

THE RIO NEWS.

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

Vol. IX.

RIO DE JANEIRO, MAY 15TH, 1882

NUMBER 14

OFFICIAL DIRECTORY

AMERICAN LEGATION.—27, Rua do Marquez d'Almeida
THOMAS A. OSBORN, Minister.
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TRAVELLER'S DIRECTORY

RAILWAYS.

DOM PEDRO II.—Through Express: Upward, leaves Rio at 5 a. m.; arriving at Barra (junction) at 7:43 a. m., Entre Rios (central line) 10:11 a. m., Barbacena 3:45 p. m., Porto Novo (branch from Entre Rios) 12 m., Cachoeira (S. Paulo branch) 1:45 a. m., São Paulo (for S. P. & Rio R.R.) 6 p. m. Downward: leaves São Paulo 6 a. m., Barbacena 8:32 a. m., Porto Novo 12:13 p. m.; arriving at Barra 4:11 and Rio 7:13 p. m. Connects with Valença line at Desempenho; Rio das Flores line at Commercio, União Mineira line at Seraria; Oeste de Minas (S. João d'El Rey) line at Sítio Leopoldina line at Porto Novo; Rezendé e Areas line at Surubij; and S. Paulo and Rio de Janeiro line at Cachoeira.
Limited Express: Upward, leaves Rio 7:13 a. m.; arriving at Barra 10:26 a. m., Rio Novo (central line) 7:07, Cachoeira (S. Paulo branch) 5:28 p. m. Downward, leaves Cachoeira 6:48 a. m., Rio Novo 5:59 a. m.; arriving at Barra 12:42 and 1:57 p. m., Rio 3:45 p. m. Stops at all stations. Connects with Santa Cruz branch at Sapopemba, and Macacos branch at Belém.
Mixed Trains: Leaves Rio at 9:10 a. m., 1:12 and 4:10 p. m.; arrive from Belém 7:15 a. m., from Barra 8:45 a. m., from Entre Rios (leaving 6:07 a. m.) at 12:28 p. m.
Suburban Trains.—Passenger trains leave at 5:00, 6:30, 7:40, 8:40 and 10:22 a. m., and 1:00, 2:15, 3:30, 4:30, 5:50, 7:30, 8:30 and 10:00 p. m., all stopping at Cascadura except the 10 p. m. train, which runs to Sapopemba. Returning, the trains leave Sapopemba at 3:36 and Cascadura at 3:50, 6:10, 7:45, 8:40, 10, and 11:35 a. m., and 2:10, 3:20, 4:30, 5:30, 7, 8:30 and 9:40 p. m.
CANTAGALLO R. R.—Leaves Niterói (Santa Anna) 7:30 a. m., arriving at Nova Friburgo 1:05 Cordeiro (1 hour per tramway from Cantagallo) 4:25 and Macuco 5:45 p. m. Return train leaves Macuco 6:30, Cordeiro 7:50 and Nova Friburgo 11:10 a. m., arriving at Niterói 4:35 p. m. A ferry boat runs between Rio and Sant'Anna, connecting with trains.
PETROPOLIS STEAMERS and R. R.—Steamers leave Trápiche Mauá at 2 p. m. week days and 11 a. m. Sundays and holidays, passengers arriving at Petropolis at 5:30 p. m. week days, and 3 p. m. Sundays. Returning, diligence leaves Petropolis at 6 a. m., the boat arriving at Rio at 9:30 a. m.

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F. W. JONES,
General Superintendent.
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. LAMOREUX, Editor and Proprietor.

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

(Cash invariably in advance)

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

All subscriptions should run with the calendar year. Back numbers supplied at this office from April 1st. 1879. Subscriptions and advertisements received at the EDITORIAL ROOMS:—79, Rua Sete de Setembro. CITY TELEPHONE ADDRESS:—No. 112.

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. The new 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 sense. 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 new ironclad. The principal assailant is the minister who contracted for the lamented *Independencia*, which cost so much money, and which was sold at a loss soon after 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 *Kiepler* 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 out to cruise about in search of the derelict.

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 *vingtem* 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 Laranjeiras. 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 city 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—our 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. The Botanical Garden company naturally

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. It is purely 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 Brasileira* 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 *Société Nouvelle des Forges et Chantiers de la Méditerranée* 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 marine addressed a request to the minister

of finance for the refunding of the stamp tax. 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 carried. 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 sycophandy of the prime mover of the defeated exploration, whose share in the profit was to have been 350,000\$ and a fattened salary as president. Hence those fires! But who, in the satisfaction of having achieved a great victory, even over an ignoble foe, cares for the snarling of the yelping cur at its master's heel?—*Anglo-Brazilian Times*, May 9.

The above extract from a leader in the last issue of the *Anglo-Brazilian Times* appears to be a graceful allusion to our rectification of the statements published by that paper respecting the new Botanical Garden line, and to our vindication of the character of a gentleman who for a long time past has been wantonly and persist-

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 consists of about 40,000 barrels. We quote:

Table with 2 columns: Quantity and Price. Includes items like Trieste, Richmond 1st, Baltimore 1st, St. Louis, and Chili.

The prices for Richmond, however, must be considered as nominal for there is none in the market. Market firm.

Pitch Pine.—The arrivals consist of 3 cargoes, viz: the Lanza Nelson, from Brunswick which had been sold before arrival, and the Crutcher from Pensacola. Market firm.

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 cargo per Ninerech, referred to in our last, has been warehoused. Prices nominal. No arrivals since our last report.

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 Cardiff 288 " Alert from New Castle on order.

In the absence of sales prices continue nominal. Hay.—Arrivals: 980 bales per Will W. Case from Rosario. Market over-supplied and prices entirely nominal.

Brain.—No arrivals. Market quiet at 3\$400—3\$500 per bag. Indian Corn.—No arrivals. Market somewhat firmer.

We quote to-day 4\$200—4\$300 per bag. Cement.—No arrivals. Market firm.

We quote: English 7\$500—8\$500 German 6 800—7 000 French 7 500—8 000

Kerosene.—Arrivals: 5,730 cases per Aurora from New York 2,800 " Laura Norton from Brunswick. Market quiet.

We quote 6\$200—6\$400 per case for Devoe's Brilliant. Lard.—No arrivals. Market unchanged at 4\$5—4\$70 reis per lb. for George.

Turpentine.—Arrivals: 415 cases per Aurora from New York 50 " Laura Norton from Brunswick. We continue to quote 560—580 reis per kilo.

Rosin.—Arrivals: 370 barrels per Aurora from New York. Prices unchanged at 9\$000—9\$500 per barrel. Butter.—No arrivals. Market unchanged.

We quote: French, in barrels 1\$300—1\$400 per lb. do in tins 1 100—1 240 " Danish 1 100—1 120 " Italian 1 000—1 040 "

American, in tins 860—880 " do in barrels 720—740 "

Beer.—Arrivals: 1,518 cases from Hamburg and Bremen. We quote as before: Bass (Hillers & Bell) 7\$300—7\$500 Tennant 4 500—5 500 Guinness' Stout 7 200—7 300 German, Carlsberg 7 200 do Cavallo 7 000 do Sundry brands 5 000—6 500

Codfish.—The arrivals consist of the cargo per Adellina, arrived yesterday from Bahia. The market continues firm and retail prices are unchanged 27\$000—28\$500 for prime quality.

SHIPPING NEWS.

ARRIVALS OF FOREIGN VESSELS.

Table of ship arrivals with columns: Ship Name, Tonnage, Entered, Where From, and Consigner. Includes ships like American, British, German, Italian, and Portuguese.

SAULO—Sp pol Antonio Maria; 107 tons; Maturo; 18 ds; jerked beef to Frias Irmao & Co. PENSCOLA—Am bk Crusader; 69 tons; Means; 26 ds; pine to order.

DEPARTURES OF FOREIGN VESSELS.

Table of ship departures with columns: Ship Name, Tonnage, Where To, and Consigner. Includes ships like Canadian, Pensacola, Mobile, S. Francisco, Cape Island, SHIP, NEW ORLEANS, PENNAMA-CO, PORT ELIZABETH, MADRAS, S. THOMAS, SANTOS, VALPARAISO, RIO DE JANEIRO, GIBRALTAR, MADRAS, S. THOMAS, SANTOS, VALPARAISO, RIO DE JANEIRO, GIBRALTAR.

FOREIGN SAILING VESSELS IN THE PORT OF RIO DE JANEIRO, MAY 11th, 1882.

Table of foreign sailing vessels with columns: Name, Tonnage, Entered, Where From, and Consigner. Includes ships like American, British, German, Italian, and Portuguese.

Table of freight rates for various shipping lines and destinations, including Liverpool, Antwerp, Hamburg, Havre, Bordeaux, and New York.

ARRIVALS OF FOREIGN STEAMERS.

Table of steamship arrivals with columns: Date, Name, Where From, and Consigned To. Includes ships like Ptolemy Br, Petropolis Gr, La France Fr, Colombo It, V. de Fernamb, 7 Cavari Br, Rio Pacific Fr, 8 Bourgogne Fr, 8 Plata Br, 10 Trent Br, 10 Bessel Br, 11 Rosario Gr.

DEPARTURES OF FOREIGN STEAMERS.

Table of steamship departures with columns: Date, Name, Where To, and Cargo. Includes ships like Aeneasus Br, Karo Br, Trent Br, Rosario Gr, Petropolis Gr, Hipparchus Big, La France Fr, Graf Hainard Gr, Colombo It, 8 Plata Br, 8 Tancarville Fr, 9 Bourgogne Fr, 10 Trent Br, 10 V. de Fernamb Fr, 10 Ptolemy Br.

Calling at intermediate ports.

SHIPPING NOTE.—The governor of the island of St. Helena has published an order abolishing the tonnage dues exacted from all vessels entering port 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.

Table of government bonds with columns: Issuance, Circulation, Denomination, Interest, Nominal Value, and Quotation. Includes bonds like General Apolices, Provincial apolices, and National Loan of 1868.

BANKS AND PUBLIC COMPANIES.

Table of banks and public companies with columns: Capital, Shares, Issued, Value, Paid Up, Names, Reserve Fund, Last Quotation, Last Dividend. Includes banks like Banco do Brazil, Banco Commercial, and various public companies.

