S. Long. 46° 36' 46" W. (Greenwich.) Height of barometer: 2,323 ft. above mean sea level. Do of rain gauge: 2,378 ft. do do. Mean pressure at a m., 27.628 inches; at 9 p.m., 27.626 inches. Mean pressure corrected and reduced to 32° Fahr. at mean sea level at 9 a.m., 29.915 inches; at 9 p.m., 29.931 inches. Mean temp. of air at a m., 71.4°; at 9 p.m., 67.6° Fahr. Mean of max. tem. in shade, 86.3° do min. in shade 64.2° F. Mean temperature of Grass minimum therm. 60.6° Fahr. Highest reading of max. of therm. in shade, (60th) 89.9° F. Lowest reading of min. of therm. in shade (11th, 22nd and 23rd) 61.0° F. Lowest reading of Grass minimum therm. (6th) 52.3° F. Mean temp. of dew point at 9 a.m. 57.0°; at 9 a.m. 65.6° F. Mean elastic force of vapor at 9 a.m., 665 in.; at 9 p.m., 632 in. Total rainfall for the month: 9.90° inches. Maximum fall of rain in one day, (2nd) 2.05 inches. Rain fell on 22 days. Fog on the morning of the 6th, 14th and 28th. Dew on the mornings of 6th, 17th and 28th, and evening of 28th. Thunder and lightning on the 3rd and 4th. Lightning seen, but thunder not heard, on 5th, 6th and 25th. Thunder heard but lightning not seen, on the 2nd, 7th and 27th.

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

The total trade of the city of Chicago during the year 1881 amounted to the round little sum of \$1,015,000,000.

The total rainfall at Colombo, Ceylon, during the year 1881 was 90.07 inches, against 71.40 inches in 1880, and 84.32 inches in 1879. The average for the last eleven years was 86.82 inches.

COMMERCIAL

March 14th, 1882.

Table with columns: Par value of the Brazilian mil reis (18000), gold, 27 d. do do do do in U. S. coin at \$4.81 per £1. stg. 44 45 cents. do \$1.00 (U. S. coin) in Brazilian gold. 1.887 1/2 do £1. stg. in Brazilian gold. 8 880. Bank rate of exchange on London to-day. 20 1/2 d. Present value of the Brazilian mil reis (paper) 773 frs. gold. do do in U. S. coin at \$4.80 per £1. stg. 41.75 cts. Value of \$1.00 (\$4.80 per £1 stg.) in Brazilian currency (paper) 2 395. Value of £1 sterling " " 11 497.

EXCHANGE.

Table with columns: March 4.—The Banco Commercial raised its rates to-day to 20 1/2 on London, 458 on Paris, 258 1/2 on Portugal. and the other banks also drew at 20 1/2 on London. The market was very firm but only small transactions were effected there being but few private bills and also few takers of bank paper. For private bills the rates were 20 1/2 to 20 7/8 on London and 453-454 on France. A small lot of sovereigns was sold at 18730 bank. March 6.—The rates of the banks were unchanged but there was more demand for bank paper and considerable transactions were effected at 20 1/2. In private paper little was done at 20 1/2 to 20 7/8 on London and at 453 on France. Sovereigns sold at 18720 bank and 18730 cash. March 7.—The Banco Commercial maintained the following official rates: London 20 1/2, Paris 458, Portugal 258 1/2. The market was firm but only a limited business was done at 20 1/2 and 20 7/8 bank and 20 1/2-21 private paper on London. Sovereigns sold at 18720 bank and 18730 cash. March 8.—The firmness in the market continued to-day and the Banco Commercial raised its official rates to 20 1/2 on London, 450 on Paris, 250 1/2 on Portugal. Private paper, which is very scarce, was negotiated at 21-21 1/2 on London and at 453 on France. March 9.—The official rates remained the same but the banks drew freely at 21 on London. The rate for private paper on London was 21 1/2-21 3/4 on London and 451 on France, the market closing very firm. Sovereigns 18730 sellers, no buyers. March 10.—The Banco Commercial raised to-day its official rates to 21 on London, 453 on Paris, 254 1/2 on Portugal. and the other banks also drew at 21. Private paper was negotiated at 21 1/2-21 3/4. Market very firm. The Royal Mail packet sailing to-morrow takes 1,250,000\$ currency for Pernambuco, and the national packet Rio Grande 36,314-350 in currency and gold. March 11.—The rates of the banks remained unchanged and the market continued firm, small transactions being effected at 21 bank and 21 1/2 private on London. Sovereigns 18730 sellers, no buyers. March 12.—The market to-day opened at the previous rate of 21 d. on London but afterwards it became flat and the banks then only drew at 20 1/2. In private paper on London some small transactions were reported at 21 1/2. Sovereigns sold at 187600 bank, at 187650 for 31st inst and at 18760 for the 23rd week in April, closing buyers at 187600 cash. On France some transactions were effected at 453 bank and 448-451 private paper. March 14.—This morning the banks are drawing at 20 1/2 on London. Of private paper there is none offering.

SALES OF STOCKS AND SHARES.

Table with columns: March 3. 50 Six per cent apolices 1,066 000. 2 do do of 900\$ 1,060 000. 8,700\$ Municipal loan 92 1/2. 20 Banco do Brazil 280 000. 40 Carrangens Fluminense 165 000. 32 Rio Gas Company 2700 000. 50 Doens d. Pedro II. 160 000. 25 Confians Insurance 48 000. 25 Carangala R. R. 120 000. 90 Leopoldina debent. 125 000. 60 Banco do Brazil hypoth. n. (150) 91 1/2 %. 420 Banco Predial hyp. n. without int. [o.s.] 81 1/2. March 4. 8 Six per cent apolices 1,066 000. 20 do do 1,060 000. 25 Santa Isabel Rio Preto 171 000. 5 do do 1700 000. 10 Associação Commercial 150 000. 30 Leopoldina debent. 125 000. 130 Banco Predial, hyp. notes, with int. [o. s.] 81 1/2. March 6. 2 Six per cent apolices 1,066 000. 50 do do 1,068 000. 35 do do outside sale 1,070 000. 3,000\$ do of small amounts 1,055 000. 131 Banco Commercial 233 000. 103 Banco Industrial 230 000. 44 Brazil Industrial 220 000. 11 Integridade Insurance 72 000. 50 União Mineira R. R. 120 000. 25 Leopoldina R. R. 220 000. 27 Carangala R.R. 195 000. 751 Banco Predial hypoth. n. without int. 76 1/2. 32 do do with int. (outs. sale) 81 1/2.

Table with financial data for March 7, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31. Columns include date, item description, and numerical values.

LIABILITIES. Commercial Department. Capital: 165,000 shares @ Rs. 200\$000. Reserve fund. Special. Notes in circulation. In notes of Head Bank. Branch banks. Bills payable for fixed deposits. Accounts current. Profits in suspense.

E. & O. E. Bank of Brazil, March 2nd, 1882. José Machado Coelho de Castro, President. Eduardo Braga, Chief Accountant.

MARKET REPORT. Rio de Janeiro, March 14th, 1882. Exports. Coffee. Our last report was on the 4th instant. Since then the optimism has continued with but few intervals and the goods traffic between this port and the interior has remained almost totally stopped.

MARKET REPORT. Rio de Janeiro, March 14th, 1882. Exports. Coffee. Our last report was on the 4th instant. Since then the optimism has continued with but few intervals and the goods traffic between this port and the interior has remained almost totally stopped.

BANK STATEMENT. Proportion of cash reserve to liabilities on deposits at call and short notice of the banks of Rio de Janeiro, taken from the official balances published on January 31st, 1882.

BANK OF BRAZIL. BALANCE SHEET, FEBRUARY 28th, 1882. ASSETS. Commercial Department. Bills discounted. National Treasury bills. Bills with two resident endorsers. Bills secured by collateral.

BANK OF BRAZIL. BALANCE SHEET, FEBRUARY 28th, 1882. LIABILITIES. Public Funds. Shares and debentures in various companies. Documents deposited. Capital account. Account notes in circulation. Amount current. Mortgages. Rural, at long dates. Cit, at long dates. Accounts in liquidation. Interest due on mortgages. Percentage due on administration. Cash accounts. In cash. Hypothecary notes.

Coal—The arrivals since the 1st instant have been: 1,893 tons per Prince Eugene, from Liverpool. 1,926 " Patagonia from Cardiff. 308 " Victoria from Sunderland. 1,193 " Wave Queen from Cardiff. 1,883 " David from do. 1,660 " Governor Langdon from do. 1,316 " St. George from do. 170 " Esmeralda from New Castle. 1,028 " Merioneth from Cardiff.

Quotations continue nominal in the absence of sales. Coke—Arrivals. 53 tons per Victoria from Sunderland. 60 " Esmeralda from New Castle, on order. Hops—Arrivals. 210 bales per Euclid from River Plate. Market flat. We quote 65 reis per kilo for prime Rosario. Brans—Arrivals. 500 bags per Magellan from River Plate. Market firm and prices further advanced to 3500—3540 per bag.

Indian Coals—Arrivals. 1,048 bags per Euclid from River Plate. 100 " Magellan from do. Market firm at 58300—58500 per bag. Cement—Arrivals. 8750 sacks per Heveland from London. 1058 " Jupiter from Hamburg. Market unchanged. We quote: English 75500—88000. German 6 20000—5 500. French 7 5000—8 000.

Codfish—Arrivals. 290 cases per Corrientes from Hamburg. In view of the reduced stock the market continues very firm and retail prices are maintained at 25500—26000 for tubs and 25500 for cases. Kennebec—Arrivals. 1000 cases per Andick from Boston. 3 200 " Berkshire from New York. 10 000 " Andacia from do. Market very flat and prices declined to 65000—67000 per case for Dev's Brilliant.

Lard.—There have been no arrivals and the market is somewhat firmer. We quote to-day: 450—470 reis per lb. for George. 450—470 " " " " Jenkins. 450—430 " " " " New York. Turpentine.—No arrivals but market well supplied and prices somewhat lower.

Rice—Arrivals. 200 barrels per Andacia from New York. Market unchanged at 95000—95500 per barrel. Bales—Arrivals. 17 cases per Douro from Southampton. 1 359 cases, 315 barrels per Belgiano from Havre. 55 cases, 100 barrels per Bailey from New York. 20 " per Maria from Genoa. 20 " Corrientes from Hamburg. Market unchanged.

French, in barrels 18000—18200 per lb. do in tins 1 1000—1 240 " Danish 1 100—1 120 " Italian, Modesto Galone 950—980 " American, in tins 850—880 " do in barrels 750—760 "

Beer—Arrivals: 12 cases per Aconagua from Liverpool. 130 cases, 150 barrels per Barão da Maré from do. 1 120 cases per Hannover from Bremen. 650 " Corrientes from Hamburg. 26 " Jupiter from do. 50 cases per Capitanica from Liverpool. We quote: Bass (Hlers & Bell) 75700—78500. Tennent 4 500—5 000. Guinness Stout 7 300—7 500. German, Carlsberg 7 200. do Cavello 7 000. do Sundry brands 5 000—6 500.

—There were 11 vessels in River Plate ports on the 20th ult. loading with jerked beef for Brazil. Their cargoes aggregated 55,200 tons. —The February receipts of sugar and cotton at Pernambuco were as follows: 1882 1881 Sugar 359,384 bags 317,417 bags. Cotton 21,728 sacks 15,763 sacks.

—The customs receipts at Santos during the month of February were as follows: Customs Imports 235,950\$400. Despesa marítima 1,301 800. Exports 425,451 054. Interior taxes 11,309 371. Extraordinary 356 613. Emancipation fund 4,384 000. Deposits 1,896 125. 671,377 623.

Meza de Rendas 127,706 623. Dock dues 9,750 397. Miscellaneous taxes 5,357 270. 140,814 260.

ARRIVALS OF FOREIGN VESSELS. MARCH 3. CARUFF—Br bk David; 947 tons; Marconi; 89 ds coal to Boston—Am bk Antick; 687 tons; Hemmingway; 43 ds ice and lumber to B. F. de Costa e Souza. MARCH 4. CARUFF—Br bk Governor Langdon; 1127 tons; Ross; 62 ds coal to Wilson Sons & Co. —Br bk St. George; 898 tons; Hall; 46 ds coal to order. SATILLA—Nor lug Sirius; 288 tons; Holm; 53 ds pine to McCulloch Beecher & Co. MARCH 5. CARUFF—Br bk Wave Queen; 813 tons; Wilson; 95 ds coal and rails to Norton Megaw & Co.

MARCH 6. OPORITO—Port bk Cleora; 668 tons; Barra; 42 ds sundries to J. M. Miranda Leone & Co. —Port bk Miramar; 345 tons; Cardia; 58 ds sundries to M. de Oliveira & Co. MARCH 8. HAMBURG—Gr bk Jupiter; 300 tons; Spiess; 66 ds; sundries to Brandes & Co. LONDON—Br bk Heberald; 1190 tons; Duff; 63 ds; sundries to Barnett Wright & De Castro. OROBERTO—Port bk Mitho; 293 tons; Ferreira; 45 ds; sundries to M. de Oliveira & Co. MARCH 9. NEW CASTLE—Sw hg Esmeralda; 214 tons; Johanson; 93 ds coal to Pedro II RR. MONTVIDEO—Span pol Izabela; 194 tons; Barbeta; 22 ds jerked beef to Freitas & Miranda. BURNES AVERS—Span pol Vulcanor; 273 tons; Hombravella; 20 ds; jerked beef to J. N. de Vincenzi. MARCH 10. S. NICOLAS—Gr hg Gustav Adolph; 218 tons; Miller; 27 ds; flour to A. Wagner. MARCH 11. APO—Nor hg Nordenskiöld; 133 tons; Bachholdt; 17 ds; jerked beef to C. Vincenzi Oliveira & Campos. MARCH 12. CARUFF—Br ship Merioneth; 1365 tons; Thomas; 45 ds; coal to D. Pedro II RR. N. YORK—Port bk Andacia; 653 tons; Soares; 35 ds; sundries to F. Clemente & Co.

DEPARTURES OF FOREIGN VESSELS. MARCH 4. HELSINGFORS—Sw Mkn Siphyle; 240 tons; Hagelin; coffee. SANANNAH—Gr bk Emilie Heusommler; 323 tons; Gerdan; coffee. BALTIMORE—Am bk Columbia; 448 tons; Forbes; coffee. MARCH 5. CEARA—Fr bk Anconagua; 398 tons; Verdois; balast. —Br bk Ethel; 256 tons; Davis; balast. BOMBAY—Br ship Leonie Birrell; 1,249 tons; Murphy; ball't. CHARREL. L. O.—Sw hg Sarril; 156 tons; Anderson; coffee. B. AVRES—Sp hgn Taven Gabriel; 201 tons; Bertran; balast. MARCH 7. LISBON. L. O.—Gr bk Jacobine; 302 tons; Jensen; coffee. MARCH 9. N. ORLEANS—Br bk Scazzard; 673 tons; Copp; coffee. PARA—Br bk Queen Victoria; 680 tons; Davies; balast. SANTOS—Br bk Dornier; 372 tons; Walker; balast. WEST INDIES—Am bk J. H. Chadwick; 484 tons; Foster; II. C. of G. H.—Br hg Silver Cloud; 154 tons; Lachlan; coffee.

—The Sw. lgn. Maria, Adde, from Antwerp for Rio Grande, put into Falmouth on Jan. 29, leaky. —The Sw. lgn. Nordenskiöld, Hoekmann, from New Port for Bahia, coals, put into Queenstown on Feb. 6 with loss of fore and main top-masts. —During the month of February the shipping arrivals at the port of Santos were 24 from foreign and 21 from domestic ports, and the departures were 20 for foreign and 18 for domestic ports.

FOREIGN SAILING VESSELS IN THE PORT OF RIO DE JANEIRO, MARCH 12th, 1882.

Table with columns: NAME, TONNAGE, ENTERED, WHERE FROM, CONSIGNEE. Lists various ships including AMERICAN, BRITISH, GERMAN, NORWEGIAN, SWEDISH, SPANISH, and others.

Table with columns: Steamers, Sailing-Vessels, and DEPARTURES OF FOREIGN STEAMERS. Includes ship names like London, Liverpool, Antwerp, Hamburg, Havre, etc.

Table with columns: ARRIVALS OF FOREIGN STEAMERS. Includes ship names like Douro Br, Belgrana Fr, Aconcagua Br, etc.

Table with columns: DEPARTURES OF FOREIGN STEAMERS. Includes columns: DATE, NAME, WHERE TO, CARGO. Lists various shipping routes and cargo types.

Text block providing details about the Fr. bk. Sinterodona, including its route from North Shields to Rio de Janeiro and its schedule.

DEPARTMENT OF AGRICULTURE BUREAU OF PUBLIC WORKS. COPACABANA.

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

The line will start from the Rua dos Olivares, corner of Rua do Ovidor, following that street to that of St. José, and thence by way of the streets Ajá, Evandro da Veiga and Santa Theresa, with a branch between these by way of the Rua do Visconde de Maranguape and Travesseiro do Mosqueiro...

The line will start from the Rua dos Olivares, corner of Rua do Ovidor, following that street to that of St. José, and thence by way of the streets Ajá, Evandro da Veiga and Santa Theresa...

By a new street to be opened between the Ruas Farani and Ottoni, it will be directed to the latter and, reversing it, will extend by that of Assumpção, sending out a branch by the Ruas Bandeira and Figueiredo.

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

GOVERNMENT BONDS

Table listing various government bonds with columns: EMISSION, CIRCULATION, DENOMINATION, INTEREST, NOMINAL VALUE, QUOTATION. Includes entries like General Appoints, currency, Provincial appoints of Rio de Janeiro, etc.

BANKS AND PUBLIC COMPANIES

Large table listing various banks and public companies with columns: CAPITAL, SHARES, ISSUED, VALUE, FORT UP, NAMES, RESERVE FUND, LAST DIVIDEND, PAID. Includes entries like Banco do Brasil, Banco de Portugal, etc.

The track should be 1740 between the interior faces of the rails and can be doubled in all the streets which have not less than 11 meters of breadth, the space between tracks being not less than 1 meter in the minimum.

The rails should be grooved, and should have a weight of 16 kilograms per linear meter as the least. At that time the best quality of the material and rolling stock should be of the best quality.

Within the period of three months the enterprise (empresa) should present the plans for the 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 disappropriated, on a scale of 1 to 1,000.
2nd. Section of tracks.
3rd. Designs 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-storeshouses.

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

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

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

5th. To open and construct the tunnels with eight meters of breadth and six of height, this to be counted from the level of the pavement; 6th. To construct and maintain, during the time of its privilege, a lathing 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, disappropriated in the terms of the Decree No. 1667, of the 27th of October, 1855.

VIII. There will be 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 disappropriation for the lands and building necessary to the construction of the works, in accordance with the regulations approved by Decree No. 1667, of the 27th of October, 1855;

3rd. The use and enjoyment of the lines of the Botanical Garden Rail Road Company at the end of its privilege, if at that time the new enterprise shall have been privileged, the quays of Praia do Flamengo to the Morro da Viçosa, and from there skirting the bay of Botafogo to the Morro do Pastinho, 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 take under its charge the preservation of the pavement of all the streets through which its cars pass, which are already or were first paved by the city council, and construct the stations which the government may deem necessary for the service of passengers and freight on the referred lines.

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

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

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

The competition has for its object: 1st. The time of privilege; 2nd. The time of commencement and conclusion of the works;

3rd. The improvements tending to the accommodation of the public; to the embellishment of the city, and to salubrity; 4th. The amount of the security destined to guarantee the execution of the projected line.

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

Among the improvements proposed is comprehended the opening of avenues of 50 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 10,000\$, 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 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 after the line has been opened to traffic it shall be interrupted, without cause justified before the government, of more than 48 hours.

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

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

The enterprise will be subject to all the dispositions established by the regulations approved by Decree No. 1667, of the 27th of October, 1855, for the service of city tramways.

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

BUREAU OF PUBLIC WORKS. 30th December, 1881.

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