

# THE RIO NEWS.

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

VOL. IX.

RIO DE JANEIRO, JUNE 5TH, 1882

NUMBER 16

## OFFICIAL DIRECTORY

AMERICAN LEGATION.—7, Rua Nova das Laranjeiras.  
THOMAS A. OSBORN, Minister.  
BRITISH LEGATION.—No. 135, A., Rua das Laranjeiras.  
EDWIN CORBETT, Minister.  
AMERICAN CONSULATE GENERAL.—No. 30, Rua do Visconde de Inhauma.  
THOMAS ADAMSON, Consul General.  
BRITISH CONSULATE GENERAL.—No. 30, Rua de S. José.  
GEORGE THORNE RICKETTS, Consul General.  
AMERICAN NAVAL OFFICE.—No. 5, Rua Fresca.  
D. P. WIGHT, U. S. N. Paymaster.

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PRESBYTERIAN CHURCH.—No. 15, Travessa da Barreira. Services in Portuguese at 11 o'clock, 3 p. m., and 7 o'clock, p. m., every Sunday; and at 7 o'clock p. m., every Thursday.  
METHODIST CHURCH.—English services temporarily at the residence of the pastor, No. 41, Rua Santa Cruz 2<sup>a</sup> tina, at 11 a. m., Sundays. Weekly prayers at 7:30 p. m., Wednesdays.  
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J. L. KENNEDY, Ass't. Pastor.  
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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 p. m., Cachoeira (S. Paulo branch) 11:45 a. m., São Paulo (per 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 7:12 p. m. Connects with Valenciana line at Desengano; Rio das Flores line at Commercio; União Mineira line at Sincric; Oeste de Minas (S. João d'El-Rey) line at Silió; Leopoldina line at Porto Novo; Regente e Areas line at Sunday; 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 5:50 a. m.; arriving at Barra 1:42 and 1:57 p. m., Rio 5:45 p. m. Stops at all stations. Connects with Santa Cruz branch at Sapopemba, and Macaças branch at Belém.  
Mixed Trains: Leave Rio at 9:10 a. m., 3:12 and 4:10 p. m.; arrive from Belém 7:15 a. m., from Barra 8:45 a. m., from Entre Rios (leaving 6:07 a. m.) at 3:28 p. m.  
Suburban Trains.—Passenger trains leave at 6:00, 6:30, 7:40, 8:40 and 10:22 a. m., and 10:15, 2:30, 4:30, 5:50, 7:30, 8:30 and 10:00 p. m. all stopping at Cascadura except the 10 p. m. train, which runs to Sapopemba. Returning, the trains leave Sapopemba at 3:35 and Cascadura at 3:50, 6:10, 7:40, 8:42, 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 train from Cantagallo) 4:25 and Macuco 5:45 p. m. Nova Return train leaves Macuco 6:30, Cordeiro 7:50 and Nova Friburgo 12:10 a. m., arriving at Niterói 4:35 p. m. A ferry boat runs between Rio and Santa Anna, connecting with trains.  
PETROPOLIS STEAMERS AND R.R.—Steamers leave Trêpico Mast at 1 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. LAMOUREUX, Editor and Proprietor.

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EDITORIAL ROOMS:—79, Rua Sete de Setembro.  
CITY TELEPHONE ADDRESS:—No. 112.

RIO DE JANEIRO, JUNE 5TH. 1882.

In response to various inquiries and complaints as to the exaction of consular certificates to invoices of goods shipped to this country by the Brazilian consul general in Canada, Mr. William Darley Bentley, we have to say that such certificates are wholly unnecessary, as they are nor never have been required at this port. We are informed that Mr. Bentley asserts that such certificates are absolutely necessary, and shippers are therefore compelled to pay a tax on their invoices which sometimes amounts to a heavy percentage. We have seen one invoice amounting to \$176, upon which \$3.43 was charged for a consular certificate, a tax amounting to about 2 per cent. In view of the circumstance that trade between Canada and Brazil is yet in its experimental stage, and that it must necessarily be confined at first to small trial consignments in very many classes of goods, all such taxes as this can not be otherwise than highly prejudicial. In the interests of commercial development between the two countries, therefore, it is essential that this mistaken regulation in the Montreal consulate should be corrected.

With reference to the budget of the minister of finance, presented to the General Assembly on the 29th ult., the public is under the greatest obligation to Deputy Andrade Figueira for his frank exposition of that document on the 1st instant. The great mass of readers will do no more than to look at the totals of the budget, from which they will learn that the last fiscal year resulted in an actual surplus over ordinary expenditures, and that the present year will result in a very small deficit. How misleading these results are, few will care to investigate. Deputy Andrade Figueira, however, has taken the trouble to expose the errors of this statement, and to good effect. He points out that the receipts of the year are made to include over 11,000,000\$ of treasury bills which were issued to meet current expenses, from which it follows that there was a large deficit even in the ordinary expenditures of the government. He failed, however, to call attention to the fact that the minister also used the moneys received for the emancipation fund and the net deposits in the manufacture of this revenue total, both of which are received for a special purpose and have no business whatever in the ordinary receipts of the treasury. Those who care to examine into this matter will find a strange arrangement of figures in the budget abstract which we give in another column.

It will be noted with general satisfaction that the prime minister has promised to publish hereafter in the *Diario Official* the replies

of the government to all inquiries made by either house of parliament. This is a step in the right direction. If any question or official act is a proper subject for legislative inquiry it certainly must be a proper subject for general information. The simple fact that a senator or a deputy has occasion to ask for information is evidence to the public that the matter is of importance and that there is ground for the belief that the government has done something in the matter worthy of explanation, or censure. If the reply is given privately then the suspicion of bad management is confirmed. To avoid these perfectly natural conclusions it is highly desirable that the government should publish its replies in full. We note that Senator Afonso Celso objects to this course, and possibly with good reason. As yet we have not seen the government's reply to the legislative inquiry about that coffee speculation in which Sr. Afonso Celso was engaged when minister of finance. It is admitted that the government lost heavily, but just how much the public has not been informed. We shall await the publication of this matter with keen interest. Then, too, there is the inquiry about the number of official commissions now abroad in Europe, and various other inquiries in which the public is as deeply interested as parliament. The determination of the prime minister to publish these replies will be hailed with pleasure.

NOTWITHSTANDING the delays and difficulties which have arisen in the matter of convening a congress of all the American states at Washington, the American government has not yet given up the idea. On the 18th April President Arthur sent a brief message to the Senate on the subject, accompanying which was a copy of the circular invitation for the 22nd of November. He informs the Senate that when the invitation was issued he was not aware that the differences then existing would prevent a harmonious assembling of representatives from all the states of the continent, but that the continued differences between several of these states now promise to extend beyond that day. The purpose of the congress is to consider and discuss the methods of preventing war between the nations of America, a purpose which commends itself to all at first sight. It has been urged that the executive had no power to convene such a congress, but President Arthur asserts that the treaty-making provisions of the American constitution confer on him all needful powers for such purposes, and that the preliminary character of the congress can possibly raise no question of an international character. The representatives will be invited to consider measures and to adopt, if possible, such as may serve for future treaties of peace between the nations. The further objection that such a congress might compromise and prejudice American interests in the projected Panama canal leads the President to refer the matter to the Senate for consideration and advice, and in view of the brief time and the inquiries received from other American states relative to the assembling of the congress, he requests an early consideration of the matter. It will be seen from this that the assembling of an international congress of American states has not yet been given up by the American government, and that its scope is much broader than was at first reported. The results of the President's message to the United States Senate will be awaited with interest.

In the debate on the budget of the department of foreign affairs on the 30th ult. Deputy Ferreira Vianna took occasion to call attention to the financial situation of the country, and to the budget of the minister of finance just presented. It is sufficient to state that Dr. Ferreira Vianna occupies

a position here which entitles his statements to more than usual consideration because of his eminence both as a lawyer and as a legislator. At the outset he declares that on this question of the finances he entertains "serious apprehensions as to the future of this country. The expenditures are growing worse and the deficits are increasing largely, and in such proportion that he believes in a short time the revenue of the empire will be absorbed in the payment of the interest and redemption charges of the debt." He has no faith in the flattering statement of the minister of finance; on the contrary he believes the country to be in a most critical financial state. Between the years 1836 and 1880, which he has divided into three periods—before, during, and after the Paraguayan war—there have been only three years which did not leave deficits. In the first period the aggregate deficit was 108,678,000\$, in the second 354,000,000\$, and in the third 200,000,000\$ beyond the expenses incurred in the Ceará *séca*. All these deficits were met by loans and issues of paper-money—the issue of these two recourses aggregating 729,000,000\$. He shows the error of stating that a part of these deficits were liquidated by paper money, because it is not money; it is only the promise to pay. He further stated that when he left the Chamber in 1877 the finance budget called for an appropriation of 44,000,000\$; now it calls for 70,000,000\$. At this rate, in less than twelve years the whole national revenue will be absorbed in the interest and redemption charges of the public debt. Our time and space prevents further use of this admirable speech of Dr. Ferreira Vianna; those who wish to know the exact state of affairs will do well to read it for themselves.

The efforts of the government party to effect a reconciliation with the "dissident liberals" has proved futile. It was at first thought that the overtures made through the minister of war to Deputy Lima Duarte and through him to the more outspoken members of the independents, would be in a measure successful, because it was felt that such a step would not be taken unless the cabinet was prepared to grant some important concessions. The result of the conference thus initiated was that the independents demanded that the government should undertake to carry out the following measures as a part of its programme: 1st, administrative decentralization, especially with reference to provincial government and to the autonomy of the provinces and municipalities; 2nd, aids to agriculture, through a diminution in export duties and a reduction in railway tariffs; 3rd, prohibition of the interprovincial slave traffic and an increase of the emancipation fund. All these demands were so liberal and so reasonable that it is difficult to see how a liberal ministry could reject them. And yet, this is just what the present ministry—mistakenly called liberal—has done. In a letter to the minister of war on the 25th ult., the prime minister, Counselor Martinho Campos, absolutely refuses to adopt these measures, and thus the negotiation is at an end. The prime minister declares that he has announced his ministerial programme—though what it is no one clearly understands—and is not disposed therefore to change or enlarge it. It is true that the prime minister has declared a purpose to do something with the currency and the public debt, but as yet his programme contains only the titles of his measures and blank spaces for the details. Both of these objects are certainly of very great importance, and must continue to form a part of all ministerial programmes in the future, but if any logical conclusion is to be drawn from a minister's first budget it is that neither

of them will be solved during the administration of Martinho Campos. As to the measures demanded by the independent liberals, they are all of urgent importance, and, with the exception of the first, require nothing but the simplest treatment. It is clear that the export duties now levied are great drawbacks to Brazilian agriculture; a simple enactment will be amply sufficient to reduce them or to abolish them altogether. It is also clear that the railway tariffs now enforced are much too high, and are placing the Brazilian planter at a great disadvantage in his competition with foreign products; a simple enactment reducing them 25 per cent. will give instant relief and will be an aid to agriculture to just that extent. Both of these questions could easily have been settled with just half the talk that has been wasted upon the Emperor's pet scheme of sending a Transit-Venus commission to the Antilles. As to the first proposition, that of administrative decentralization, it is one of such vital importance that it is sheer madness to postpone it. The present system is so full of abuses and contradictions that no real development can be attained until it is abolished, and the minister who defers or rejects it does nothing less than to obstruct the political development of his country.

## THE AMERICAN LINE.

Under date of the 24th ultimo the minister of agriculture addressed an *avisó* to the director-general of the postoffice relative to the American steamship line which is worthy of thoughtful consideration, not only because of the private interests which it affects, but also because of the position assumed by the government. Just one year ago this month the American line practically discontinued its service. Toward the end of July following, the agents of Messrs John Roach & Son announced to the government that they would accept the original contract as modified by the legislative amendment including the port of Maranhão, providing the government would accept three new steamers suitable for that port, the first steamer to be ready for service in January or February following, and freighted steamers to be employed in the interval. These proposals were accepted by the government in an official dispatch of July 29, 1881, the employment of freighted steamers up to January being permitted, and the minister promising that the subsidy should thenceforward be paid as stipulated. This agreement was afterwards embodied in a new contract of September 17th. It was March 10th, however, before the first freighted steamer arrived at this port, and up to the present moment not one of the new steamers has put in an appearance. Two extensions have been granted to the enterprise for the construction of the new steamers because it was stated that labor strikes had delayed the work on them. For the month just passed, when the new service should have been inaugurated, the contractors asked that the steamship *Colorado* should be accepted in place of the new vessel still unfinished, and this request has been accepted by the government. With reference to this, however, the minister writes to the director-general of the post-office as follows:

DEPT. OF AGRICULTURE, COMMERCE AND PUBLIC WORKS.

RIO DE JANEIRO, May 24th, 1882.

I hereby inform your excellency that, regarding the representation of the contractors for the steamship service between this port and that of New York, I grant to them that they may again this month freight a steamer, the *Colorado*, for making a voyage in place of that they allege to be under construction, in conformity with the contract of September 17th of the past year, on the condition that the subvention of the last two months be reduced one half, as has been already declared in an *avisó* of the 13th

instant, if the steamer freighted shall be other than the *Colorado*, whose capacity and accommodations they guarantee to be not inferior to those required by the contract.

Not being able, however, to further delay the execution of the referred contract, it is necessary that your excellency declare to the agents of the contractors in this capital that they will incur the penalty of reclusion if the voyage the coming month shall not be made in one of the new steamers which they bound themselves to construct, and which at the acceptance of the favor conceded by an *aviso* of February 1st last they promised to have ready for April last passed.

May God preserve your excellency.

To the M. ALVES DE ARAUJO,  
Director-general of the Postoffice.

As regards the position assumed by the government in this *aviso*, we have but one opinion—it is perfectly right and just. We have had occasion heretofore to criticize the position taken by the government in its treatment of this enterprise, but in the present case we do not well see how any other course can be pursued. The government was wrong in making a conditional contract in the first place, because it left open an opportunity for causing the contractors a serious loss through an unacceptable modification of its provisions. Another wrong was done them by the subsequent inclusion of Maranhão in the ports of call. And then another injustice was done in the withholding of the subsidies which had been honestly earned. It must be said, however, that since the agreement of last July the government has shown a disposition to meet its obligations under the contract. It has overlooked the failure to send out freighted steamers as agreed; it has extended the time for the completion of the new steamers as desired; and it has undertaken to secure an appropriation from the legislature for the payment of back subsidies. These efforts, we regret to say, have not been met by the New York company as promptly and liberally as the circumstances demand. These gentlemen should not overlook the fact that they are asking important favors of a foreign government which their own government has again and again refused, and these favors they are again to acknowledge at all times by the strictest compliance with their obligations. Even where the policy of subsidizing such enterprises is fully accepted, it must be admitted that no government is bound to aid a foreign enterprise except upon conditions most favorable to itself. It can not be presumed that the Brazilian government had the slightest interest in the results of this enterprise to the contractors themselves; it granted pecuniary aid to it simply on the belief that Brazil herself would derive an important benefit from its execution. It follows therefore that the American contractors can expect but little forbearance from this government, and must in consequence use all efforts to meet their obligations. This it appears they have not done. They have injured their own interests here, taxed the forbearance of this government, and interrupted regular communication between the two countries by an unnecessarily long suspension; then they taxed the patience of this community and the government by sending out unsuitable vessels which took from thirty to forty days in the outward voyage; and now they are further taxing the forbearance of this government by failing to meet their promises and by asking further extensions of time. In justice to itself we do not see how the Brazilian government can pursue any other course than that indicated in the above *aviso*. No one is unfavorably disposed toward this enterprise; on the contrary, everyone will be pleased to see it carried out successfully and prosperously. At the same time, however, it should be clearly understood that no one desires a continuance of the present state of affairs. And as a climax to the

policy lately pursued by the American contractors, it is just now learned that instead of sending out the *Colorado*, as specified in their petition for a further extension of time, they have sent out a different steamer and one which seems to meet the requirements of the service as little as its predecessors. If the contractors wish to lose their contract and to destroy the credit both of themselves and of American steamship companies in general, they are pursuing just the course to accomplish that purpose. We regret to be obliged to call attention to these matters, but it must be confessed that they have been carried quite beyond the limits of forbearance and patience.

THE NEW FINANCE BUDGET.

On the 29th ult. the minister of finance made his first regular report to the General Assembly regarding the financial state of the country. Without entering into details, or discussing the various features of the budget, we give herewith a brief abstract of its statements.

At the outset the minister of finance, Counselor Martinho Campos, states that owing to his brief occupancy of office, his report will cover only the period from January to April. He calls attention to the increased revenue of the country and to the severe economy practiced, which have enabled the government to realize an equilibrium in receipts and expenditures. For the fiscal year 1880-81 the results were as follows:

Ordinary:		
Revenue	126,136,621\$602	
Ordinary expenditures	118,925,629 239	
Surplus	7,210,995 453	
Extraordinary receipts:		
Emancipation fund	1,202,737\$8495	
Net deposits	2,684,715 426	
Nickel money emitted	107,000 000	
Applies, public debt	6,800 000	
Treasury bills emitted	11,044,300 000	
Private receipts	621 270	
Total receipts of 1880-81	141,182,795 885	
Extraordinary expenditures:		
Emancipation fund	3,075,338\$507	
Special credits	14,075,086 083	
Total expenditures 80-81	136,016,050 819	
Deficit from 1879-80	6,463,823\$102	
Credit operations	31,573 411	
Total liabilities for 1880-81	142,511,447 332	
Apparent deficit	1,328,651 447	

For the year 1881-82, the minister estimates that the receipts will amount to 130,000,000\$. He admits a falling-off in the Rio custom house, but claims that will be more than balanced by the northern ports. According to treasury statistics the revenue of three years is given as follows:

	1879-80	1880-81	1881-82
Imports	64,756,600\$	67,265,000\$	74,053,000\$
Desp. mail	24,800 000	504,000 000	373,000 000
Exp. rts.	18,542,000	20,178,000	19,778,000
Internal	33,979,000	39,598,000	34,734,000
Extraordy.	1,693,000	1,590,000	1,280,000
Total estimated revenue	130,232,063\$388		
Emission of nickel, about		100,000 000	
Net deposits		2,000,000 000	
Total revenue	132,332,063 388		
Expenditures authorized	114,773,410\$852		
Losses by exchange	2,071,000 000		
Special credits voted	22,199,213 667		
Total liabilities	139,043,624 519		
Estimated deficit	6,711,561 131		

In his budget for the year 1883-84 the minister estimates the total revenue at 128,068,000\$, and the deposits at 2,500,000\$ making a total receipt of 130,568,000\$. The total expenditures are placed at 152,063,196\$198, of which 25,393,239\$900 are put down as special credits. This leaves a deficit of 22,095,196\$198, which it is proposed to meet by various operations of credit. In view of the flattering state of the revenue the minister believes that two per cent. can be taken from the export duties on coffee, and that a diminution in the stamp tax can be effected.

The public debt of the empire on the 31st of March was as follows:

External debt, at par, \$15,870,000	141,072,000\$000
Internal funded debt	337,513,500 000
Loan of 1868	23,588,000 000
idem law of 1868	1,540,409 000
idem loan of 1879	47,530,500 000
Debt anterior to 1827	143,022 427
Estates of deceased and absent persons	3,975,014 733
Emancipation fund	4,547,437 253
Private loan	700,000 000
Loans from orphan's estates	15,442,259 718
Savings bank deposits	15,202,710 570
Montes de Socorro deposits	669,499 735
Public deposits	3,345,026 149
All other deposits	11,735,192 435
Paper currency	188,110,973 500
Treasury bills	28,984,790 000
	824,290,236 520
Total given in minister's report	819,575,752 666

A WHILOM ACQUAINTANCE.

Our readers will remember a few comments which we once made on the character and schemes of a certain individual named Maurice A. Schwab, who received so many honors and favors here at the hands of minister of agriculture Buarque de Macedo. This individual was not only warmly received and encouraged in official quarters, but he succeeded also in imposing upon our influential contemporary, the *Jornal do Commercio*, and upon many prominent planters. He went up the Dom Pedro II line and also to São Paulo at government expense, and was received in the latter place as an honored guest. His preposterous scheme was received without question, and he was granted privileges which honest men rarely if ever receive at official headquarters. He finally succeeded in obtaining 1,000\$ from the Visconde de Indaiatuba, of São Paulo, for the acquirement of coolies, and then, knowing that his real character was beginning to be known in this city, he took his departure.

Suspecting his true character, we took measures immediately after his arrival to procure information of himself and his scheme, but the proofs came too late to be of service. We had warned our readers, however, against his ridiculous scheme, but to little avail. The strange propensity in this country to coddle and patronize swindlers was proof against all warnings, and Mr. Maurice A. Schwab accordingly was allowed to have his own way in everything except his desire to attend the Emperor on his visit to the province of Minas Geraes. He had a minister for a traveling companion, a *Jornal* editor for an interpreter and chaperone, unrestrained admission to the department of agriculture, a formal dinner from the president of São Paulo to whom he carried letters from Minister Buarque de Macedo, free passes over the railways, and puffs without end in the local press. He literally rolled in clover.

The following extract from the *New York World* of April 19th will give a few details of the career of this scamp which will probably afford little comfort to those who made so much of him during his visit to this country. The story, however, may prove useful as a warning against further impositions of this character. In one sense, however, the *World* is mistaken as to Schwab, and that is as to his being "well-educated." He is as ignorant, as he is coarse. His great talent lies in unbounded "cheek," plausibility of speech, and a remarkable facility in lying. His career is sketched by the *World* as follows:

A SWINDLER OF WOMEN.

Maurice A. Schwab was a prisoner at police headquarters Friday for obtaining money under false pretenses. He was arrested by Detectives Dolan, Heidelberg and Woods, of Inspector Brynes's staff, as he was entering No. 297 Fifth avenue, where he has been boarding for some time. The complainants against him are Helen M. Lewis, of Charleston, S. C., and Miss Minnie Cummings, the actress, both of whom he swindled by "engaging" them as leading ladies in traveling theatrical combinations and inducing them to put in his hands money to purchase wardrobes. Early in March Schwab advertised in a morning paper, saying that he would "give a lady of means" a position as "star" in a theatrical company. Miss Lewis, who is

acquainted with Rose Fytinge, answered the advertisement, and Schwab replied requesting her to meet him in Mrs. Martinell's house in Twenty-fifth street, between Seventh and Eighth avenues. A meeting took place there, and Robert I. Rummels was introduced as the treasurer of the company. Schwab represented that he had a company on the road playing "Daniel Roilat," and proposed to give Miss Lewis a leading part. She accepted the offer, and at his solicitation gave him \$500 to purchase the necessary wardrobe. Miss Lewis was told that Rummels had been for six years treasurer of Abbey's Park Theatre, the manager of Tabor's Grand Opera-House in Denver, and had several combinations "on the road." He made a two years' contract with Miss Lewis, and she was to make her debut at the Globe Theatre in Boston. To Boston all three went and put up at the Revere House. Here it was suggested that Miss Lewis needed some preparation for the stage, and an alleged professor of elocution gave her one lesson. As the date fixed for her debut approached Miss Lewis heard nothing about her wardrobe or the company that was to support her. Becoming suspicious Miss Lewis called at the Globe Theatre, where she was told that Schwab was evidently a swindler. Schwab and Rummels immediately disappeared, neglecting to pay their hotel bills or to tell Miss Lewis where they were going. Miss Lewis then returned to this city and put her case in the hands of Inspector Byrnes. In addition to the \$500 for a wardrobe Miss Lewis parted with \$200 for incidental expenses. Schwab told her with tears in his eyes that he had lost the \$200 in playing faro.

Inspector Byrnes recognised Schwab as a man against whom Miss Cummings had made a complaint on February 5, 1881. He swindled her out of \$500 and a diamond ring on the pretext of giving her a "star" engagement. Like Miss Lewis, she answered one of his advertisements, and had parted with her money and her ring to help "work up a boom" in her interest. The sister of a prominent physician in Jersey City was swindled out of \$400 by Schwab in a similar manner. Schwab was traced by the police from Boston to Baltimore. Thither the detectives followed him. He had stopped in Gay's Hotel, but when the detectives arrived they found that he had left for parts unknown without his luggage, which was held by the hotel proprietor for his board, and finally to this city, where, after three weeks' search, he was found at No. 297 Fifth avenue. His confederate, Rummels, was arrested afterwards at No. 251 West Thirty-eighth street. Rummels is twenty-four years old, but very boyish in appearance. In 1875 he committed a burglary in lower Broadway, and, in the Court of General Sessions after his conviction, assaulted the officer who made the arrest. He was sentenced to state prison for two years and six months, and afterwards served a similar term for snatching a gold dollar from a spectator during the walking match in 1879.

Schwab, who is about thirty-five, gained some notoriety in connection with the United States Emigrant and Relief Society, which had an elaborately furnished suite of rooms at No. 287 Broadway. Schwab alone constituted the society. His clerical staff consisted of George H. Trinkel, a fifteen-year-old boy, and Mrs. Louisa Entrada, whom he employed as correspondent and translator. In his prospectus it was stated that emigrants were offered free transportation, land, seed, and all kinds of agricultural implements free of cost. The society, it was also stated, had branch offices in all the principal cities of Europe and America. Many emigrants were imposed upon, and finally the scheme was exposed by Trinkel and Mrs. Entrada, whom he had neglected to pay.

Schwab fled to California, and the sheriff took possession of the office and sold its contents for the benefit of the creditors. Schwab was next heard of in Colorado, where he organized the Atlantic and Pacific Tunnel Company for the purpose of tunneling the mountains in the mining regions. The state gave the company a grant and on the strength of that stock to the amount of \$10,000,000 was issued, \$4,000,000 of which was distributed among the state officials. Charles Tate was the secretary and Schwab was general manager. Tate was sent to this city to place the stock. He got \$250,000 for it and fled to Europe. Schwab next visited Brazil and entered into a contract with Viscount Indaiatuba to supply Brazilian planters with 500 coolies at \$60 per head. He was received with the highest honors in Brazil and columns were printed in the papers there about his enterprise. He claimed to be connected with *The World* and stated that he had been requested to write a series of articles about the country. After getting a certain amount of money from Viscount Indaiatuba to enable him to fulfil his contract he fled to this country.

Schwab is well-educated, has great nerve and is a plausible talker. He said last night: "The only mistake of my life was to take that thief Rummels into partnership. He ruined me. I hope to get out of this scrape. Miss Lewis, I trust, will take her money back and let up on me."

PROVINCIAL NOTES

The first steamer of the Mantos and New York direct line arrived at Para on the 12th ult.

The number of despatchers in the Pernambuco custom house has been increased from 26 to 40.

The Companhia Bahiana de Navegacao has asked the national legislature to increase its subsidy to 180,000\$.

An epidemic of malarial fevers and small-pox is reported at Santa Cruz, the seat of our municipal slaughter house.

The Pernambuco subscription in favor of the families of those lost on the Douro amounted to 4,474\$ on the 25th ult.

Advices from Campos state that the grinding of the present sugar cane crop will begin at the Quissama central usine on the 12th inst.

The Mato Grosso press complains that a foreign vessel has been permitted to ascend the Paraguay to Descalvado with cargo. It is called an abuse.

The minister of agriculture has refused to grant an interest guarantee of 6 per cent. on 6,000,000\$ for six central usines in Pernambuco, recently sought by Jovino Bandeira.

Eleven slaves have lately been liberated in the municipality of Ararauma, province of Rio de Janeiro, under the third distribution of the emancipation fund. The amount expended was 9,800\$.

The "services" of three free children of slave mothers were sold at auction by the judge of orphans at Vassouras on the 20th ult. One of them was an unbaptized infant, whose "services" were valued at 5800.

By a decree of the 13th ult. the government concedes a guarantee of 6 per cent. on 500,000\$ to George Harvey Dader for the establishment of a central usine in the municipality of Nazareth, province of Bahia.

In the city of Pernambuco 21 slaves were recently liberated through the emancipation fund. Four more should have been freed, but were not because their masters had forgotten to bring their emancipation papers.

In the province of Santa Catharina, 7 slaves have been liberated under the third distribution of the emancipation fund in the municipality of Itajaí at a cost of 3,650\$, and 4 in the municipality of Lages at a cost of 3,200\$.

The president of Pernambuco has vetoed the bill lately passed by the provincial assembly annulling the contract for supplying that city with fresh meats. A telegram from there says that he is sustained by the government in this shameful job.

An epidemic of house-breaking has again broken out in São Paulo. Several extensive burglaries have been committed there lately, and among the sufferers we note the minister of marine, Counselor Bento de Paula Souza. One actress also is said to have lost some eight or nine contos worth of jewelry and dresses.

The minister of agriculture has refused to grant gratuitously five semanaries, or about 60,000,000 square meters, of surveyed public lands in the province of Minas Geraes, with a 20 years' privilege covering an area of 50 kilometers, for the establishment there of a central sugar or coffee mill, or both, in accordance with the petition of Bernardino Corrêa de Mattos. We now await the indignant protest of Dr. Felício dos Santos against the liberality of the government.

The municipal council of Amparo, São Paulo, before which the question of the burial of non-catholics has been raised, has decided that, "No body can be buried in the municipal cemetery of this city, in that part destined for catholics, without being accompanied by the sepulture (burial permit) of the respective parish priest, or of whom shall perform his duties." It will now be in order for the aldermen of Amparo to tell as what kind of a place they have prepared for the outcasts.

The "Companhia Fluvial Paulista" which is carrying on a steamer traffic on the Piracicaba and Tietê rivers of S. Paulo, has recently made a very favorable report to its share-holders. The company owns two steamers, four iron steam launches, and twelve wood and iron barges. The pecuniary net results of its traffic are not given, but the total freight traffic and receipts for the last five years is given as follows:

Table with 3 columns: year, freight, freight receipts. Data for 1877-1882.

REVISED returns of the late census in France place the total population at 37,321,000 souls, or an increase of 416,000 since 1876. Nearly all of this increase came from towns having a population of 30,000 and upward. Of such towns there are 46.

RAILROAD NOTES

The Dom Pedro II line possesses 113 locomotives and 1,686 passenger cars.

The April receipts of the "Campos e Macaé" railway amounted to 89,702\$000.

An imperial decree of the 27th ult. approves the final surveys and estimates of the Patrocinio branch of the Carangola railway.

The Westinghouse brake is now used on 17 locomotives, 71 American passenger cars, and 10 English passenger cars of the Dom Pedro II railway.

An imperial decree of the 27th ult. approves the final surveys for the extension of the Dom Pedro II line from Itabora to Sabará, province of Minas Geraes.

The March receipts of the "Bahia ao S. Francisco" prolongation amounted to 4,955\$740, and the expenditures to 47,546\$099, leaving a deficit of 6,590\$350.

It is stated that Dr. F. P. Passos of the Paraná railway proposes to carry on the surveys of the extension of that line to the Rio Paraná with a corps of 30 engineers.

The Rio Grande sub-treasury has been instructed to receive 237,420\$720 from the French company building the "Rio Grande Bagé" railway for the surveys made by Hygino Corêa Durão.

The fiscal engineer of the "Fecife ao Linoeiro" railway of Pernambuco having complained of the high tariffs enforced by that road, the minister of agriculture has directed him to draw up a new schedule in accord with the company.

By an official act of the 29th April the president of Bahia ordered the issue of 278 provincial apolices of 1,000\$ each for the payment of 270,000\$ of the kilometrical subsidy to the "Bahia e Minas" line on an additional extension of 30 kilometers accepted by the fiscal engineer. The apolices were issued at 97, and draw 6 per cent. per annum, dating from March 10th.

The total extension of railways under traffic in the empire is 4027 1/2 kilometers. Of this extension 1,103 1/2 kilometers belong to the state, and 637 are operating under government guarantee. The total capital guaranteed by the state is 167,862,572\$473, or, excluding the São Paulo railway, 144,506,722\$473. Of this aggregate 16,000,000\$ is guaranteed at 6 per cent. and the rest at 7 per cent.

In reply to a petition of Polycarpo Lopes de Leão for a guarantee of 7 per cent. for the construction of a railway from Monção to the right bank of Rio Tocantins, province of Maranhão, the minister of agriculture says that the balance of the capital specified by law upon which guarantees can be granted, was exhausted by the Espirito Santo line, and the petition can not therefore be granted.

It is announced that the concessionaires of the projected railway up the Corcovado, in this city, Drs. Francisco Pereira Passos and João Teixeira Soares, intend to withdraw their proposal for the execution of that enterprise because it is impossible to obtain a privilege for 90 years. The government demands the reversion of the road and all its property after the usual term. This last step is undoubtedly the most reasonable one of the whole project.

The annual report of the São Paulo and Rio de Janeiro railway for the past year, which was presented at the general meeting of shareholders on the 28th ult., states that the gross receipts of the line have increased from 1,017,930\$680 in 1878 to 1,302,159\$340 in 1881, an increase of 284,228\$660. The number of passengers carried in 1881 was 103,713, an increase of 12,062 over the preceding year, and the freight traffic amounted to 42,546 tons, an increase of 2,267 tons. The working expenses of the road amounted to 921,520\$869. The capital of the road amounts to 10,665,000\$, represented by 53,325 shares of 200\$ each.

A question having arisen as to the settlement of the profits growing out of a loan realized in London last year by the Carangola railway, the minister of agriculture issued an aviso on the 26th ult. declaring that the net profits growing out of the difference of exchange must be divided with the state. The company borrowed 3,700,000\$ during the last half year of 1881. The interest on the money while on deposit amounted to 26,541\$296, the profits arising from the difference of exchange to 375,741\$097, and the net earnings of the road to an amount sufficient to increase the total to 522,627\$225. Deducing 8 per cent. on the company's capital from this as the amount to which the company is entitled for the half year, there remained 343,886\$437, exclusive of the sum of 23,198\$620 expended in placing the loan. The government however refuses to allow for this last mentioned sum on the ground that it forms no part of the capital and directs that the company shall pay the sum of 366,229\$035 into the national treasury as the net profits of the last half of 1881.

A government railway commission now sitting has reduced the tariff on cereals 50 per cent., and will probably reduce that on coffee from 20 to 25 per cent.

From the Buenos Aires Herald, May 23.

RIVER PLATE ITEMS.

The American gunboat Essex arrived on the 16th at Montevideo. She has 190 men in her crew and four cannons.

The Roach steamship line will send one of their new steamers to Rio from New York on June 5th for its first voyage.

There was not an American vessel in the port of Montevideo last week and only one in Buenos Aires. A state of affairs we never before chronicled.

The British man-of-war Sibira is expected in the River Plate about the middle of next month. She comes to make hydrographical studies in the Straits of Magellan.

The Stump business (defalcation) is on the eve of being settled, Stump and Marechal having come to an understanding which will secure his release and satisfy the demands of M. Marechal.

The harbor is very and increasingly dangerous from wrecks. Why not let some of our idle gunboats remove the wrecks, or if they cannot do this, some one should be employed to do it.

The national office of lands and colonies has been advised through the Department of the Interior not to give course to any petition for National lands for jurisdiction till it is directed to do so by the minister.

It is thought by well-informed persons that the American bark Jonathan Chase burned at Montevideo was set on fire, but while suspicions sharply point to certain parties, there is not proof enough to hold them. The wreck has been found, and faint hopes are entertained of getting something of value up out of her.

The United States gunboat Essex, which was in the Plate some two years ago, is at Montevideo under the command of Capt. Mc Cormick, en route through the straits for the Pacific to relieve the Adams. The Essex will remain about three weeks before proceeding on her voyage.

It is estimated that the national revenue this year will amount to the sum of \$126,400,000. This ought to put all government creditors in a good humor, yet there are those who go, day after day, for weeks, in the vain hope of collecting two or three months' wages. This is what we call bad administration.

The Montevideo passengers of the Pacific steamer Patagonia, from Liverpool, were put in quarantine at Flores Island, because a death had occurred from small pox, while Montevideo has numerous cases in the heart of the city, with no attempt at isolation or care.

The project of Minister Romero, to federalize the Provincial Bank of Buenos Aires, without, as we have reason to apprehend, so much as consulting the will of the province whose interests it affects, is not only an ill-considered project in the highest degree, but it is also unjustifiable and unconstitutional, forasmuch as the national government has no right to despoil this or any other province of its rights and privileges that are guaranteed to it by law.

From Montevideo we have not much to add to our last report. It is to be presumed that the Italian, Spanish and Brazilian claims are dragging their tedious course towards a settlement, and that if the French and German governments have not swelled the demand it has been because they have not seen anything to direct a claim against in that unhappy country.

THE MARITIME COMMERCE OF BRAZIL.

According to official reports the maritime commerce of Brazil for the last three fiscal years, in value was as follows:

Table with 3 columns: year, importation, exportation. Data for 1878-1881.

The excess of exports over imports during these three years was as follows:

Table with 2 columns: year, excess. Data for 1878-1881.

Total excess.....143,664,300 000  
Average annual excess 47,688,100 000

The total value of the coastwise traffic during the same period, the great bulk of which consisted of domestic products, was as follows:

Table with 2 columns: year, value. Data for 1878-1881.

THE DOM PEDRO II RAILWAY.

According to an official report of the Dom Pedro II railway just published, that line now has a total extension under traffic of 682 kilometers 571 meters, divided into sections as follows:

Table with 2 columns: section, kilometers. Data for 1st section to Carandahy.

In 1st sec.: Gambôa..... 1 123  
do Campinho..... 1 524  
do Santa Cruz..... 34 090  
do Macacos..... 4 920  
São Paulo Branch..... 157 198  
Porto Novo .. 23 764

Branches: Santa Cruz..... 1,137,552 197  
Macaos (branching station)..... 61,095 557  
São Paulo..... 10,273,648 889  
Porto Novo do Cunha..... 5,299,790 375  
Paty do Alleres (survey)..... 11,678 770

The capital invested in the road, subject to revision in the last-completed extension from Barbaena to Carandahy, in the 5th section, is as follows:

Table with 2 columns: section, value. Data for 1st section to 5th.

Branches: Santa Cruz..... 1,137,552 197  
Macaos (branching station)..... 61,095 557  
São Paulo..... 10,273,648 889  
Porto Novo do Cunha..... 5,299,790 375  
Paty do Alleres (survey)..... 11,678 770

Stations, including S. Diogo and Gambôa..... 8,104,617 657  
S. Diogo shops and deposits..... 1,104,110 437  
Engenho de Dentro shops..... 1,450,697 691  
Locomotive houses at Barra and Entre Rios..... 68,263 247  
Rolling stock..... 8,157,508 409  
Furniture and utensils..... 238,397 201  
Miscellaneous property..... 200,000 500  
Animals..... 180 000

Total..... 89,939,271 578  
Material ordered..... 1,731,673 754

The cost of the Gambôa branch which comprises one tunnel, does not appear in the above table, nor the separate cost of the Gambôa coffee station, which was constructed at so great an expense.

The traffic of the road during the year 1881 showed a large increase over that of the preceding year. The items are given as follows:

Table with 2 columns: item, value. Data for Passengers, Baggage, Packed express, etc.

Gross receipts..... 13,115,157\$422  
Expenses..... 5,684,710 166

Net receipts..... 7,430,447 256  
do for 1880..... 5,937,501 327

The following table shows the gross receipts, expenses, and net revenue of the line since its inauguration in 1858, exclusive of the revenue derived from real estate and casual receipts, and also the expenses with its central administration:

Table with 3 columns: year, gross receipts, expenses, net receipts. Data for 1858-1881.

The passenger and freight traffic during the last twelve years show the following results:

Table with 2 columns: year, passengers, merchandise, kilograms. Data for 1870-1881.

From *The South American Journal*, April 27.

## GERMANY AND BRAZIL.

A correspondent writes from Frankfort on Sunday week:

The complete destruction of the Exhibition at Porto Alegre, in Brazil, on the 23rd of February last, when a drunken native mob wantonly set fire to the place and burnt down the building, with the whole of its valuable contents, appears likely to form the subject of diplomatic proceedings between the German and Brazilian governments, as most of the property destroyed belonged to German subjects or to German settlers in that part of South America. The feeling which has been aroused in Germany by the particulars just received of this most unparalleled act of vandalism is naturally very strong. The event, as the *Angsbury Gazette* remarks, casts a very sad light on the condition of the lower orders of the native population at Porto Alegre, and has led to serious difficulties among the numerous German settlers there and throughout the province of São Pedro do Sul. Many of the Germans who are the victims of this outrage, are naturalized citizens of Brazil; but that does not debar them from claiming the protection of Germany, and the papers here are demanding that the German government should intercede on their behalf in Rio de Janeiro, in order to obtain compensation for them from the Brazilian authorities.

The circumstances of the case are sufficiently remarkable. The Exhibition was originally started by a German firm at Porto Alegre, in conjunction with the Berlin Central Association for Commercial Geography—a society whose object is to promote German colonisation and foreign trade. The cause of the disaster is admitted to have been popular dissatisfaction with the paltry prizes given at a lottery which had been started in connection with the Exhibition.

An eye-witness says that by about five o'clock in the afternoon of the second day of the riots a very mixed assemblage had gradually collected, which contented itself at first with practical joking and horse-play. Most of the company were soon the worse for liquor, and, in fact, the whole stock of alcoholic beverages available—brandy, wine, and other intoxicating drinks—was appropriated and, with the help of the police, rapidly consumed. As the bottles were emptied they were flung by the mob through such of the windows of the Exhibition building as still remained unbroken after the first day's excesses. In their drunken frenzy the mob then began a more dangerous game. They amused themselves by pouring brandy and other spirits on the curtains which were hanging out of the broken windows, and applying lighted matches to them. By dint of great exertion the officials, however, contrived to extinguish the fire in every case, although the mob used threats, and hurled showers of stones at them. The rioters now turned their attention in a different direction. On one side of the Exhibition building were rows of temporary stables and packing sheds, and in and near them an immense number of boxes and wooden cases filled with hay and straw. The rioters now investigated the *mulgões* to set the straw on fire. This they did, and it was some time before the fire assumed any considerable proportions. A score or two of resolute men might easily have extinguished it and forced the mob to disperse. But no one interfered. The police calmly looked on and appeared to enjoy the fun. While the fire was extending from the straw to the boxes, the report was suddenly spread that there was dynamite in some of the cases, whereupon there was a general stampede, the rabble instantly taking to its heels. But it soon returned, and a member of the committee endeavoured to address the crowd and persuade it to go quietly home without doing further mischief. In this the speaker appeared about to succeed, when some one called out, "They are a disgraceful drunken rabble!" after which the crowd would listen no longer. They became more outrageous than ever, and the officials were only too glad to escape from their fury. Meanwhile the fire had been rapidly extending.

At half-past six o'clock, the city was alarmed by the violent ringing of bells and blowing of trumpets. Everyone rushed into the streets to ascertain what had happened, and streams of people soon poured into the Rua d'Égreja, the Barrack square, and the Varzea, where a terrible spectacle presented itself to their sight. The whole of the Exhibition buildings were involved in flames. The fire had extended from the straw and hay to the packing cases and sheds. From that point the flames soon advanced until they caught an adjacent tower of the Exhibition and then the fate of the entire building and its contents was sealed.

In a few minutes the whole of the buildings were one vast sheet of flame. The structure being almost entirely of timber, and, after the heat of the tropical summer, in the driest possible condition, there was not the remotest possibility of saving anything, the fire having enveloped every part of the edifice before the firemen had time to arrive on the spot. They could only join the

immense crowds that had rushed up to witness the spectacle of the conflagration, which is described as a sight of most impressive grandeur. In half an hour there was nothing left but a vast heap of smouldering ashes. Nothing was saved either of the building or of its far more valuable contents, which were about to be packed up and sent back to their owners. Within half an hour property to the extent of thirty to fifty thousand pounds—it is not yet known how much—had been wantonly annihilated.

As the insurance companies do not hold themselves liable for the losses of the exhibitors, on the ground that they were occasioned through the neglect of the authorities, compensation will be demanded from the Brazilian government. The Berlin Central Society for Commercial Geography has already issued to the exhibitors residing in Germany a formal invitation to send in to its offices the following particulars and documents: 1. The invoices of the goods they sent to the Porto Alegre Exhibition; 2. An account of the expenditure for the carriage of their goods to Porto Alegre; and 3. Their disbursements for insurance against fire, shipwreck, and other risks. These particulars are to be sent in by the 24th of April with a view to the proceedings about to be taken to obtain indemnity from the Brazilian government.

## LOCAL NOTES

—A story was current at Buenos Aires for some days that the Royal Mail packet *Libe* had been lost at sea.

—Our friends at the River Plate have heard that "several cases of yellow fever have broken out in Brazil." We now await the inevitable imposition of quarantine down there, and the consequent checks on commercial intercourse.

—The government has again extended the date for receiving the called-in notes of 20\$ "60 estampa" and 100\$ "4 estampa," to 31st of December next. The time marked for the receipt of the 500\$ notes, however, has not been extended, but will close on the 30th inst.

—The director-general of the post-office, Dr. Luiz Belin Paes Leme, has increased the number of street letter boxes in the city to 116, and the number of postal districts to 62. A chart of the new districts with the hours of mail deliveries and collections, is now in press.

—The police authorities have bound over for trial Robert Wilson, longshoreman, Christopher Stephen, 2nd mate, and Jonathan J. Johnson, steward, for the murder of Capt. Arthur Penery of the British bark *Arcolet*. The two last named are held rather as witnesses than as parties to the crime.

—The subject of the Rio Grande bar was brought up in the Chamber of Deputies on the 31st ult. by Deputy Camargo, of that province. In view of the fact that the bar is now impassable most of the time for all vessels except those of the lightest draft, the subject would seem to be of urgent importance.

—A telegram from Desterro, Santa Catharina, on the 1st inst., and signed by ten conservative provincial deputies, reports the occurrence there of a "horrible scandal." The president of the province is reported to have adjourned the provincial assembly although a quorum was present for the formal opening of its sessions.

—The Dom Pedro II railway authorities have been compelled to ask the minister of empire, through the minister of agriculture, that he should adopt measures by which the municipal council shall enforce a better system for the reception and transport of fresh meats at the Santa Cruz slaughter house. The lack of system there now prevents the regular running of trains from there to this city.

—The Brazilian government have ordered of Messrs Yarrow & Co., Poplar, four torpedo boats of the largest size which have yet been built. They will be 110 feet long, and will be rigged for sailing across the Atlantic during the autumn of the present year. They will be constructed after the firm's well-known "Batoum" type, and will carry four Whitehead torpedoes each. The cost per boat will be £10,500.—*The South American Journal*, London, April 27.

—It has been recently discovered, through the complaints of private parties, that the killing of sheep, calves and hogs is still carried on at the old slaughter house in this city, and in gross violation of municipal ordinances. The complaint has been confirmed by the health commission of that district, and still more recently by members of the municipal council itself. An employee in one of the buildings says that his employer is duly authorized to slaughter animals there, but each one of the aldermen indignantly denies granting such an authorization. It is probable however that the aldermen will not have the case investigated, as they have ordered the place closed without further question.

—The rain-water drainage works of this city amounted to a total expenditure of 429,652\$742 during the past year.

—It is announced that the government has appointed Dr. Joaquim de Almeida Leite Moraes to the presidency of the province of Pará.

—The next steamer of the American line, the *Pocara*, which has been sent out instead of the *Colorado*, arrived at Pará on the 29th ult.

—Admiral Pierce Crosby, U. S. A., recently appointed to the command of the South Atlantic squadron, *vice* Admiral James S. Spotts, deceased, is expected to arrive here about the 7th inst.

—Late telegrams from Spain represent that public opinion is strongly aroused by the Uruguayan complications, and that the government is urged to adopt radical measures toward the latter country.

—The minister of agriculture has directed the director of the fire department to transmit the thanks of the government to the firemen sent to Buenos Aires for the service rendered by them in the fire at the exposition on the 21st ult.

—The president of the municipal council and one alderman went out to Santa Cruz on the 2nd inst., to examine into the reported epidemics of malarial fever and small-pox there. The *Gazeta* says that they found everything in prime order, and that the malarial fevers are diminishing. Nothing is said about the existence there of small pox.

—It is reported on the street that the minister of finance has received various offers of loans from Europe. One report is to the effect that an offer of 60,000,000\$ at 4½ per cent. has been received from London, but that the minister will not accept unless the money is paid in gold.

—The public illumination of this city during the past month was effected by 6,077 gas jets, and of the suburbs by 1,616 globe gas lamps. The total expense was 643,867\$579 for the gas, including 121,898\$391 for the costs of exchange, and 161,850\$642 for the globe gas service.

—In reply to the protest of Anfriso Fialho, representing "The Central Sugar Factories of Brazil" company, against the requirement of the government for the presentation of the statutes of that company for official approval, the minister says that this step is required by law and can not be dispensed with.

—The state telegraph lines now have a total extension of 7,500 kilometers, employing 14,000 kilometers of wire. In this total extension there are located only 131 stations. There are now under construction two lines with a total extension of 1,600 kilometers, one from Curitiba to Guarapuava, Paraná, and the other the prolongation of the main line from Ceará to Pará.

—An official report says that from July 1st, 1881, to March 31st, 1882, there were 3,866,916 revenue stamps printed at the national mint in this city, which with the 3,631,152 existing on July 1st makes a total of 7,498,068 for the nine months valued at 5,143,854\$400. The number distributed during the same period was 5,496,444 valued at 2,856,161\$700, leaving 2,031,624, valued at 2,307,692\$700 to be carried over to the last trimester of the fiscal year.

—On the 30th ult. the French bark *Notre Dame Auxilatrice* entered from Saigon, 82 days out, with a cargo of 108 Chinese for the S. João d'El-Rei Gold Mining Co. of Morro Velho. The Chinese procured some time since from the United States have given so great satisfaction to the company, that it has taken this step to import them under contracts direct from China. We learn from the *Globo* that eight died during the voyage, and twelve were sent to the hospital immediately on arrival, the disease being *beri-beri*.

—A new bank project has lately appeared in this city under the title of the "Banco Romano no Império do Brazil"—a banking enterprise allied to the Roman banks established in Rome, Paris, London, Madrid and Brussels. The seat of the Brazilian establishment will be in Rio de Janeiro. The capital is fixed at 30 millions francs, divided into 60,000 shares of 500 francs each. The purpose is to carry on a general banking business, to loan on all kinds of security, and to carry on public works. The career of the Union Générale will probably make investors cautious of this class of enterprises.

—With the purpose of aiding in the development of commercial relations between Brazil and Canada the Société Postale Française de l'Atlantique, through its agents in this city, Messrs. Auguste Leuba & Co., have offered to transport gratuitously all Brazilian products which it may be desired to send to the Brazilian exhibition at Montreal. The desire to make the Canadian people better acquainted with the productions of this country will be most efficiently aided by this measure, for which reason it is to be hoped that the opportunity thus generously offered by the French company will not be neglected.

—The minister of finance announces his opinion that a reduction of 2 per cent. in the export duty in coffee can be made.

—The assassination of the Crevaux scientific exploring party has been confirmed. The crime was committed by Indians on the Rio Filcomayo, near the Bolivian frontier.

—We note by our last English exchanges that the Queen has appointed James Plaister Harriss-Gastrell, now secretary to Her Majesty's legation at this city, to be secretary to the British legation at Lisbon.

—The United States flagship *Brooklyn*, Capt. Weber, arrived at this port from Montevideo on the 31st ult. The *Brooklyn* will go into the government dock here for repairs and will probably remain in port some two or three months.

—The Senate has rejected the Fefé scheme for a Transit-of-Venus expedition to the Antilles. So far, so good; but as a large part of the money, if not all, has already been spent, what is the Senate going to do about it? We invite the attention of Senator Teixeira Jr. to this matter.

—By a *portaria* of the 24th ult. the minister of empire grants a license to Bacharel Manoel José Pereira Jr. for selling a preparation of his invention entitled "Tonic for invigorating the hair and destroying dandruff." Those who insist that these matters are monopolized by the department of agriculture are radically mistaken.

—Owing to the lack of time and space we are compelled to leave out our usual installment of corrections to the *Journal's* commercial statistics. That there are some corrections to make is shown by the fact that the May receipts of coffee are 908,465 kilos, below what they actually were. The *Journal* editor, however, is improving.

—It is the opinion of some of the deputies that Brazil has been slighted in the invitations to the projected peace congress at Washington, and that the government should therefore decline to send delegates. Before carrying out so childish a policy, it is to be hoped that the government will advise these bumptious deputies to devote just a little time to unprejudiced reflection.

—The final report of the subscription for the family of the late Visconde do Rio Branco, promoted by the *Journal do Commercio*, shows that the total amount received is 43,036\$000. This sum has been invested in *apólices* of the public debt, the interest of which will go to the widow during her lifetime, and the capital to the erection of a monument to the illustrious statesman after her death.

—Owing to the withdrawal of the appointment of Mr. John Gallagher Jr., to the United States consulate-general in this city, President Arthur nominated Mr. C. C. Andrews, of Minnesota, for the position on the 13th April last, transferring Mr. Thomas Adams, the present incumbent, to the Panama consulate. These nominations were confirmed by the Senate on the 18th April. Mr. Andrews was United States minister to Denmark in 1869. Although the Panama consulate is much inferior in rank, is about the worst in the service and affords a salary of only \$3,000 per annum, we understand that Mr. Adams will go thither after a visit home.

—With reference to the reported changes in the Telephone Co. of Brazil, we understand that by a resolution of the shareholders the seat of the company has been transferred to this city. The new association, if it may be so termed, has elected Mr. C. P. Mackie, formerly vice-president, to the presidency, and has chosen the former electrician, Mr. William I. Donshea, to fill the office of superintendent. We are positively informed that the capital stock of the company remains unchanged, and that there is no present intention of increasing it. The full particulars will be given to the public as soon as all the legal formalities are completed. During the month of May 46 new subscribers connected with the exchange system, and 28,800 messages passed over the wires. The company now gives daily coffee quotations.

DIED.—On the 31st of May, at Carson's Hotel, in this city, HENRIETTA VIRGINIA, daughter of the late Robert Mc Dowall, and wife of Mr. William West Lyde, of this city.

The bill to repeal the discriminating duty of 10 per cent. on all products of countries east of the Cape of Good Hope when imported into the United States from places west of the Cape, was finally passed by the United States Senate on April 13th. It provides that the repeal shall take effect January 1st, 1883.

The population of Italy, according to the census returns now being collected, is expected to be somewhat under 29,000,000. The towns in the last 10 years have increased far more rapidly than the rural districts. The annual normal increase appears to be a fraction over seven per 1,000. All the great cities have increased except Florence.

This new geographical map of Italy, planned at the last international congress at Bologna, will cost \$80,000, and probably will not be finished before the end of the century, inasmuch as the budget will furnish at the most only \$46,000 annually for the purpose.

It is estimated that in the southern section of the United States there are 107 cotton mills, with a capital of \$16,000,000, and producing \$24,775,000. Of this amount Georgia has 44 mills, with a capital of \$1,090,000, producing \$6,000,000; North Carolina, 50 mills, with a capital of \$2,775,000, and producing \$5,000,000; South Carolina, 19 mills with a capital of \$2,850,000, and producing \$3,900,000; and Virginia, 11 mills, with a capital of \$1,250,000, producing \$2,500,000. It will be seen that the four states together have 124 mills out of 197, a capital of \$10,935,000 out of \$16,005,000, and produce \$17,400,000 out of \$24,775,000.

COMMERCIAL

June 30, 1882

Par value of the Brazilian mil reis (\$1000, gold 27 d. do do in U. S. coin at \$1 54 per Lt. stg. 54 45 cents. do \$1.00 U. S. coin in Brazilian gold. 18837 do of Lt. stg. in Brazilian gold. 8 889 Bank rate of exchange on London to-day. 2 1/2 Present value of the Brazilian mil reis (paper) do do do in U. S. coin at \$1 80 per Lt. stg. 42 30 cts Value of \$1.00 (\$4.80 per Lt. stg.) in Brazilian currency (paper). 2 353 Value of £1 sterling " " " 11 991

EXCHANGE.

May 23.—There was no change to-day in the market which continued firm but inactive. The banks drew on London at 2 1/2 and private paper was negotiated at 2 1/2 and 2 1/2. Sovereigns closed at 118 7/80 sellers, 118 2/80 buyers. May 24.—The market to-day was in the same condition as yesterday, without alteration in the rates and without much doing. Sovereigns closed at 118 2/80 sellers, 118 1/80 buyers. May 25.—The banks opened to-day at 2 1/2 and after mid-day they reduced their rate to 2 1/2 and 2 1/2. In private paper small transactions were effected at 2 1/2, 2 1/2 1/16 and 2 1/2 on France 4 36 on Hamburg 534, 535 and 538 on London Sovereigns sold at 118 2/80 cash, closing at 118 2/80 sellers 118 2/80 buyers. May 26.—The downward movement continued to-day, the banks drawing in the morning at 2 1/2, then at 2 1/2 and 2 1/2, but transactions being effected at these rates. Bank paper on France was passed at 4 1/2, 4 1/2 and 4 1/2. In private paper on London small transactions took place at 2 1/2 and 2 1/2. Sovereigns sold at 118 2/80 cash. May 27.—Today a reaction set in, as marked as yesterday's decline; the banks opened with the rate at 2 1/2, raising it soon after to 2 1/2, 2 1/2 and 2 1/2. The rates for private paper were 2 1/2, 2 1/2 1/16 and 2 1/2. The business done was unimportant in both bank and private paper, with the exception of one transaction of £40,000 bank paper re-passed which was effected in the morning at 2 1/2. Sovereigns closed at 118 2/80 sellers, 118 2/80 buyers. May 29.—To-day the banks opened at 2 1/2, raising their rate at 2 1/2 to 2 1/2 and at mid-day to 2 1/2, the market closing firm at this latter rate. Private paper was negotiated at 2 1/2, 2 1/2 1/16 and 2 1/2. Sovereigns closed at 118 2/80 sellers, 118 1/80 buyers. May 30.—To-day was again a day of reaction, stronger than the rise of yesterday, the only apparent cause being the scarcity of private paper. The banks opened at 2 1/2, lowering the rate in the course of the day to 2 1/2 and finally to 2 1/2. The transactions in bank paper were considerable but those in private paper unimportant. On France some business was done at 4 38—4 37 bank and 4 35 private. Sovereigns sold at 118 2/80 cash. May 31.—The banks opened to-day at 2 1/2 and remained with this rate all day, small transactions being effected thereat. The rates for private paper were 2 1/2, 2 1/2 1/16 and 2 1/2 on London and 4 38 on France. Sovereigns closed at 118 2/80 sellers, 118 2/80 buyers. June 1.—There was no alteration to-day in the bank rate on London which remained at 2 1/2, the business done being insignificant as usual on the day of departure of the French mail. In private paper small transactions were effected at 2 1/2. Sovereigns closed at 118 2/80 sellers, 118 2/80 buyers. June 2.—There was to-day some more demand for bank paper at 2 1/2 at which rate the banks drew until 3 p. m. when they declined to draw above 2 1/2. In private paper small transactions were effected at 2 1/2. Sovereigns sold at 118 2/80 cash. June 3.—To-day the banks opened at 2 1/2 and private paper could be negotiated at 2 1/2—2 1/2. After mid-day the banks lowered their rate to 2 1/2.

—The London Platino Brazilian Telegraph Company has announced a dividend at the rate of 3 per share.

—The half-yearly report of the directors of the Brazilian Submarine Telegraph Company, Limited, shows a revenue of £86,652, and an available balance of £17,711. The distribution of two interim dividends took £39,000, leaving £38,211 to be carried forward. Since December 31, the sum of £39,356 has been invested on account of the reserve fund.—Liverpool Journal of Commerce, May 5.

—The May returns at the custom house at this port show the total receipts to be 3,879,112 3/39 as follows:

Table with 2 columns: Category and Amount. Includes Imports (3,914,942 2/25), Despacho maritimo (17,543 4/20), Exports (660,000 1/10), Other sources (6,636 4/64), Deposits (25,086 4/79), Restitutions (27,216 4/49), Inland revenue returns (867,641 5/33).

SALES OF STOCKS AND SHARES.

Table of stock sales for May 23, 24, 25, 26, 29, 30, and June 1. Lists various stocks like Six per cent apolices, Banco do Comercio, and others with their respective prices.

MARKET REPORT.

Rio de Janeiro, June 3rd, 1882.

Exports.

Coffee.—Our list report was on the 23rd ulto. On that day dealers raised their currency prices about 20 reis per kilo for the grades from Superior down to Ordinary First, and since then no further change has been made.

In view of the decline in Exchange, the sterling cost of coffee to-day, as compared with that on the 23rd ulto, shows a decline of 5d. per cwt. for the best grades, 10d. per cwt. on the lowest, and a rise of 2d. per cwt. on the medium ones.

Receipts have slightly increased, the daily average during the 11 days since the 23rd ulto. having been 8,217 bags, against 7,301 during the preceding ten days.

Advices from consuming countries not having been very encouraging, and the prices raised there being out of proportion to those demanded here, only a limited business has been transacted and the market closes quiet at the quotations we give below.

The sales since the 23rd ulto. have been 74,820 bags, viz:

Table showing sales since 23rd ulto: 49,070 bags for United States, 18,310 for Europe, 7,440 for Elsewhere.

The total sales during the month of May amounted to 63,850 bags, viz: 192,330 bags for United States, 101,110 for Europe, 15,500 for Cape of Good Hope, 21,980 for Elsewhere.

Receipts during the first 2 days of this month have averaged 7,937 bags per day.

Table of receipts during first 2 days of month, listing various ports like New York, Baltimore, and others.

Table of receipts during first 2 days of month, listing various ports like Southampton, Marseilles, and others.

Table of receipts during first 2 days of month, listing various ports like Hamburg, Lisbon, and others.

Table of receipts during first 2 days of month, listing various ports like Rio de Janeiro, Valparaiso, and others.

The clearances in May were: for United States 207,272 bags, against 158,755 in May 1881.

Table showing clearances in May by destination: United States, Europe, Canada, etc.

The clearances in May were: for United States 207,272 bags, against 158,755 in May 1881.

Table showing clearances in May by destination: United States, Europe, Canada, etc.

Showing a decrease of 217,433 bags as compared with the clearances in the same period of last crop-year, viz:

Table showing decrease in clearances compared with last crop-year.

Receipts during the month of May have averaged 8,635 bags per day.

Table showing receipts during month of May by destination.

The total receipts during the 11 months since July 1st amount to 3,676,512 bags.

Table showing total receipts during 11 months since July 1st by destination.

Washed... 4\$000—6\$000 Superior... 3 920—4 400 Good first... 3 920—4 000

and on this class cargoes may be quoted: Prime United States... 4.400—4.500 per cwt per lb.

Stock is estimated to-day at 114,000 bags, not very well assorted.

Total clearances of coffee from Rio during the 5 months from Jan. 1st to May 31st, 1882.

Table showing total clearances of coffee from Rio during 5 months by destination.

Table showing total clearances of coffee from Rio during 5 months by destination.

Table showing total clearances of coffee from Rio during 5 months by destination.

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Total clearances of coffee from Rio de Janeiro during the 11 months from July 1st to May 31st.

Table showing total clearances of coffee from Rio de Janeiro during 11 months by destination.

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Table showing total clearances of coffee from Rio de Janeiro during 11 months by destination.

Arrivals in May 1,556 barrels against 2,381 in May 1881 Total arrivals since January 14,653 barrels against 25,530 same period 1881

KEOSAUO—Arrivals—2,000 cases per lot from New York Market firm and prices advanced to 4800 per case for Devco's Brilliant Arrivals in May 1,530 cases against 7,900 in May 1881 Total arrivals since January 151,990 cases against 88,991 same period 1881

LARD—Arrivals—100 kegs per lot from Baltimore Market steady at 4700 reis per lb for George's brand Arrivals in May 500 kegs against 8,500 in May 1881 Total arrivals during the 5 month 27,495 kegs and 45 cases against 35,180 in 1881 same period 1881

TURPENTINE—No arrivals Market firm and prices advanced to 600—400 reis per kilo Arrivals in May 465 cases against 150 in May 1881 Total arrivals since January 12,557 cases against 1,630 in same period 1881

ROSIIN—No arrivals Market unchanged at 9500—9 500 per barrel Arrivals in May 316 barrels against 750 in May 1881 Total arrivals since January 14,396 barrels against 3,745 same period 1881

CODFISH—Arrivals—50 tubs per lot from Halifax Market continues firm at 15800—27 000 per tub according to quality Arrivals in May 1,359 tubs and 384 cases against 2,661 in May 1881 Total arrivals since January 151 19,216 tubs and 4,312 cases against 20,203 in 8,993 same period 1881

SHIPPING NEWS.

ARRIVALS OF FOREIGN VESSELS. MAY 23. CARIBBEA—Br ship Minister of Marine, 1,024 tons; Mack; 50 ds coal to Norton Megaw & Co. MAY 23. PAYSANDE—Sp ship Anna Christina, 159 tons; Fabrega; 15 ds jerked beef to S. Hime & Zenha. MAY 23. SALV ISLAND—Br ship Teromaria, 387 tons; Soares; 22 ds salt to M. de Oliveira & Co. MAY 23. SANTOS—Gr bgn Levante, 286 tons; Gronlund; 6 ds ballast to J. Bradshaw & Co. MAY 23. GLASGOW—Nor bgn Viking, 289 tons; Lindqvist; 52 ds coal to Cortes Pacheco & Co. MAY 23. GREENOCK—Br bk Lady Catherine, 499 tons; Williams; 70 ds coal and iron to A. Wagner. MAY 23. ROSARIO—Am bk Yachtin H. Ingersoll, 608 tons; Buis; 22 ds hay to E. Pecher & Co. MAY 23. CAMBUI—Am ship Marinho, 1,611 tons; Harriman; 50 ds coal to Messagers Maritimes. MAY 23. D. Ho ship Danialtina, 1,688 tons; Sangster; 40 ds coal to D. Ho ship H. R. R. MAY 23. LIVERPOOL—Br bgn Sibinga, 127 tons; Doherty; 84 ds sundries put in for repairs; bound for Port Natal. MAY 23. OYSTER—Port bk Amelia, 263 tons; Moutinho; sundries to Cardia Gramacho & Co. MAY 23. ST. JOES—Br bgn Alice Adair, 235 tons; Bulmer; 6 ds; pine to order. MAY 23. ANTWERP—Nor bk Enriana, 247 tons; Askeland; 71 ds sundries to E. Shaw & Co. MAY 23. LIVERPOOL—Br ship Algonquin, 1,223 tons; Richards; 64 ds coal to G. H. H. R. MAY 23. CADIZ—Br bk Charlotte Gladstone, 1,251 tons; Guthrie; 70 ds coal to D. Pedro H. R. MAY 23. —Br bk Alvaro, 1,121 tons; Dilson; 56 ds coal to Wilson Sons & Co. MAY 23. N. YOUNG—Br bgn Lane, 190 tons; Wakelam; 49 ds; sundries to Montano Hime & Co. MAY 23. WESTERWICK—Dan bgn Maria Augusta, 139 tons; Eidsson; 60 ds; pine to Hartwig Willmsen & Co. MAY 23. SUNDERSLAND—Br bk Countess of Roches, 738 tons; Scott; 50 ds coal to Fortia & Towler. MAY 23. CUTER—Nor bk Grant, 455 tons; Florensen; 73 ds; sundries to Berla Orem & Co. MAY 23. WESTERWICK—Nor bgn Susanne, 184 tons; Jonassen; 214 tons; pine to Hamann & Co. MAY 23. BUNSWICK—Br bgn Valer, 408 tons; Cowell; 64 ds; pine to order. —Br bk Marie King, 252 tons; Gould; 60 ds; pine to F. Clemente & Co. MAY 23. CADIZ—Br ship St. George, 1,493 tons; Tallack; 55 ds; coal to D. Pedro H. R. MAY 23. ROSARIO—Gr bgn Maria, 135 tons; Witrook; 16 ds; jerked beef to A. Wagner. MAY 23. LEITH—Nor bk Anson, 2042 tons; Teddesen; 58 ds; coal to order. —Nor bk Anna, 277 tons; Wingard; 55 ds; coal to Watson Ritchie & Co. MAY 23. RICHMOND—Gr bgn Gerhard Erdman, 218 tons; Horstmann; 04 ds; flour to Phipps Bros. & Co. MAY 23. CALENTAS—Dan schr Odde, 170 tons; Hansen; 102 ds; pine to Hartwig Willmsen & Co. MAY 23. PORT PIERRE (Australia)—Am bk Olive Tharlow, 660 tons; Williams; 95 ds; wheat to João José dos Reis & Co. MAY 23. SAGON—Fr bk Notre Dame Auxiliatrice, 515 tons; Jagout; 8 ds; ballast to P. S. Nicolson & Co. emigrants. MAY 23. B. AVES—Sp bgn Pedro Tarrat, 198 tons; Cisa; 14 ds; jerked beef to J. Romaguera. MAY 23. HAMBURG—Nor bk Cate, 343 tons; Kroger; 74 ds; sundries to Hartwig Willmsen & Co. MAY 23. OYSTER—Port bgn Marinhos, 240 tons; Pintax; 41 ds; sundries to Veiga Pinto & Co. JUNE 1. BARCELONA—Sp bgn Juanita, 178 tons; Manau; 49 ds; wine to order. BALTIC—Am bgn Alice, 312 tons; Bonson; 45 ds; flour to F. Clemente & Co. DEPARTURES OF FOREIGN VESSELS. MAY 23. BALTIC—Am bk Amazon, 229 tons; Myrick; coffee. BARBODAS—Br bk Hope, 275 tons; Jenkins; ballast. POTOSI—Port bgn Fanny, 153 tons; Pinto; ballast.

MAY 24. SANTOS—Port bk Amelia Norton, 590 tons; Santos; same cargo. MAY 25. QUEIROZ—Br bk Latonia, 1,043 tons; Hurry; ballast. LISBON CO.—Br bgn Peri, 254 tons; Gault; coffee. NEW YORK—Port ship America, 1,011 tons; Sears; coffee. —Br bgn Ellen Holt, 399 tons; Duncan; coffee. VALPARAISO—Br bk Clyde Vale, 165 tons; Benjamin; ballast. MAY 26. BALTIMORE—Am bk D. Pedro II, 497 tons; North; coffee. RIO S. FRANCISCO—Sp bk Jovon Enriquez, 273 tons; Girpet; sundries. MAY 27. PORT ELIZABETH—Nor bgn Taber, 200 tons; Quic; coffee. HAITI—Fr bk Dupuy Toulon, 387 tons; Savary; sundries. PERAMBICO—Port bk Godalio, 258 tons; Mathies; sundries. MAY 28. FALMOUTH Ld.—Gr bgn Levante, 265 tons; Gronlund; coffee. BARCELONA—Sp bgn Franciscina, 194 tons; Domenech; sundries. MAY 29. WILMINGTON—Br bk Mercury, 978 tons; Nijelam; ballast. THIRINDAM—Am bgn Nieruch, 464 tons; Wypson; ballast. PARANAGU—Sp bk Union, 166 tons; Simona; ballast. —Sp bgn Eclair, 148 tons; Carell; sundries. MAY 31. BALTIMORE—Am ship Go Peabody, 493 tons; Wilson; coffee. PERAMBICO—Port bk Camilo, 258 tons; Cardia; sundries. JUNE 1. AORLAHE—Am ship Gelpyberg, 1015 tons; Theohald; same cargo. PELORAS—Gr schr Spacant, 100 tons; Viereck; sundries. LAGUNA—Nor bk Capella, 200 tons; Colman; ballast. FAYAHY—Arg bk Octavia, 180 tons; Gouvea; sundries.

ARRIVALS OF FOREIGN STEAMERS. DATE NAME WHERE FROM CONSIGNED TO

Table with columns: DATE, NAME, WHERE FROM, CONSIGNED TO. Includes entries for May 23, 24, 25, 26, 27, 28, 29, 30, 31 and June 1.

ARRIVALS OF FOREIGN STEAMERS. DATE NAME WHERE FROM CONSIGNED TO

Table with columns: DATE, NAME, WHERE FROM, CONSIGNED TO. Includes entries for May 23, 24, 25, 26, 27, 28, 29, 30, 31 and June 1.

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

Table with columns: NAME, TONS, WHERE FROM, CONSIGNER. Lists various ships and their origins.

ARRIVALS OF FOREIGN VESSELS.

Table with columns: NAME, TONS, WHERE FROM, CONSIGNER. Lists arrivals for American, British, and German ships.

Table with columns: NAME, TONS, WHERE FROM, CONSIGNER. Lists arrivals for British, German, and other ships.

Table with columns: NAME, TONS, WHERE FROM, CONSIGNER. Lists arrivals for German, Italian, and other ships.

Table with columns: NAME, TONS, WHERE FROM, CONSIGNER. Lists arrivals for German, Italian, and other ships.

Table with columns: NAME, TONS, WHERE FROM, CONSIGNER. Lists arrivals for Spanish, Portuguese, and other ships.

Table with columns: NAME, TONS, WHERE FROM, CONSIGNER. Lists arrivals for Portuguese, Italian, and other ships.

Table with columns: NAME, TONS, WHERE FROM, CONSIGNER. Lists arrivals for Portuguese, Italian, and other ships.

DEPARTURES OF FOREIGN STEAMERS. DATE NAME WHERE TO CARGO

Table with columns: DATE, NAME, WHERE TO, CARGO. Lists departures for various steamers.

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GOVERNMENT BONDS

Table with columns: EMISSION, CIRCULATION, DENOMINATION, INTEREST, NOMINAL VALUE, QUOTATION. Lists various government bonds.

BANKS AND PUBLIC COMPANIES

Table with columns: CAPITAL, SHARES, RESERVE FUND, LAST QUOTATION, LAST DIVIDEND. Lists various banks and public companies.

## C. McCULLOCH BEECHER AND COMPANY.

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Capital paid up..... " 500,000  
Reserve fund..... " 150,000

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LONDON,

Messrs. MALLET FREKES & Co.,  
PARIS,

Messrs. J. H. SCHROEDER & Co.,  
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Messrs. MORTON, BLISS & Co.,  
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HEAD OFFICE IN LONDON

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Ditto, paid up..... £ 500,000  
Reserve Fund..... £ 150,000

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The steamer

## COMTE D'EU MONTREAL

Will sail for  
MONTREAL  
With calls at BAHIA, PERNAMBUCO, CEARÁ,  
MARANHAM, PARÁ and S. THOMAS,  
at midday of the 7th instant.

Cargo will be received for all the ports above mentioned, and also for transhipment to CHICAGO, TORONTO, etc.

For freight and info. apply to

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Agents.  
No. 48, Rua d'Alfândega.

## ROYAL MAIL STEAM PACKET COMPANY

Under contracts with the British and Brazilian Governments for carrying the mails.

### TABLE OF DEPARTURES, 1882

Date	Steamer	Destination
June 9	Minho.....	Lisbon, Southampton and Antwerp.
"	Mondego.....	Lisbon, Southampton, Havre and Antwerp.
" 24	Elbe.....	do do and Havre.

The outward steamers are due here about the 25, 30 and 16 of each month; the former proceeding to Santos, the two latter to Montevideo and Buenos Ayres, after the necessary stay in this port.

For freights and passages apply to  
E. W. MAY, Supt.,  
Rua 1ª de Março No. 41.

## LIVERPOOL, BRAZIL AND RIVER PLATE MAIL STEAMERS

UNDER CONTRACT WITH THE  
BELGIAN AND BRAZILIAN  
GOVERNMENTS.

### June Departures: To New York:

Memnon.....	June 5th
Copernicus.....	" 10th
Hulley.....	" 15th
Teniers.....	" 20th
Sivius.....	" 25th
Herschel.....	" 30th

### To Europe

Gaïlle.....	June 8th
Markéyne.....	" 18th
Handel.....	" 20th
Pascal.....	" 28th

### To the Southern Ports

Cadison.....	June 3rd
Cavour.....	" 10th
Cervantes.....	" 17th
Canara.....	" 25th

### Norton, Megaw & Co.

Rua 1ª de Março No. 82.

F. D. MACHADO, Broker.

## UNITED STATES AND BRAZIL MAIL STEAM SHIP CO.

The new packet

## PONCA

(CHARTERED)

Expected to arrive about the middle of June,  
Will return as soon as possible for

## NEW YORK,

calling at  
BAHIA, PERNAMBUCO, MARANHÃO, PARÁ  
and St. THOMAS

For passages and information apply to  
Wilson, Sons & Co., Limited, Agents  
No. 2 Praça das Marés.

And for cargo to  
W. C. Peck,  
No. 6, Praça do Commercio

## MERCHANT STEAMSHIP CO. LIMITED

The Packet

## GLENAPP

now receiving cargo at Santos, will sail from here with all dispatch for

## NEW YORK

Calling at PARÁ only.

Cargo will be received for PARÁ.

For freight apply to

W. R. McEwen, Broker.  
And for passages and other information to the Consignees:  
Edward Johnston & Co.,  
62, Rua de S. Pedro.

## C. P. MACKIE & Co., Limited.

PHILADELPHIA, Pa., U. S. A.

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Designs and Estimates on application.

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THE WHARTON RAILROAD SWITCH Co.  
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NEW YORK, U. S. A.

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DUNKIRK, N. Y., U. S. A.

W. M. SELLERS & Co.  
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## TYPOGRAPHIA CENTRAL

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The proprietors of "The Rio News" and "Revista de Engenharia" have established a first-class Commercial Printing Office, in connection with their publication offices, and are now prepared to receive orders. Their presses and type are new and of the best make, and no pains will be spared to give entire satisfaction in the work undertaken.

Special attention will be given to English work.

## REVISTA DE ENGENHARIA, (PORTUGUESE.)

The only Engineering Review published in Brazil.

Devoted to the interests of Brazilian engineers and engineering enterprises, and to all co-ordinate subjects which aid in the industrial development of the country.

It will contain a full record of all concessions granted by the government, and of their administration and condition.

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six months..... 6 000  
each number..... 2 000

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Editorial and publication rooms:

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Caixa no Correio, A.

Rio de Janeiro.

## THE RIO NEWS

Published three times a month for the American and European mails.

The Rio News was established under its present title and management on the 1st of April, 1879, succeeding the *British and American Mail*. Although the style, title and frequency of issue were changed at the time of transfer, the designations of number and volume were continued unbroken. At the beginning of 1881 the style of the publication was still further changed by an increase from four to eight pages, and a diminution in the size of the page. This change not only largely increased the size of the publication, but it added greatly to its convenience for office and reference use.

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

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

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