RIO NEWS.

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Vot. IX.

RIO DE JANEIRO, MAY 15TH, 1882

Number 14

OFFICIAL DIRECTORY

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

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RAIL WAYS.

RAILWAYS.

DOM PEDRO II.—Through Express: Upnarid, leaves Rio at 5 a. m.; artiving at Barra flunction) at 7:44 a.m., Entre Rios (central line) 10:11 a.m., Barbacena 3:45 p.m., Porto Novo (branch from Entre Rios) 12 m., Cachoiri (S. Paulo Fanch) 11:45 a.m., So Paulo (4 Pr. S. P. & Rio R.R.) 6 p.m. Dononsend / leaves São Paulo 6 a.m., Barbacena 8:39 a.m., Porto Novo 12:15 p.m.; artiving at Barra 4:11 and Rio 7:11 p.m. Connects with Valenciana line at Desengano; Rio das Flores line at Commercio, União Mineira line at Sertaria; Oeste de Minas (S. João d'El-Rey) line at Sitio; Leopoldina line at Porto Nove Rerende e Areas line at Suruby; and S. Paulo and Rio de Janeiro line at Cachocira. Limitate Express: Upnaria, leaves Rio 7:13 a.m., artiving at Barra 10:26 a.m., Rio Novo (tentral line) 7:07. Cachocira (S. Paulo branch) 5:26 p.m. Dononteard, leaves Cachocira 6:43 a.m., Rio Novo 5:50 a.m.; artiving at Barra 1:22 and 1:57 p.m., Rio 5:45 p.m. Stops at all stations. Connects with Sonta Crub branch at Sapopemba, and Macacos branch at Belém. Meted Traints: Leave Rio 14:510 a.m., from Entre Rios (leaving 6:07 a.m.) at 3:28 p.m.

Suburban Traint.—Passenger trains leave at 5:00, 6:30.

Entre Rios (feaving 60.7 a.m.) at 323 p.m.

Schulenkan Truitia.—Passenger trains leave at 500, 630,
740, 840 and 1022 a.m., and 100, 715, 330, 430, 559, 730,
830 and 1020 p.m. all stopping at Cascadure accept the 10 p.m. train, which runs to Sapopenila. Returning, the trains
leave Sapopenila at 336 and Cascadura at 350, 610, 740,
846, 10, and 11,33 a.m., and 210, 320, 430, 530, 7, 830 and

9:40 P.m.

CANTAGALLO R.R.—Leaves Nitherohy (Santa Anna)

7:30 a. m., arriving at Nova Friburgo 1:05 Cordeiro (t. hour

per tramway from Cantagallo) 4:25 and Macuco 9:45 p. m.

Return train leaves Macuco 6:39, Cordeiro 7:50 and Nova

Fiburgo 1:10 a. m., arriving at Nitherohy 4:35 p.m. A ferry

boat runs between Rio and Sant'Anna, connecting with trains.

PETROPOLIS STEAMERS and R.R. S-Escamers leave Trapiche Maná at 2 p m. week days and 11 a. m. Sundays and holidays, passengers arriving at Petropolis at 5;30 p. m. week days, and 3 p m. Sundays. Returning, diligence leaves Petro-polis at 6 a.m., the boat arriving at Rio at 9;30 a.m.

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May 1st, 1882.

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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. LAMOUREUN, Editor and Proprietor.

Contains a summary of news and a review of Brazilian afinits a list of the agrivuls and departures of foreign vessels, the comnercial report and price current of the market, tables of stock quotations and sales, a table of treights and chatters, and a other information necessary to a correct judgment on Brazilian rade.

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RIO DE JANEIRO, MAY 15TH, 1882.

THE sessions of the General Assembly, although still much occupied with political discussions and private legislation, has now settled into its regular work. The various departmental appropriations of the budget are now under discussion in the Chamber, some of which have received many amendments already. As these bills are sure to undergo important changes before their final passage, should they pass at all this session, we shall not undertake to publish an abstract of them for the present. It may be noted in this connection that there is some talk of extending the last budget over to the coming year. patent law project has been made the subject of some discussion, and several important amendments have already been offered. In the Senate, there have been several spirited discussions in a political The matter now exciting most attention is the attack on the former ministry in the naval supply bill, because of their cancellation of a contract with a French company for the construction of the The principal assailant is new ironclad. the minister who contracted for the latelamented Independencia, which cost so much money, and which was sold at a loss soon leaving the stocks. Besides this question the Senate is also discussing bills on joint-stock companies, on agricultural aids, and on patents.

THREE steamers arriving at this port within the past week or two have reported meeting a derelict vessel off the Brazilian coast and directly in the line of steamship travel between this port and the River Plate. The Kepler first saw the hulk on the 26th April, and gave notice of it immediately on arrival in port. On the 2nd instant the Colombo discovered the same derelict, and on the 5th the *Plato* fell in with it in lat. 31° 40′ S., long. 49° 30′ W. From the various positions of the derelict as reported by these steamers, it would seem to be floating in a south-westerly direction, directly in the general course between this port and the River Plate, and at the rate of about twenty miles a day. In view of this circumstance, the greatest care will be necessary on the part of all steamers running to and from the River Plate, to avoid a collision, and it will be a matter of little surprise if some serious accident should occur. The large number of steamers constantly traversing this course and the great difficulty of detecting a hulk of this character on dark nights makes the danger one of imminent character. It is a matter of considerable surprise that the government has taken no interest whatever in this danger, and has ordered no war vessel

Certainly the government has vessels and men enough to render this indispensable service to commerce, and it is an aid which should have been offered promptly and voluntarily. Not one moment should have been lost when the news came of this danger to life and property, but a vessel should have been dispatched at once to destroy it. A navy which has no other service than that of rotting in port is of precious little use in any country. During times of peace no better use can be made of this arm of the public service than in rendering aid to the pursuits of civilians, upon whom its very existence depends. Aside from burning a little coal and consuming a little oil, it will cost no more to keep a war vessel on this humane service than to let it lie in port, with its machinery rusting and its crew dawdling on shore. It is to be hoped that this inexcusable neglect will continue no longer, and that the government will at once take measures to dispatch a vessel in search of this derelict. Should some steamer be lost through this neglect, the government will find it very hard to offer any excuse for the wanton waste of life and property which may ensue.

Now that the effort to "bear" the market in Botanical Garden tramway stock is pretty well spent, and the accumulation of private malice has been vented, it may not be amiss to review the general features of the case in a few brief words. In the first place, the Botanical Garden line has been kept in a perfect state of preservation, its service has been perfectly satisfactory, and it is beyond all question the most popular line in the city. It has contributed very largely to the growth of the suburbs which it serves, and it has always treated its patrons with the highest respect and consideration. We have yet to learn of the first complaint against the company on the part of the residents along its lines, and we have yet to see one single petition from the people for a competing service. As far as the people are concerned, there is and always has been the highest satisfaction -- so much so that in the vintem riots of January, 1880, this company was the only one whose property was not destroyed. On the part of a few speculators, however, the case has been very different. They have been striving for years either to drive the American company out, or to secure a part of its traffic. The present attack is made by persons connected with those defeated schemes, and who are still interested in securing a part of the valuable traffic from the suburbs of Botafogo and Larangeiras. The arguments which were once urged upon the government against the old company have now become useless because the line is now owned here. No foreign company is to-day reaping a rich harvest in this enterprise. The efficient administration of the American company, and the substantial growth of the cit y along this line made their franchise very valuable, so much so that the American company sold its stock at about three and a half times its nominal value-ora nominal capital stock of 2,000,000\$ was sold at a market price of, say, 7,000,000\$. To the new shareholders, therefore, this last sum represented an actual capital investment, and it was their right to continue the stock at the false denomination of 200\$, or to transform it into new shares which should represent the investment more exactly. They could have issued the shares in any denomination they pleased, providing always that it was done in accordance with their charter. This they did, and the augmented share value of 700\$ was divided into new shares of 200\$ The government was determined to have lines built to the military school, to the Copacabana beach, and through certain streets, and had called for tenders.

wished to secure these concessions, and very justly believed that it could do it because it would be simply an extension of its lines at a much less cost than any new company could construct them for. To meet this prospective construction the new company took occasion to increase its capital stock to 10,000,000\$ at the same time that it transformed its old stock and reorganized. The transaction was effected openly, and after full consultation with the government and with eminent lawyers. And that is the simple outline of the whole story of a transaction, about which so much has been said. No one is obliged to buy the stock, and the new company is perfectly able to hold it. The tramway service will be continued as usual, the public will be satisfactorily served, dividends will be declared, and the new company will be known as a model enterprise. folly to believe that the projected Copacabana line can be built without an interest guarantee, and no one believes that the government will ever lend itself to so shameful a grant as that. Those who expect to buy Botanical Garden stock at 15\$ - as was done with the Navegação Brazileira company—will probably be deceived. The public will continue to have implicit confidence in this enterprise, notwithstanding all that has been said against it.

A question has recently arisen in the Senate, during the discussion of the annual naval supply bill on the 10th instant, which promises to reflect little credit upon the government and its methods of transacting business. In the course of debate and in reply to a statement that the government had arbitrarily cancelled a contract with the Societé Nouvelle des Forges et Chantiers de la Mediterranée for the construction of an ironclad, the ex-prime minister, Senator Saraiva, stated that no such contract had ever been made. On the following day the representative of that society in this city published the contract in full, together with a letter from the then minister of marine stating that he had ordered the contract to be drawn up on the plans and specifications submitted by the society's representative and with the modifications accepted by him. This letter is dated 23rd February, 1881, and the contract is dated the following day. It contains the names of the comptroller of marine and the representative of the French company, both of which were officially recognized on the 2nd March following. The signatures were also verified by the French consul in this city on the 2nd March, by the Brazilian consul in Paris on the 4th April, and the signature of the latter was attested in the department of foreign affairs on the 2nd May by the Barão de Cabo Frio. The published copy shows that a proportional stamp tax of 4.836\$ was paid besides the usual stamps attached to the attestations. As far as one can judge without an exact knowledge of all the facts and details of the transaction, the contract appears to be complete and regular, and in the belief that it was so the representative of the French company has since appealed to the courts for damages for breach of contract. It is to be noted, also, that on the 11th. before he knew of the publication of this contract, Senator Saraiva stated that the alleged contract was only a draft or minute which the minister had ordered to be drawn up for examination, and that when it was presented on the 28th March with a letter from the comptroller asking approval, the then ad interim minister, Deputy Pedro Luiz, replied on the 31st following that the government had resolved not to approve it and that the stamp tax which had been collected without authorization, should be refunded. On the same day the ad interim minister of

ot finance for the refunding of the stamp In all this transaction it is highly improbable that the government acted with deliberate bad faith, or that the prime minister knew just how far the negotiations were There is no one man in Brazilian public life whose statement can be more implicitly believed than Senator Saraiva, and yet it is impossible to believe that this transaction has been carried on in perfect good faith, and with a due observance of the rights of private individuals. It is evident from the letter of Minister Lima Duarte and from the subsequent action of his comptroller that the contract was drafted in good faith. The stamp tax was paid, and the document was at once dispatched for the attainment of all the required certifications and signatures, all of which were secured in due form and good faith. In the meantime, however, the cabinet, changed its mind, possibly at the Emperor's wish, the minister of marine obtained a brief leave of absence, and acting minister refused to sign the contract and ordered the stamp tax to be refunded. It may be that the whole cabinet did not know just how far the minister of marine and his comptroller had carried the business, but this should not serve as an excuse for refusing all due reparation. The wish of the cabinet to secure competitive tenders from European constructors was perfectly right, but that should have been plainly stated to the representative of the French company. This purpose seems to have been an afterthought, and then instead of having an amicable understanding with this company, the government abruptly broke off the negotiation and practically cancelled the contract. In view of this case, and of others not widely dissimilar, it is full time that the government should either adopt some settled policy in its dealings with foreign contractors which shall accord better with their ideas of business negotiation and the value of contracts, or else it should formulate or promulgate its own rules in such matters for the guidance of strangers. The many cases of violated contracts, and the manner in which they are effected and defended, leads us to believe that the Brazilian idea of a written engagement or contract is widely different from that held in the leading nations of the world. Whether or not that difference in opinion and practice is just, is a matter for frank discussion, but in the meantime the government should explicitly declare to all parties with whom it intends to negotiate a contract, that it reserves the sovereign right to cancel any and all engagements at will, and without recourse for them either in law or equity. After that, there will be no reasonable cause for complaint, because contractors will then be dealing with open eyes.

THE QUESTION AT ISSUE.

It is natural, therefore, that with the extinction of the glowing anticipations of immense profits by an easy transaction, and with the certainty, instead of profit, of a grave loss in the liquidation, all the parties to the aborted scheme should be filled with rage and yearning for revenge. It is, indeed, a matter of course that we should be already suffering the consequences of our intervention in favor of the general public, in threats and anonymous slander, and in open diatribes from THE RIO NEWS, the stipendiary of the prime mover of the defeated exploration, whose share in the profit was to have been \$50,000\$ and a fattened salary as president. Hence those ires! But who, in the satisfaction of having achieved a great victory, even over an ignoble for, cares for the snatling of the yelping cur at its master's heel?—Anglo-Brazillan Times, May 9.

steamers constantly traversing this course and the great difficulty of detecting a hulk of this character on dark nights makes the danger one of imminent character. It is a matter of considerable surprise that the government has taken no interest whatever in this danger, and has ordered no warvessel out to cruise about in search of the derelict. The Botanical Garden company naturally

ently traduced in its columns. As regards the assertion that the THE RIO NEWS is "the stipendiary" of any one, we need scarcely say that it is absolutely false, and that the author of the statement well knew that he was writing a falsehood when he penned it. We have neither intention nor desire to wage a war of words with the Anglo-Brazilian Times ; we could not if we would, for we frankly confess that the flowers of rhetoric so lavishly scattered through its leaders are altogether beyond us. Moreover, we are unwilling to descend to the plane which that sheet occupies; and it can not rise to ours, even if it would. It is simply a difference in taste, training and principle, and were it not that there are many outside of Rio who are not equally well informed with those residing here as to just what the Anglo-Brazilian Times really is, how pure and unselfish the "public spirit" which actuates it, and just how much value is to be attatched to its statements and opinions, we should pass these literary amenities by without notice. As it is we have not hesitated to speak the simple truth about the facts to which we referred in our last issue, as we are in duty bound to do by the support accorded to us by this community not only in this but in all cases of similar character. And upon this principle we shall continue to act, whatever the amount of foul abuse that may be heaped upon us for doing so.

COMMERCIAL STATISTICS.

In our issue of the 5th instant we called attention a second time to the gross inaccuracies which characterize the commercial reports of our influential colleague, the Jornal do Commercio. It was not to be expected that the Jornal would offer us a resolution of thanks for the service, but we did expect to see a little more care used in the preparation of the statistics to which we called attention-at least for a time. In this, however, we have been greatly mistaken. To show his indifference not only to our just criticism, but also to the exact boundaries of mathematical calculations, the Jornal's commercial editor has continued on his erratic way without the slightest apparent consciousness of the injury he is doing the commercial public. It is not altogether a pleasant task, but in our own interest as well as in that of the public, we shall continue to call attention to the Jornal's errors and give the correct figures.

In its issue of the 5th instant the Jorna ! gives the coftee dispatches at this port for April as 265,785 bags, valued at 5,570,040\$-030, whereas the Globo of the 2nd instant -three days earlier-had given these dispatches correctly as 277, 169 bags, valued at 5,571,966040-the fornal being wrong to the extent of 11,384 bags. And in the detailed statement of the value of the shipments to various ports, the same wild absurdities to which we called attention, were continued, even to that of valuing the 1,250 bags sent to Port Elizabeth at 99, 227\$100, instead of 24,525\$000.

It may be said, however, that on the above date the Jornal had not seen our corrections, and had not had the opportunity for correcting these errors, nor for taking the precautions which we advised against further errors. This can not be said of the issue of the 8th, which gave the coffee dispatches for the week ending May 6th. The reports of the two dailies were as follows: valued at

Jornal do Commercio. 109,757 bags 2,050,126\$100

2,091 ,, 83,933 740 Difference..... As before the Globo's report is the correct one. If the Jornal's error for this one week may be taken as an average for the year, it represents an aggregate annual error of 4,364,554\$480—a sum certainly large enough to discredit even the merest tyro in importance in the calculations of mercantile 300,000.

statistics. In continuation of our practice of following these errors to their source, we find the detailed statement of the week's dispatches to be as follows, to which our corrections are appended:

	bags	value	should be
Lisbon	100	1,908\$000	correct
Oporto	100	1,908 000	correct
Havre	1,591	30,536 280	30,356\$280
Marseilles	6,549	124,858 840	124,954 920
Genoa	2,386	45,353 160	45,524 880
Gibraltar	4,000	76,320 000	correct
London	2,750	71,550 000	52,470 000
Southampton .	3,742	71,397 360	correct
Hamburg	16,203	309,133 060	309,153 240
Antwerp	155	2,957 400	correct
Mediterranean	30	572 400	correct
Port Elizabeth	2,500	47,700 000	correct
Cape of G. H.	5,525	105,417 000	correct
Baltimore	6,420	122,483 600	122,493 600
New York	49,860	888,328 800	951,328 800
U.S. (other p.)	7,181	137,013 480	correct
Montreal	266	5,075 800	5,075 280
Buenos Ayres.	399	7,612 920	correct

In this statement the compiler seems to have managed his even "tens," "hundreds" and "thousands" famously, especially where the multiplier was 100; but in the other calculations where he had to multiply with some three or four figures he seems to have again resorted to sheer "guessing"-and very The official indifferent guessing at that. valuation of a bag of coffee for the week was 105080, from which it will be seen that a value of 71,550\$ on the 2,750 bags dispatched to London is a very wild "guess" -being just 19,080\$ wide of the mark. In the New York dispatches he was equally unfortunate, for the number of bags was 49,860, the value per bag 19\$080, and the "guess 888, 328\$800, instead of a correct product of 951,328\$800—or a handsome little variation of 63,000\$. Then too, beside this unscientific "guessing" the Jornal's compiler seems to be blind as well, else he would have noted something wrong in these two entries which stand in adjoining lines:

71,397\$360 Southampton..... 3,742

If there is any reason why 3,742 bags of coffee should be worth 152\$640 less than 2,750 bags, we should be informed of it, else we must believe that the Jornal's commercial editor is blind, or that he would have us believe that 992 bags at 19\$080 per bags is worth just 152\$40 less than nothing.

Besides the dispatches of coffee, these inexcusable errors are to be found in all the other statistical work of the Jornal. In the matter of coffee receipts, which is of prime importance to the trade, we find the same careless compilation. For the purpose of insuring correctness in our own reports, we are accustomed to compare them with those of the daily papers, and in this manner the *fornal's* vagaries are brought constantly to notice. The following is a sample. For the first four days of the present month the receipts of coffee were given correctly by both the Jornal and Globo as follows:

D.P.H.R.R. Kilos 1,671,019 560.820 455,400 Then came the receipts for the 5th, which were also given correctly as follows:

D.P.H.R.R. Coastwise Kilos..... 385,980 2,520 28.620

A very simple process of addition was then necessary to obtain the total for the five days. Comparing our own results and those of the Globo, which are exactly the same, with those of the Jornal, we find the following differences:

OFFICE RESERVATION OF THE PROPERTY OF THE News and Globo, ,, 2,056.999 572,340 484,020 Jornal do Comm., ,, 1,639,941 564,180 359,220 Jornal's error ,, 417,058 8,160 124,800 Or a total error for one day of 550,018 kilos.

men. If the Jornal wishes to be considered an authority in commercial matters, it has no right whatever to publish such wretched work. It is simply a disgrace to the paper and an imposition on the public. If, how ever, the Jornal's commercial editor has struck out in a new line of humor, we are perfectly willing to give him all the credit he desires, and will at once dub him as the funniest mathematician living. The question is: Which shall we choose?

NEW SOUTH WALES.

At a meeting of the New York Chamber o Commerce on the 15th February, the prime minister of New South Wales, Australia, Sir Henry Parkes, made the following address upon the character ets of that country, as reported resources and produby the New-York World:

There is still a great deal of confusion in the American mind about the Australian continents. I have heard them confounded one with another, and have heard myself designated as a minister to Australia, forgetting that there are six distinct countries, each separate from the other in all its relations, in that part of the world known under the general head of Australia. We have on our own continent the whole colony of New South Wale which embraces the first landing of the English people in that then unknown country, and it was for many years the settlement known all over the world as Botany Bay. It was an old English settlement in Australia, which still exists within a few miles of the city of Sidney. Even when I first be came acquainted with Australia forty-two years ago the colony of New South Wales embraced the whole country which is now occupied by Victoria and Queensland.

The population of this enormous territory at the time I arrived in Sidney was only 114,000; that is, the free colony of New South Wales in 1839 embraced a population of only 114,000. What is now th tion of 1,068,341. In 1851 the southern part of New South Wales was created into the colony of Victoria, of which you have heard a great deal. Victoria, of winner you have near a great order.

A few years subsequently a large portion of the northern part of our territory was created into the colony of Queensland, and the population of 1,068,341 is now divided into the three colonies of New South Wales, Victoria and Queensland.

New South Wales contains an area of 310,000 square miles, as large as France and Great Britain put together. Victoria contains 7,884 square miles. Queensland contains 669,520 square miles, and is twice as large as New South Wales and four times as large as Victoria. Besides these three colonies are several other colonies known as South Australia, and on the western side of the continent another known as Western Australia, and on the strait, opposite the shores of Victoria, there is one island known as Tasmania, formerly Van Dieman's island known as Tasmania, formerly Van Dieman's Land. The six colonies which constitute Australia Land. The Six Combines which constitute Arisanda authority and separate institutions. Western Australia is inhabited by only 29,000 people, and until a few years ago was a penal settlement, but that is now entirely terminated. Western Australia is what entirely terminated. Western Australia is what we call a crown colony; in other words is governed by the imperial authorities in England, which send to it all its officers. With this exception all of the colonies are under parliamentary governm

New South Wales covers nine degrees of latitude and has a coast line of Soomiles. Our greatest length is 900 miles and greatest breadth about 8500 miles. Thirty to fifty miles from the coast is a chain of rather formidable mountains known as the Blue Mountains, from which fourteen rivers flow to the sea. Some of these rivers are navigable for a considerable distance and all are navigable for a distance of fifty or one hundred miles On the northern river lands every kind of tropical product can be raised. The cultivation of sugarcane has sprung up within a few years, and is now carried on to advantage, with large investments of capital not only in Queensland but on the northern rivers of New South Wales. In other portions of our territory we have some of the finest wheat lands that can be found anywhere, though they are limited in extent and confined to particular localties. Then we have unrivalled pasture lands.

One gentleman, an acquai the owner of 300,000 head of horned cattle and not less than 1,250,000 sheep. I believe that he is the largest owner of horned cattle on the face of the earth. The total number of sheep owned by New South Wales is little short of 40,000,000. In the last year there were exported, according to the published statistics, 154,875,832 pounds of wool of the value of £8,040,625 sterling. The production of wool throughout the world in 1880 was 1,767,000,000 pounds. Besides sheep the stock-owners in New Or a total error for one day of 550,018 kilos.

This makes an error in the receipts of one day of 9.167 bags—a matter of much have just stated, one person possessed more than

To illustrate the rapid growth of this one colony, the revenue for the last year down to the 31st of December closely approached £6,500,000. £5,157,113, leaving £1,190,633 surplus, or money that we did not know what to do with, which, I think—I speak under correction—is a larger surplus than any other country in the world, according to

All of the colonies have gone largely into the construction of railways. They are all constructed by the governments and carried on by the governments, for in our country no private person would be allowed to construct a railway. In New South Wales we had according to the last statistics 849 miles open and 456 miles under construction, some portions of which have been opened since and all of which will be opened in a year or eighteen months, making altogether 1,305 miles of railway, which with a small population and over a very difficult country—for our lines run across the very difficult country—for our lines run across the mountains—is not discreditable to our energies. The most formidable of all as to distance is between Melbourne, the capital of Victoria, and Sidney, a distance little short of 700 miles. We now have a railway to the border, four miles of which is over a river, and direct communication between the cities of Sidney, with its 220,000 inhabitants, and Mel-bourne, with its 260,000 inhabitants. Of the rail-ways constructed with conditions of great commercial success, this between Sidney and Melbourne is the only one. All the other railways more or less, go from some large city, as from Sidney for example, into the country. Therefore, though there is a great out-flow from the metropolis, there cannot be any great inflow from the other end, and the railway system is not profitable.

The total volume of the exports and imports of New South Wales in 1880 was £29,475,213, or at the rate of £40 18s. 8d. per head of the whole poulation. It is no part of my duty, and certainly very uncongenial to my tastes, to even touch upon any question that would be open to controversy, but in speaking of New South Wales and it its general policy, I may say that the colony has never levied a duty for protection. We don't pretend to have a tariff on any scientific basis, but we have never for a single moment attempted, nor do I think there has been a time when the parliament would have assented to legislation for the purposes of protection. Hence the ports of our country are open to the manufacturers of America in every instance. I think there is a duty of 6 pence a gallon on kerosene, but with this exception our ports are entirely open to all the world. Our neighbors in Victoria have formally established a system of protection for the sake of building up her manufactures, and some of the duties are very high. She has established a protective tariff which has certainly given offense to influential parties in the mother country, and which I think is not at all in accord with the views of the imperial government. We who are separated from Victoria only by a narrow stream over which stones might be thrown, have never once imposed a duty for the purpose of protection. Practically we are a free-trade country. I must allow the gentlemen who feel an interest in the subject to draw their own conclusions as to which of these colonies has pursued the wiser course. From one circumstance or another—I don't say it is because of free trade we certainly are the more prosperous and have made the greatest advance in population and wealth."

The statistics of the Queensland sugar industry the season 1880-I have been given as follows The season 1800-1 have been given as notions:

-Extent of land under cane, 17,521 acres; area of cane crushed, 12,306 acres; sugar produced, 15,564 tons; average yield of sugar per acre, 1 ton 4 cwt.

1 quarter 5lbs.; molasses produced, 602,792 gallons; rum distilled, 201,111 gallons; sugar exported, 7,721 tons; rum exported, 68,792 gallons; 83 sugar mills and 9 distilleries. These figures show an increase of 3,326 acres in the area devoted to the cultivation of of 3,320 acress in the yield of 3,150 tons of sugar, the falling off being attributable to the exceptional severity of the frosts, many acres of cane being entirely destroyed thereby.

THE census statistics relating to the man of agricultural implements show that in the United States there were, in 1880, 1,942 establishments engaged in their production. During the year there were 49,180 persons employed, and the total value of all products was \$68,573,086. In commenting on these figures the Industrial World, of Chicago, remarks that they appear to establish two things: First, that there is a closer relation between the agricultural and manufacturing world than many think, and the more farmers rely upon machinery in their work the closer will that relation become; strong reasons are thus furnished for enlarging th field of the Agricultural Bureau. Second, that the introduction of machinery does not diminish the demand for labor. There is an industry which was scarcely known fifty years ago and which pays to a arge number of workmen employed an average of more than three hundred dollars a year.

PROVINCIAL NOTES

—The Bibliotheca Provincial of Pernambuco contains a collection of 2,339 volumes.

—The late minister of marine, Counselor Paula Souza, was defeated by 11 votes in the 4th São Paulo district.

—Mail advices from Uruguayana, Rio Grande do Sul, of the 1st ult., state that the Rio Uruguay had fallen so much as to render navigation from that place down to Caseros and Santa Rosa very difficult.

—The provincial assembly of Espirito Santo has adopted a representation to the imperial government in which it is urged that the Brazilian coasting steamers should make Victoria one of their regular ports of call in their tri-monthly voyages.

—The municipal council of Rio Grande has decided to accept Sr. C. C. Rheingantz's project for the founding of a beggars' asylum, and upon the conditions proposed. It is to be hoped that the effort will be more successful than that of Rio de Inneiro.

The Pernambuco provincial assembly is discussing a project which authorizes the municipal council of Pernambuco to co-operate in supplying that city with fresh beef, the price of which must not exceed 480 reis per kilo. The bill expends 30,000\$ to aid this co-operation.

—On account of the emancipation fund 73 slaves have recently been liberated at Cachoeira, Bahia, at a cost to the fund of 37,5668740, and to the savings funds of the slaves themselves of 2,100\$. This makes a total of 1,322 slaves freed in the province since the establishment of this fund.

—Counterfeit 20\$ notes of the "6? estampa, 9\" serie," and also of the "6? estampa, 8\" serie," have appeared in some interior localities. The false notes are printed on cotton paper, and lack the water marks of the originals. The designs are produced by a photographic process, which are easily defaced by cyanuret of potassium.

—The Artista of Rio Grande, of the 29th ult., notes with a sigh of relief, "the packets Kite Grande from Montevidee and the Coronnes from the capital have to-day finally crossed the bar. The first was anchored outside seven days, and the second four days, having on board a considerable number of immigrants." And yet the government feels little or no anxiety about the bar—much less even than about the coming transit of Venus!

—The difficulty between the city council of Campos and Mr. William Scully, the proprietor of the gas works of that city, has finally resulted in a stoppage of the gas supply by the latter, and in the smashing of the street lamps by the people. The people bave returned to the use of kerosene, while awaiting the acquisition of machinery and apparatus for lighting the city by electricity. The appreciation of Mr. Scully's "public spirit" seems to be at a low ebb in Campos.

—On the 10th ult. two men, an Italian and Uruguayan, got into a hot dispute at a vendo at Jaguarão, Rio Grande do Sol. Finally the Italian drew a double-harreled pistol and began to threaten his adversary. The Urugunyan, a young man, put his hand on the pistol in remonstrance, when it was accidentally discharged and his hand was so badly shattered that amputation became necessary. The police delegado then held an investigation and decided that it was purely accidental.

—The March receipts of the Aracajú custom house. Sergipe, amounted to 85.682\$961. The receipts for the quarter, as compared with last year, were as follows:

1882	1881
53,690\$813	34,668\$413
44,671 293	27,750 694
85,682 961	69,990 545
	44,671 293

184,045 067 132.409 652

The total receipts for the fiscal year 1879-80 were 210,225\$760, for 1880-81 424,853\$703, and for the half year ending December 31, 1881, 130,602\$815.

—We have received the following item from a well-known gentleman of Rio Grande, whose standing in that place entitles his statement to all credit:

—"Mr. Leon Bergman has been summarily dismissed by his government as vice-consul of Holland at Rio Grande do Sul. The notice of his dismissal was transmitted to him by the English consul, Alexander Gollan, Esq., who was requested by the Dutch government to take immediate possession of the archives of said consulate, which he did within twenty-four hours after the official papers reached him. The action of the Dutch government has given great satisfaction to the commercial community at Rio Grande who have often complained of certain acts of Mr. Bergman, especially in regard to the excessive costs of general average cases of Dutch vessels; also the insurance companies have often expressed their dissatisfaction for corresponding charges. Mr. Bergman is still acting as vice-consul for Belgium."

—The Santa Leopoldina colony of Espirito Santo has been emancipated from colonial government.

—The sugar crop this year in the province of Rio Grande do Norte is reported to be better than last year.

— The provincial assembly of Rio Grande do Sul has adopted a project for the construction of stone quays at Pelotas.

—The coasting packet *Rio de Janeiro* crossed the Rio Grande bar on the 10th inst., after a delay of a little over two days.

little over two days.

—Complaints of carcless and criminal postal administration are coming in from all parts of the country.

—The Monitor Campista announces that the lighting of that city by electricity will be realized in about two months.

—The number of centenarians now turning up throughout the provinces is something marvellous. There seems to be a serious epidemic of them.

—The Diario da Manhan of São Paulo says that fraud was employed to defeat the ministerial candidate in the recent election in the 4th district of that province.

—The city of Rio Grande has asked the provincial assembly of Rio Grande do Sui for an authorization to borrow 20,000\$ at 8^{o}_{0} for continuing its street pavement to the railway station.

—A landslide at the fort on the Morro de São Paulo, Bahia, on the 29th ult, buried about 16 meters of the walls, causing great damage. Steps were at once taken to repair the mjury. —The April receipts of the São Paulo postoffice

—The April receipts of the São Paulo postoffice were 6,539\$810 for the city and 28,262\$010 for the whole province, against 5,649\$510 and 25,612\$170 respectively for the same month of last year.

—The Vasionizane, of Vassouras, says that thus far 94 slaves have been freed in that municipality through the emancipation fund, at a total cost of 95,650%. Of these 54 were freed at the first distribution, and 40 at the second.

—An octogenarian, named Francisco, was mu γ dered by his wife and son-in-law at Bom Successo. Sto Paulo, on the 24th lit. The body was after wards thrown into the Rio Paranapanema with stone fiel to the neck. The murderers have beer arrested.

—The April receipts of sugar and cotton at Pernambuco were as follows:

 1882
 1887

 Sugar
 18,302 bags
 11,594 bags

 Cotton
 122,659 sacks
 181,187 sacks

—The juiz do feitor da favenda of Paraná reports to the president of that province that the revenue collections are in great confusion, and that the amounts due will now exceed 70,000\$. The president has given orders to have the matter investigated.

—The total debt of the province of Rio de Janeiro at the close of 1881 was 15,093,670%, of which \$1.28,000 is fundled, 6,934,870% is indebtedness to the Barão de Nova Priburgo for the purchase of the Cantagallo railway, 100,000% is due to the Banco do Brazil, and 30,500% to various private parties.

—According to the Campos gas contract, the gas works incur a fine of 2\$200 per night for every lamp not lighted, which amounts to a total of 330\$ for the whole city. As the city council proposes to collect this in gold, it amounts to a very comforttable little fine.

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

April, 1882 1887
Custom house. 851,1005487 938,327\$032
Recebedoria 78,482\$185 88,455\$585
Consulado 172,014\$351 238,207\$405

—Under the last distribution of the emancipation fund, 23 slaves have been liberated at Magé and 8 at Macacú. This makes a total of 1,794 in the province of Rio de Janeiro since the passage of the law of 1871. The total expense to the fund for these liberations has been 1,746,969\$116, to which the slaves have added 23,384\$057 from their own private savings.

—The president of the province of Pernambuco signed a contract on the 27th ult, with Sur. Francisco Gonquiese Netto and three others for the incorporation of a joint-stock company with a capital of 500,000\$ for the purpose of supplying the city of Pernambuco with fresh meat. The province concedes a guarantee of 7 per cent. per annum upon

—It is reported from the province of Pernambuco that the sugar cane disease which has afflicted that province during the past four years, is steadily increasing, instead of diminishing. The planters state that the new plants received through the government have resulted well, but the industry at large derives little benefit from it because of the limited supply. They want more help.

--The March receipts of the Natal, Rio Grande do Norte, custom house amounted to 21,855\$453, and of the 3 per cent. additional tax 3,1315179.

-A subscription opened in Pernambuco for the families of the officers and crew lost on the Royal Mail packet *Doure*, amounted to 2,535\$ on the 4th instant.

—The goods abandoned by the master of the American bark T. Jeffie Southard, wrecked on the coast of Rio Grande do Norte, were sold at auction at Maracajaú on the 22nd ult.

—A telephone line between the city of Vassouras and its station on the Dom Pedro II railway was formally inaugurated on the 7th inst. The line was constructed by the Telephone Company of Brazil.

—The last relatorio of the Alagôas provincial treasury, presented to the assembly on the 16th ult., reports a deficit of 23,000\$, which it is feared will be increased to 200,000\$ when the accounts are all in

—After an interval of three years there will be a meeting of the provincial assembly of Rio Grande do Norte some time this month. This is one of the most remarkable instances of oratorical selfdenial on precord.

—There was considerable excitement at Casa Branca, province of Xso Paulo, during the first days of the month, because of difficulties between the numicipal judge, the police delegado, and the people, The chief of police of the province left São Paulo for the scene of disturbance on the 7th.

—In the case of the São Paulo gas company, which appealed from the decision of the sub-treasury authorities in the matter of taxing their dividends, the minister of finance has affirmed the previous decision and states that foreign companies are subject to Brazilian imports. This means double taxation on some companies.

—On the 30th ult. judgment was pronounced upon Bonifacio Borges, at Cunha, São Paulo, for the murder of his brother on the 23rd June, 1802. The sentence was 12 years of hard labor, from which an appeal was taken. If Borges can only put off the penalty just a little longer, he will probably escape it altogether.

—A committee from the crehestra of the S. João theatte, Bahia, called upon the president of the province on the 2nd inst, and asked that the police band should not continue to furnish music gratuitously in that theatre, to the prejudice of those who carned their living from this employment. The president, Counselor Pedro Luiz, asked the committee to make their representation in writing. The public should seek to know at the same time how it is that the services of a Fand which is supported at public expense, are gratuitously given o a private enterprise.

—The "Club Macarroni" of Campos denies that it had anything to do with the disturbance of the 5th inst, which was provoked by the street distribution of lanterns with little tallow candles. The "directory" of that club assures the public that when it feels moved to any such proceeding "it assumes the responsibility of its act, and knows how preserve such an attitude that it has little or no fear of any aggression." The "directory" also reminds the public that "the Macarronis have fought, but have never num"—from which it is to be inferred that they are accustomed to die with their faces to the enemy. There's heroism in that which even a little tallow candle can not overcome!

—An extraordinary session of the municital council of Campos was held on the 6th instant to take into consideration the sudden stoppage of the gas supply on the evening of the 4th by the representative of William Scully, the proprietor of the gaswirks. A proposal was presented by Dr. Alvarenga Pinto, which was unanimously adopted, to the effect that this proceeding of Mr. Scully was a violation of the contract existing between him and the city, and that it was not only a disrespect but an insult to both the council and the whole population. It was therefore resolved: 1st, that the council considers the contract with William Scully as rescended; 2nd, that the council pay William Scully, in preference to all other payments, what is due him for the supply of gas up to the evening when suspended; 3rd, that there discounted from this payment all fines incurred by William Scully for the violation of his contract; 4th, that this discount be made in the same kind of money which the council has been obliged to pay—that is, in gold; 5th, that the council order William Scully or his representative, through their respective fiscals, to remove all lamp-posts, sconces and lamps within the period of five days, under penalty of having them removed by the council at his cost, which will be deducted from the payments due; 6th that a special commission be appointed to provide for the illumination of the city. The "public spirit" of the Campos city council is positively refreshing. They really seem to be protecting the poor man from being "exploited."

RAILROAD NOTES

—The Telephone Company of Brazil opened a line on the Pirahyense railway on the 5th inst.

—The February receipts of the Eaturité railway were 51,864\$122, and the expenses 22,130\$377.

—The Bahia Central railway is now opened to Tapera, an extension of \$4 kilometers. This is one-third of the total extension—257 kilometers.

—A letter from Rio Grande do Norte of the 22nd ult, says that the "Natal a Nova Cruz" railway is completed to within ten kilometers of its terminal point.

—The total March receipts of the Paulista railway of São Paulo were 243,900\$070, and the expenditures 63,692\$730. This makes a total of 500,461\$035 in receipts, and 188,663\$900 in expenditures for the quarter, leaving a surplus of 401,797\$135.

—The total receipts of the "Recife ao Limociro" railway, Pernambuco, during the month of March amounted to 26,025\(\frac{4}{3}\),70, and the expenditures to 22,\(\frac{2}{3}\),66\(\frac{4}{3}\),90, Eaving a surplus of 3,66\(\frac{4}{3}\),90. The number of passengers carried was 3,142 upon whose fares a tax of 1,193\(\frac{4}{3}\) was collected.

—A provincial deputy of Bahia, Sr. Manoel Goes, stated in the provincial assembly on the 3rd inst. that there had been expended 1,700,000\$ upon barely a league and a half of the Santo Amaro railway. He asked the provincial government for information upon the management of that line.

—The construction of the "Bahia e Minas" railway is being carried forward rapidly. The road hed is now completed for a distance of 130 kilometers from Caravellas, and the rails have been laid over an extension of 70 kilometers. The contractors are employing two locomotives in the transport of material.

—An in crnational railway exhibition is announced to be held in the Prater, Vienna, in 1884. It will be under the immediate patronage of the German minister of commerce, and will be similar to the one projected at Berlin, but abandoned because the German government declined to grant the necessary site.

—In response to the protest of Backheuser & Meyer against the decision of the department of agriculture not to accept any of the tenders for the projected Copacabana tramway line, the minister of agriculture has notified that firm that as their proposal was received on the 31st of March when it had been duly advertised that the time for receiving them would close on the 30th, there is therefore no ground for their protest.

—According to the relatorio of the "Oeste de Minas" railway recently published, the receipts of that line during the last two months of 1881 were 165,58\$\$940, and the expenditures 127,219\$600, leaving a balance of 33,366\$880. The total extension of the line from Sitio (Dom Pedro II R.R.) to S. João d'El-Rey is 100 kilometers, and its total cost thus far is given in the report as 2,071,697\$659, with an estimated expenditure of 114,000\$ yet to make. The capital of the companyas fixed in its statutes is 1,200,000\$.

From the New York Commercial Bulletin, March 2.

FREE LABOR AND SMALL FARMING.

Brazil presents the curious spectacle of a great agricultural country which supplies the rest of the world with coffee, hides, and a few other commodities, but is obliged at the same time to import a large proportion of the food products which are consumed by its own people. The slave system and the great plantations are in a measure responsible for this. Next to the abolition of slavery and the introduction of free labor—things which must come in the course of time—the readiest remely just now would be the encouragement of small farming throughout the empire. The subject is attracting the attention of thinking minds in the provincial assembly, and it was but the other day that a leading member of that body appealed to the good sense of government and people alike by submitting a list of food products which they had been compelled to import during the year 1850, all of which could be produced at home through the employment of small farming. The list is as follows:

Rice, bags	Quantity. 195,898	Approx. value. 1,764,082\$
Lard, pkgs	101,434	1,217,568
Irish potatoes, pkgs	227,777	445.554
Onions, pkgs	105,676	634,056
Bran, bags	58,588	117,176
Beans, bags	29,343	234,744
Corn, bags	103,507	414,028
Butter, pkgs	36,567	4,408,040
		9,235,248\$

In order to have small farming, however, it is necessary to have a class of farmers outside and quite distinct from those of the great plantations. How are these to be obtained? We suspect it would be quite as difficult to transform a planta-

tion hand into a gardener, or a small farmer, as it as to effect a similar transformation in a Southern was to effect in the cotton, rice and sugar plantations of the Carolinas, Mississippi and Louisiana when negro slavery in the United States was the rule. hegio sacty Free labor is indispensable to any successful system of small farming. It can never, from the nature of things, be brought about under a condition of involuntary servitude. If foreign immigration is sug-gested, the answer is that free men cannot be, and never could be, induced to settle in a slave country. Our American experiences in that respect ought to Our American experiences in that respect origin to be worth something to Brazilian statesimen and publicists who are endeavoring to deal with the problems which confront them under such a conproblems which common them and the dition of society. Our former slave states, it is well known, were never able to tempt the European immigration to any considerable extent; but since emancipation many of those states, especially Texas, emancipation many of those states, especially Fexas, Tennessee, Kentucky and Missouri, in that respect have accomplished wonders. The truth is, the small farmer is an impossibility along with the shave, and until the Brazilians accept the policy of emancipation their industrial system will be exposed to the same disadvantages as regards labor which at present exist. There has been no lack of effort one way and another, to induce European immigration, but it has not been attended with encouraging results. On the other hand, it is well known that the free countries of the La Plata in this respect have been remarkably successful. A vast accession of skilled and unskilled labor, not only from Ger-many, but from the Mediterranean countries, has many, but from the Meanermanean countries, has been received by the Argentine Republic within the few years past, and this has already proved of vast benefit to all that region in developing not only agriculture, but a wide range of industries which has added immensely to their commercial importance. The ports of Brazil have been passed by for Buenos Ayres and Montevideo, and the human current we suspect will continue to follow the same track until a change of policy on the part of the government of the former country effects a change in the existing political, social and economic conditions.

BEHIND THE SCENES.

In view of the present state of the weather and the unusual quantity of ozone in the atmosphere, the following little extract from Bill Nye's Boomering will be entinently appropriate. It was written to illustrate the peculiarides of a very considerable body of newspaper editors, whose disinterested virtue and spontaneous use of the English language have made themall eminent and influential. The letter is a sample of what an untarnished, independent editor might write to a soulless rail-way corporation.

OFFICE OF FREEDOM'S BUGLE HORN, WAHOO, NEB., February 22, 1882.

To Hon, J.Q. A. Gall, General Passenger and Ticket Agent J. I. M. C. R. O. W. Ry. Chicago, Ill.:

I have addressed you at this moment for the purpose of ascertaining your mental convictions relative to an annual pass over your voluptuous line. It will occur to you instantly that, with the enormous power in my hands, something should be done at once to muzzle and subsidize me. The Braghe Horn stands upon the pinnacle of pure and untarnished independence. Her clarion notes are ever heard above the din of war and in favor of the poor, the down-trodden, and the oppressed. Still it is my solemn duty to foster and encourage a few poor and deserving monopolies. I have already taken your road and, so speak, placed it upon its feet. Time and again I have closed my cyes to unpleasant lacts relative to your line, because I did not wish to crush a young and growing industry. Last fall you had a washout at Jim-town which was criminally inexcusable in its character, but I passed silently over the occurrence in order that you might redeem yourself. One of your conductors, an over-grown, bald-headed pelican from Laranie, a man of no literary ability and who could not write a poem to save his measly polluted soul from perdition, once started the train out of Wahoo when I was within one-quarter of a mile of the depot and left me gazing thoughtfully down the track with a 150 pound hand trunk to carry back home with me. Another time when my pass and pocket had expired at about the same moment and I undertook to travel on my voluptious shape, are-headed conductor whose soul has never walked upon the sunlit hills of potent genius caught me by the boson of my pants and forcibly ejected me henom the train while it was in motion, and with such vigor and enthusiasm that I roiled down an embankment too keep off malaria and rattlesnakes, was frightfully crushed and segregated. Besides all this my feelings were hurt and outraged, and so was the portice of my pantaloons. I hushed these matters up. I kept them out of the papers so far as possible in order that your

soulless corporation might have a new lease of life. I now ask you whether in view of this you will or will not stand in the pathway of your company's success. Will you retuse me a pass and call down upon yourself the avalanche of my burning wrath, or will you grant me an annual, and open up such an era of prosperity for the J. I. M. C. R. O. W. railway as it never before knew? Do you want the aid and encouragement of the Bingle Horn and success, or do you want its opposition and a pauper's grave beneath the blue-cyed Johnny jump-ups in the valley? Should you enclose the pass I would be very grateful to you for any little suggestions during the year as to what my fearless and outspoken opinion should be relative to your company. Hoping to hear from you favorably in the contiguous ultimately, I beg leave to wish you a very pleasant bon vicant. Very sincerely yours.

EFHRAIM BATES,
Moulder of Public Sentiment.

LOCAL NOTES

—Thus far the deputies have subscribed 2,000\$ toward Julius Cæsar's aerial ship.

—The Chamber of Deputies has finally approved the supplementary credit for the over-due subvention to the American steamship line.

 $-\Lambda$ cable dispatch from Berlin on the 9th inst. announces that the German Reichstag has ratified the consular treaty between Germany and Brazil.

—We are indebted to the Club Guanabarense and the various other societies interested in the centenary celebrations of the Marquez de Pombal, for their courteous attentions and invitations.

—The minister of marine, Counselor Bento Francisco de Paula Souza, who was recently defeated in the 4th São Paulo district, resigned his portfolio on the 6th inst. The prime minister has filled the vacancy by the nomination of Deputy Antonio Carneiro da Rocha, whose re-election will be assured by Senator Dantas.

—According to telegrams from Montevideo on the 9th inst, the relations between the Spanish and Uruguayan governments over the torture and murder of Caballero had nearly reached a state of open rupture. The Spanish minister had presented his ultimatum, and was prepared to withdraw from the Uruguayan capital at any moment.

—The regatta on Botafogo bay on the 18th inst, and the evening illumination promises to be the best part thus far of the Pombal celebration. There will be a very large number of people in attendance, notwithstanding the lamented disclosures which our contemporary has given of the grasping policy of the Botanical Garden company.

—The semi-monthly bulletin of the board of health gives the number of deaths in this city during the last half of April at 426, of which 8 were from yellow fever, and 78 from consumption. The number of still births was 25, and of violent deaths 7. The average rate was 28.4 a day, which is equivalent to an annual average of 31.9 per thousand.

—The city press has called attention to the failure of the city treasury to redeem some \$5,000\$ of city bonds, which should have been done on the first of April. Although the balance sheets of the municipal treasury show a large balance on hand, the money does not seem to be forthcoming. There may be something in this which makes the city council so anxious for a new loan.

—Carlos Augusto de Oliveira appeared before a jury on the 9th inst. charged with breaking into an office on the 29th of May, 188t, and stealing books which he afterwards sold in Rua S. José. He was taught red-handed. He explained that he had received the books from an old friend to sell, and after having sold them he was unjustly imprisoned. The jury—innocent souls!—believed the story and discharged him.

—We are indebted to the directors of the Gabinete Portuguez de Leitura of this city for a copy of their Reinferio for the year 1881, which in matter and workmanship is one of the finest reports which we have thus far seen. It is in every respect a model of good taste and superior typography. It shows the society to be in an excellent condition, and with exceptionally flattering prospects for the future—a state of affairs which can not fail to inspire general satisfaction.

—There seems to be a great variety of opinion over the grand Pombal centenary manifestation on the night of the 8th inst. The high price of admission prevented a full house, and then the insufferably long prosy oration of Deputy Ruy Barbosa soon drove many spectators away. Every part in the programme seemed to have been intended for an evening's entertainment, and the result was, as is usually the case with these amateur medleys, that the patient people were out into the wee small hours.

—Deputy Martim Francisco, of São Paulo, has introduced a bill into the Chamber to elevate the Santos custom house to a first-class grade.

—The regatta and evening illumination on Botafogo bay, which was to have taken place on the L4th inst., has been postponed to Thursday, the 48th

—The Emperor bestowed the title of "conselheiro" on the new minister of marine, Deputy Antonio Carneiro da Rocha, by an imperial decree of the 6th inst.

—Both houses of the United States Congress have passed the bill abolishing the discriminating duty on coffee produced in countries east of the Cape of Good Hope.

The important question in basiness circles to-day is: who pays for the expenses of illuminating the Jardim da Acclamação on the evening of the 11th inst? The expenses were incured by some societies on the government's assurance that an admission fee could be charged, which permission was withdrawn at the last moment.

—The illumination of the Jardim d'Acclamação on the evening of the 11th inst. was in nearly every respect a pleasing success. There was a lack of sufficient light in many parts of the garden, and the concentration of seats at the center where they were chiefly used to stand upon, was a mistake; but upon the whole the arrangement of lights was tastefully made and contributed very largely to the attractions of the evening.

—We are indebted to Messrs C. P. Mackie & Co. for a copy of a new publication entitled Liero de Instructios, which is issued in Portuguese by the Westinghouse Air Brake Co. This little work is designed to give the general public, as well arilway men, a correct idea of the Westinghouse brake and its use. As such it is sure to be highly appreciated, and will form a valuable addition to the railway literature of this country.

—The decuments thus far publised in the Rio S. Pedro disappropriation case, including the decisions, statements and legal opinions, have been lately collected together and published in a small folio under the title of Aguas do Rio de S. Pedro: Algumas Prats do Processo de Decupropriação. The book contains the full legal history of the case and will be invaluable to those who would know the intricacies and processes of a case in which the government appears as an interested party.

—Owing to the contract between the municipal council and Nunes de Oliveira & Co, which obliges the cattle merchants at Santa Cruz to have all their animals weighted by the latter, and branded, before having them slaughtered, there was only one animal killed on the 6th inst. The merchants very justly refused to submit to the shameful exaction, and in face of a sudden failure in the meat supply the council was obliged to submit. Nunes de Oliveira & Co, are now protesting against the killing of animals without their weighing fees.

—A telegram from Rio Grande on the 9th inst. announced that the coasting steamer Rio de Janeiro had arrived off the bar on the day previous but could not cross because of low water. The steamer had signalled for a steam tug to come out after passengers and mails, which was not forthcoming because of the roughness of the sea on the bar. It was thought that the steamer would proceed on her voyage to Montevideo without further delay. And yet, nothing is done by the government toward affording relief for this wretched state of the Rio Grande bar! One of the pilot officials of that port now says "there is no channel; it is all bar!"

"Through the interference of a foreign mercantile house of this city a quantity of falsified wine, voilth counterfeited brands on the barrels, was discovered and apprehended on the Trapiche Cleto on the 8th inst. The liquid was ready for shipment on the coasting steamer Bahin. After all the protection and praises which have been lavished upon this business, under the designation of a "national industry," it seems wholly out of place to subject it to a polce sciare. Protection and encouragement has been repeatedly asked for this industry, and the factories are well known. Honest men of course will be pleased at the seizure, but he authorities are not improving their situation through it.

—By a decree of 6th inst, the government approves an act of the legislature for the settlement of bankrupt cases by compromise. It provides that a majority of creditors present is sufficient to make the compromise valid providing they represent an aggregate of two-thirds of the obligations; that creditors can be represented by proxies specially authorized; that agents, representatives or overseers of creditors can take part in the deliberations in behalf of their principals; that the compromise may include the abandonment of all or a part of the assets, subject to the law governing such cases, and that any creditor who shall compound his claims or make an arrangement specially advantageous to himself, shall forfeit his rights to the benefits of the arrangement and the amount of his claim.

-We go to press for this issue on the 13th.

— The Santos postoffice is complaining of a lack of postage stamps. Can it be that the Mint is unable to meet the demand?

—The chief of police has ordered the dismissal of Sebastiano de Campos Suzano for having assisted a gang of *capeciras* in a raid on the night of the 10th inst.

—A burglar entered the Hotel Magini some time during the morning of the 10th inst, and robbed a till of 200\$. These burglaries are of nightly occurrence throughout the whole city.

—An assassination took place at Cascadura on the evening of the 9th inst., Pedro Maria da Costa Fortinho being shot and instantly killed by Joaquim Rodrigues Alves. The assassin was captured soon after.

—An imperial decree of the 6th inst, extends the time one year for the completion of the central usine of Igarapé-mirim, Pará, for which the Empreza Assucareira of Pará holds a privilege and government guarantee.

—There seems to have been some trouble in Portugal over the Pombal festivities, the priests good souls!—feeling offended at the honors paid to an old enemy. It would seem that the church neither forgets, nor forgives.

—Among the police arrests on the 9th inst. was one named Manoel de Souza Dantas, who is accused of assault and battery. It is but strict justice to say that the eminent senator from Bahia is not the Dantas in question; the criminal belongs to another family.

—The receipts of the Pombal demonstration at the Campo Sant'Anna on the evening of the 11th instant were intended for the Lyceo de Artes e Officios. A question was raised by some members of parliament, who have been quite content to see a private person pay for the preservation of the garden, and the admission fee was dropped. The receipts by subscription are not yet announced.

—A Senate commission composed of Senators Teixeira Junior and Carrão has reported in favor of discharging the ex-treasurer of state folteries, Saturnino Ferreira da Veiga, from all responsibility in the little deficit of 270,000\$ in his accounts, for which he was arrested and his property seized when Senator Silveira Martins was minister of finance. The commission also recommends the restoration of the property seized, and the discharge of the accused from his indebtedness to the state. To secure this, the ex-treasurer accuses his predecessor—his earn father—of the crime, and complains that money was stolen by his employees.

—Rear-Admiral John C. Febiger, of the United States navy, was lately appointed the command of the South Atlantic squadron in the place of Rear-Admiral James H. Spotts, deceased. Admiral Spotts died of apoplexy at Port Stanley, Falkland Islands, on the 9th of March, and was buried there. His total sea service exceeded twenty-two years. Admiral Febiger has since asked to be relieved from the command of the South Atlantic squadron, and to be placed on the retired list on July 1st, to which the secretary of the navy has assented. Commodore Pierce Crosby, who has been promoted to the vacancy caused by the death of Admiral Spotts, has been ordered to the South Atlantic command.

—The budget for the department of empire, now in third reading in the Chamber, appropriates 522,000\$ for the salaries of senators, 732,000\$ for the salaries of deputtes, 48,000\$ for the Council of State (an extra-official body), 798,000\$ for the established church, 99,250\$ for the episcopal semaries, 198,080\$ for the Polytechnic School of this city with an additional sum of 104,709\$500 for tis business office and museums, 1,068,027\$ for primary and superior instruction in this city, 68,800\$500 for the National Museum, 85,000\$ for the industrial schools of Rio de Janeiro, Bahia and Pernambuco, 600,000\$ for public relief and sanitary measures, and 750,000\$ for the public buildings in this department, such as presidential episcopal palaces, department buildings, seminaries, eathedrals, schools, asylums, etc.

—We are indelited to the directors of the Companhia Cantarcira e Esgotos, of São Paulo, for their relatorio presented to a general meeting of share-holders on the goth ult. The report states that the Cantarcira reservoirs have not yet been completed, because of the continued rains in the mountains, but that they will be completed with the close of the current year. A provisional arrangement has been made, however, for the supply of water through the mains long since completed. The two Consolação reservoirs are now nearly completed, the street mains, with one small exception, have been laid, and the public fountains have been erected in the places designated by the government. The drainage works are also in an advanced stage, and in the engineer's opinion will be completed with the current year. The March supply of water was 1.848.700 liters.

-Letters lately received at Buenos Aires from —Letters lately received at Buenos Aires from London state that a committee of the London Stock Exchange had had the loan law and decree of the Argentine government under consideration, and had decided that according to a fair and equitable interpretation of the law, the amortisation caunot be made by lots (sorteo) and it was proposed to forward a formal protest to the Argentine government. formal protest to the Argentine government.

THE imports of Rio coffee at New Orleans for the eight roomths since July 1st, 1881, were 181,919 bags. The stock on hand July 1st was 19,338 bags. The sales during the eight months amounted to 163,799 bags, leaving 37.478 bags in stock March

THE EXHIBIT AT BUENOS AIRES.

The glowing reports which have been transmitted The glowing reports with and the rectangle and by small, as to the success of the Brazilian exhibit would seem to leave no doubt as to the position won by Brazil in the continental exhibition. From the following extract from a private letter, published in the *Fluminense*, of Nietheroy, of the 7th inst., it will be seen that there is some diversity of opinion

it will be seen that there is some diversity of opinion on this question. We reproduce the extract so that our readers may see the other side of the story, which is as follows:

"The other day there was a distribution of packages of Brazilian coffee and sugar to the visitors to our section; and now that I speak of the section I will tell you something about it. Having gone through it several times, I was vexed to see that it is extremely crowded and the objects are piled on top of each other so that it is difficult to see many of them. For example, the car of the Carris Urbanos of each other so that it is difficult to see many of them. For example, the car of the Carris Urbanos company that was in the Rio exposition, is so placed that it is overlooked and attracts no atten-tion, being showed off in a corner. Besides this, there is a conflict between the members of the comthere is a conflict between the members of the com-mittee so that we are far from playing the part that the Rio journals relate in prose and verse It may be said that the exposition is purely Argentine, though it is to be noted that there are many foreign objects. In fact the natural production of the com-try is splendud and its industrial and agricultural de-velopment if not sumerior is at least round to that of try is splendul and its industrial and agricultural de-velopment if not superior, is at least equal to that of Brazil. It is a shame for us, but there is no remedy but to confess the truth, put our pride aside and speak with impartiality: Brazil is very bally rep-resented: The arsenals of Rio have nothing in the exposition, and as for the few objects that came on the curvette Purnelsiva. un to to-dw. (Amil 28). exposition, and as for the few objects that came on the corvette Parnahylda, up to to-day (April 25) the committee has not designed to give a favorable solution in the sense of sending on board for the said objects. The committee is only troubled about its dinners and leaves us to play a ridiculous figure. If any thing has been done it is by the efforts of the distinguished commander of that vessel. A few days ago there was on board the Parnahyla a dinner at which Affonso Celso Junior, Eduardo Prado and others were present; the next day the presses of Buenos Ayres groaned and the journals came out strong in articles. nals came out strong in articles.

MONTHLY SUMMARY.

Meteorological observations taken at Braz, in the city of S. Paulo, during the month of April 1882, by the Companhia Cantarcira e Esgotos.

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

COMMERCIAL

| May 13th, 1882 | August 14 | August 15 |

EXCHANGE.

May 4.—The Banco Commercial affixed the official rate of 2115 and the English banks drew at 2136 on bankers and at 2136 on head office. Private paper on London was negotiated at 21516—2135. The business done was bat limited. Sovereigns sold at 11\$320 cash.

May 5.—There was no alteration in the rates but the market showed more firmness though it continued inactive. Private paper on France was passed at 438. Sovereigns closed at 11\$300 sellers, 11 290 luyers.

May 6.—The Banco ds Commercio, which had previously remained with the official rate of 21½, adopted to-day also that of 21½. Small transactions were effected at 21½ bank and 21½—21½ private on Dandon, and 4142 bank and 439—440 private on France. Severeigns sold at 11 280 cmb.

May 8.—To-day all the banks drew freely at 21½, the market being much firmer. The rates for private paper were 21½, 21 1116 and 21½ on London and 440 on France. Sovereigns closed at 11 290 sellers, 11 250 buyers.

May 9.—The market continued firm, without alteration in the rates of the bonks. Small transactions in private paper took place at 21¼ on London and 436 on France. Sovereigns closed at 11\$485 sellers, 11\$220 buyers.

May 10.—The firmness in the market increased to-day; the banks maintained officially the rate of 2/5 but it was stated that they were open to draw at 2/5. Pyivate paper was ne-gotized at 2 1/2/6 and 2/7/6 on London and 4/5 on France. Sovereigns sold at 1/8/240 cash.

May 11.—There was no change to day in the market which continued very firm but inactive. The banks drew at 21%, and private paper was negotiated at 21%, 21 31f6 and 21% on London and 435 on France. Bank paper on Hamburg was given at 543. Sovereigns sold at 11\$200, closing 11\$260 sellers and 11\$210 buyers.

May 12.—The rate of 21½ was to day officially adopted by the banks but the market showed less firmness and private paper was negotiated at 21½ and 21 1316. On France transac-tions were effected at 434–333 bank and 435–436 private. Sovereigns sold at 11\$250 cash.

May 13.-To-day the market opened in the same position as yesterday at 2156 bank, 213/-21 13/16 private.

The April returns at the custom house at this port show total receipts to be 3,202,400 2300 as follows:

Imports	2,736,785\$88
Despacho maritimo	12,555 90
Exports	540,528 67
Other sources	2,529 91
	3,292,400\$39
Deposits	22,365 12
Restitutions	24,216 43
Inland revenue returns	815,064 91
—The April receipts of the Santos custom l with the same month of last year, were as follow	

	1882	1881 279,476\$631
Imports		
Despacho maritimo		
Exports		
Interior taxes	23,446 744	12,331 210
Extraordinary	7,653 76:	1,347 415
Emancipation fund	132 000	
Deposits	1,832 431	2,931 486
	436,855 526	454,059 623
Meza de rendas	71,785 083	87,094 543
		 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2

ta de	rendas 71,785 083	7,094 54	3
	SALES OF STOCKS AND SHARES.		
M	ay 3.		
49	Six per cent apolices	1,072 00	0
58	Banco do Brazil	287 00	
18	Banco Rural	277 00	
20	Previdente Insurance	18 00	
120	Brazil Industrial	205 00	0
39	Banco Predial hypoth. n	76 °[c
	lay 4.		
20	Six per cent apolices	1,072 00	0
15	do	1,071 00	0
22	Banco do Brazil	287 00	0
35	Banco Commercial	230 00	o
80	Previdente Insurance	17 00	o
61	Carris Urbanos,	234 00	0
100	Leopoldina R. R buyer's opt. till last day of		
	transfer	200 00	o
80	Banco Predial hypoth. n	76 "	a
λ	lay 5.		
27	Six per cent apolices	1,074 00	k
40	Fance de Brazil	287 oc	K
3	Banco Mercantil de Sautos	243 00	к
12	Carris Urbanos	234 00	ĸ
100	do ex div., buyer's opt. till Aug. 31	225 OC	×
150	Docas D. Pedro II till last day of transfer.	129 OC	×
39	Banco Predial hypoth. n	76 °	k
	fay 6.		
50	Banco do Commercio 1st serie	215 OC	×
100	Carris Urbanos seller's opt. till last day of		
	transfer	234 O	×
110	Banco do Brazil hypoth. notes (7c)	90 0	1
90	do (6c)	93 0	2,
150	Banco Predial, hyp. notes,	761/2 9	,
3	Iay 8.		
34	Six per cent apolices	1,072 0	×

do of small amounts. 1,070 000
Banco do Brazil. 287 000
Banco Rural 276 000
Banco Industrial. 237 000

 Any 10.
 1,072
 003

 17
 Banco do Brazil
 285
 003

 19
 Ilanco Commercial
 234
 003

 20
 Ilanco Commercial
 234
 000

 30
 Panco de Commercial, and serie.
 135
 000

 6
 Banco Mercantil de Santos
 240
 000

 8
 Carrangens Fluminense
 170
 000

 5
 Sorocrabana RR, for July 31st
 90
 000

 16
 Banco Predial hypoth
 76
 %
 May 11. National loan of 1868 . 1,072 000
National loan of 1868 . 1,285 000
Banco do Brazil . 288 000
Petropolis R. R. . 170 000
Associação Commercial . 150 000
Leopoldina obligations . 195 000
S. Paulo e klo subsidiaries . 170 000
Banco Predial, hyp. notes . 75 %

BANK STATEMENT

sportion 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 April 30th, 1882.

BANKS	in contos	Cash balances do.	tion per
Banco do Brazil	18.452	5.236	28.38
Banco Rural	12.536	1 535	12.24
Banco Industrial	4.928	1.382	28.94
Banco do Commercio	1.261	298	23.63
Banco Commercial		1 138	21.04
English Bank	1.285	483	37 - 59
New London & Brazilian Bank	2.130	923	43 33
Total	46.000	19.995	23.90

BANK OF BRAZIL

BALANCE SHEET, APRIL 30ht, 1882.

ASSETS.	
Commercial Department:	
Bills discounted:	
National Treasury bills	23,240,000,000
Bills with two resident endorsers	14,664,802 279
,, one resident endorser besides others	4,110,032 042
Bills secured by collaterals:	
By commercial documents	122,623 020
By Government bonds and shares	277,901 000
Securities in liquidation	4,291,056 891
Sundries, balances of various accounts	2,425,190 518
Bills receivable	1,267,505 880
National Treasury account current	6,977,758 038
Cash	4,424,605 125
Mortgage Department:	
Capital account	25,271,123 925
Supplemental loan	2,441,123 340
Accounts Current, guaranteed:	
Sundry loans	18,121,127 468
Loans to Provincial governments	855,852 928
Real Estate	2,158,059 168
Stocks and Shares:	
Public Funds	12,395,107 430
Shares and debentures in various companies.	853,262 500

214,198,298 972 LIABILITIES. Commercial Department:
Capital: 165,000 shares @ Rs. 200\$000..... 33,000,000 000

Unclaimed dividends..... Mortgage Department: apital supplied by the commercial depart-| Supplemental | Supp 214,198,298 972 E. & O. E. Bank of Brazil, May 2nd, 1882.

José Machado Coelho de Castro, President. Eduardo Braga, Chief Accountant.

MARKET REPORT. Rio de Janeiro, May 13th, 1882. Exports.

Exchange having also advanced, the sterling cost of coffee to-day shows a rise of 13 to 13 per cwt. compared with tha' on the 4th instant.

The sales since that date amount to 122,720 bags, viz:

64,510 bags for United States

45,980 ... Farrope
6 100 ... Cape of Good Hope
6,130 ... Elsewhere

The	clearances have been:	
Unite	d States:	bag
May 4	New York Blg str Hipparchus	25,98
5	New Orleans Fr bk Leofold & Marie	7,18
9	New York Br str Ptolemy	19,99
Enre	pe.	
May 4	Hamburg Gr str Petropolis (& 4250 Santos)	15,65
5	Genoa It str Colombo (& 1023 Santos	5,19
6	Havre Fr str Ville de Pernambuco	37
8	Marseilles, Fr str Bourgogne	6,02
8	Gibraltar f. o. Nor bgn Eimund	4,00
9	Southampton, Havre, Antw. Br str Trent	5,80
Else	where:	
May 5	Port Elizabeth Dan bgn Johann Broderson	3.75
10	do Br bgn Clara	4,67
6	Halifax Fr str Tancarville	26
	Dissa Dissa Paster I . France	

do Fr str Cironde..... Receipts since the 1st instant have averaged 10,014 bags per day.

We

4235						1881	
ınst	12,517	,,	same	per	April	1881	
	4,280	,,			,,	1880	
311	11,894				,,	1879	
	3,841	.,			,,	1878	
	6,129	.,			,,	1877	
qui	ote, per	to kilos:					
	Wash	ed			nomina	d	
	Super	ior		. 4	090	4 200	

and at par in American gold.)
Stock is estimated to-day at 117,000 bags.

Total clearances of coffee from Rio de Janeiro during the 10 months from July 1st to April 30th.

DESTINATION	1881-82	1880-81	1879-80
UNITED STATES.	Bags.	Bags.	Bags.
New York			1.111.387
Baltimore	325 648	392.638	386.659
Hampton Roads f. o	15.758	3 212	31.365
Richmond		3.500	3.600
Charleston		4 680	-
Savannah		20.322	19.532
Mobile	16 536	17 305	16 700
New Orleans		252 481	166.531
Galveston	63 017	27 800	22.258
St. Thomas f. o	-	4 000	12.800
Key West f. o	_	-	
Total	1 959.849	1.873.160	1.770.832
Channel 1. 0	7.200	18 861	14.000
Havre		220 162	81.001
Antwerr	120 518	149 454	67.020
North of Europe & Baltic	302 600	305.281	258 972
Liverpool, London & Sout pto	166,268	244 992	173 760
Bordeaux			27.450
Lisbon t. o	. 88 203	124 456	
Portugal	6.402	3 995	756
Mediterranean	. 225.225	277 417	125.208
Total	1.174.591	1.532.230	861.416
Elsewhere			
Canada	3 590	-	-
Cape of Good Hope	. 76 833		58.707
River Plate & West Coast	35.649	43 383	17.201
Total	. 116 072	129.686	75 998
United States	. 1.959 840	1.873 160	1 770 832
Europe	. 1.174.591	1 532 230	861.416
Elsewhere	. 116 072	129 686	75.998
Total	3.250.512	3 535 076	2.708.246

1,367,875 369 742,868 815 54,970,838 774

DESTINATION	1882	1881	1880
United States	Bags.	Bags.	Bags.
New York	460,953	391,243	328,953
Baltimore	120,269	114,066	132,475
Hampton Roads f. o			5,000
Richmond	-	3,500	-
Charleston	840	-	
Savannah	6,866	5,806	4,610
Mobile	3,502	8,545	-
New Orleans	27,765	66,600	37,597
Galveston	21,492	10,500	-
St. Thomas f. o	-	- 1	_
Key West f. o		-	-
Total	641,687	600,269	508,635
Channel f. o	4,200	22,761	14,900
Havre	20.361	74,349	42,975
Antwerp	16,660	81,415	44,649
North of Europe & Baltic	100,999	183,278	124,954
Liverpool, London & South'on	29,207	100,183	70,987
Bordeaux	4,853	37,004	20,192
Lisbon t. o	25,943	32,600	26,841
Portugal	1,918	1,083	189
Mediterranean	45,124	71,585	42,194
Total	258,265	604,258	387,881
Canada	3,010	_	120000000000000000000000000000000000000
Cape of Good Hope	15,898	24.611	24,42
River Plate & West Coast	13,121	14,583	10,02
		- 115-5	70,00
Totals	32,029	39,194	34,450
United States	641,687	600,269	508,63
Europe	258,265	604,258	387,881
Elsewhere	32,029	39,194	34,450
Total	921.081	1,243,721	930,966

Imports.

Flour...There have been no arrivals since our last report.
The sales since then amount to about 10,000 barrels, and the stock in first hands to-day consist of about 40,000 barrels. We quote:

We quote:

Trieste 21\$000−22\$000

Richmond 1st 22 500−23 000

" 2nd 21 500−22 000

Baltimore 1st 21 500−22 000

Baltimore 1st 21 500−22 000

St. Louis 20 5.00−21 500

River Plate 19 000−20 000

Chiù 17 000−17 500

The prices for Kinmond, however, must be considered as eminal for there is none in the market.

Market htm.

Pitch Pitne.—The arrivals consist of 3 cargoes, viz:
the Lanra Norton, from Brunswick
which had been sold before arrival, and
the Crustafer from Pensacola
"Saruh A. Staples from Mobile

which are not yot sold.

White Pine.-No arrivals.

In the absence of sales prices must be considered as nominal.

For the pine in store holders ask 125 reis per foot.

Spruce Pine.—The carp per Nineveh, referred to in Prices nominal.

No arrivals since our lastrenors.

Swedish Pine.—The arrivals since our last report

consist of 443 dozen per Parry from Stockholm which have been sold at 41\$000 per dozen. Market firm.

Coals.-Arrivals:

1,540 tons per Stadacona from Cardift 288 ,, Alert from New Castle

the absence of sales prices continue nominal.

Hay.—Arrivals:

980 bales per Will W. Case from Rosario.
Market over-supplied and prices entirely nominal.

Market quiet at 3\$400—3\$500 per hag.
Indian Corn.—No arrivals.
Market somewhat firmer.
We quote to-day 4\$200—4\$300 per bag. Cement....No arrivals.

SHIPPING NEWS.

SALTO-Sp pol Antonio Maria; 107 tons; Mataro; 18 ds; jerked beef to Frias Irmãos & Co.

Pensacola-Am bk Crusader; 669 tons; Means; 76 ds; pine to order.

DEPARTURES OF FOREIGN VESSELS.

BALTIMORE—Am bgn Water Witch; 239 tons; Townsend coffee. Canada—Br bk War Spirit; 1183 tons; Meierkead; bal-last.

Pensacola—Br bk Veronica; 1145 tons; Lewis; ballast.

MAY 4.

MOBILE—Br bk Harry Bailey; 697 tons; Sinclair; ballast.

Baltimore—Am bk Adelaide; 390 tons; Bailey; coffee. MAY 5.
S. Francisco--Br bk Rothemay; 1265 tons; Olsen; ballast.

MAY 6. SHIP ISLAND—Br bk Veritar; 1015 tons; Swatnidge; ballast, GASPE,—Fr bg O Blanchard; 263 tons; Le Brocq; ballast. NEW ORLEANS—Fr bk Leopeld C Marle; 495 tons; Lescalle; coffee.

PERNAMBUCO--Br bl: City of Lima; 357 tons; Gove; ballast.

PERNAMERUS-III.

M. 1¹ 7.

Fore Thisaseria-Dan bk Johann Brodersen; 330 tons; Doscon; coffee.

Monta-Of bk Humber; 911 tons; Stenson; ballast.

PERNAMERO-Port lag Jonen Alberto; 430 tons; Machado;

Aracaju'...Port bgn Francisco Feliz; 238 tons; Quaresma ballast.

MAY'8.

RIO DE S. FRANCISCO...Br bk Lauretia; 514 tons; Thomas sundries. MAY 10.

GIBRALTAR I. o.—Nor bgn Eimund; 273 tons; Magnessen;

coffee.

MARRAS—Br bk Semantha, 5 913 tons; Uran; ballast.

S. Tiromas—Russ bk Orent; 449 tons; Alstrom; ballast.

SANTOS—Gr bg Louise Meyer; 296 tons; Waak; same cargo. MAY 11

MAY 11

ARAISO—Br bk Gleniyon; 674 tons; Smith; ballast,

FOREIGN SAILING VESSELS IN THE PORT OF

NAME	ONNAGE	ENTERED	WHERE FROM	CONSIGNER
	-			
AMERICAN bk Grey Eagle lng Geo Peabody lng Nineveh hg Spotless bk D. Pedro II			0.16	m: p e.c.
by Grey Eagle	442	April 6	Baltimore	Phipps Bros. & Co. Phipps Bros & Co.
hig Geo readouty	494	13	Portland	To order
hug Spotlage	410	29	Paltimore	Dhinne Pros. & C.
hig Spotless bk D. Pedro II	409	29	Baltimore.	F Clamonto & Co
		30	Cardiff	Wilson Sone & Co
ble Amazon	230	May 1	Baltimore.	Phinns Bros & Co
shn Gettyshurg	1015		St. John	For renaire
shp Detroit bk Amazou shp Gettysburg bk Will W. Chase bk Crusader	576		Rosario	To order
bk Crusader	669	11	Pensacola.	To order
ARGENTINE	375.35			Phipps Bros & Co. To order Phipps Bros. & C F. Clemente & Co Wilson Sons & Co Phipps Bros. & Co For repairs To order To order
bg Octavio	177	May 5	Itajahy	Lima J. & Queiros For repaire To order, Monteiro H. & C. H. N. Dreyfus Wilson Sons & Co. Norton Megaw & F. Clemente & C. To order, Wilson Sons & Co. B. Wright & De. Wilson Sons & Co. B. Wright & De. Wilson Sons & Co. B. Wright & De. Wilson Sons & Co. Miranda Leone & Wilson Sons & Co. Miranda Leone & Wilson Sons & Co. Miranda Leone & To order Wilson Sons & Co. Wilson Sons & Co. D. Pedro II RR. Co. Co. Pedro II RR. C. Clemente & C. For repairs
DRITISH			n .	
bgn Pen	1245	Mar 1	B. Ayres	For repairs
bk Mersey	505	15	London	To order.
bk Cathelia	1488	, ,31	Mew York.	Monteiro H. & Co
bgn Clara	391	Aprill	Starsenies.	n. N. Dreylus
bk Crosneid	212	12	Baltimore	Wilson Sons & Co
bk Campanero	774	14	Cardio	North Marrie & Co
cho Pialto	271	15	Liverpool	Pio Goe Co
bug Ellen Holt	1.60	13	New York	F Clamente & C
hk Latona	210	16	Swansea	To order
be Mindora	1031	16	Greenock	Wilson Sons & Co
bs: Areola	974	27	London	B. Wright & De C
bk Hope	870	20	Liverpool	J. & J. Peake
bk Emilie L Boyd	1240	29	Cardiff	Norton Megaw &C
shp Choice	1:12	29	Cardiff	Royal Mail
bk Karnak	889	29	Swansea	Wilson, Sons & Co
bgn Belle	:97	29	Nam Cantle	Miranda Leone & C
bk Ciyde vaic	473	29	New Castle	Watson Kitchie &C
ble Carrie Delan	1100	29	New Castle	To order
che C'l Domville	1550	Man	Cardiff	Wilson Cone & Co
shp Stadacona	1026	6	Cardiff	D Pedro II RR
ble Aureola	250	6	New York	E Clemente & C.
bk Chin Yang	555	10	Paranaguá.	For repairs
DUTCH	333	V 1945		
schr Geertje	131	May 5	Rio Grande	For repairs
bg Duguay Tin bk Vaubau	-0-		M-1	C
ble Vantan	810	Apriles	Cardiff	For repairs Dom Pedro II RE
bg Svelto	380	April 1	Tujú	For repairs
bg Svelto lug Roma	311	May 11	Genoa	For repairs E. Cresta & Co
		10000	Note that the	
bgn Speculant bgn Clara bg W. von Freed	1935	100		
bgn Speculant	99	Mar 2	Tuju	Vincenzi Ol'a & G' Vn'zi, C'pos & O'r Laureys & Co.
bgn Clara	120	April 5	Paysandu.	Virzi, C pos & O r
bg W. You Freed	319	10	Mitweip	ratureys & Co.
NORWEGIAN		18 100		
bgn Nordsjernen	132	Mar 11	Ajò	C.Vincenzi O.& C To order Brandes & Co Alex. Wagner.
bg Rurick	264	April 13	Abo	To order
bk Condor	489	15	Hamburg.	Brandes & Co
bk Jens Brandi	752	16	New Castle	Alex. Wagner.
bgn Eigil	272	19	Liverpool.	Norton Megaw &
bk Capella	295	May 1	Stockholm	C W C-
NORWEGLAN bgn Nordsjernen bg Rurick bk Condor bk Jens Brandi bgn Eigil bk Capella bgn Parry lug Tabor	200		Oporto.	Norton Megaw & Phipps Bros. & Co C. W. Gross & Co J.S. Zenha & Co
mg 14001	295			
SPANISH				G. N. Vincenzi. F. de Figueiredoxi. C V. Oliveira & Ch. Freitas & Mirand. J. N. Vincenzi. A. Wagner. G.N. de Vincenzi. I. Romaguera. Freitas & Mirand. S. Hime & Zenh. S. Hime & Zenh. J. Homaguera. J. Romaguera. Souza Irmão & C. G. Nde Vincenzi. Comp. Agricola.
bgn Flora	191	Feb 11	B. Ayres.	G. N. Vincenzi.
bk Joven Enriq	20	16	Ajo	r.de Figueiredo&
sink Union	100	18	Mont's	V Oliveira & Cn
pol Isidra	194	Mar 9	R Avres	I N Vincer-
pol Francisouita	16	1	B. Ayres	A. Wagner
bg Joven Migue	313	2	B. Ayres.	G.N deVincenzi
bk Elvira	148	2	B. Ayres.	J. Romaguera.
bg Pepito	141	20	Mont'video	Freitas & Mirand
bgn Betsabé	137	20	B. Ayres	S. Hime & Zenh
pol Laureano	148	30	AJO	S. Hime & Zenh
bgn Victoria	143	Aprilia	D. Ayres	Freitas & Miranda
by Nuevo Vigil'o	190	14	Aid	I Domestic
bg Pepe	240	17	Mont'vide	Souza Irmão e C.
ben Monigich	220	26	B. Avres	G NdeVincensis
ben Camaguava	177	26	Paysandi	Comp. Agricola
nol Antonio Mari	100	Mayre	Salto	Fring Irmine & C

FREIGHTS:

Sailing-Vessels: Channel f. o. 40 45 42 50 42 6 50 Gibraltar f. o. 42 6 50 U. S. North. 20 22 6 30 U. S. South. 22 6 30

ARRIVALS OF FOREIGN STEAMERS.

DAT	E	NAME	WHERE FROM	CONSIGNED TO
day	3 5 5 6 7 8 8 8 9 10	Ptolemy Br Petropolis Gr La France Fr Colombo It V.dePernamb' Fr Cavour Br Pacific Fr Bourgogne Fr Plata Br Trent Br Gironde Fr	Rio Grande 7d Valparaiso* 26 River Plate 4d do 5 Santos 16 1/2h Bordeaux* 22d	Norton M'w & C Ed. Johnston & C Karl Valais & Co Fioria & T. A. Leuba & Co. Norton M'w & C For repairs Karl Valais & Co Norton M'w & C Royal Mail Messageries Mar.
"		Bessel Br Rosario Gr	Liverpool 27d Santos 10h	Norton M'w & C Ed. Johnston & C

DEPARTURES OF FOREIGN STEAMERS

DA	TE	NAME	WHÈRE TO	CARGO
lay	3	Aconcagua Br	Liverpost ²	Sundries
,,		Karo Br	Havre*	Sundries
,,		Trent Br	Santos	Sundries
		Rosario Gr	Santos	Sundries
,,		Petropolis Gr	Hamburg*	Coffee
,,		Hipparchus Blg	New York	Coffee
,,	5	La France Fr	River Plate	Sundries
,,	5	Graf Bismark Gr		Sundries
,,		Colombo It	Genoa4	Sundries
,,		Plato Br	Southampton*	Sundries
,,	8	Tancarville Fr	Montreal*	Coffee
.,			Marseilles*	Sundries
,,		Trent Br	Southampton*	Sundries
,,	10	V. de Pernam' Fr		Sundries
,,	IO	Ptolemy Br	New York	Coffee

SHIPPING NOTE

-The governor of the island of St. Helena has published an order abolishing the tonnage dues exacted from all vessels entering port there for purposes not commercial. The hospital charge for the seamen from foreign vessels has been fixed at three shillings a day, the consul of the respective country becoming surety for the same.

GOVERNMENT BONDS

EMISSION CIRCULATION			DEN	OMINAT	ION	INTEREST	NOMINAL VALUE	QUOTATION
		General	Apolice	es, currer	псу	6 %c	1,000\$000	1,072\$000
		,,,	**	"		11	800 000	
		,,,		"		"	600 000	1,070 000
39,069,100\$000	335,397,100,000	"	,,	,,,		"	500 000	,,,
339,009,100,1000	335,397,100,000	,,	,,	,,,		"	400 000	,,
		,,	,,,	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		"	200 000	,,
		,,	,,	,,		5 %	1,000 000	85.90
100000000000000000000000000000000000000		,,,	. ,,	. ,,		,,	600 000	1 ,,
2,151,600 000	1,990,400 000		,,	· n		"	400 000	"
119,600 000	119,600 000	,,	,,	,,		4 %	1,000 000	
		. ,,	. ,,	**		"	600 000	
7,480,500 000	5,267,000 000	Provinci	al apolio	es of Ri	o de Janeiro	6 %	500 000	100 1/2 °/c
2,722,600 000	2,722,600 000	,,,	. ,,			,,,	200 000	,,
21,000,000 000	16,582,000 000	National	Loan o	of 1868,	gold		1,000 000	1,285\$000
8,400,000 000	7,300,000 000	"		,,,	,,	"	500 000	"
44,820,000 000		National	Loan o	f 1879,	gold	416%	1,000 000	1,150\$000
7,065,000 000	50,235,000 000		,	,,,	,,	,,	500 000	,,

Ä,	RA	NK	9	AN	D	PU	B	1.10	. (Э.	М	PAI	NIES	

CementNo arrivals. Market firm. We quote:		E G	ny letikingsise l	Plant that the state of			BA	NK	5 A	ND PUBLIC CO	MPANI	25		
We quote:										TO LODING				
	NAME	K NA	WHERE	CONSIGNER	_	1 10			-			LAST	I ACT 1	DIVIDÊNI
		FONNAGE	FROM		CAPITAL	X X	SSUEL	VALUE	0 0	NAMES	RESERVE FUND	QUOTA-		DIVIDENT
English 7\$5008\$000					CAITIAL	H.	SS	N.	3			TION	AM'T	PAID
German 6 8007 000	AMERICAN					×				I BANKS	1	1		1
French 7 5008 000	bk Grey Eagle	442 Apr	il 6 Baltimore	Phipps Bros. & Co.	33,000,000\$	165,000	All	200\$	All	Banco do Brazil	8,754,213\$981	288 000	10\$000	
KeroseneArrivals:	lng Geo Peabody	494	13 Baltimore.	Phipps Bros & Co.	8,000,000	40,000	All	200	Ali	Rural e Hypothecario Commercial do Rio de Janeiro	2,118,043 088 1,102,841 857	270 000	10 000	
5,730 cases per Aureola trom New York	lug Nineveh	418	29 Portland	Dhinne Proc. & C	12,000,000	60,000	25,000 All	200	All	Commercial do Rio de Janeiro	1,102,841 857	140 000	9 000	Jan. 1
2,800 ,, Laura Norton from Brunswick.	hig Spotless bk D. Pedro II	1493	30 Baltimore.	Phipps Bros. & C. F. Clemente & Co. Wilson Sons & Co	£ 1,000,000 6,000,000	30,000	All	£20 200	A AII	English (limited)	575,000 000		8 sh 8 ooo	Jan.
darket quiet.	shp Detroit	230	30 Cardiff	Wilson Sons & Co	4,000,000	20,000	5,000	200			220,414 250	240 000	10 000	Jan.
Wa quote 6\$200-6\$400 per case for Devoe's Brilliant.	bk Amazou	230 May	Baltimore.	Phipps Bros. & Co For repairs	4,000,000	20,000	10,000	200	All	Banco Predial New London and Brazilian	. 12,325 336 £ 165,000	136 000	5 500 11 S	Jan.
_nrd.—No arrivals.	shp Gettysburg bk Will W.Chase	1015	5 St. John 7 Rosario	To order	f. 1,000,000	50,000	All	£ 20 200	2004	Banco do Commercio	517,253 013	215 000	8 000	Jan.
Market unchanged at 465-470 reis per lb. for George.	bk Crasader	576 669	11 Pensacola.	To order	12,000,000	60,000	15,000	200	200.4	Petropolis		N. 1740-155 TO	7 200 P.S. 30	100000000000000000000000000000000000000
그녀는 그 내내의 나타면 그 모양이 되어 있는 일이 내려가 되어 있는 그 모양이 하는 말이 먹어지다니다.	ARGENTINE bg Octavio				1,000,000\$	5,000	All	200\$	All	Petropolis	. 83,730 470	170 000	5 500	Jan.
CurpentineAmivals:	bg Octavio	177 May	y 5 Itajahy	Lima J. & Queiroz	7,500,000	37,500	14,380	200	All	Macahé e Campos	. 103,795 128	80 0/-	61/ 01-	interest
415 cases per Aureola from New York	DRITISH				15,000,000	75,000	25,000	200	2505	do do debentures	258,691 200	89 "/ ₀ 220 000	8 %	June.
50 ,. Laura Norten from Brunswick.	bgn Peri	1245 Mar	B. Ayres	For repairs	4,000,000	20,000	All	200	All			88 000		
e continue to quote 560-580 reis per kilo.	bk Mersey	565	15 London	To order. Monteiro H. & Co	4,000,000	_	_	-	£ 50 100\$	do debentures		90 %	6%	interes
tosinArrivals:	bk Cathella bgn Clara	1488	der Marseilles	H N Droufus	- 1.	-	All	200	100	do do	81,320 279	200 000	70	July.
316 barrels per Aureola from New York.	bk Crosfield	212	12 Sunderland	H. N. Dreyfus Wilson Sons & Co.	2,400,000	12,000	7411	200	2003	do preferred ob	//	90 % 75 % 200 000 195 000	61/2 %	interes
rices unchanged at 9\$000-9\$500 per barrel.	bk Campanero	774	14 Baltimore	F. Clemente & Co Norton Megaw &C Rio Gas Co.	2,000,000	10,000	All	200	All	do preferred ob Nictheroyense Campos a S. Sebastião	=	25 000 Nom		
ButterNo arrivals.	shp Princeport	271	15 Cardiff	Norton Megaw &C	600,000	3,300	All	200	All			Nom.		Tube
rices unchanged.	shp Rialto lug Ellen Holt	1213	15 New York	F Clemente & C	10,665,000	53,325	30,000	200	All	do do with right to subsid she		100 000	Ξ	July
e quote:	bk Latona	3:0	16 Swansea	F. Clemente & C. To order. Wilson Sons & Co.			_			do do with right to subsid. shs do do subsidiary shares	: <u> </u>	19 000 Nom.		
French, in barrels 1\$000—1\$020 per lb.	be Mindera		16 Greenock	Wilson Sons & Co.	800,000	4,000	All	200	All		34,000 000	Nom.	61/20/0	Feb.
do in tins 1 100—1 240 "	bk Areola	974 870	27 London	Wilson Sons & Co. B. Wright & De C' J. & J. Peake Norton Megaw &C Royal Mail Wilson, Sons & Co. Misanda Leona & C.	3,000,000	15,000	11,605	200	All	União Mineirado debentures		170 000	14 000	Dec.
Danish ,, 1 100—1 120 ,,	bk Hope bk Emilie L Boyd	1240	20 Cardiff	Norton Megaw &C	500,000	-	- i	200				V. S.	/2 10	
Danish ,, I 100—1 120 ,,	sho Choice	1:12	29 Cardiff	Royal Mail	4,000,000\$	20,000	16,500	200\$	All	S. Christovão	232,482 677	375 000	13 000	July.
Italian, 1 000—1 040 "	bk Karnak	889	29 Swansea	Wilson, Sons & Co	10,000,000	50,000	All	200	All	Botanical Garden		199 000		7.4
American, in tins	bgn Belle bk Clyde Vale	-97	29 Cadiz	Miranda Leone & C Watson Ritchie &C	700,000	7,000	All	100	1005	S. Paulo Pernambuco	18,759 188	120 000	8 000	July.
do in barrels 720— 740 ,,	ht Supreme	LIDE			1,200,000	6,000	All	200	All	Pelotas S. Luiz do Maranhão	- 451	23 000	0.000	3
eer.—Arrivals:	bk Carrie Delap	1109	29 Newport	To order	540,000 800,000	4,000	3,000	200	All	S. Luiz do Maranhão	. –	20 000		
1,548 cases from Hamburg and Bremen.	shp G'l Domville	1559 May	Cardiff	To order Wilson Sons & Co. D. Pedro II RR. F. Clemente & Co	1,200,000	6,000	3,500	200	All	Porto Alegre	20,000 000	100 000	5 000	Jan.
e quote as before:	bk Aureola	250	6 New York	F. Clemente & Co.	2,000,000	10,000	All	200	All	Villa Izabel	106,415 215	1 500	7 500	Jan.
Bass (Ihlers & Bell) 7\$500-7\$600	bk Chin Yang	555	10 Paranaguá.	For repairs	1,200,000	10,000	7,000	200		Vietherou		1 250		
Tennent 4 500 5 000	DUTCH				1,200,000	10,000	All	200\$	All	Bruxellas		19 000		
Guiness' Stout 7 2007 300	schr Geertje	131 May	y 5 Rio Grande	For repairs	5,400,000	27,000	All	200	All	Carris urbanos	17,981 663	90 %	10 000	July
German, Carlsberg 7 200	bg Duguay Tin	280 Ian	20 Madeira	For renairs		-	-	-	500\$				0-70	unteres
do Cavallo 7 000	bk Vauban	819 Apr	il15 Cardiff	For repairs Dom Pedro II RR	1,800,000	6,000	All	300\$	2004	União e Industria	180,000 000	105 000	15 000	June
do Sundry brands 5 0006 500	ITALIAN				180,000	1,800	All	100	All	Magé e Sapucaia	-	Nom.		
그리는 이 10일이 하다 하는 것이 하면 있는 것은 그들이 지난 이번 사람이 되었다면 하다 보다 보다 다른	bg Svelto	380 Apr	ril ı Tujû	For repairs E. Cresta & Co					All	Brazileira de Navegação	507,423 782	225 000	10 000	Jan.
Codfish The arrivals consist of the cargo per Adelina,	lug Roma	311 Ma	y II Genoa	E. Cresta & Co	4,000,000\$	3,000	All	200\$.	160\$	Espirito Santo e Campos	300,000 000	85 000 Non.	6 000	Jan.
ved yesterday from Bahia.	GERMAN				200,000	1,000	012	200	110	Espirito Santo e Campos União Nictheroyense		Nom.		
The market continues firm and retail prices are unchanged	bgn Speculant	99 Mai	r 2 Tujú	Vincenzi Ol'a & G's Vn'zi, C'pos & O'ra Laureys & Co.	640,000	3,200	2 168	200	All	Ferry	·	Nom.	8 000	
\$00028\$000 for prime quality.	bgn Clara bg W. von Freed	120 Apr	al 5 Paysandu.	Vn'zi, C'pos & O'ra	500,000	2,500	Alli	£ 15	All	Paulista Amazon Steam Navigation	89,172 045	145 000	ash	Jan. July
	bg w. von Freed	319	10 Antwerp	Laureys & Co.	£ 750,000	50,000	40,419	200	100\$	Flav. do Espirito Santo (Ceará)		145 000 106 000		
0	NORWEGIAN				2,000,000	10,000	All	200	All	Flav. do Espirito Santo (Ceará) Nacional de Navegação S. João da Barra e Campos	. 170,908 830	275 000	10 000	Oct.
SHIPPING NEWS.	bgn Nordsjernen	132 Ma	r 11 Ajò	C.Vincenzi O.& Cs To order Brandes & Co	600,000	3,000	1,778	200	All	S. João da Barra e Campos	12,500 000	180 000	10 000	July
J 11	bg Rurick bk Condor	480 Api	15 Hamburg	Brandes & Co		3.000		1.000\$	10=\$	INSURANCE Fidelidade Argos Fluminense.	225,000 000	220 000	15 000	Ian.
. BROWLES OF FORFIGN PERCENCE	bk lens Brandi	489 752	16 New Castle	Alex. Wagner. Norton Megaw &C Phipps Bros. & Co C. W. Gross & Co J.S. Zenha & Co	3,000,000	3,000	4,000 All	1,000	250	Argos Fluminense	. 313,179 280	F20 000	24 000	lan.
ARRIVALS OF FOREIGN VESSELS.	ben Eigil	272	19 Liverpool.	Norton Megaw &C	2,500,000	2,500	All	1,000	100	Garantia	177,250 000	145 000 28 000	10 000	Jan.
MAY 5.	bk Capella	295 Ma	y 1 Hamburg.	Phipps Bros. & Co	800,000	800	All	1,000	100	Nous Regeneração	180,123 763	Nom.	6 000	
оскноім-Nor bgn Parry; 172 tons; Salvesen; 96 ds; pine	bgn Parry lug Tabor	205	5 Oporto	LS. Zenha & Co	4,000,000	20,000	10,000	1,000	20	Confiança	. 160,000 000	46 000	30 0/opa	Ian.
o C. W Gross & Co.		1			8 000,000	40,000	20,000	200	50	Integridade	. 250,000 000	70 000	4 000	Jan.
ORTO-Nor lug Tabor; 295 tons; Guie; 37 ds; wine to	SPANISH		D	C N W .	5,000,000	50,000	25,000	100	10	Previdente	134,209 000	17 000 20 500	2 400	Jan. Dec.
S. Zenha & Ce.	bgn Flora bk Joven Enriq	191 Fel 203	16 Ajó	G. N. Vincenzi.	1.000,000	20,000	All	200	100	Allianca	10,000 000	27 000	5 000 15 0 opa	Jan.
John—Am shp Gettysburg; 1015 tons; Theobald; 70 ds.	sink Union	160	18 Paysandú	F.de Figueiredo&C C V Oliveira & Cm'	4,000,000	20,000	2.5		-3	Alliança				
	pol Isidra	194 Ma	Mont'anda	Panisas C. Minada	500,000\$	2,500	All	200\$	All	Gloria	70,000 000	40 000 Nom.	r 600	
ine; put in leak y; bound for Australia.	pol Voladar	273	9 B. Ayres.	J. N. Vincenzi	200,000	1,000	All	200	All	Harmonia	. 000 000	7 000	3 000	June.
GRANDE—Dutch schr Geertje; 131 tons; Sterrenberg:	pol Francisquita bg Joven Migue	312	27 B. Avres	G.N deVincenzi &	300,000	3,000	All	100	1004	GAS COMPANIES Rio de Janeiro	900 000	/ 550		190000000
ides; 19 ds; put in leaky; bound for Falmouth.	bk Elvira	148	27 B. Ayres.	J. Romaguera.	£ 750,000	37,500	36,000	£ 20	All	Rio de Janeiro		260 000	10 %	May
JAHV-Argent. bg Octavio; 177 tous; Gouvea; 5 ds; wood	bg Pepito bgn Betsabé	1 111	29 Mont'vide	J. N. Vincenzi A. Wagner. G.N. deVincenzi & J. Romaguera. Freitas & Miranda S. Hime & Zenba	£ 750,000	7,500	All	£ 10	All	Nictheroy	-	60 000	2 %	April
Lima Junior & Queiroz.	pol Laureano	148	20 Aió	S. Hime & Zenha			All	200\$		Transporter Marit de Say	100 000 000	06 000	4 500	Jan.
MA1' 6.		143 Ap	ril12 B. Ayres.	S. Hime & Zenha S. Hime & Zenha Freitas & Miranda	600,000	3,000	600	2004	Al	Bonds Maritimos Docas de Pedro II		110 000	6 000	o Jan.
RDIFF-Br shp Stadacona; 1076 tons; Stocker; 49 ds; coa	bgn Victoria bg Nuevo Vigil'e	190	14 Mont vide	Faria Irmãos	10,000,000	50,000	15,000	200	Al	Docas de Pedro II		125 000	6 000	ol lan.
Pedro II R.R.	bg Pepe	240	17 Ajó 21 Mont'video	J. Romaguera Souza Irmão & Co	1,000,000	5,000	All	200	Al	Brazil Industrial União Industrial	19,195 300	10 000	10 000	Jan.
w York-Br bk Aureola; 250 tons; Turner; 44 ds; sun-	bg Diana bgn Monjuich bgn Camaguaya	229	26 B. Ayres.	G. NdeVincenzi&F	400,000 500,000	2,000	All	200	1453	Florestal Paranaense	: =	2 000		
ries to F. Clemente & Co.	bgn Camaguaya	177	26 Paysandú.	G. NdeVincenzi&F Comp Agricola Frias Irmãos & Co	1,200,000	6,000	All	200	Ai	Florestal Paranaense		Nom.	i	4090
MAY 7.	pol Antonio Mari	107 Ma	y 11 Salto	rrias Irmãos & Co	1.200.000	6,000	5,461	200	Al	Carruagens Fluminense	58,793 32	170 000	9 000	o Jan.
SARIO-Am bk Will W Chase; 576 tons; Dermot; 23 ds;	PORTUGUESE				3,000,000	12,500	7 500	200 100	Al	Economia (lavanderia)		1 000	9 000	Jan.
ay to order.	bk Nova Goa	191 Feb	24 Oporto	J. A. G. Santos M.Cardozo da Silva	3,000,000	6,000	All	500	200	Associação Commercial		150 000 Nom.		t Jan
MAY 8.	shp America	1013 Ma	r 2 Boa Vista.	M. Cardozo da Silva	800,000	4,000	All	200	40	Tritão Fluminense				
W YORK-Gr bg Louise Meyer; 297 tons; Waack; 59 ds;	be Tito	235	15 Oporto	Mendes d'Oliv'a &	800,000	16,000	All	50	Al	Minas de Caçapava	: =	100 000		
andries; put in to land a sick sailor; bound for Santos.	bk Maria	239	22 Brunswick	For repairs To order	1,800,000	10.000	5,000	100	Al	Architectonica	:: =	Nom.		i
MAY 10,	bgn Julia lug José Esteves.	288	25 Paysandú	To order Companhia Agricol To order M. de Oliveira &C.	1,000,000	40,000	7,500	100	703	Petropolitana Economica Auxiliar Indust. Flum. (kiosques)	–	20 000		
RANAGUA—Br bk Chin Yang; 535 tons; Jones: 31 ds; maté;	lug Flor de Angra	326 Apr	ili4 I. Terceira	To order	400,000	8,000	4,400	50	Al	Indust. Flum. (kiosques)	100,000 00	0 95 000 6 Nom.	8 00	Jan.
out in with loss of rudder; bound for Valparaiso.	bk Camões bk Gratidão	562 257	10 Oporto	M. de Oliveira &C.	10,000,000	50,000	40,000	200	Al	Pastoril Agricola e Industrial Manuf. de mat. para const	208.407 49	o Nom.	5 00	o De
	bgn Dous Irmãos		25 B. Avres	Alex. Wagner.	600,000	6,000		100	AI	Engenho Central de Onissama	132,870 00	Nom.		ALC: UNKNOWN
MAY 11.	bgn Fanny	138	26 Port Alegr	M. de Oliveira &C. A. A. de Miranda. Alex. Wagner. Veiga Montiro & C	700,000	3,500	-	-	200	Engenho Central de Quissamã do obligations	=	207 000	8 50	Ma
	bgn Tentativa	249	20 Oporto	CamposPinto & Co		10,000	All	200	AI	Serviços Maritimos	_	260,000	12 %	Jan
ENOA—It lug Joma; 411 tons; Nassardi; 59 ds; sundries to E. Cresta & Co.	ben Tentanya				2,000,000									

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