

THE RIO NEWS.

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

Vol. IX.

RIO DE JANEIRO, APRIL 5TH, 1882

NUMBER 10

OFFICIAL DIRECTORY

AMERICAN LEGATION.—Rua do Marquês d'Aurantes
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DOM PEDRO II.—Through Express: Upward, leaves Rio at 5 a. m.; arriving at Barra (junction) at 7:45 a. m., Entre Rios (central line) 10:11 a. m., Barbacena 5:45 p. m., Porto Novo (branch from Entre Rios) 12 m., Cachoeira (S. Paulo branch) 12:45 a. m., São Paulo (per S. P. & Rio R.R.) 6 p. m. Downward: leaves São Paulo 6 a. m., Barbacena 8:25 a. m., Porto Novo 12:15 p. m., arriving at Barra 2:11 and Rio 7:12 p. m. Connects with Valenciana line at Desengano; Rio das Flores line at Commercio, União Mineira line at Seritiba; Oeste de Minas (S. João d'El-Rey) line at Sítio; Leopoldina line at Porto Novo; Rezende e Areas line at Sarutí; 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) 8:28 p. m. Downward, leaves Cachoeira 9:48 a. m., Rio Novo 5:50 a. m., arriving at Barra 1:45 and 1:57 p. m., Rio 5:45 p. m. Stops at all stations. Connects with Santa Cruz branch at Sappemba, and Macaëos branch at Belém.
Mixed Trains: Leave Rio at 9:10 a. m., 3:15 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 12:28 p. m.
Suburban Trains.—Passenger trains leave at 5:00, 6:30, 7:40, 8:40 and 10:12 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 Sappemba. Returning, the trains leave Sappemba at 3:30 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 Niterói (Santa Anna) 7:30 a. m., arriving at Nova Friburgo 1:05 Cordeiro (1 hour per tramway from Cantagallo) 4:35 and Macuco 5:45 p. m. Return train leaves Macuco 6:30, Cordeiro 7:50 and Nova Friburgo 11:50 a. m., arriving at Niterói 1:35 p. m. A ferry boat runs between Rio and Santa Anna, connecting with trains.
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THE RIO NEWS

PUBLISHED TRIMONTHLY

on the eve of departure of the American packet, the French packet of the 15th., and 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, APRIL 5TH, 1882.

We take pleasure in calling attention to an article on the bar obstructions at Rio Grande do Sul, which we publish in another column. The author is a gentleman whose profession and intimate knowledge with the locality entitles his opinions to the highest consideration. We have so often referred to the necessity of improving this bar and we have seen so little real interest in the matter that it seems almost hopeless to continue the discussion further; but yet, it must be that the government will eventually recognize the importance and urgency of the work, and will undertake an improvement which is becoming of vital necessity to one of the most important provinces of the empire. We are glad to note that it is proposed to send for some experienced Dutch engineer to report upon the work, and in case this is done it is to be hoped that the government will leave him unhampered by instructions, other than the improvement of the bar. We are informed that the Brazilian commission recently sent there have expended about twenty-five contos in blowing holes in the bar with dynamite. In view of the fact that this bar is a shoal of sand half a mile wide, and that the holes filled in less than two hours, it will be seen that something is needed beside experiments. The suggestions of our correspondent in this respect are eminently practicable, especially in the matter of constructing comparatively cheap breakwaters with materials found near at hand.

The call for proposals to build a tramway line from the centre of this city to the suburbs of Laranjeiras, Botafogo and the Copacabana beach, on terms previously fixed by the government, has resulted in three tenders, two received within the time specified and one after its expiration. The first two were made by the Botanical Garden company and by Dr. Francisco Teixeira de Magalhães, of the old Copacabana company, both of whom were on terms other than those fixed by the call. The third was by Messrs. Backheuser & Meyer, a business firm of this city, who accept all the conditions imposed by the government and agree to carry out other public works if desired—but on condition that the government will guarantee five per cent. on the capital invested. None of the proposals are therefore within the terms of the call, and as the government is not authorized to grant an interest guarantee, which of itself would be a scandalous discrimination between two private enterprises, it would seem that the whole scheme must fall through. It can not be possible that the government can lend itself to so gross an injustice as to guarantee an income to one enterprise, as against another, and then finally to confiscate the one

in favor of the other. The result of this whole affair will probably be that the company now serving those localities—which is no longer a foreign enterprise—will be permitted to build the new lines desired, and on equitable terms.

Our first bulletin from the Brazilian exhibit at Buenos Aires states that the photographed beauty of Brazil is attracting general attention and admiration. The fair ladies who have so patriotically contributed their photographs, to the cause of the Associação Industrial may congratulate themselves that they have saved the situation. They have won the plaudits which are always bestowed upon grace and beauty, and they have again invested this great empire with the sweet mystery of romance. We have not yet heard of Pereira Rego's famous collection of honorary memberships, nor of Diogo dos Santos' marvelous folding flower stand, nor of Capanema's *formicida*, nor of Schumann's artificial wine, nor of the fire brigade—but of that we make no complaint. No one would steal the charm from romance by thrusting a can of ant poison into its foreground; no one would drown a sweet burst of song with a flagon of wine made from drugs and cane juice. Everything must come in its proper place, and it is eminently proper therefore that the ladies should come first. Even if Brazil does not win another prize, to her has fallen the spontaneous award of beauty. Even her palms gain a new and more perfect loveliness from the association, and must henceforth fill a higher and prouder position among men. It is needless to say that this dazzling success is not unexpected; it could not have been otherwise! But Brazil will wear her palms with dignity. She will still invite attention to her home-made *formicida* and wine, and to her imported fire engines and electric lights; and her delegates will still talk of the illimitableness of her future and the grandeur of her industrial development. Crowds of curious visitors will throng her section in the great Platine industrial exposition, and will bear away with them treasured memories of fair faces and sweet smiles. They may not see that boundless future and that amazing development over which Pereira Rego had grown eloquent; they may not even care about the coffee of São Paulo, nor the lard of Porto Alegre. But they will know full well that these grave and earnest representatives of Brazilian industries have lifted the veil to give them a glimpse of one accomplished fact, one dazzling reality, one matchless possession—their wives and daughters. Away with threshing machines and coffee hullers! Away with ant poison and sheep dips! Away with *carne secca* and *toucinho*! The Porteño has appetite for none of them henceforth! The laurels have been won by Brazil's fair daughters, and the heart of the Continent beats with joy!

The *Journal do Commercio* of the 2nd instant calls attention to a matter which requires the careful consideration of the postoffice authorities, not simply for the case in question but on account of the general practice which it illustrates. The case in point is this. Two steamers, the *Donati* and *Nébo*, sailed from this port for New York on the 25th of January, both carrying mails. A large part of the mail, especially correspondence relative to coffee shipments by that steamer, was marked for the *Donati*. This steamer, as everyone had reason to believe, made the quickest passage and arrived in New York some days in advance of the other. It was then learned that the postoffice officials here had dispatched the mails by the *Nébo*, without any regard whatever to the directions written on the envelopes. This of course caused not only the

delay which the postoffice should always seek to avoid, but great inconvenience to the mercantile firms to whom shipments had been made by the *Donati*. As before stated this incident is simply an illustration of a very general practice. The postoffice here has always been utterly indifferent to many of the most ordinary requirements of the business classes. It never gives the slightest attention to the envelope direction as to the steamer by which a letter is to be sent, but dispatches it simply in accordance with the whims or convenience of the clerks. We do not charge that these things are done willfully, because there is no cause for such a motive. It is nothing but pure carelessness, indifference, and an absolute ignorance of the requirements of a mercantile community. These officials do not seem to have the slightest appreciation of the value of time, or of accuracy. An employee who can keep a business man waiting five minutes at a letter delivery while he rolls and lights a cigarette, is little apt to recognize a difference of five days in the passage of a steamer from port to port. We have repeatedly called attention to these various faults in the administration of the postoffice, but in spite of the evident purpose of the director to remedy them, they continue unabated. Improvements have been made from time, but unfortunately they always begin with the non-essentials. One of the causes of these defects is clearly the lack of discipline in the office itself. The employee almost without exception over-rates his importance, and holds himself superior to the real value of his position, and to the people whom it is his duty to serve. As long as this state of things continues, and as long as so much discretion is left to the employee, it will be utterly impossible to secure an efficient administration in the postoffice. There must be enforced a discipline which will hold every employee to a rigid account for his conduct and the performance of his duties. When these plain requirements are met, there will then be less cause for complaint and a better administration of a most important public department.

Our readers will note in our clippings from the Buenos Aires *Herald* that a new bank has been organized in the capital of Paraguay, for which the capital has been nearly all taken up in Buenos Aires. The item will probably attract very little attention, but it is a significant one nevertheless—and one which it will not be wise to overlook. Paraguay is and must continue to be contested territory. Its unfavorable location and the character of its people will necessarily retard growth and prevent a national independence of sufficient strength to repel foreign aggression. The country, however, is so fertile and so desirable as an inland province for both countries, that it is impossible to prevent rivalry between Brazil and the Argentine Republic for its acquisition. It follows therefore that every step toward that result by either country, whether by accident or design, is an event of no slight importance. In the establishment of a bank at Asuncion with Argentine capital it is highly probable that there has been no other motive than that of private business enterprise, and that there is not the shadow of a political purpose in it; but the Argentines have built better than they knew. There can be no better way of uniting the two countries than through the relations growing out of just such enterprises as the one in question. The investment of Argentine capital in Paraguay, whether in banks, or commerce, or industry, must tend to bind the two peoples together, to allay all feelings of jealousy, and to teach them that the true interests of both lie in the peaceful pursuits of industry and commerce.

The result of such a policy must be ultimately a political union, voluntarily sought and harmoniously arranged. And while this peaceful conquest is going on, what is Brazil doing? Simply nothing! Useless railways are being built it is true; but they lead into the wilderness where but few live, and but few will live for the next century. There is much talk of industrial development, but it is a development initiated by government favor and capital, and then supported by them ever after. The people sleep and dream of wealth and prosperity, and then ask the imperial treasury to guarantee their realization. And while they thus sleep and dream, the Argentines are ascending the Paraná and Paraguay for the forest products of the provinces of Paraná and Matto Grosso, and are slowly but surely effecting the conquest of Paraguay. Were there less dependence upon government aid and more individual enterprise in this country, there would then be some chance for competition with the Argentine Republic for these prizes, but under present conditions the chances are decidedly against Brazil. It is true that the Argentine government is very far from being a model in these respects, but still the fact remains that the people are enterprising and free from that childish dependence upon government initiative and favor which is so great a drawback here.

We would call the attention of our readers to an editorial article from the *Journal do Commercio* of the 2nd instant, which we reproduce in another column. The subject is one of the highest importance to contractors and capitalists, and is therefore worthy of serious consideration. At the outset it may be believed that when an abuse has reached such a stage as to call forth such a criticism from the *Journal do Commercio*, whose conscience is not of the tenderest, it is full time that some heed should be given to it. And we are glad to say that our colleague has not failed in this case to denounce the abuse in unqualified terms, and with a directness which rarely graces its editorial work. Why this has not been done before, we cannot say; but when we are told that this practice of delaying the payment of honest debts is of old standing, and when we recall the various examples of it which have come within our own experience, we are filled with amazement that the denunciation has been so long coming. It is evident that our foreign readers will be very loth to believe all this. They will point to the high credit of Brazil abroad, to the prompt payment of interest on her public indebtedness, and to the readiness with which capital is subscribed for her public enterprises. All this naturally falls to the credit of the nation, and it will be very hard to believe that it covers up so much of dishonesty and bad faith. And still, unpleasant as it is, that is the hard and painful fact—a fact which is now asserted by the leading journal of the empire. We have before denounced this abuse through the various instances of repudiation and delayed payments which have been brought to our notice, but, outside of those personally cognizant of the facts, our words have fallen upon unsympathetic ears. We have urged that not only were these practices highly unjust to individuals, but they were impolitic because they made it impossible to deal with the government on a common business basis; but these arguments also have been unheeded. We now reproduce the charges of the most prominent newspaper in Brazil, which certainly can not be accused of foreign bias. As the *Journal* very clearly states, no one can undertake a contract in this country on normal conditions, because of the vexatious fiscalization and delayed payments. And from

these arbitrary acts there is no recourse. In one of the many disputes arising in the Gabrieli water works contract, the minister [Buarque de Macedo] constituted himself a judge in matters in which he himself—representing the government—was a contracting party. When an appeal was made to a court, he forbade the court to act. Under such conditions it is clearly impossible for a contractor to secure himself against loss, or to obtain justice. If he knows the practice he will drive a very hard bargain at the outset in order to cover the risks; if he does not know it, he will inevitably pay dearly for a little experience. We trust that contractors will read the *Journal's* editorial very carefully, and then remember it whenever they have a contract to make, for it is only through their refusal to accept vexatious conditions and lapses of contract on the part of the government, that the remedy can come.

As we go to press (4th) the one exciting topic of inquiry and discussion is the loss of the Royal Mail packet *Douro* off Corunna, Spain, apparently on the night of the 2nd and 3rd instant. The disaster resulted from a collision with a Spanish steamer, but the full results are not definitely known other than that the *Douro* is a total loss. Up to this moment the agency in this city has received no particulars, but from private telegrams, which are more or less conflicting, it would seem that there has been some loss of life and loss of the mails. The *Douro* sailed from this port on the 11th ult. for Southampton but happily did not carry so full a complement of passengers as the later steamers have done. That there was a large loss of life seems inevitable; it can only be hoped that the small number of passengers enabled them to make good use of all the means of escape.

LATER.—A dispatch just received reports the passengers all saved except Jell, Perkins, Bernard, Schwand, Thomas and Miss Thomas. Nothing is yet known of these up to latest accounts.

In legislative matters, the one event which has aroused public interest was a violent quarrel on the 30th ult. between the prime minister and the president of the Senate, both of them losing temper and resorting to personalities. The result of the affair was a suspension of the sitting and an appeal to the Emperor. The president of the Senate, Barão de Cotejipe, offered his resignation on the following day, which the Senate refused to accept by an unanimous vote, thus placing the upper house in open conflict with the ministry. It was supposed that the ministry would at once retire, or that the Emperor would request its retirement, but up to this moment no such action has been taken. The prime minister has succeeded in alienating all his friends and in embittering his enemies; he has absolutely no parliamentary following whatever. And yet, he persists in retaining an office where he can do no good, and in making the position which he holds as a responsible minister a huge farce. In modern parliamentary government, a cabinet retires when it no longer commands confidence and does not represent a majority of parliament; here a ministry has no following whatever, not even a declared minority, and still it clings to office. In the proceedings of the two houses, there has yet been nothing accomplished of great consequence, the work being largely of a routine and private character.

[Communicated.]

THE BAR OBSTRUCTIONS AT RIO GRANDE DO SUL.

For many months past the commerce of the province of Rio Grande do Sul has been more or less paralyzed by the serious difficulties encountered by vessels entering or

leaving the port, owing to the greatly increased accumulation of sand on the bars at the entrance of the estuary from the sea. In 1875, Sir John Hawkshaw, at the request of the imperial government, visited the port of Rio Grande and reported on the then unsatisfactory state of the harbor, both as regards the gradual increase of the sand banks forming the bar proper, and also the imperfect state of the channels leading to the anchorage in front of the town itself. In his report he frankly states that to improve the entrance at the bar important and costly works are necessary; but, no doubt, he was influenced to some extent by his instructions from the government that a military as well as a commercial port was required. Hence the magnitude of the scheme he proposed: that of two enormous breakwaters, constructed of concrete blocks, one of these breakwaters to extend on each side of the present sea entrance to a distance of two miles from the shore. Such a scheme was next to impracticable on the score of cost, and also from the nature of the sea bottom.

The impossibility of carrying out Sir John Hawkshaw's scheme has completely diverted attention from the condition of things outside the entrance, or on the sea side of the harbor, and all the study has been devoted to the desigining of works inside the estuary, such as dredging new or deepening old channels, removing shoals, and proposing groynes or regulating embankments so as to compel the waters from the interior to enter the sea with greater velocity, and hence produce greater scouring effect. Valuable as these suggestions may be they are still only a small part of the work that is absolutely necessary to be done. The primary difficulty to be met is the formation of bars by the action of the sea. The present bars at Rio Grande are not due to any great extent to the silt and material brought down by the upland waters; the greater part of this suspended matter is deposited long before reaching the sea, and only a very small portion is carried beyond the entrance. The true cause of the formation of the bar or bars, is that the gradual recession of the sea in this part of the coast has rendered the water shallower, and when the wind is from the north or north-east the waves gradually impinge on these shoals and the tendency is for the waves instead of being simply oscillatory in their movement, as they would be in deep water, to become broken, and in this form they act upon the sandy bottom, scooping it up and carrying it forward until the wave has become exhausted. This action has now caused such an amount of sand to be accumulated that the scour of the outflowing water is completely neutralized, because the area of the bar, or bank of sand, is too extended for any scouring current to effect.

It is therefore obvious that to effect any permanent improvement at the bar of Rio Grande the first important work must be the modification, or prevention, of this wave action at the present entrance. This can only be done by adopting some form of breakwater that shall afford such an amount of resistance to the waves as will compel them to break before they can reach the entrance. That such a structure is feasible, the experience of other ports, more or less similarly situated to Rio Grande, abundantly proves. By adopting a simpler mode of construction than that proposed by Sir John Hawkshaw, and using the materials to be obtained in, or in the immediate vicinity of the province, efficient breakwaters might be constructed that would furnish immediate relief to the port. It is true they might not vie in magnitude or costliness with similar structures in Europe or America, but if they served the purpose of giving easy and certain access to the port they would be of

The great lesson which new countries like Brazil should learn is that of the necessity of developing their own vast resources, and especially in the public works and railways of using an economical system of construction and utilizing in every possible manner the material of the country. The vast extension of engineering works and railways in the United States was only possible in the first instance by the architects and engineers of these great undertakings so designing their works as to use the timber, stone and brick of the country; wooden and stone bridges preceded iron and granite, wooden and brick buildings preceded marble and stone. Trade and commerce were developed when the simpler structures were in use; that has rendered the more splendid and costly ones possible. It is such a course that ought to be adopted in Brazil. In the province of Rio Grande railways have been standing still for many, many months waiting for iron girders, etc., for bridges, and yet within a few miles of such bridges there are almost inexhaustible supplies of timber of which such bridges could have been constructed, and the railways might have been utilized, instead of which not a single kilometer of the line is in operation or earning a fraction in return for its enormous cost. The writer of this article well remembers a road in South Australia where wooden bridges of 100 feet span were erected of timber in many respects inferior to the timber of Brazil. These bridges have been in use nearly forty years and show no signs of decay. Many other examples might be quoted in support of the principle of utilizing as far as possible the resources of the locality where the works are to be executed. A breakwater for Rio Grande can be constructed at a small cost with materials to be found in the province.

From the *Journal de Commercio*, April 5.

DELAYED PAYMENTS.

For a long time past and with constantly increasing force we have heard, directly or indirectly, numerous complaints of the excessive dilatoriness with which the state is accustomed to meet its pecuniary obligations, whether or not they have a fixed time of payment. The state makes contracts, authorizes works or orders supplies; stipulates or imposes the conditions under which services shall be rendered; imposes fines on the contractors for work or supplies if these are not furnished in accordance with the terms of the contract, but when the time of payment comes and after the accounts have been audited and the debt recognized by the slow process indispensable to fiscalization, it often happens that for months or years the creditor waits in vain for a settlement until some fine day he had the good fortune, often solicited as a favor, to be paid the amount owed him. This is the history of many cases which need not be specified because we are not treating of special interests, but of a lack or defect of administrative organization which should be remedied as quickly as possible.

It is not the credit of the state alone that suffers, although this of itself is sufficient to justify the reform of such a practice. It is not private individuals alone who see their profits reduced or their losses augmented. The interests of the state also suffer because owing to its notorious lack of punctuality and the constant violation of its obligations as a contracting party, contracts are generally made at figures far above the normal prices in view of the natural loss of confidence which is an essential element in business of this character.

All this is recognized by the public conscience. The abuse has come to such a point that contractors for certain services are obliged to provide themselves with twice the capital which should in reason be necessary

for the carrying on of their works. An example of this occurs in the construction of the Porto Alegre and Cacequy railroad where contractors (as the parliament has been informed) have waited whole semesters to receive the instalments to which they are entitled by their contracts. Is it equitable, is it honest in such conditions, to impose fines on those who do not fulfill the terms to which they bind themselves? Is not the state subject, like any other contracting party, to the conditions which it freely stipulates and accepts? Does not the contract establish the real law between the parties?

We freely admit that administrative processes, slow by their very nature, explain a reasonable delay in meeting the pecuniary obligations of the state. The management of public affairs is and should be subject to rules and formalities which do not admit the same punctuality as between individuals. The rigorous fiscalization of public moneys can only be obtained by operations which if too much simplified would not secure the solid guarantee which is desirable. People should however be warned and cautioned of this in order that the good faith of contractors may not be abused and that the provision that should govern all business may not be overthrown by the abuse of one of the contracting parties without compensation for the other.

Need we call to mind how a contractor may be ruined by a lack of punctuality in the payment of that to which he has a right, or to what sacrifices a business man may be put by the slightest delay of a payment on which he counts?

We frequently read ministerial dispatches in which state creditors are told in a positive manner that, the appropriation being exhausted, they must wait the voting of another. This however does not prevent the excess of expenditure over that fixed in the numerous items of the appropriations.

The principle is sound because as a rule the executive has not the power to order payment in such circumstances; but this is only the surface of things, this is its justifiable aspect. Let us penetrate beneath the appearances and the capital defect will be shown. This capital defect is in badly combined, deficient and insufficient appropriations, and in the improvidence of the administration which accepting hastily the appropriations conceals from the parliament part of the truth, or from lack of profound study of the true necessities is led, or leads to error.

Before declaring its incompetency to order disbursements not decreed, the government should reflect that it cannot order the work or contract for which such disbursement has to provide. The execution of the budget, no more easy nor less difficult than the making of it, does not consist in leaving unpaid what is over and above the amount voted, but in not authorizing services that were not foreseen or in only authorizing them to the extent to which they have been provided for. This just measure can only be obtained after an attentive study of the necessities of each branch of administration; it presupposes a profound knowledge of public affairs, but nothing of this is impossible to the administrator who has a proper comprehension of his high duties, among the first of which should be a resistance to every attempt at an impracticable reduction of public expenses.

If the responsibility of ordering payment beyond the means voted is grave, that of creating a necessity for such payment is undoubtedly still graver. The government that assumes this responsibility should assume that also. Its act should be complete under penalty of exposing unnecessarily the public credit to lapses of good faith, and we will not say of equity but of rigorous justice to which every creditor of the state has a right.

Neither state nor individual is exempt from complying with the obligations which are assumed. Individuals who make contracts with the government have not the right to examine the state of the appropriation for the service contracted; they should not suffer for an act which is not their own.

PROVINCIAL NOTES

—A Campinas paper announces the elopement of a sister of charity with a drug clerk.

—The February receipts of the Pará provincial *caudales* amounted to 230,710\$728.

—The sessions of the São Paulo provincial assembly were prorogued on the 25th ult. to the 3rd inst.

—The overflow of the Amazon this season is said to have been greater than for many years.

—The Bahiana navigation company has petitioned the Pernambuco provincial assembly for a subsidy of 12,000\$.

—The January receipts of the Corumbá custom house were 11,066\$425, and the February receipts 59,350\$310.

—A severe and continued drought is reported from the interior of Sergipe. Many plantations have been destroyed by fire.

—The São Paulo provincial assembly pays a printing office in the capital an indemnity of 2,000\$ for breaking a contract for the publication of the legislative proceedings.

—A slave was recently condemned at Campinas to 12 years imprisonment with hard labor for the crime of manslaughter. The sentence was afterwards commuted to 200 lashes and to wearing the ball and chain for one year.

—An Italian named Murtolla was stabbed and killed by a boy, Pedro da Cruz, at Itú on the 21st ult. The Italian was punishing the boy for stealing his fruit, when the latter drew his knife and stabbed him through the heart. They boy made his escape.

—Two English engineers named Felton and Barkley arrived at Pernambuco on the 21st ult. with the purpose of examining the localities where it is proposed to construct central mines by the English company organized under the Anfriso Fialho concession.

—The election in the 4th district of São Paulo on the 26th ult., for the re-election of the minister of marine, Counselor Paula e Souza, resulted in no choice. There were three candidates, and the minister lacked two votes of a majority. There will be a second election.

—A young man named Honorio Duprat Fontes was killed at a dance in Porto Alegre, Rio Grande, on the 9th ult., by some military men, with one of whom he got into a dispute about a partner. He was so beaten and cut by these uniformed bullies that he died in half an hour after the conflict.

—The *Covaria Mercantil* of Pelotas, Rio Grande do Sul, calls attention with much gratification to the diminution of trade between that city and Rio Grande. The latter city succeeded in depriving Pelotas of her custom house, and now the latter says that the returns of last year show a falling off of 20,000\$ in the trade between them.

—The February receipts of the Pará custom house amounted to 910,774\$580, against 535,946\$893 in the same month of 1881, 347,549\$868 in 1880, and 422,488\$948 in 1879. The increase in receipts at Pará should at once lead to improved facilities and better administration of the custom house, in both of which that office is notoriously behind the times.

—The *Regeneração*, of Santa Catharina, of the 23rd ult., notes the departure for the Blumenau colony of the provincial vice-president, the chief of police, and 40 soldiers. Their object was to capture a criminal, and to restore order. It looks as though the provincial authorities wished to provoke rather than pacify these German colonists who have good cause for complaint.

—Among the subsidy schemes before the Pernambuco provincial assembly is one from Antonio José Duarte Coimbra, who feels that the province should give him 10,000\$ per annum toward the support of a dramatic company. That's modest, to say the least! We now await a petition from some patriot who feels that the government should aid him just a little in starting and running a café. It can easily be proved that the interest which the government must have in popular amusement and musical education should lead to the support of either the harp or the fiddle, if not the whole band.

—A bloody affray occurred at Curitiba, Paraná, on the 21st ult., in which the actors were a father and his three sons. The father was an old man of 60 years named Manoel do Pilar Silvestre, and his three sons living with him were named Pedro, Evaristo and João. The last named had arranged a marriage with a ward of the house, to which the whole family had given consent except Pedro. The wedding was to take place on the 22nd, but on the evening of the 21st Pedro locked up the bridal clothes and then attacked his brothers. He first shot Evaristo, and then severely wounded João with a knife. The father finally got the knife away from him, but killed him in the struggle. The father and João—the latter severely wounded—are under arrest.

—The São Paulo predial tax has been reduced from six to four per cent. for the current year.

—The gas works controversy at Campos has at last resulted in the use of kerosene for general illumination.

—The Bahia provincial assembly was opened on the 3rd inst. An organization was prevented by a withdrawal of the liberals.

—The *Provincia*, of São Paulo, has received less than 250\$ for the poor people of Paraty who suffered so much from the late floods.

—Experiments with rice-corn in Ceará have resulted very satisfactorily. The drought does not affect it, and the caterpillar lets it alone.

—A model of Julius Caesar's balloon has been exhibited in the Jardim Publico at São Paulo. The band played while the balloon went up.

—An amendment to the lottery law has received an affirmative vote in the São Paulo provincial assembly, which applies 50 per cent. of the receipts to the emancipation fund.

—The provincial government of Pernambuco has asked the legislature of that province for supplementary credits to an aggregate of 163,067\$729, all of which are classified as urgent.

—There was a jail-breaking occurrence at Uberaba on the 12th ult. Five murderers and two runaway slaves escaped. When the times get dull at Uberaba, the prisoners always create this little diversion.

—The March receipts of the Santos custom house from all sources amounted to 492,031\$882, against 468,339\$788 in the same month of 1881, and 415,639\$192 in 1880. The receipts of the *meza de rendas* for the month were 144,498\$944.

RAILROAD NOTES

—A railway landslide at Quipapa, Pernambuco, about the middle of last month, buried five laborers.

—The Ytuana company, of São Paulo, has announced its 22nd dividend, amounting to 4\$100 per share.

—The re-opening of the the Barão de Araruama railway, interrupted by the late floods, is announced for to-day.

—The government has nominated Ablon Felinto Milanez as fiscal engineer of the projected Corcovado inclined railway.

—Between the 1st January and 31st March the Cachambú tramway of this municipality carried 57,786 passengers, an increase of 31,409 over the same period of last year.

—The February receipts of the Limoeiro railway, Pernambuco, amounted to 25,338\$350, and the expenditures to 20,873\$470.

—The Rio Bonito branch of the Cantagallo line was reopened to traffic as far as the station of Rio dos Indios on the 3rd inst. The line will be reopened to Rio Bonito by the end of the week.

—The minister of agriculture has tendered the thanks of the government to the director of the Dom Pedro II line and the superintendent of the São Paulo line for their efficient services in removing obstructions to traffic during the late heavy rains.

—The act of the São Paulo provincial assembly granting an interest guarantee on an extension of the Sorocabana line to Itapetininga was signed by the president on the 13th ult. It concedes a privilege for ninety years, and a guarantee of 6 per cent. on 800,000\$ for ten years.

—The province of Rio de Janeiro is again calling for tenders for the purchase and completion of the Cantagallo railway and Rio Bonito branch. The capital mentioned is 30,000,000\$. As only 20 days are allowed for the receipt of tenders, it appears that foreign capital is not desired. It has a very suspicious look.

—The São Paulo provincial assembly has under consideration a project granting a railway privilege to George Ving & Co., and George S. Barnsley for a line from Iguape to the mining property of the latter. The road is to be of narrow gauge, and the privilege is for 90 years with a zone of 30 kilometers on each side.

—A bill is now before the São Paulo provincial assembly authorizing a loan of 920,000\$ to the Bragantina company for the completion of their line. The loan will be made in 6 per cent. apolices, the redemption of which is provided for by the recession of the guaranteed interest already pledged by the province on a capital of 1,400,000\$.

—Up to the closing of the time for receiving proposals for the building of the Copacabana tramway, on the 31st ult., two propositions only were received: one from the Botanical Garden Co., and one from Dr. Francisco Teixeira de Magalhães. A third proposal was received after the expiration of the time, which was from Messrs. Backeuser & Meyer, proposing to do all that the government requires but asking for an interest guarantee of 5 per cent.

From the Buenos Aires Herald, March 24.

RIVER PLATE ITEMS.

—During the two first months of this year 47,592 bags of wheat have been exported from Rosario.

—A new bank is to be founded by an anonymous society in Asuncion. Nearly all the shares have been taken up in Buenos Aires.

—The stock of wheat in Santa Fé and elsewhere is very abundant, and there has recently been a notable fall in the price of the same.

—The stock of wool in the different country districts is very small indeed, and the whole of this year's clip will soon be disposed of.

—On the occasion of the extension to Bahia Blanca and Tandil, the Southern Railway Company has issued 10,000 shares at £10 sterling each.

—According to a catalogue recently published, there are 406 mines in the province of Catamarca. Samples of the minerals produced are to be seen at the exhibition.

—The engineers' department has asked the provincial government to be allowed to name from amongst them a committee to inspect, daily, the railway service.

—The price of wheat has fallen considerably, owing to the extraordinarily good crops there have been at the different colonies, and particularly in Santa Fé.

—Business is looking up in this city, and, as orders come in from every part of the country and from the interior, a healthier tone begins to pervade the different markets.

—The camps in Uruguay, as far as San Salvador, are as fine as could be desired; but, beyond that point, reports are bad, speaking of many who are moving over into Entre Rios.

—Twelve new colonies are being mapped out in the rich and fertile province of Entre Rios. The province is a perfect Eden, of which it may be truly said that "only man is vile."

—The capital employed by the national mint in its operations is over a million and a half of patacons. Very naturally the board of the Provincial Bank does not show itself very eager to begin circulation again.

—The electric light, which has been successfully inaugurated at the exhibition, is a very brilliant triumph in every sense for Col. Sherman, under whose experienced direction the many difficulties which appeared to oppose themselves to its realization have been overcome.

—In the Brazilian section of the exhibition, the portraits of some of the handsomest women of Brazil will be exposed to view. One of these beauties has been taken in a garden of palms, forming a veritable picture of tropical loveliness.

—Reports of camps differ. A gentleman of good judgment and long experience tells us, after a protracted tour in the south, that, except Sauce Corio, he found little good camp. This emphasizes the necessity of consulting responsible authorities before buying without sight or knowledge.

—The minister of the interior has issued a decree to the effect that all purchases that do not exceed one thousand hard dollars are to be made by agents, whose commission will be 4% besides expenses out of pocket, and such purchases as exceed above-mentioned amount are to be effected by tenders.

—Nearly all this year's wool has been sold already, together with much of what there was in deposit. The favorable advices from Europe have influenced buyers to such an extent that some have left for different parts of the country in the all but vain hope of being able to buy up late lots before they get into town.

—The following is the official summary of the Chubut colony: Inhabitants 1205, of which 706 are men, 499 women; 366 of the men and 211 of the women know how to read, the rest do not; 106 of the boys can read and 195 cannot, of the girls 97 can and 155 cannot.

—The greatest event, in all ways, that we have to mention on this occasion is the inauguration of the oft-deferred continental exhibition, which took place, amid great rejoicings, on the 15th inst. Though, as we have intimated all along, it can scarcely be called a continental exhibition, it most certainly is a very brilliant and a very creditable display of articles of every description; and, though we do not expect it to be a financial success, it will, doubtless, tend in a variety of ways to develop our commercial relations with the great manufacturing centres of Europe and the United States. All the sections are not ready yet, but, even so, the attendance, particularly on Sundays and holidays, is very good, and as many as eight thousand tickets of admission were sold last Sunday. Visitors have arrived here from every part of the continent besides a few from Europe, and all the hotels in the city are full. All the railways and steamboat companies have made generous reductions in their rates of passage, so as to enable as many persons as possible to visit the exhibition.

—The traffic of the interior railways is very heavy.

—It is proposed by the government to pay old accounts with treasury bills, instead of cash. Treasury bills are worth just what they will fetch in the market, just now about 86 to 90 per cent. This is not done on an allegation of neglect on the part of the creditor to present his account, but applies to him who has had the misfortune to have to wait a long time for his pay. This act is one which cannot be characterized with too great severity. It is an acknowledgment that the government of the Argentine Republic is either unable or indilposed to pay its honest debts and makes a forced composition with its creditors.

—Another special subject of importance we have to mention is the Governor's message recommending Ensenada as the future capital of this province. This message, the purport of which has been surmised all along, has been submitted to the provincial legislature, and is being discussed with every probability of its being sanctioned. There are many very commendable points about Ensenada, the principal of which are its nearness to this city, to which it will be united by rail, by telegraph and by telephone, and its excellent port, which will prove a great boon to exporters and exporters, as well as to ship captains. The Western and Southern railways are already making arrangements to carry branches of their lines there, and it will not be long before the nucleus of a large and prosperous city will arise at a place which many here have hitherto only known by name. The Provincial and Hypothecary Banks, the Monte de Piedad, and other important provincial institutions will be removed there, and, from the beginning, the place seems destined to become the scene of great commercial activity.

—The entering into power of Santos has not resulted as yet in any improvement in the state of affairs in Uruguay. He and his appear to have been born with the suicidal faculty of making enemies very strongly developed, and his misadministration, be it long or short, is only calculated to plunge that unhappy country into the greatest difficulties. First, it was with the Spanish government, owing to the mysterious putting out of the way of Spanish subjects. Next, it is a similar question with Brazil, which may be the occasion of very serious consequences. Now, it is the barbarous torturing of two Neapolitans, named Volpi and Patrone, who were arrested on suspicion of having committed a murder. They have been found innocent through the confession of the guilty party, and set at liberty, according to the most reliable information we are able to obtain, in a most pitiable condition. They have now brought claim, through the Italian minister, for \$40,000 gold each, on the plea that, after they had been arrested and placed in irons, they were photographed as assassins. Then, on their refusing to confess themselves guilty, they were subjected to the most abominable tortures: their mouths were crammed full of sand; gags were thrust into their mouths and their teeth were broken; they were staked out in the dew; iron bars were thrust between their fingers; they were suspended by the arms from the roof, with heavy irons on their feet, so that all their joints were dislocated; the soles of their feet were scorched; and they were subjected to other equally horrible, barbarous and stupid tortures, till, from being strong, powerful men, they were reduced to the condition of hope-less invalids.

From the Ceylon Observer, January 19, 1881.

THE THREE GREAT COFFEE COUNTRIES IN THE WORLD: BRAZIL, JAVA, AND CEYLON.

We reprint elsewhere an article which has appeared in the *Statist* and which has a painful interest for readers in Ceylon. Up to 1869, the year in which the fungus pest first invaded the cultivated coffee of our island, the progress of our planting enterprise was steady until in that year (calendar) the export of coffee exceeded 53,000 tons, and the reasonable anticipation seemed to be that Ceylon would speedily overtake if she did not overpass Java as a coffee exporter. But the figures quoted show that the course of both the Eastern countries has been downwards, leaf-disease telling on Ceylon after a fashion from which Java may possibly be saved to a larger extent by its magnificent soil. The effects of the fungus were obvious in Ceylon coffee exports in the first year of the decade ending 1880-81, and, although, in 1872-73 the highest previous figure was approached, and attempts made to reach it in 1874-75 and 1876-77 decline, has been the rule even in the face of the greater breadth cultivated, until 1880-81 gave considerably less than half the figures of nine years previously, —23,000 tons against 49,750. The average for the first five years of the decade was 40,700 tons; for the second five years it went down 35,150 tons, a reduction of over 5,000 tons or more than 13½ per cent. That is the history of the coffee enterprise in Ceylon, during the period in which *houlleria-tustaria* has compelled attention to its "life history."

Let us hope that we are now about to enter on a decade, the record of which shall be very different in regard to coffee and its most insidious and formidable foe.

Amongst the causes which have affected the export of coffee from Java in the same period, the undoubted existence of the leaf fungus has not, as yet, told materially, although in some places its influence has certainly been felt appreciably. From other causes, as much political, perhaps, as meteorological the Java coffee crops have fluctuated, and the exports have, like our own, decreased, though not in the same degree. The decade began with an export of 68,000 tons and ended with 59,000, the figures in the interval rising so high as 96,000 tons and going down so low as 42,300 last year. As in our own case, the lowest figure was considerably less than half the highest. The averages have been 67,800 tons for the first five years of the decade, and 63,620 for the second quinquennium. The decrease has been 4,180 tons, or about 6 per cent, a trifling falling-off when compared with ours.

While thus the second and third coffee countries in the world have been losing ground, the progress of what is beyond compare the first coffee country in the world has, especially in the latter half of the decade, been not only steady but beyond precedent rapid. To a practically unlimited area of suitable land was added, in the case of Brazil, a large supply of slave labour, which she could and did concentrate on coffee, when the culture of that product became profitable far beyond sugar, tobacco, or any other of the old staples. The factor of rapidly added railway facilities, too, in Brazil, must be taken into account. Under their influence, largely, Santos the second great coffee port of the South American empire, has raised her export of coffee (much of which competes with Ceylon plantation in quality), from 29,700 tons in the first year of the decade to 70,160 in the last. Santos began with figures far lower than those of Java and Ceylon; she ends considerably ahead of both. The averages in this case have improved from 35,670 tons in the first five years to 59,775 in the second. The increase has been 24,105 tons, or 70 per cent. The increase in the case of Rio has been simply enormous: from 123,300 tons to 254,400, or considerably more than a doubled export now compared with ten years ago! But 188-81 was exceptional so let us look at the averages, rising from 151,551 tons to 189,390. The increase has been 37,839, or 25 per cent. The joint averages for Rio and Santos, which practically represent Brazil, were 187,221 tons, rising to 249,165. The increase has therefore been 61,944 tons, or nearly 33 per cent.

The contrast is far more striking when we take the figures for the opening and concluding years of the decade. In 1871-72 Brazil exported:—

From Rio.....	123,300 tons.
Santos.....	29,700 ..
Total.....	153,000 ..

In 1880-81 the exports were—

From Rio.....	254,400 tons.
Santos.....	70,160 ..
Total.....	324,560 ..

The increase has thus been 171,560 tons, or about 112 per cent. While in the past five years the production of Ceylon and Java fell off by 9,180 tons average as compared with the preceding five years, Brazil not only made good this deficiency but threw 52,764 tons in excess of it into the consuming markets. In truth, Brazil has in the past three years swamped the coffee markets of the world, and, if she could possibly go on at the same rate for three years more, other producing countries would have to retire from a competition which to them would mean inevitable ruin. But the main cause—the concentration of slave labour almost entirely on coffee, which has led to such enormously increased production in Brazil, is obviously no more permanent than, we hope and believe, will be the depressing effects of the leaf fungus in Ceylon. That led to decreased production modified by high prices. The high prices brought Brazil with her ten thousands of fat acres and her hundreds of thousands of slaves into action, and now not only is production low in Ceylon but prices also: the fungus mainly responsible for the one effect; Brazil entirely for the other. There will be a reaction in Brazil, the natural and inevitable effect of her extravagant action. We look for a reaction here, also, but in a very different direction. We have but to hold on tenaciously, persevere bravely for a few years longer, and the cloud will not only slough a silver lining but brighten all over with the light of restored success. We have seen dark days before now, and they have passed away. Have we not a right to look into the future by the light of the experience of the past? Thirty-five years ago, all the probabilities seemed to support the conclusion that the scale insect pest and low prices combined would snuff out the coffee enterprise in Ceylon. But coffee recovered from depths of depression then, lower than our lowest depth now, and it is surely only reasonable to look for a like process in the near future. As a Haputale proprietor

(Mr. H. C. Bury) now on a visit to his fine properties, said to us yesterday:—There is far too much outcry over the falling-off in Ceylon coffee production. Taking the estimate for the current season of 600,000 cwts. and contrasting it with our highest output, the decrease is not much more than a third. Now what would British farmers say if they could during their cycle of depression point to crops of even one-half those they harvested some years before. Ceylon is not alone in her planting depression; agriculture all over the world (save perhaps in certain favoured portions of North and South America) has been suffering; but a turn in the tide must be approaching. It cannot, surely, be in the designs of Providence that the fungus should be permanent in Ceylon, any more than that the iniquity of slavery should continue to exist in Brazil. The latter is doomed, and so, we hope and believe, is the former.

As regards consumption, while Britain (largely owing to the iniquitous and semi-legalized system of adulteration) is worse than stationary, looking at the great increase of population, America is largely increasing her use of coffee. So is the continent of Europe, even in the face of a policy which wastes national wealth in bloated armaments.

IMPORTATION OF GERMAN LABOR.

From almost every authoritative source, the statement is repeated that German emigration to the United States, great as it was last season, will be surpassed next summer. The steamship companies, as we have heretofore stated, have been notified to that effect by their agents, and what the agents say is fully confirmed officially by our consuls at the leading German ports of departure. In his last report to the state department, Consul Bailey, at Hamburg, in dwelling upon the characteristics of this exodus from the continent through that port, presents some facts of fresh interest. For instance, in showing how the sailing ship has about retired from the field, we are told that of the 69,000 persons emigrating directly from that port during 1880, only one hundred took passage in that class of vessels, and even that insignificant number were apportioned among twenty-nine vessels. On the other hand, 153 steamships were engaged in the direct emigration and 721 in indirect. Of these steamships, 503 were British. Germany furnished 218 steamers for the indirect emigration, while the British had nearly the entire direct conveyance, with 152 steamships and 29 sailing vessels. The high character of the average German, as an industrial force, is dwelt upon. The great majority of those leaving Hamburg last year had sufficient means to support themselves and their families, and to engage in legitimate occupations and business pursuits after their arrival in the United States. Bearing on this point, the following analysis of the industrial qualification of the 68,887 persons leaving Hamburg within the period specified is of special interest:

	German Empire		Other countries		Total
	No. of persons.	Per cent.	No. of persons.	Per cent.	
Agriculturists.....	9,063	66.08	4,652	33.92	13,715
Mechanics.....	10,105	71.50	4,097	28.50	14,202
Merchants.....	2,721	36.88	4,656	63.12	7,377
Labourers.....	10,664	65.30	5,666	34.70	16,330
Miscellaneous.....	1,543	62.49	926	37.51	2,469
Without profession.....	8,692	58.47	6,173	41.53	14,865
Grand total.....	42,787	62.11	26,100	37.89	68,887

From this it appears that the Germans predominate in all the vocations except that of commercial pursuits, in which they hold the smallest percentage. In the skilled mechanic and art industries, they are already a predominant factor in the United States, and, from present appearances, they are likely to occupy the field quite as conspicuously in the future. Their industrious and economical habits are proverbial everywhere, and in a new country like the great West—the objective point of two-thirds of all that land on our shores—these are qualities which will win their way and enable them to become there even a greater social, political and commercial force than they are already.—N. Y. Com. Bulletin, February 16.

From the N. Y. Commercial Bulletin, February 20.

CANADIAN COMMERCE.

The annual statistics of the foreign commerce of the Canadian provinces for 1881, which have just been issued, are on the whole a favorable showing. The imports considerably exceeded the exports, while both imports and exports exhibited a material gain over the preceding year. The exports and imports for two years compare as follows:

	1881	1880
Exports.....	\$98,200,000	\$97,010,000
Imports.....	105,330,000	86,490,000

These results show an increase of 21 per cent in imports, in spite of the protective tariff, and 12 per cent in exports. The increase in exports was almost entirely in agricultural and forest products and

animals, these three items alone constituting about 80 per cent of the entire export. The decline in exports of manufactures is significant, and indicates the faint prospect of Canada ever becoming an important exporter of manufactured goods under the present policy. At the same time, the inefficiency of the tariff is exhibited in the enlarged importations of manufactured products, particularly from Great Britain, against which considerable discrimination was designed in favor of the United States. Considering the excessive stimulus imparted to Canadian home industries, the increased importations from abroad and the absence of any export outlet, the natural result of these conditions—an over-supply of manufactured goods—does not seem far distant, and unless we are mistaken, such symptoms are already appearing in some quarters.

About one-half of the foreign trade of the Dominion is transacted with free-trade Britain, and only one-third with the United States, notwithstanding our proximity. The proportion of exports in 1881 to the principal countries were as follows:

	Produce of Canada	Not produce	Total
Great Britain.....	\$42,637,219	\$11,110,151	\$53,747,370
United States.....	31,015,109	1,863,980	32,879,089
Newfoundland.....	1,191,373	332,060	1,523,439
British W. I.....	1,770,632	17,181	1,787,813
Spanish W. I.....	1,162,684	4,998	1,167,682

The values of exports and imports of the various provinces are given in the following tables:

	EXPORTS.		
	1879	1880	1881
Ontario.....	\$23,854,549	\$28,063,980	\$30,014,438
Quebec.....	29,740,512	41,447,709	48,068,087
Nova Scotia.....	7,364,324	7,543,684	8,245,758
New Brunswick.....	5,371,471	5,863,955	6,406,374
Manitoba.....	512,899	562,714	626,116
British Columbia.....	2,755,972	2,843,570	2,855,723
Pr. Ed. Island.....	1,811,380	1,736,533	1,774,846
N. W. Territory.....	60,339	49,813	74,411

	IMPORTS.		
	1879	1880	1881
Ontario.....	\$34,105,826	\$37,809,444	\$34,507,556
Quebec.....	39,924,842	43,544,132	51,071,013
Nova Scotia.....	7,062,614	7,074,937	8,168,648
New Brunswick.....	5,296,454	4,603,135	5,017,707
Manitoba.....	1,146,371	1,227,105	1,341,236
British Columbia.....	2,446,786	1,725,202	2,486,246
Pr. Ed. Island.....	835,569	807,065	965,205
N. W. Territory.....	157,462	117,640	183,799

The increase in the imports of Quebec is somewhat remarkable, and Ontario shows a very handsome gain. The total duties collected on imports was \$18,500,000 in 1881, against \$14,138,849 in 1880. The percentage of duty paid on the total value of imports in 1881 was 17.56, against 16.34 in 1880 and 13.74 in 1878, and on the goods entered for consumption in 1881 was 20.19, against 14.03 in 1878.

In this connection, certain discrepancies between the American and Canadian returns of trade between the two countries are worth attention. According to the Canadian statistics, her imports from the United States during the last fiscal year were \$42,885,418, while the corresponding figures taken from United States accounts were \$32,971,935—a difference amounting to \$9,913,483. In other words, Canada imported from us in that year ten millions of dollars more than our returns credit her with. The fact suggests a very serious inaccuracy on one side or the other. It allows nothing for smuggling, of which there certainly is an abundance, and which would rather tend to put the Canadian figures below ours instead of placing them in excess, thus making the discrepancy all the more extraordinary. A comparison of the official statements of the two countries does not solve the mystery. The Canadian statistics show much larger imports on her part of books, coal, cotton goods, drugs, hats, hides, metal products, stationery, tea and articles not enumerated than ours admit of; while the returns of the Washington bureau of statistics give larger exports thence of hogs, wheat, flour, bacon, beef, lard, tallow and certain classes of lumber. These are only the principal differences, and there are many of a minor character. In very few instances is there any equality of comparison.

LOCAL NOTES

—The Italian government has accepted the intervention of the Argentine Republic in its dispute with Uruguay.

—The minister of agriculture has directed the director of the Dom Pedro II railway to cause the demolition of the machinery buildings of the late industrial exhibition.

—The minister of agriculture has received a cable dispatch from London to the effect that Hugh Wilson, Esq., has succeeded in organizing an English company for the construction of eight central lines in the province of Bahia. Mr. Wilson is now returning to Brazil.

—The Emperor's salary amounts to 25 reis a second.

—The new corvet *Almirante Bessa* will be launched on the 17th inst.

—It is announced that the new telegraph regulations will enter into execution on the 1st of July next.

—The world is about to be convulsed with two great and eventful movements—the passage of Venus across the sun, and the passage of Jumbo across the Atlantic.

—An imperial decree of the 24th ult. concedes a supplementary credit of 37,015,840 to the minister of empire to meet deficiencies in the item "obras" for the year 1879-80.

—House-breaking throughout the city still continues unabated. The police are good at recovering crown jewels, but for catching thieves they do not seem to be quite so efficient.

—An imperial decree of the 11th ult. concedes permission to John Wetson and Charles Paul Mackie for mining gold and other minerals in the comarca of Rio das Mortes, Minas Geraes.

—An imperial decree of the 24th ult., No. 8470, grants permission to a Uruguayan telegraph company to connect their line from Montevideo with the state lines at Jaguarão, Rio Grande do Sul.

—A telegraphic dispatch from Fortaleza, Ceará, on the 1st inst., announces the completion of the Western and Brazilian cable to that city, thus opening direct cable communication with southern Brazil.

—The mate of the British brig *V. L. Stafford*, Francis G. Lind, was turned over to the police authorities on the 1st inst. for making a disturbance on board ship and wounding the captain with a knife.

—The registered voting population of the whole empire, less twenty parishes from which no returns have been received, is 142,923. Based on the census of 1872, this gives 1.48 voters to every 100 inhabitants.

—The director of the national mint has lately supplied the postoffice department with 6,120,000 postage stamps of the denominations of 10, 100 and 200 reis, and 30,000 postal cards of 80 reis, of a total nominal value of 533,400\$.

—A committee from the Polytechnic School has undertaken the canvass of the city for subscriptions in aid of Dr. Julius Cesar, the terrestrial balloonist. It is to be hoped that the young gentlemen will be posted to the Casias, Osorio and numerous other subscriptions of the past, because some hard-headed business man may wish to know where his money goes.

—A balloon flying machine experiment was given by Dr. Julius Cesar at the military academy on the 29th ult., at which the Emperor and various important personages were present. The balloon was first tied to the earth by a string, and was then allowed to conquer the air. It soared heavenward most gracefully, even to the whole length of the string. The machine seems to work automatically, as no one has ever yet ventured to go up in it, not even the illustrious aery navigator himself. He claims that the balloon is not large enough to carry him, although it contains some thirty cubic meters of gas; therefore he wants a larger one, sixty-five meters in length. We have heard it said that the experiment of the 29th was a failure, but that was probably due to the presence of some unbelieving spirit. It seems to have been quite successful enough to demonstrate the need of more money to make it better, and that is just what the inventor is after. It is expected that parliament will stump up handsomely, but in the meantime the hat will be passed around.

—The robbery of the imperial palace and the disappearance of many valuable jewels, which we noticed in our last issue, has resulted in complications which seem even more puzzling than the robbery itself. The police had certain servants of the imperial household under arrest, against whom there seemed to be strong circumstantial evidence. Among these was one Manoel Paiva reputed to be a confidential servant of the Emperor who occupied a house within the palace grounds. On the afternoon of the 26th the chief of police received an anonymous letter, as he says, declaring Manoel Paiva to be innocent and disclosing the hiding place of the jewels. This hiding place was no other than the enclosed grounds occupied by Manoel Paiva, where the unknown party said that he, the writer, had buried the jewels. At night the chief of police and his assistant, both ridiculously disguised, accompanied by this same Manoel Paiva as a guide, went to the designated place and dug up the jewels. They had no difficulty whatever in finding them. Manoel and the other servants were at once set at liberty, notwithstanding the finding of the stolen property on the grounds of the former. A judicial inventory of the jewels show them to be valued at 400,000\$. They had been placed in two tins, and buried near a chicken house, a little below the surface of the ground. The Emperor has now forbidden Manoel Paiva to enter the palace, and the chief of police has been made a *commodore*. The local press, however, is persistently asking how it is that the chief of police sets Manoel Paiva at liberty without further examination and the affair is allowed to drop in so undignified a manner.

Market firm. We quote: English 7500-8000 German 6 800-7 000 French 7 000-8 000

Arrivals in March 14,300 barrels. Total arrivals since January 1st 26,292 barrels

Peru. -Arrivals: 5,000 cases per Cathella from New York. Market quiet at 6500-6700 per case for Devoe's Brilliant

Arrivals in March 31,900 cases. Total arrivals since January 1st 74,730 cases

Latex. -No arrivals. Market unchanged at 470 reis per lb for George.

Arrivals in March 2,900 kegs. Total arrivals since January 1st 17,781 kegs

Arrivals in March 379 cases. Total arrivals since January 1st 2,655 barrels

Arrivals in March 440 barrels. Total arrivals since January 1st 2,655 barrels

Arrivals in March 2,085 cases and 795 barrels. Total arrivals since January 1st 14,710 barrels

Arrivals in March 1,105 cases and 190 barrels per Ville de Santos from Havre

Arrivals in March 2,692 cases and 1,650 barrels. Total arrivals since January 1st 14,710 barrels

Arrivals in March 1,350 cases from Europe. Total arrivals from January 1st to March 31st: 9,860 tons and 3,525 cases

Arrivals in March 1,174 tons and 6,109 cases same period 1881.

The shipments of cotton from the port of Santos during the month of March amount to 1,217 sacks.

The February receipts and sales of rubber and cacao at Para were as follows:

Table with 2 columns: Receipts, Sales. Rows: Rubber, Cacao.

SHIPPING NEWS.

ARRIVALS OF FOREIGN VESSELS.

Table of ship arrivals with columns: Name, Tonnage, Where from, Consigner. Includes ships like AMERICAN, bk. Apinack, bk. Berne, lgn. Water Witch, bk. Adelaide, etc.

WEST-CASTLE-Am bk. Antioch; 1,001 tons; Hemmingway; ballast. PRINAMCO-Pr lgn. Pathfinder; 398 tons; Hughes; ballast.

ARRIVAL. CALCUTTA-Bk Brk. Engine; 1,349 tons; Parry; ballast. ARACAJU-Br lgn. Milite Daria; 235 tons; Cock; ballast.

ARRIVAL. QUEBEC-Bk Brk. David; 165 tons; Maronich; ballast. MARANAS-Bk bk. St. George; 989 tons; Jack; ballast.

ARRIVAL. MACAO-Gr lgn. P. Dast; 406 tons; Johnston; ballast. MACAO-Br lgn. Rofel; 285 tons; Johnston; ballast.

ARRIVAL. PARANAGA-Sp lgn. Anita; 133 tons; Pascoal; ballast.

ARRIVAL. The Gr. ship. Rockland, from Cardiff for Rio de Janeiro, was abandoned on March 2, 44 miles south of the Smalls.

ARRIVAL. The Gr. ship. Mataga, which left Pernambuco on Mar. 18 with a cargo of sugar for Hampton Roads put back to Pernambuco having become leaky a few miles from that port.

ARRIVAL. The Gr. ship. Backe, Eckoff, from Hamburg to Brazil, general cargo, put into the Tyne on March 4, having carried away foreyard during a heavy gale of wind on high seas on February 28.

ARRIVAL. The Gr. ship. Glade, from Bahia to Channel, wrecked, arrived at Guernsey for orders on March 5 with bulwarks washed away, and other damages, and having jettisoned a small portion of cargo.

ARRIVAL. The Dah. schr. Degenar, from Carlsham for Rio de Janeiro, pine, after lying at Marstrand a long time windbound, proceeded on Feb. 12, but put back on Feb. 20 with damage to sails and bulwarks, having experienced heavy weather in the North Sea.

ARRIVAL. The Gr. ship. Augusta, from Hamburg for Pernambuco, general cargo, stranded four miles west of Raue Head, Plymouth, on Saturday night, Feb. 25 at 9 p.m. Crew saved. Vessel broke up on March 1, and cargo was washed away or smashed, so that only a little of it was saved.

ARRIVAL. The Gr. ship. Cognac, from Bahia for Falmouth, sugar, was assisted in to Falmouth by No. 3 pilot cutter, on Mar. 7, with fore and main topsails, topgallant mast and sails gone, boats smashed and other damages; this occurred during a heavy squall on Feb. 20 in lat 43° 27' N long 34° 37' W.

FOREIGN SAILING VESSELS IN THE PORT OF RIO DE JANEIRO, APRIL 2nd, 1882.

Table of ship departures with columns: Name, Tonnage, Where to, Consigner. Includes ships like AMERICAN, bk. Apinack, bk. Berne, lgn. Water Witch, etc.

SHIPPING NOTES.

The ship Kivira, Juberg, from Middlesborough for Santos, coils, put into Margate on March 5, leaky.

The Gr. bk. Carl, Blank, which left Rio de Janeiro on Mar. 17 for Bahia with coals, was wrecked near Caravelas. Crew saved but vessel is a total loss.

ARRIVALS OF FOREIGN STEAMERS.

Table of steamship arrivals with columns: Date, Name, Where from, Consigner to. Includes ships like Mar 23, 24, 25, 26, 27, 28, 29, 30, 31.

DEPARTURES OF FOREIGN STEAMERS.

Table of steamship departures with columns: Date, Name, Where to, Cargo. Includes ships like Mar 22, 23, 24, 25, 26, 27, 28, 29, 30, 31.

FREIGHTS.

Table of freight rates for various routes and commodities.

GOVERNMENT BONDS.

Table of government bonds with columns: Issuance, Circulation, Denomination, Interest, Nominal Value, Quotation. Includes General Annuities, Provincial Annuities, National Loan of 1865, etc.

BANKS AND PUBLIC COMPANIES.

Table of banks and public companies with columns: Name, Capital, Reserve Fund, Last Quotation, Last Dividend. Includes All Banco do Brazil, All Rural e Hypotecario, All Commercial do Rio de Janeiro, etc.

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TABLE OF DEPARTURES.

1882

Date	Steamer	Destination
Mar 26	Derwent...	Montevideo and Buenos Ayres.
April 9	Elbe.....	Bahia, Pernambuco, Lisbon, Southampton, and Havre.
" 24	Tagus....	Bahia, Mació, Pernambuco, Lisbon, Southampton and Antwerp.

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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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