

THE RIO NEWS.

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Vol. IX.

RIO DE JANEIRO, JUNE 15TH, 1882

NUMBER 17

OFFICIAL DIRECTORY

AMERICAN LEGATION.—7, Rua Nova das Laranjeiras, THOMAS A. OSBORN, *Ministe*.
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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 m., Cachoeira (S. Paulo branch) 1:45 a. m., São Paulo (P. S. P. & Rio R.R.) 6 p. m. Downward: leaves São Paulo 6 a. m., Barbacena 8:22 a. m., Porto Novo 12:13 p. m.; arriving at Barra 4:11 and Rio 7:52 p. m. Connects with Valenciana line at Desengano; Rio das Flores line at Commercio, União Mineira line at Seraria; Oeste de Minas (S. João d'El-Rey) line at Sitio; Leopoldina line at Porto Novo; Resende e Areas line at Saruly; and S. Paulo and Rio de Janeiro line at Cachoeira.
Limited Express: Upward, leaves Rio 7:15 a. m.; arriving at Barra 10:26 a. m., Rio Novo (central line) 7:07. Cachoeira (S. Paulo branch) 5:28 p. m., Downward, leaves Cachoeira 6:48 a. m., Rio Novo 9:50 a. m., arriving at Barra 11:42 and 11:57 p. m., Cruz branch at Sapopemba, and Macaco branch at Belém.
Mixed Trains: Leave Rio at 9:10 a. m., 3:12 and 4:10 p. m.; arrive, from Belém 7:15 a. m., from Barra 8:45 a. m., from Entre Rios (leaving 6:07 a. m.) at 3:28 p. m.
Suburban Trains.—Passenger trains leave at 5:00, 6:30, 7:40, 8:40 and 10:22 a. m., and 1:15, 3:30, 4:30, 5:50, 7:30, 8:30 and 10:00 p. m., all stopping at Cascadua except the 10 p. m. train, which runs to Sapopemba. Returning, the trains leave Sapopemba at 3:30 and Cascadua at 5:30, 6:10, 7:40, 8:40, 10, and 11:35 a. m., and 2:10, 3:20, 4:30, 5:30, 7, 8:30 and 9:40 p. m.
CAYALGALLO R. R.—Leaves Niterohy (Santa Anna) 7:30 a. m., arriving at Nova Friburgo 1:05 Cordero (1 hour per tramway from Cantagallo) 4:25 and Macaco 5:45 p. m. Return train leaves Macaco 6:30, Cordero 7:50 and Nova Friburgo 11:10 a. m., arriving at Niterohy 4:35 p. m. A ferry boat runs between Rio and Sant'Anna, connecting with trains.
PETROPOLIS STEAMERS AND R. R.—Steamers leave Trapiche Mauá 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, diligences leave Petropolis at 6 a. m., the boat arriving at Rio at 9:30 a. m.

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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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RIO DE JANEIRO, JUNE 15TH, 1882.

In another column will be found a further discussion of the Rio Grande bar, especially with reference to certain plans presented for the employment of interior works and of the creation of a new port with a ship canal leading to the Lagôa dos Patos. This discussion, which is from the studies of an experienced engineer, will have special interest at this moment because of the serious state of the bar, and of the daily increasing difficulties which it presents. The question is now one of urgent importance, so much so that every moment's loss means vital injury to one of the best provinces of the empire. Owing to the peculiar situation of the province of Rio Grande and the character of its sea coast, its whole commerce and development is dependent upon this one outlet—the Rio Grande bar. That obstruction removed or decreased, a large part of the province, including three important ports, is thrown open to ocean communication with the rest of the empire and the outside world. Leave this outlet as it now is, and with its daily increasing obstructions, and the province is at once almost isolated, and the commerce of three important cities is destroyed. Even were it practicable, a railway across the country from the coast of Santa Catharina will afford little relief, for it will leave the ports of Rio Grande, Pelotas and Porto Alegre practically abandoned. The dried beef industries will at once die out, because that product will hardly bear two transshipments by way of lake and railway, before reaching the sea. The closing of the bar therefore means the destruction of one of the chief industries of the province,—Porto Alegre being unfavorably situated for the business—the destruction of the ocean commerce of three ports, and the practical abandonment of three cities except as local centers. More than that, it means the absolute ruin of the Rio Grande and Bagé railway with its projected extension to a junction with the line from Porto Alegre to Urugayana, because Rio Grande will be no longer of use as a terminal port and base of supplies. All reason for the existence of this road will cease to exist with the closing of the bar. And furthermore, owing to the character of the country about and above Porto Alegre, the railway running from that city inland will also lose much of its importance through its being out of a direct line between the Santa Catharina sea port and the interior. If the government has no other interest in a Rio Grande railway than its strategical importance, it will eventually be found that a line running to some interior point, as Cacequy, will be more immediately advantageous than the difficult and expensive detour around the head of the Lagôa dos Patos from Porto Alegre. From every

point of view there is no escaping the fact that the prosperity of Rio Grande as a Brazilian province depends directly upon an easy and safe communication with the sea through the outlet of the Lagôa dos Patos. It seems suicidal therefore to delay practical measures for the improvement of this now almost impassable bar.

Among the events of the present month is the formal withdrawal of the *Anglo-Brazilian Times* from further discussion of the Botanical Garden tramway question on the grounds that its mission has been fulfilled and its work accomplished. It flatters itself that it has rendered a public service, and intimates that it has achieved a signal victory. Just what that service has been, or where the victory lies, few will be able to understand, and few will probably care to investigate. As far as the general public is concerned, it is perfectly well known that the Botanical Garden company has done nothing whatever which is not warranted by its statutes and by the circumstances in which it was placed. This fact has been clearly established by the attorney of the company, Counselor Saldanha Marinho, in a series of articles now being published. In his complaint that the president of the company, R. C. Shannon, Esq., has persecuted his printer for the discussion of this question of increase of capital, to the extent of compelling a change of publication office, the editor of the *Times* well knows that his statement is false and deceptive. Mr. Shannon brought an action against the "author" of certain personal slanders against himself which appeared in the editorial columns of that sheet. The laws of Brazil, as the editor of the *Times* well knows, do not permit any one but a Brazilian citizen to answer for a published libel, and as he failed to furnish a responsible party to answer the charge there remained no one to be held accountable but the printer. It is unjust to the printer of course, but when a gentleman's private character is wantonly and maliciously assailed some one must be held accountable. If the editor of the *Times* chooses to shield himself behind a defect in the law, then the only responsible party to the transaction, the innocent printer, must be held to answer. In this connection, however, the editor of the *Times* failed to state that his printer demanded from him a responsible name for that sheet, which was promptly refused. He then declined, very properly, to continue the publication of a sheet which was capable of publishing infamous libels in its columns and then of leaving the printer to answer for them. The Messrs Lombaerts & Co. is too respectable a house to continue a transaction of this character. If there was any public service rendered in this attack upon the Botanical Garden company and its president, it is that of calling public attention to the gross defect in this law of published libel, which permits a foreigner to escape the consequences of personal slander.

The last report of the minister of agriculture in that part relating to the Ypanema iron foundry is full of suggestive reading. For a long time it has been urged upon the government, even by the director of the works himself, that some step should be taken to dispose of the property to a private organization, by which it can be more effectively and economically managed. It has been shown again and again that its cost and expense is very largely in excess of its revenue, and that there is little probability of a change for the better for many years, even if at all. The character of the plant, the location of the works, the conditions under which the works must be carried on, and the unbusiness-like methods employed in every government undertaking of this

character, are all opposed to the economical administration of the enterprise, and there can be no other logical result therefore than deficit. It is possible that the works could be carried on by private enterprise so as to leave a profit, but that result can only be obtained through the most rigorous economy and superior business management. And even then much of the oddly-assorted plant would have to be discarded, and the efforts of the enterprise centered upon a few manufactures which experience may have proved to be practicable and profitable. Thus far however the government has preferred to keep control of the works, and to manage it at a serious loss. How great this loss has been will be seen from the report of the director for the fifteen months ending with the 31st of March. From the 1st of January to the 30th of September, 1881, the receipts and expenses of the works were as follows:

Receipts: Cash sales.....	14,845\$340
Material furnished to the marine arsenal.....	20,159 330
Material furnished to the D. Pedro II R.R.....	6,280 000
	41,284\$670
Expenses:.....	125,972 740
Deficit for 9 months.....	84,588 070

From the 1st of October, 1881, to the 31st March, 1882, the loss was even greater, the receipts and expenses being as follows:

Receipts: Cash sales.....	8,510\$780
Material furnished to the marine arsenal.....	3,257 400
Material furnished to the D. Pedro II R.R.....	1,595 000
	13,362\$800
Expenses.....	93,700\$382
Deficit for 6 months.....	80,337\$500

Total receipts for 15 months.....	54,756\$850
Total expenses do do.....	219,673 131
Total deficit do do.....	164,916 281
Average loss per month.....	10,994 419

With such a result as this it is incomprehensible how the government can pursue a policy so mistaken as to manage an enterprise purely industrial in its character. An average loss of nearly eleven contos a month is something more than a trifle, especially when hundreds and thousands of creditors are compelled to wait months and years for the small amounts due them. It should be remembered that while the government was paying out this deficit of nearly 132,000\$ a year, a private individual was paying for the maintenance of a public garden in this city out of his own pocket, simply because he could not get the money to pay for the labor and expenditure authorized by a public department. On no ground whatever can such a policy as this be defended. Unlike an individual a government may not throw away money at pleasure even when it can afford the amusement, because the money is not a private possession. As long as there are so many just claims upon the public treasury, it is certainly unjust as well as impolitic to continue this useless expenditure. The Ypanema iron works can not possibly yield a revenue under existing conditions, and it is folly therefore to throw away any more money on the enterprise. If the works can not be rented or sold, the next wise thing to do will be to close the doors.

THE ADDRESS TO THE QUEEN.

The following is a copy of a note from Edwin Corbett, Esq., H. B. M's Minister at this court, to the committee of British residents in this city, conveying the thanks of Her Majesty, Queen Victoria, for the address tendered to her on the event of her recent happy escape from assassination.

PETROPOLIS, 31st May, 1882.

Sir,—Earl Granville, Her Majesty's Principal Secretary of State for Foreign Affairs, has informed me that he is commanded by the Queen to request me to convey to the

British residents at Rio de Janeiro, through the members of the Committee, the very sincere thanks of Her Majesty for the loyal solicitude which they have evinced for her welfare on the occasion of the recent attempt upon her life.

I am, Sir,
Your most obedient, humble servant,
(signed) EDWIN CORBETT.

THE RIO GRANDE BAR.

Improvements of the Port of Rio Grande do Sul, as proposed by Srs. Joaquim de Carvalho Bastos and Guilherme Ahrons.

In the project put forward by the above gentlemen, two plans are presented. The first is denominated a system of canalization for rectifying the course and regulating the outflows of the upland waters. In its essential features, it consists of a series of groynes, or artificial embankments, constructed at various points of the channel commencing opposite the town of Rio Grande and extending to the extreme point of land at the southern entrance of the harbor. The plan is based upon the opinion that the accumulations at the bar are mainly due to the deposit of sand and alluvial matter brought down by the flood waters from the interior, and that such deposit would be prevented if the velocity of the outgoing current was increased by narrowing the channel through which the fresh water flows into the Atlantic Ocean.

Such a course would undoubtedly effect the object if the accumulations at the bar were due to the cause assigned, but there is no proof whatever that the bar is formed by the deposit of alluvial matter. On the contrary, the material of the bar is almost entirely composed of sea-sand. It is now the almost universal opinion of harbor engineers that sea bars are not due to the deposit brought down by rivers, but are almost invariably the result of the action of waves on the sandy bottom of the river delta. Sir John Coode, one of the engineers of the English government harbor commission, in an opinion given May 20th, 1879, says: "I do not know of a single instance of a bar formed by river deposit alone, although I know many formed wholly and solely by the action of the sea. If any one bar was more likely than another to be formed by river deposits it would be the bar of the Tyne, for the ratios of flood discharge in that river to the summer discharge was larger than that of any other river in Great Britain, about 120 to 1, yet it was well known that the material of the Tyne bar was sea-sand alone, and his firm opinion was that the material brought down by rivers was deposited towards the head of the sea water and little or no material from up country was to be found upon the sites of sea bars. As a proof of his opinion he might mention the Swan river on the coast of Western Australia facing the southern ocean. With very little tide, there was a bar of the worst possible description, while the Garra at Melbourne which discharged into a sheltered embayment at the head of Port Phillips, though it had a rise of tide precisely the same as the Swan river (2 feet), had no bar simply because it was in a sheltered position and there was no heavy wave action to throw up the material to form a bar."

If the proposal for contracting the channel at Rio Grande were an original experiment for effecting the removal of a sea bar it might be difficult to convince those interested in the matter that the works proposed would not be successful. But unfortunately the experiment has already been tried in several places and proved disastrous failures. The river Tees in the north of England is a notable example. So long ago as 1830, works involving the construction of artificial

embankments and jetties were commenced and upwards of £200,000 sterling were spent without producing any satisfactory results. But in 1864 two moles or breakwaters were constructed and now there are 27^{ft} of water on the bar where before the breakwaters were built only 11^{ft} could be obtained.

The rivers Danube and the Mississippi are both cases in which interior canalization were found to be inefficient until ocean breakwaters or sea jetties were executed. In reference to the Mississippi, Captain Eads, in a report sent to the Institution of Civil Engineers, London, under date of July 28th 1879, says: "Between December, 1878, and June, 1879, the channel on the bar had been deepened to 28 feet. When the construction of the jetties was commenced the entrance to the Mississippi was by the South West Pass, where a depth of 17 to 18 feet on the bar was only maintained by constant dredging, and now at high tides there is a depth of 33 feet over the bar between the South Pass jetties, against 7 feet before the works were begun. When the South Pass was adopted, the other entrances were closed."

Many other examples might be brought forward to show where simple embankment has entirely failed to effect the removal or prevent the formation of bars and in only those cases where breakwaters or jetties have been ultimately resorted to have the embanking works been of any utility. Now as there are no special conditions in the case of the bar of Rio Grande which removes it out of the influence of what happens in the usual course of harbor engineering, it may be safely predicted that the plan suggested by Snrs. Bastos and Ahrons would be unsuccessful unless provision were made for the construction of breakwaters so as to impede the action of the ocean waves; but with the construction of such breakwaters it is quite certain that a very considerable portion of the proposed interior embanking would be rendered entirely unnecessary.

The second plan presented by Snrs. Bastos and Ahrons consists in the construction of an artificial port, and the cutting of a short canal from the proposed port to some suitable point where it could join the present north or ship channel. At first sight the plan suggested seems to present a feasible means of effecting a great improvement in the harbor and an easy method of escaping from the difficulties of the "bar," but a careful examination of the plan by persons who have had any experience in such works must soon convince them that to the execution of such a scheme there are objections of the gravest character. It is admitted by the projectors that they base their proposals more or less upon the success of the recent works executed in the construction of the new canal connecting the city of Amsterdam directly with the North Sea, but the conditions under which the latter works have been constructed are essentially different from those under which the proposed works at Rio Grande could be carried out. The only works for a ship canal which bear any resemblance to those for Rio Grande are those of the Suez canal at its Port Said entrance. In fact, the proposed canal would be simply a cut or new channel for the water. As the nature of the soil through which the canal would have to be made, precludes the possibility of its being in any sense a canal where the water could be empounded or held back to suit any of the special purposes of canal navigation, it would simply be opening another mouth to the present navigable channel.

Now it is an axiom in all harbor engineering that any attempt to give new direction to existing water courses is always attended with considerable risk and very frequently with disastrous results, and such attempts

should only be sanctioned when all other efforts have been made and failed. But the important question now arises as to the works necessary for the formation of this proposed artificial port. Snrs. Bastos and Ahrons admit that the deep water they have selected as the site of their harbor entrance is due to the existence of the sand banks to the north of it which at present act as natural breakwaters, preventing the sand from being driven southward by the sea current, and to secure their new entrance from obstruction they propose to erect two moles or breakwaters, one on each side of the entrance to their proposed canal. It must therefore be self evident that if these protections are necessary for a new channel or entrance, they must be equally necessary for the old or existing channel, and would be equally effective in protecting it from the action of the ocean waves and opposing currents. There are therefore no advantages which can be claimed for the new channel which would not exist in the old, supposing the old one to be protected by similar works. And from the soundings marked on the chart which accompanies the canal project it is shown that deep water extends further out to seaward at the entrance to the old channel than is the case at the site selected for the new one.

Another and equally important question arises in discussing the canal scheme as to how long will the new channel remain unobstructed if the old entrance is abandoned. In such a case the probability is unless constant dredging is employed, that in the course of a few years the present sand banks to the north of the Sacco do Alfama would gradually move southward, and supposing the artificial port to be constructed as shown on the plan, what could prevent its entrance from being partially closed, for it has long been evident that the tendency of the entire accumulations of sand is to drift to the southward? But it may be answered that there is no intention to abandon the present entrance. Then the proposed works would involve the keeping open of two channels, instead of one.

Another serious objection to a canal entrance to a port is that it involves the absolute necessity for all vessels to be towed in and out of such a port, and the towage in the case of a canal at Rio Grande would necessitate a heavy expenditure in keeping up the banks of an artificial canal, even admitting that the canal could be cut—which is extremely doubtful from the nature of the soil through which it would have to pass. But the necessity for towage in such canals is an objection so fatal as hitherto to have prevented their adoption as substitutes for free entrances into commercial ports. Admitting, however, the feasibility of the projected works, and that they would more or less remove the present difficulties at the entrance to the port of Rio Grande, their cost must be a great obstacle to their adoption. To construct the enclosing breakwaters in the manner shown on the plans would be largely in excess of the entire capital proposed by the projectors. Breakwaters already constructed in localities where all the materials could be obtained within a few miles of the works, have cost more than the estimate of the entire works at Rio Grande, including the canal and approaches. Therefore on the score of cost the proposed artificial port and canal have no advantages over even the enormous estimate of Sir John Hawkshaw, which was for far more perfect works, securing, if carried out, a free entrance to the harbor at all times.

Another matter which deserves attention in considering the scheme of Snrs. Bastos and Ahrons is that the work will have to be entirely completed before the new entrance can be made available for traffic.

Now allowing the seasons to be exceptionally favorable and all the necessary materials forthcoming as required, the shortest time in which such works could be completed would be five years. This added to the time necessary for detailed surveys and preliminary works would make it six if not seven years before any practical benefit would be derived from the scheme, if carried out; and judging from the serious losses that have been incurred by the obstructions for the last twelve months it is quite possible that long before the proposed works could be made available the trade of the port would be lost beyond recovery. On the other hand if the capital and labor proposed to be spent on the canal scheme were applied to the existing entrance every year during the progress of the works, substantial benefit would accrue to the port as each hundred yards of extension of breakwater would be rendering more efficient the outflowing currents to carry away the accumulation of sand from the bar.

RIVER PLATE ITEMS.

From the Buenos Aires Standard, May 28.

—Emigration from Europe to the Plate will probably receive this year a fresh impulse, as the government asks of Congress £60,000, to help in defraying the expenses attending new colonies and in assisting emigrants' passages to the Plate.

—The English minister, Mr. Petre, with his second secretary, Mr. Vansittart, is now on his way up the river to Paraguay, to which country he is accredited as minister plenipotentiary, and although English interests in that country have dwindled almost to nothing, still we attach some importance to his mission.

—In the camps of Buenos Aires the *estancieros* and sheepfarmers still complain of the drought. The season so far as proved very dry and we want more rain. The price of cattle has fallen from \$270 m/c to \$180 m/c "al corte," and many of the *estancieros* are trying to sell their cattle as best they can, owing to the fear of a dry, frosty winter.

—We have just closed the national feasts of the country which, owing to the great prosperity of the people, were more brilliant and successful than on any previous occasion. The attempt to illuminate one of our public squares with electric light proved a rather unlooked-for failure, and it is improbable that now the municipality will make any contracts or give any privileges to electricians for the lighting of the squares and streets.

—The national government has ordered the harbor of San Blas to be surveyed and buoyed; the gunboat *Constitucion* has been sent down on this mission. She entered the bay of San Blas without the slightest trouble, and anchored within 20 feet of the shore in 72 feet of water. President Roca, in his message to Congress, calls attention to this safe and commodious harbor which, he thinks, in process of time will become the great port of Patagonia, Viedma and the Rio Negro.

—The works of the extension of the Southern railway to Bahia Blanca have been just commenced, and already there is talk of moving the town of Bahia Blanca from its present inconvenient site to the top of the cliff at the mouth of the bay, called Monte Hermoso, which will prove a great convenience to foreign shipping, and enable the largest European steamers to enter and discharge cargo, without any of the risks which attend the present anchorage in that port.

—The Argentine Congress has yet done but very little business, being engaged up to the present with preliminary details; it is probable, however, that next week business of much importance will be brought forward, as the minister of finance has sent a proposal to the governor of Buenos Aires for the federalization of the Provincial Bank, a scheme which has met such opposition that it is believed it will be rejected by the provincial chambers, if not by the governor of Buenos Aires. But this scheme of the national minister of finance has awakened our public men to the great necessity of passing a free banking law, such as at present exists in the United States, and we believe that before the year is out such a law will be passed, which will enable all the private banks to issue their own notes, convertible at sight; the issue to be guaranteed by a deposit of national bonds in treasury, and one-third of the amount of the issue to be kept in a gold reserve by each of the banks.

From the Buenos Aires Herald, June 1.

—There are some signs of further wire-cutting in the telephone war. We can tell the party that resorts to this means of warfare or of negotiations, that the public will have good cause to take offence and they will find a way of showing it.

—A buoy has been placed in the port of Montevideo at the place where the Austrian barque *Milva* has sunk.

—The two torpedo launches, *Centella* and *Aierta* have sailed on March 10th from London for Buenos Aires.

—Brazil knows better than to provoke a war with the Argentine Republic, and we are not so foolish as to despise her friendship.

—A 40-horse power electric light apparatus has been telegraphed for to England, for the lighting of four principal streets.

—The Oriental government owe the Montevideo Gas Co. about \$300,000 for gas, with no sign of hard cash. This is a cheerful outlook for the shareholders of that company.

—The captain of the *Cosmos* has been fined in \$1,500 for having changed the anchorage place of a buoy. The captain states that he has done so in consequence of there being a rock at 15 metres distance from the old place where the buoy was anchored. The captain of the port has sent out an inspector to report.

—The *Standard* says the contrast between Plaza 25 de Maya with eight electric lights and Plaza Victoria with gas was very great. This is true, but the question is, how many gas lights were in Plaza Victoria against eight electric lights run with a small dynamo machine? This is the question which shareholders and the public care to know.

—From Messrs. Woodgate Bros. monthly circular we take the following data:—Export since May 1st: 22602 salted ox and cow hides, 98142 salted horse hides, 62077 dry ox and cow hides, 782 dry horse hides, 2291 pp tallow, 2081 boxes do, 167 b hair, 17734 b wool, 2523 b skins, 12410 qq beef, 70231 bags maize; 22973 bags linseed, 160 b tobacco.

—From the country, we regret to hear that the prospects of a drought are very distressing. It is feared in some districts that the great majority of the lambs will be lost owing to this distressing cause, and even if we should now have rain, the season is so far advanced that it is almost certain to be accompanied by severe and destructive frosts.

—The executive power of the province has submitted the budget for 1883 to the legislature. Embracing, as it does, those of all the undertakings and municipalities under the jurisdiction of the state, it forms a volume of 476 pages. The disbursements are estimated at \$177,828,377 m/c and the revenue at \$179,785,865 m/c leaving a surplus of \$1,957,488. The disbursements of the general administration are estimated at \$89,075,928.50 m/c and the revenue at \$90,000,000 leaving a surplus of nearly \$1,000,000. The executive power is of the opinion that no further taxes will be found necessary.

—The opening of the Western railway extension to Arrecifes took place with due ceremonies on the 25th, in the presence of a vast assembly, numbering many hundreds more than those officially invited. The act of inauguration took place under the auspices of the governor of the province, and we have no doubt but it will prove one of the most fruitful and beneficent acts of his excellency's administration, whatever the others may be. A sumptuous banquet for 300 persons was given. Great enthusiasm prevailed throughout the proceedings, and, at the end, medals, commemorative of the event, were distributed. On one side of these was read, "Inauguration of the railway to Arrecifes," and, on the other, "Under the administration of Dr. Don Dardo Rocha, May 25th, 1882."

—Agitators and croakers in general have been endeavoring for the past two or three days to stir up a warlike feeling against Brazil, through the promulgation of false and unauthorized rumors respecting the jealousy of our imperial neighbors on the subject of Misiones. Though, perhaps, rather early in the day to express a definite opinion on the subject, we have no hesitation in saying that such rumors can have no place, save in the fevered imagination of agitators or in the cooler and more studied attempts of speculators to influence the markets in their own personal favor. Whatever their origin be, however, we are certain that our relations on this continent could not be happier nor more reassuring than they are.

QUARANTINE AT NEW ORLEANS.

The governor of Louisiana has issued an order that all vessels coming into his jurisdiction from Rio, Vera Cruz, Cuba, Jamaica or Guadaloupe shall be subject to a detention of at least three days at the quarantine stations on and after May 1, and may be detained longer by the board of health. This order is justified, not so much because yellow fever has broken out at the places named, as by the fact that yellow fever is epidemic and perennial at Havana, Mantanzas, Vera Cruz and Rio de Janeiro, and that the conditions for an outbreak in Louisiana are unusually favorable, the winter having been warm and the river region being saturated with half-stagnant water.

PROVINCIAL NOTES

—The provincial assembly of Piahy was opened on the 1st ult.

—There were 154 *heri-heri* patients at Fernando de Noronha on the 9th ult.

—The sessions of the Bahia provincial assembly have been extended to the 18th inst.

—The expenses of the city of Campinas during the year 1881 amounted to 116,300\$.

—The *Diario de Santos* gives the May receipts of coffee at Santos as 167,866 bags, and the shipments as 105,737 bags.

—The São Paulo gas company declared a dividend for the last half year at the rate of 10 per cent. per annum.

—A man named Antonio Cardozo was murdered in a little place called Vira-cópis, near Campinas, São Paulo, on the 4th inst. The murderer is not known.

—A woman was assassinated near Taubaté, São Paulo, a few days since, by a man named Francisco Galvão de Toledo. The motive of the crime is not given.

—The provincial government of São Paulo has made a contract for the construction of a bridge over the Rio Pardo at Maleitos for the sum of 15,000\$.

—The three leading candidates in the Pernambuco senatorial election just held are Srs. Ejanionondas de Mello, Manoel Portela and Soares Brandão.

—The Brazilian composer, Carlos Gomes, arrived in Pernambuco on the 3th inst. He has since gone to Paris to superintend the rendering of some of his compositions.

—A police *subdelegado* in the 4th district of the Araguary, province of Pará, has announced the discovery of a gold mine there. The authorities are taking *providencias*.

—Through the employment of the second quota of the emancipation fund, the province of Ceará has liberated 455 slaves at a cost of 105,116\$177. Three municipalities have not yet reported.

—The government has renewed the concession granted to Anísio Fialho and Theodor Christianesen for the construction of six central usines in the province of Bahia under an interest guarantee on the capital invested.

—The May receipts of the São Paulo postoffice amounted to 6,746\$710 for the city and 22,934\$010 for the whole province. The receipts for the same month of last year were 5,759\$300 and 19,750\$740 for the city and province respectively.

—The "Industrial Tatubiyense" company, of Tatuby, São Paulo, has purchased a large plantation near that place for the purpose of cane growing and sugar manufacture. It is designed to procure ten families of colonists to work the plantation.

—According to a recent report of the Gabinete Portuguez de Lettura de Pernambuco, that society is now composed of 442 stockholders and 162 subscribers. Its library contains 7,362 works, comprised in 12,218 volumes, and valued at 33,897\$350.

—The municipal council of Campos celebrated a contract with Alves Carvalho & Oliveira, merchants of that city, on the 9th inst., for the illumination of the city by electricity. The public spirit of the good people of Campos is one of the most interesting incidents of the day.

—We read in the *Correio Paulistano* that the net profits of the Santos City Improvements Co. for the past year was £4,089 sterling. The company has transferred £700 of this to the reserve fund, and the remainder, after deducting the provisional dividend, permits the declaration of a new dividend of 6 per cent.

—Advices from Maranhão of the 29th ult. note the arrival of an English engineer, who comes to construct a private railway to the S. Pedro central usine. A part of the railway and usne material has also been received, and the first locomotive is expected to arrive by the next trip of the same steamer which brought the material.

—The municipal council of São Paulo opened thirteen proposals on the 5th inst. for the cleaning of that city and the watering of the public streets. The amounts asked for the service varied from 12,000\$ to 50,400\$ per annum, one party however offering to perform the service for 20\$ less than the one preferred by the council. The proposals were referred to a committee.

—On account of the third quota of the emancipation fund there have been liberated in the province of Pernambuco: 21 slaves at Nazareth at a cost of 9,600\$ including 262\$ in private savings, 3 at Ouricury for 1,498\$ including one savings fund of 40\$, 6 at Ingazeira for 2,220\$ including a savings fund of 150\$, 7 at Linoeiro for 3,450\$, 9 at Itambé for 7,265\$ including savings of 1,150\$, and 5 at Buique for 2,400\$ including savings of 557\$.

—Yellow fever is reported at Nazareth, province of Alagoas.

—The sessions of the Rio Grande provincial assembly were closed on the 30th ult.

—An epidemic of small pox is raging at Uru-guayana, Rio Grande do Sul.

—It is proposed to establish a central usine at Itapetinga, São Paulo, with a capital of 150,000\$.

—Three slaves have been freed at Lapa, Paraná through the emancipation fund, at a cost of 1,800\$.

—A man named Manoel Luiz de Oliveira was assassinated by a railway laborer at Passo Quarto, Minas Geraes, on the 24th ult.

—A schoolmaster named João Weiss, was assassinated at Piedade, district of S. Leopoldo, Rio Grande de Sul, on the 18th ult. Cause not reported.

—An act of the Rio Grande provincial assembly authorizes the city of Rio Grande to emit 20,000\$ in bonds, at 8 per cent. on revenue account, for the continuation of its street pavements.

—In Piahy 9 slaves have been liberated at Therezina, under the third emancipation fund quota, at a cost of 5,100\$ and private savings of 790\$, and 7 slaves at Amarante for 2,140\$ including private savings of 295\$.

—Two slaves have lately been emancipated at Cachoeira, Parahyba, under the provisions of the emancipation law, for the sum of 1,120\$, they themselves contributing 245\$ toward their freedom.

—The late provincial assembly of Rio Grande passed an act authorizing the municipality of Piraty to borrow the sum of 20,000\$, on 8 per cent. bonds, for the construction of a bridge at Piraty do Norte.

—Mail advices from Maranhão state that the work on the telegraph line extension from Fortaleza to that city is progressing rapidly. It is said that the line will be cleared and the wires put up to the Piahy and Ceará boundary about the end of June. The surveyor's party have already penetrated some distance into the province of Ceará. It is expected that the line will reach Maranhão in about one year from this time.

—The *Commercial*, of Rio Grande, relates that a squad of the 4th cavalry stopped over night at a place called Porto Novo some days since, and with such results that the people there will hereafter avoid military guests. They shot the wife of one Fidencio José da Silva through the head, wounded the mother-in-law of the same, and gave a beating to three children and a poor man, wounding the latter gravely. The night was filled with quarrels and attacks on the inhabitants. The commander of this festive band is one Lieut. Joaquim Victorio Maciel.

RAILROAD NOTES

—The Campinas tramway carried 11,967 passengers during the month of May.

—Track-laying on the Carlos do Pinhal extension of the Paulista railway began on the 5th inst.

—The reduction in the Dom Pedro II freights on salt, lime and fertilizers amounts to between 30 and 40 per cent.

—The São Paulo tramways carried 94,352 passengers during the month of May, of which 7,927 traveled gratis.

—The first railway congress of this country will meet in this city on the 30th inst., under the auspices of the Engineering Club.

—The government has accepted the proposal of Messrs Waring Brothers, of London, for the construction of the "Victoria e Natividade" railway, of Espírito Santo. The concession was made by an imperial decree of the 10th inst.

—The president of the Leopoldina railway, Dr. Mello Barreto, has ordered a reduction of 50 per cent. in the freight rates of that line on exported food products. This step is taken in conformity with the late reductions on the Dom Pedro II line.

—Before deciding upon the reduction to be made in the transportation charges on coffee over the Dom Pedro II railway, the commission now sitting has decided to confer with the representatives of connecting roads. The reductions thus far made will affect the receipts of the road in only the smallest degree; but with that on coffee the case is very different.

—A new railway company has been organized in this city with a capital of 2,000,000\$ for the construction of 250 kilometers of line from the port of Santa Cruz in Bahia, to the Cachoeira das Panellas in Minas Geraes. The stock is to be placed upon this market in shares of 200\$, of which 5 per cent. must be deposited with the subscription. The road has a kilometrical subvention of 9,000\$ from the provinces of Bahia and Minas Geraes. The directors of the company are: Barão de Mesquita, Conde de Pereira Marinho, Barão de S. Francisco, Dr. João Baptista dos Santos, and Commandador João Baptista Vianna Drummond.

—The minister of agriculture calls the attention of the legislature to the lapse of the concession of the Madeira and Mamoré railway, and states it as his opinion that the government should take steps for the construction of this important line. This is also the opinion of our public spirited contemporary, whose disinterested advocacy, according to the testimony of Colonel Church, was secured by a gift of shares in the navigation company to the value of \$5,000, and in the railway company to the value of £10,000.

—In his last report the minister of agriculture announces that the aggregate of railway capital, 100,000,000\$, upon which the state is authorized to guarantee 7 per cent. interest under the act of September 24, 1873, is now exhausted, the balance remaining being included in the capital authorized for the "Victoria e Natividade" railway, of Espírito Santo. The government does not now design to ask for an increase of capital upon which guarantees will be conceded. In place of this, the minister calls attention to the practice adopted in the United States of donating alternate sections of land along the line. The practicability of this method should be tried in the construction of the Matto Grosso and Madeira and Mamoré roads.

—The Pennsylvania railway company has recently built a new and powerful locomotive, which is now in successful operation on that road. It was built at the company's shops at Altoona. It is a double-ender, with pilot at each end, and weighs about sixty tons when equipped for travel. The engine and tender are both in one, there being no break between the portions. The locomotive stands very high on the track, and its cab, which is entirely closed, is much larger than that of any ordinary locomotive. Under the cab is the water-tank, with a capacity of 2,000 gallons, surrounding the fire-box, which is eight feet deep. Back of the cab is the coal-tank, which contains about as much coal as is carried in an ordinary tender. The driving wheels are five feet high, and the truck wheels thirty-three inches. It is constructed to run with equal facility backward and forward. It is called "No. 4," but on account of its huge proportions, has been named "Jumbo."

THE RAILWAYS OF BRAZIL.

In the report of the minister of agriculture, which was presented to the General Assembly a few days since, the following general statistics are given of the railways of the whole empire. Owing to their imperfect means of collecting and compiling statistics, this statement lacks much that will most interest railway men, particularly in the statistics of cost, receipts and expenditures, traffic, capital, etc. All these data, however, we trust will be gathered at the approaching railway congress, at which time the value of trustworthy statistics will be made more apparent than it has ever before been done in Brazil.

From the report above mentioned we gather the following data respecting the railway extension of the whole empire:

In traffic.....	4,027,639M
Under construction.....	3,017,829
Total.....	7,045,468

Railways belonging to the government:

In traffic.....	1,193,553
Under construction.....	1,066,188
Total.....	2,259,741

Railways with interest on capital guaranteed by the state under the laws of 1855, 1857 and 1873 (10th September):

In traffic.....	388,759
Under construction.....	280,732
Total.....	669,491

Railways whose capital is guaranteed under the law of September 24, 1873—the aggregate capital amounting to 100,000,000\$:

In traffic.....	636,976
Under construction.....	3,256,600
Total.....	3,893,576

Aggregates of capital upon which interest is guaranteed by the state:

Under the laws of 1855, 1857 and Sept. 10, 1873	28,055,468\$222
Under the law of Sept. 24, 1873	89,807,104 151
Total.....	117,862,572 473

Rates of interest guaranteed by the state:

Six per cent. on.....	16,000,000\$000
Seven per cent. on.....	13,862,572 473

Less the capital of the São Paulo railway, which has repaid the interest advanced, and upon which the guarantee is nominal, 23,555,850\$000

Capital under state guarantee..... 144,306,722 473

* The completion of the 10th inst. for the Espírito Santo railway consists the total of 100,000,000\$ authorized by this law.

The emigration from Canada into the United States during the nine months ending 31st March last was 62,397. For the fiscal year 1880-81 this emigration amounted to 125,391 against 99,706 the year previous. The enhanced costs of living through Canada's new policy of protection, is responsible for much of this exodus.

THE NEW D. PEDRO II TARIFF.

By an official order of the 5th inst. the minister of agriculture gives full effect to the provincial tariff for the transportation of garden products, fruits, milk, eggs, etc., over the Dom Pedro II railway, drawn up by his predecessor last year. According to a table accompanying this order the reduced rates will be as follows:

1.—On domestic products of small farming transported from the interior over the Dom Pedro II line the rates on each metrical ton per kilometer shall be reduced to

50 reis for distances up to 100 kilometers;
25 reis for each additional kilometer from 100 to 300 kilometers;

15 reis for each kilometer over 300 kilometers.

No dispatch will be given for less than 200 reis. This tariff applies to all small agricultural products, milk, butter, eggs, etc., all of which may be transported either in freight or mixed trains. Should there be space, they may be transported in passenger trains on paying double rates. The same tariff is also extended to hulled rice, crude sugar, manioc and corn flour, beans, peas, corn, and other alimentary products when shipped to Rio de Janeiro from the interior. Unhulled rice will be accorded a further abatement of 25 per cent on this tariff.

11.—On side pork, pork tenderloins, and lard (domestic) which are now rated in the 5th class, will be transferred to the 6th class and rated as follows, per ton per kilometer:

100 reis up to 100 kilometers;
50 reis per additional kilometer from 100 to 300 kilometers;

30 reis per each kilometer exceeding 300 kilometers.

111.—From pipes for water works will be transferred from the 2nd to the 5th class and will pay per ton per kilometer:

100 reis up to 100 kilometers;
70 reis per ad. kil. from 100 to 300 kilometers;
50 reis per ad. kil. over 300 kilometers.

IV.—Salt will be transferred from the 6th to a special class and will pay per ton per kilometer:

80 reis up to 100 kilometers;
40 reis between 100 and 300 kilometers;
25 reis, distance over 300 kilometers.

V.—Lime when under 200 kilogrammes in weight will pay the rates specified for salt. When over 200 kilos the following rates will be charged:

30 reis up to 100 kilometers;
20 reis, between 100 and 300 kilometers;
15 reis, distance over 300 kilometers.

The conditions imposed for the transport of milk on the passenger train known as S 2 are as follows: For milk shipped at Mariano Procópio or any station between that place and the terminus of the Central line, the tariff on small agricultural products will be applicable.

14. The total weight per day from all stations must not exceed 6,000 kilos, nor the volume exceed 12,000 cubic decimeters. No station can dispatch over 400 kilos for each minute of delay, schedule time, of the train in that station.

20d. No volume weighing over 100 kilos will be accepted.

3rd. The transport of milk will be made under a general rule and by means of subscriptions.

4th. Each subscription will entitle the subscriber to the right to one daily shipment of a specified quantity, the minimum being 50 kilos. No allowances of over 10 per cent. between the normal and real weight will be allowed.

5th. The freight will be calculated by multiplying the normal weight by the number of days in the subscription. The total freight will be first paid, and the allowances will be deducted at the end of the subscription period.

6th. The period for each subscription will be three months, the amount of which will be paid in advance. Each subscriber will be entitled to preference in cases of renewal.

7th. New subscriptions will have precedence in the order received.

8th. The subscriber who makes no shipments during the period of his subscription will be entitled to no restitution of the freights paid in advance.

9th. The milk should be at the station ready for shipment a half hour before the schedule time for the departure of the train.

10th. Each subscriber will be entitled to a return shipment of the vessels employed in carrying milk, and also the ice necessary for its preservation, by any except a passenger train and at the rates fixed in this tariff.

11th. In case of interruptions on the line the subscriber will be entitled to a restitution of freights to the amount proportionate to the time of interruption.

12th. The transport of milk in express trains will be made only so far as it shall not give annoyance to passengers.

13th. Shipments of milk at these rates may also be made in express trains by non-subscribers

when there may be space for the packages and time for its regular dispatch.

14th. All matters not expressly regulated by these special regulations, will be subject to the general regulations and orders of the road.

THE MINT.

The report of the director of the mint shows that during the ten months from June 1st, 1881, to March 31st, 1882, the public and private coinage was 45,376,325 in gold, 13,352,856 in silver and 81,600\$ in nickel, amounting to a value of 140,329,518 in all. During the same period the mint reduced to bars 91,795,516 in gold, and 1,467,264 in silver.

The total coinage of the mint under the law of 1849 has been as follows:

Gold:—	58000 pieces...	504,390,000
	108000 "	9,311,780 000
	208000 "	35,497,020 000
		45,313,190 000
Silver:—	24000 "	3,093,858 000
	18000 "	9,024,568 000
	500 "	3,836,047 500
	200 "	492,340 000
		17,346,813 000
Silver:—	(between 1867 and 1870, law of 1867)	
	28000 pieces...	306,122 000
	18000 "	144,395 000
	500 "	813,454 500
	200 "	369,400 200
		1,633,431 700
Nickel:—	pieces of 100 reis and 200 reis.	
	Rec'd. from Bruses	
	els up to 1873.	1,131,472 600
	Coined.....	927,629 100
		2,059,101 700
Bronze:—	pieces of 10, 20 and 40 reis.	
	Rec'd. from Bruses	
	els and railway	2,705,881 860
	Coined.....	1,194,756 000
		3,900,637 860

Of the nickel and bronze coinage the mint had on hand 148,860\$ in nickel and 1,130,864\$50 in bronze of the above amounts on the 31st March. Of the old copper coinage the mint had received 1,243,840\$503 up to the 31st March, of which 525,107\$520 had been remitted to England, 111,160\$045 to the marine arsenal, 276,500\$ to private parties, 175,063\$480 to diverse destinations, 1,550\$ to the department of public works, and 23,200\$ was employed in the present token coinage.

COFFEE ADULTERATION.

The extensive adulteration of coffee in England, as illustrated by an extract from the *Lancet* published in our last issue, seems at last to have attracted the attention of the government, and steps have already been taken to place it under legal restrictions. The following extract from James Cook & Co.'s *Weekly Dispatch* of April 28th, will show the character of the measure which it is proposed to employ in checking the evil:

"The Chancellor of the Exchequer in his budget on the 24th inst., has proposed the following resolutions:

1st.—That the duty of Excise on vegetable matter grown in the United Kingdom applicable to the uses of chicory or coffee (other than chicory) shall cease to be payable, and the sale or exposure for sale of any such vegetable matter in imitation of, or mixed with chicory or coffee, shall be rendered illegal.

2nd.—That the duties of Customs or vegetable matter applicable to the uses of chicory or coffee (other than chicory) shall cease to be payable, and the importation as merchandise of any such vegetable matter mixed with coffee or chicory, shall be prohibited.

LOCAL NOTES

—The government has granted a ten years' privilege for a balloon, called the "Balão Brazil," to José Passos de Faria.

—The clothing house "Água de Ouro" was broken into and robbed on the night of the 10th inst. Besides clothing, some 1,600\$ in cash was taken.

—The government has recalled four members of the commission charged with superintending the construction of the new ironed in England. The service of inspection has been delegated to Com. Costa Azevedo and the naval constructor Sr. Trajano.

—On and after July 1st the government telegraph department will charge the following rates from this city for each word of a message: for Bahia 500 reis, Macéio 600 reis, Pernambuco 600 reis, Parahyba do Norte 700 reis, Ceará 800 reis, São Paulo 200 reis, Paranaíba 300 reis, Santa Catharina 300 reis, Porto Alegre 500 reis, Jaguarão 600 reis.

—We are indebted to the editors of two new provincial journals, *O Município*, of Rio Claro, São Paulo, and *Echo do Povo*, of Juiz de Fora, Minas Geraes, for copies of their publications. The new enterprises have our best wishes for their success.

—Admiral Pierce Crosby, U. S. N., arrived at this port on the 8th inst. on the Pacific Mail steamer *Araucania*, and took formal command of the American South Atlantic squadron on the following day. Admiral Crosby has taken up quarters on board the *Brooklyn*, now in port, which is the flagship of the squadron.

—A letter from London to the *Jornal do Commercio* says that the first torpedo launch constructed there for the Brazilian government has developed a speed of 19 knots an hour. The speed specified in the contract is 18 knots. The other three were soon to be tried, after which they will be sent to Brazil. With four such vessels in port, it is highly probably that there will be a rapid rise in insurance rates.

—The 17th anniversary of the river engagement of Riachuelo, in the Paraguayan war, was celebrated on the 11th inst. by a brilliant ball at the Cassino, at which the Brazilian commander, the Barão do Amazonas, was present. The assembly rooms of the Cassino were full to overflowing with the best society of the city. The officers of the American flagship *Brooklyn* were among the guests of the evening.

—Notwithstanding the denials of the *Jornal* as to the existence of a little feeling at the River Plate over the Missions boundary question, it is evident that such a feeling does exist and that the Argentines are disposed to claim all they can and hold all they claim. There is little probability of any serious trouble over the matter at the end, but in the meantime it is idle to disguise the fact that a great deal of irritation has been exultated at the Argentine capital.

—A telegram from Fortaleza, Ceará, on the 9th inst., states that all the abolitionist printers in the offices of the *Correio* have been expelled. Another telegram from the same place says that the general government has ordered the president of the province to suppress the abolition society there, the "Associação Libertadora," because of its active efforts in behalf of slave emancipation. It is stated that various public employees have been dismissed because they were members of this association.

—According to the *relatório* of the minister of agriculture the Bahia agricultural school has 20 pupils in its regular courses, and 13 in its primary courses. The school has a building with accommodations for 100 pupils which cost 315,096\$231. The school was founded by an imperial decree of 1859, but was not opened until 1876. The first class was graduated January 23, 1881, ten students receiving the degree of agricultural engineer. The government asks for the continuation of a subvention to this school.

—With reference to the sugar cane disease existing in various parts of the empire, the minister of agriculture reports that not enough data have yet been received to warrant a conclusion as to its cause and remedy. From the examinations and analyses of Mr. Daniel Hemminger it is known that the diseased canes contain a very small quantity of potassio salts, especially phosphates, with relation to other salts, while in the healthy canes this proportion of potassio salts is very large, especially in phosphates. Mr. Hemminger recommends deep cultivation and the use of potassio salts as fertilizers.

—Various experiments have lately been made in this city to show the comparative explosive powers of dynamite and the new compound known as "fulminating gelatine," manufactured by the Nobel's Explosives Co. of Glasgow. In the two experiments made the results have been highly satisfactory, especially with reference to the use of "gelatine" in heavy blasting. In the experiment made at a stone quarry at Botafogo some days since the quantity of rock moved by the use of this explosive was simply marvellous, demonstrating a degree of strength thus far unsurpassed by any compound known.

—The new chief of police has dismissed several policemen for the good of the service. As this is a regular thing with all newly appointed chiefs, it may be considered as no indication of what kind of administration is to follow. That there is great need of radical reforms, everyone well knows; but that such reform will be accomplished is one of the few possibilities which generally go unfulfilled. From the startling number of robberies and burglaries now occurring, one would naturally think that the whole police force might easily be dismissed, without any loss of security either to life or property. If matters continue as they now are, the only eventual remedy will be to shoot the burglar on sight, and then to have the policeman of that neighborhood hung. When it is possible to carry on house-breaking in daylight and under the very eyes of policemen, there are good reasons to believe that these gentry are not wholly innocent of complicity in the crimes.

—The American steamer *Ponce* arrived on the 14th inst.

—We are informed that the steamer *Muniz* left New York for Brazil on the 10th inst.

—For the coming year the minister of agriculture requires the sum of 1,352,483\$470 to complete the work of emancipating the state colonies.

—Dr. Henrique Francisco de Avila, the recently-chosen senator from Rio Grande do Sul, was sworn in and took his seat in the Senate on the 5th inst.

—A break in the Western and Brazilian cable between Rio Grande and Montevideo occurred about the 8th inst. The repair of the line will be made with all dispatch.

—The religious ceremonies of Corpus Christi were celebrated on the 8th inst. as usual, the Emperor and his cabinet walking in procession and carrying a canopy over the bishop and the host.

—A newspaper was brought to grief on the 7th inst. by the chief of police because it bore no printing office imprint. The copies for sale were seized and destroyed by the police. Thus was *Corrosivo Junior* strangled at the opening of a presumably brilliant career.

—A highly successful exhibition of the Edison electric light was held at the Dom Pedro II railway station on the evening of the 8th inst. In view of the fact that this exhibit was made with the dynamo which was maliciously injured during the industrial exposition here, this result is exceptionally gratifying.

—The number of deaths in this city during the last half of May was 427, or an average of 26.7 a day. This is equivalent to about an annual average of 10 per thousand. Among the deaths for the period named were 2 from yellow fever, 30 from remittent and intermittent fevers, 8 from small pox and 179 from pulmonary consumption. There were 4 violent deaths, and 18 still births.

—Dr. J. Barbosa Rodrigues, the Brazilian botanist, announces the discovery of a new species of orchid belonging to the new genus before discovered and described by him under the name of *Capanea*. The new species was discovered by him in the palace grounds at Petropolis, from which incident it was named after the Empress, and will be known as *Capanea Theodosia*.

—A telegram from Rio Grande on the 10th inst. stated that the *Calderon* arrived off the bar there on the 8th, but had not been able to enter. Inside the bar, the *Cervantes* had been waiting since the 4th, and the *Concho* since the 6th, for an opportunity to cross. In view of these delays and serious losses to commerce, it would seem to be full time for making an effort to improve the bar.

—We have received a small volume of poems from the pen of the well-known writer Mucio Teixeira, entitled *Prismas e Vibrações*, which is issued as a special edition, containing a photograph of the author on the title page. Without entering into a detailed criticism of the work, which would be a very difficult task for one not thoroughly familiar with the language, it is sufficient to say that the author has already won a high place among Brazilian poetical writers of the day, and that his poems are widely appreciated throughout Brazil. The little volume before us contains some of his choicest productions, and should have a place in every collection of works in Brazilian literature. Our thanks are due to the author for the handsomely printed volume which has been laid upon our table.

—An extraordinary meeting of shareholders of the Companhia Nacional de Navegação a Vapor was held on the 7th inst. in this city. Forty shareholders, representing 7,724 shares, were present. A proposal of the directors was adopted to the following effect: That for the increase of the authorized capital of the company by 1,200,000\$ there shall be issued 6,000 shares at par to be distributed among shareholders according to the stock now held, and that the payments be made by installments, the first of 25 per cent. at the time of subscription, and the others according to the needs of the company, thirty days notice to be given. The shareholders were invited to take the new emission into consideration at once, the time for closing the subscription being fixed for the 22nd inst.

—The new weighing regulations at the municipal slaughter house at Santa Cruz, which have been in force since the 1st ult., provide that all cattle shall be weighed and marked on arrival, for which service the cattle dealers shall pay to the weighers two reis a kilogram, one third of which will go to the municipal treasury. When animals are killed on private account, the parties may dispense with the weighing but must have the animals branded, for which they shall pay 300 reis per head for cattle and 200 reis per head for sheep and hogs, one-half of which will go to the city. To enforce this regulation the municipal council forbids the slaughter house authorities to receive any animal which does not bear the weigher's mark. The weighing is done by a private firm under special contract and separately from the slaughter house.

—The annual naval supply bill was approved by imperial decree on the 10 inst.

—A commission of the Chamber of Deputies visited the Santa Cruz slaughter house on the 11th inst.

—As soon as the postoffice employees have supplied themselves and all their friends with the new American five cent (Garfield) postage stamps, we trust they will permit one or two to pass through for inspection.

—We are glad to record that the Senate has finally passed the bill for paying the back subsidy due the American line, and that the accounts have gone to the treasury for payment. The money was honestly earned by the line, and should have been paid a long time since.

—Under the title of *José de Alencar: Perfil Literario*, Sr. T. A. Araripe Junior has published a highly interesting sketch of Brazil's most famous writer. The work will have special value for all who wish to know more of the work and life of Alencar, the more so as it is written with a judicious appreciation of the subject and with an honest intention to place the eminent author before the world just as he was. Our thanks are due to the author for the volume placed upon our table.

—*O Vestido Carmesim* is the title of an original romance which with a translation of Dumas' *Pierre le Cruel*, has just been issued from the press of the Typographia Central by Sr. Manoel Ferreira. The field of romance is so large and contains so many eminent writers that a comparison would undoubtedly do injustice to the author of this book, but as the scene is laid in this city and vicinity, and the tale is told with vivacity, the book is sure to meet with a large circle of appreciative readers.

—The number of immigrants arriving at this port during the last half of 1881 was 11,054, in which all foreign third-class passengers are included. Of these 866 were introduced by immigration enterprises with state subsidies. Of this total 3,758 were Portuguese. The minister of agriculture thinks that to increase the number of arrivals the government should build a new edifice for their reception with information offices, etc., should give them free quarters for eight days, free transportation to the localities where they may wish to settle, and then sell them lands along ways of communication under state supervision for a brief period.

—We have received an interesting work on the financial question, entitled *Projeto de Empréstimo Externo e Reorganização do Crédito Geral*, from the pen of a well-known writer on economic subjects, Sr. Miguel de Pina. The subject is one of such imminent importance that every discussion of this character must necessarily find a large and appreciative audience. However ally the author may have discussed his views on the best means of raising a foreign loan, we are inclined to think that there are some antecedent questions which demand priority—those of increasing the effectiveness and value of labor in production. With a better state of industry and production, we are inclined to think that the question of credit may be left to itself.

NEW YORK COFFEE COMMISSIONS.

At a general meeting of the members of the New York Coffee Exchange April 13th, the following resolution was passed without opposition:

Resolved, That the second and third paragraphs of Section 122, of the By-Laws, be changed to read as follows:

"The minimum rates of commission shall be four cents per package when the transaction is made for any party not a member of the Exchange. The minimum rates to members of the Exchange shall be two cents per package, except when one member merely buys or sells for another, giving up his principal on the day of the transaction, and not accepting or carrying the contract, in which case the rate shall not be less than one-half of one cent per package."

—The gross earnings of the Buenos Aires Tramways Co. during the year 1881 amounted to £124,242, against £108,025 in 1880. The expenditures were £70,831 in 1881 and £62,331 in 1880. The net profits of the past year were £43,247, after paying debenture interest and losses on exchange. The dividends declared amount to 9½ per cent. on the capital stock of £350,000. The capital of the company is soon to be raised to £400,000, the additional £50,000 being issued to the shareholders for £10,000 in cash, the remaining £40,000 being provided for by a transfer of that sum from the contingent fund to the capital account.

THE PROVINCE OF BUENOS AIRES.

At the opening of the provincial legislature of Buenos Aires on the 1st instant. Governor Darío Rocha presented an elaborate message on the state of the province, and its present needs. The Buenos Aires Herald makes the following interesting abstract of the message:

The public debt amounted on the 31st of March, to \$544,935,667 m/c divided as follows: public funds, law of July 6th 1881, \$497,471,250 m/c; public funds, Southern railway, \$39,359,375 m/c; primitive public funds, \$6,703,486 m/c. The service of this debt is regularly attended to. The law of conversion which the legislature was pleased to sanction has begun to be fulfilled. Dr. Dn. Faustino Jorge who went to Europe to negotiate the loan, has fulfilled his mission in a very satisfactory manner. The first series of \$10,000,000 was covered in a few hours in the London market at the rate of 92 1/2%. The public lands have been realized to great advantage. The highest price obtained has been \$1,000,000 m/c per league. The total of the sales and rentals of public lands during 1881, has been \$24,602,529 m/c, from which \$17,146,122 m/c, have been deducted for expenses. The collection of taxes during last year has been satisfactorily effected, and the measures taken by the "direction of revenues" have prevented many abuses. What has been collected during the first four months of this year has exceeded by 22% the sum collected during the same time last year, and by 47% that of 1880. Last year's budget has been fulfilled in all its parts, there remaining a surplus of \$1,949,274 m/c saved.

The total amount paid by government outside of the budget has been \$26,512,261 m/c. The total amount recovered as revenues has been \$116,597,518 m/c, and the budget expenses have been \$111,949,291 m/c leaving a balance of \$4,648,227. The Riachuelo works have been actively carried forward. The loan collected at 88 1/2%, amounting to \$33,000,000 m/c, has been invested. If to this there be added the former receipt of \$31,549,830 m/c, it makes a total of \$64,549,830 m/c. The amount collected during 1881 for wharves and ports has been \$2,551,267 m/c which has sufficed to serve the debt. The national government having assumed the charge of these works as soon as their cost is covered, these resources may be employed on other works.

The Provincial Bank is progressing rapidly in every good sense. The commercial deposits during 1881 amounted to \$45,574,207, being more than the whole amount deposited since 1873. During the last six months \$7,000,000 gold, of the forced currency, have been converted at par. The Hypothecary Bank is also progressing very favorably. It had available in 1881 a capital of \$5,799,000. The total amount of its loans, at the end of 1881, was \$16,840,300. It will not be long ere the beneficent results of this institution will come to be felt throughout the republic.

The Monte de Piedad also is of great public convenience. The accounts of the Western railway show a state of prosperity, which increases day by day. During 1881 it carried 1,225,154 passengers and 310,255 tons of cargo, amounting to \$41,824,317. The worth of its lines under traffic exceeds the sum of \$29,824,182 without reckoning the lands which have been granted. The extent of the line, including the branch from Lujan to Santo Antonio, is 349 kilometers. Its expenses for the year were \$21,015,030. The increase of its traffic has necessitated the sending for additional rolling stock, which has been ordered from Europe, some of it having arrived already. The bridges to be employed on the branch from Arrecifes to Pergamino have also arrived, and the studies for its further extension, so as to effect a junction with the Central Argentine railway of Rosario, have been ordered. The contracts effected with the Southern railway, for the carrying of that important line to Bahía Blanca, are generally known and as generally approved.

TARIFF AGITATION ABROAD.

Economic questions, it is worthy of note, are just now exciting quite as much discussion in Europe as in America. Tariffs, revisions of tariffs and commercial treaties are everywhere subjects of earnest discussion. Almost every country on the Continent has been either revising its tariff, or has been affected by revision on the part of its neighbors. Catalonia, the great manufacturing district of Spain, as we have lately seen, has been almost driven into open rebellion by what the artisans and manufacturers regarded as "undue concession" to France. Austria has recently imposed almost prohibitory duties on several articles—petroleum among the number, which is taxed over 100 per cent ad valorem. Russia has drawn such an iron screen around her that even protectionist Germany is deeply offended and has deemed it a duty to offer remonstrances. Bismarck, on the other hand, is about to devise new duties; and as there is a little probability of his carrying his tobacco scheme, and as the Eastern frontier must be fortified, there is every prospect of higher taxes all around. France, meanwhile, is in negotiation with several of her neighbors for a renewal of the commercial treaties; but up to this

time no satisfactory progress has been made with England. A treaty with Belgium was concluded on the last day of October. With regard to the textile industry the schedules will be requisite before a shipper can tell the duty that cotton, woolen and silk goods, for example, will have to pay. France is still further hampered by her treaty with Germany, which injected a clause into the Frankfurt treaty whereby the latter will have the same treatment as "the most favored nation," and hence no concessions can be made to any country that must not be equally made to Germany. The treaty with Switzerland is now under consideration, and every industry of every little canton of the republic seems up, if not in arms, in protestations against it. Even the watch manufacturers are apprehensive that their industry will be ruined, and that the heavy duty, equivalent to 40 per cent on watch cases, will necessitate the establishment of branch houses in Paris. One commercial body, La Société Industrielle de Bième, made the very reasonable suggestion that the watch manufacturers should be placed on a perfect footing of equality in both countries; but this was not entertained. The Swiss silk and cotton industries have been a cause of some uneasiness to French manufacturers of late, but there does not appear to be any radical innovation made, except in the change from an ad valorem to a specific duty.

Possibly the changing conditions of manufacture and the rapid progress of the world's trade are tending to make these commercial treaties more and more unsatisfactory, and to demonstrate that all duties that restrict the exchanges between different nations are anachronisms. If this conjecture is well founded, then it is only a question of time when, with the advancing intelligence of the age and the irresistible progress of liberal ideas, the whole fabric will be swept away, and commerce between nation and nation will be left to the unfettered operation of natural laws.

MONTHLY SUMMARY.

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

Companhia Catarinense e Espectos.

Lat. 23° 22' 58" S. Long. 46° 36' 40" W. (Greenwich.) Height of barometer: 2,393 ft. above mean sea level. Do of rain gauge: 2,378 ft. do do. Mean pressure at 9 a.m.: 27.730 inches at 9 p.m.: 27.724 inches. Mean pressure corrected and reduced to 32° Fahr. at mean sea level: 29.9 a.m., 30.115 inches; at 3 p.m.: 30.009 inches. Mean temp. of air at 9 a.m.: 59.27°; at 9 p.m.: 58° Fahr. Mean of max. temp. in shade: 72.45° do min. in shade: 52.7° Fahr. Mean temperature of Grass minimum therm.: 48.3° Fahr. Highest reading of max. of therm. in shade, (12th, 18th and 24th) 81° Fahr. Lowest reading of min. of therm. in shade (8th,) 35° Fahr. Lowest reading of Grass minimum therm.: (8th) 30° Fahr. Mean temp. of dew point at 9 a.m.: 56.2°; at 9 p.m.: 55.9° Fahr. Mean elastic force of vapor at 9 a.m.: .457 in.; at 9 p.m.: .454 in. Total rainfall for the month: 4.39 inches. Rain fell on 9 days. Fog on the mornings of 16 days, and evenings of 3 days. Dew on the mornings of 16 days and evenings of 17 days. Thunder and lightning on the 26th and 27th. Lightning seen, but thunder not heard, 5th, 23rd and 26th. Thunder heard but lightning not seen, 5th and 6th. Hoar frost on the nights of 7th and 8th. Lunar halo on evening of the 30th.

HENRY B. JOYNER,

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

COMMERCIAL

June 14th, 1882.

Table with exchange rates for various currencies including Brazilian m/c, U.S. coin, and £ sterling.

EXCHANGE.

June 3.—The banks opened to-day at 2 1/4%, reducing this rate soon after to 2 1/2%. Small transactions were effected in private paper at 2 1/2%, 2 1/2% e 2 1/4%. Sovereigns closed at 118.300 sellers, 118.310 buyers. June 5.—The Banco Commercial adopted to-day the rate of 2 1/2% whereas the other banks maintained that of 2 1/4%. Private paper was negotiated at 2 1/4%—21 7/16. Sovereigns sold at 118.310 cash. June 6.—The market to-day was in the same position as yesterday, the Banco Commercial continuing with the rate of 2 1/4% and the other banks with that of 2 1/2%. Private paper was negotiated at previous rates. Sovereigns sold at 118.300 cash. June 7.—Today the market showed much more firmness and all the banks drew at 2 1/4%. Sovereigns sold at 118.300 cash. June 9.—The firmness in the market continued to-day, but the business done was limited in both bank and private paper, the former at 2 1/4% and the latter at 2 1/4%—21 7/16. Sovereigns sold at 118.300 cash.

June 10.—The market continued very firm to-day; bank paper was negotiated at 2 1/4% and some re-sales were effected at 2 1/4%. Private paper continued scarce; some transactions took place at 2 1/4%, 21 7/16 and 2 1/2% London, and at 547 on Hamburg. Sovereigns sold at 118.300 cash.

June 12.—The banks continued with the rate of 2 1/4% until 2 p.m. when the Banco Commercial raised it to 2 1/2%. Private paper, though very scarce, could not be easily negotiated at 2 1/2%. Sovereigns closed at 118.300 sellers, 118.300 buyers.

June 13.—The rate of 2 1/2% being the general to-day in the banks and the market continued very firm though inactive. Small transactions were effected on London at 2 1/4% bank and 2 1/2% private, and on France at 445 bank and 440—443 private. Sovereigns closed at 118.340 sellers, 118.280 buyers.

June 14.—To-day the market opened in the same position as yesterday, extremely firm but next to nothing doing. The banks drew at 2 1/4% but there are few takers. Private paper very scarce. It could be negotiated at 2 1/4%—21 9/16.

Table showing May returns of the Santos custom house, compared with the same month of last year, giving the following results: Imports, Exports, Decrease.

The annual report of the English Bank of Rio de Janeiro Limited, for the past year, shows that the profits of the year amounted to £99,471, of which £73,837, including the balance of £14,361 from the preceding year, were net profits. The directors proposed a dividend of shillings a share, besides an extra dividend of 4 shillings a share, which with the December dividend makes a total of 20 shillings a share, or 10 per cent. The sum of £50,000 is carried to the reserve fund which is now increased to a total of £260,000.

BANK STATEMENT

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

Table with columns: BANKS, Deposits in current balances, Cash, Proportion per cent.

BANK OF BRAZIL

BALANCE SHEET, MAY 31st, 1882.

Table showing Assets and Liabilities of the Bank of Brazil, including Commercial Department, Mortgage Department, and Capital account.

Table showing Mortgages and Accounts Current, guaranteed, by commercial documents, by government bonds and shares, Securities in liquidation, Sundries, balances of various accounts, Bills receivable, National Treasury account current, Cash.

Table showing Liabilities, Commercial Department, Capital, 165,000 shares @ Rs. 2000000, Reserve Fund, New reserve fund, Special, Notes in circulation, In notes of Head Bank, Branch Banks, Bills payable for fixed deposits, Accounts current, Sundries, balances of various accounts, Bills payable, Deposits, Dividends, Unclaimed dividends, Mortgage Department, Capital supplied by the commercial department, Supplemental loan, Hypothecary Notes in circulation, Accounts current, Profits in suspense.

E. & O. E. Bank of Brazil, June end, 1882. José Machado Coelho de Castro, President. Eduardo Braga, Chief Accountant.

SALES OF STOCKS AND SHARES.

Table listing various insurance and commercial stocks such as Integridade Insurance, Alliança Insurance, Servicos Maritimos, etc.

Table listing provincial apolices and various bank shares like Banco do Brazil, Nova Permanente Insurance, etc.

Table listing National Loan of 1879, Banco Industrial, União Mineira R. R., Banco Predial, etc.

Table listing National Loan of 1868, Banco Industrial, Quissamã debentures, Sorocabana debentures, etc.

MARKET REPORT.

Rio de Janeiro, June 14th, 1882. Coffee.—Our last report was on the 3rd instant. On that day dealers reduced their currency prices 70 cts per 100 kilos for regular and 1st ordinary, which relation is, however, nearly counterbalanced by the rise in exchange. The sterling cost of coffee to-day shows a decline of 10 cts per cwt. on the medium grades, an advance of 10 cts per cwt. on the best and 1d per cwt. on the lowest ones. Receipts during the last ten days have averaged 8,371 bags per day against 8,323 bags per day during the preceding ten days. The advices from consuming countries having continued unfavorable, our market has remained very quiet during the period under review and the sales since the 3rd instant amount to only 67,610 bags, viz: 43,880 bags for United States, 19,180 " Europe, 4,550 " Elsewhere, 67,610 bags.

The clearances have been: United States: June 3 New York 118 str Bahia (& 8,614 Santos), 19,568 bags; Baltimore 16 bk Copacabana, 4,571; 6 New York Pelg str Copacabana, 10,677; 9 do Br str Gibraltar (& 7,200 Santos), 14,272. Europe: June 3 Hamburg Gr str Bahia (& 9,739 Santos), 8,847; 5 Oporto Port lgn Tiba, 4,373; 7 Marseilles Fr str Saadé, 1,066; 9 London, Antwerp Br str Bahia, 1,939; 12 Hamburg Gr str Parangana (& 684 Santos), 9,924.

Elabores: June 9 Valparaiso Br str Anconina, 50; 10 Halifax Fr str Costa d'Av, 107; 10 River Plate Fr str Niger, 164. Receipts since the 1st instant have averaged 8,611 bags per day, against 8,841 " in June 1881, 3,860 " " 1880, 8,512 " " 1879, 5,174 " " 1878, 4,211 " " 1877.

We quote, per 100 kilos: Washed... 4700—6000; Superior... 4 200—4 420; Good first... 3 800—4 020; Regular first... 3 470—3 610; Ordinary first... 3 060—3 270; Good second... 2 720—2 930; Ordinary second... 2 180—2 450. and on this less charges may be quoted: p 10 kilos per cwt per lb. Prime United States... 4.000 = 45.10 9.94 cts; Good... 4.000 = 42.72 9.14 " ; Fair to good... 3.800 = 43.5 8.75 " ; Fair... 3.700 = 39.6 8.55 " ; Good Channel... 3.350 = 37.3 7.84 " ; Fair... 3.200 = 34.14 7.54 " ; Low... 2.900 = 30.4 6.95 " (t o b, ex freight and commission, exchange 2 1/2% in sterling and at par in American gold.) Stock is estimated to-day at 137,000 bags, not very well assorted.

Imports.

Flour.—The arrivals since our last report consist of 4,500 barrels per Albemarle from Richmond 4,900 Vanoyden from Baltimore

The sales since the same date have been 2,833 barrels and stock in first hands to-day amounts to 2,833 barrels. We quote: Trieste 23,000—23,500 Richmond 1st 24 000—24 500

Market firm.

Pink Pine.—The arrivals consist of 214,866 feet per Pick & Altman from St. Mary which are not yet sold, Market firm. We quote at \$500 per dozen.

White Pine.—No arrivals. Though the market is not scantily supplied, the offers for the pine in store do not reach over 110 rees per foot.

Spruce Pine.—No arrivals. Market quiet. Last sale was at 36,500 per dozen.

Sweedish Pine.—Arrivals: 58 dozen per Degeen from Calkham. We quote 48,500—49,500 per dozen.

Beer.—Arrivals since the 1st instant: 768 cases per Piranga from Hamburg 50 cases per Halley from Liverpool.

We quote: Bass (Hlers & Bell) 7,500—7,600 Tennent 4 500—5 000 Guinness' Stout 7 200—7 300 German, Carlberg 7 200 do Cavallo 7 000 do Sundry brands 6 000—6 500

Butter.—Arrivals: 337 cases per Piranga from Hamburg 65 " " from Marseilles 59 " " Halley from Liverpool 13 " " Albemarle from Richmond 3 " " Niger from Bordeaux.

We quote: French, in barrels 980—1,020 per lb. do in tins 1 000—1 240 " Danish 1 100—1 120 " Italian 980—1 030 " American, in tins 850—860 " do in barrels 640—650 "

Kerosene.—No arrivals. Market quiet at 65,000—65,500 per case for Devoe's Brilliant. Lard.—Arrivals: 200 kegs per Albemarle from Richmond.

Market steady at 470 reis per lb. for George. From second and hands sales are being effected at 430 reis per lb. Corns.—Arrivals: 1,087 tons per Clara Maria from Sunderland 1,079 " " Forto from Cardiff 1,757 " " Curwen from New Port 1,814 " " Importer from Cardiff 1,927 " " British Army from Cardiff

all on order. Prices remain nominal in the absence of sales. Hay.—No arrivals but market fully supplied. We quote 55—58 reis per kilo.

Beans.—Arrivals: 523 bags per Bahia from River Plate: Prices unchanged at 24,200 per bag. Indian Corn.—Arrivals from River Plate: 560 bags per Gironda 500 " " Minho 500 " " Savale

Market firm at 45,000—600 per bag. Cement.—Arrivals: 1,250 casks per Cato from Hamburg 1,200 " " Valar from Marseille

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

Codfish.—Arrivals: 64 cases per Paranaagu from Hamburg. In view of the reduced stock the market continues very firm and retail prices are maintained at 128,000—23 000 per lb and case according to quality.

Rosin.—No arrivals. Market unchanged at 25,000—500 per barrel. Turpentine.—No arrivals. Market quiet. We quote 360—350 reis per kilo.

JUNE 11.

CARIBBY.—Br bk British Army; 1,289 tons; Mander; 47 ds coal to North Megaw & Co. to Phillips Brothers & Co. BAGMANS.—Am bk Vanoyden; 487 tons Oliver 54 ds flour to Phillips Brothers & Co. ST. MARY.—Br lug Vick & Melane; 296 tons; Hemlock; 67 ds pine to McCulloch Beecher & Co. RUBENS AYLES.—Sp bgn Brillant; 169 tons; ROSA; 14 ds jerked beef to J. N. de Vicenzi & Filhos.

JUNE 12.

GUARACAY.—Sp bgn Tres Hermanas; 220 tons; ROSA; 25 ds, jerked beef to Freitas & Miranda.

DEPARTURES OF FOREIGN VESSELS.

JUNE 2. PARANAQUA.—Br bk Supreme; 742 tons; Cunningham; half t.

JUNE 3. PORT ELIZABETH.—Nor bgn Parry; 174 tons; Salween; coffee. NEW YORK.—Am bk Will W. Carr; 450 tons; Demot; coffee. CAPT. HAY.—Nor bk Conder; 489 tons; Svyersen; ballast.

JUNE 4. SANTOS.—Port lug José Eduardo; 279 tons; Pereira; sundries. JUNE 5. BALTIMORE.—Br bk Campesano; 271 tons; Walker; coffee. S. FRANCISCO.—Br bk Emile L. Boyd; 1,240 tons; Raymond; ballast.

JUNE 6. ROSARIO.—Sp bgn Juanita; 178 tons; Pagés; sundries. JUNE 7. MARTINIQUE.—Fr bk Notre Dame Auxiliatrice; 535 tons; Jagoret; ballast. PARANAQUA.—Sp bgn Flavia; 191 tons; Serra; sundries.

JUNE 8. PENSACOLA.—Br bk Sulacum; 1,093 tons; Stocker; ballast. OROBITO 741 Lisbon.—Port lug Thor; 229 tons; Azevedo; sun's.

JUNE 10. TYBER, Georgia.—Gr bk Mary Louisa; 235 tons; Meikee; lht. TABASCO, Mexico.—Br bk Hely; 197 tons; Johns; ballast.

JUNE 11. BAHIA.—Gr bgn Brillant; 252 tons; Jessen; jerked beef. ITAJAÍ.—Port bgn Marinha; 227 tons; Pinto; ballast.

JUNE 12. VALPARAISO.—Br bk Carie Delap; 1,280 tons; Lewis; half t.

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

Table with columns: NAME, TONNAGE, DATED, WHERE FROM, CONSIGNEE. Lists various ships like AMERICAN, BRITISH, DANISH, GERMAN, ITALIAN, NORWEGIAN, SWEDISH, GREEK, SPANISH, PORTUGUESE.

FREIGHTS:

Table with columns: Steamer, Sailing Vessel. Lists routes like London, Antwerp, Havre, Bordeaux, New York.

DEPARTURES OF FOREIGN STEAMERS

Table with columns: DATE, NAME, WHERE TO, CARGO. Lists ships like Paranaquá Gr, Bahia Gr, Bearn Fr, etc.

ARRIVALS OF FOREIGN STEAMERS.

Table with columns: DATE, NAME, WHERE FROM, CONSIGNEE TO. Lists ships like Bahia Gr, Bearn Fr, etc.

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GOVERNMENT BONDS

Table with columns: EMISSION, CIRCULATION, DENOMINATION, INTEREST, NOMINAL VALUE, QUOTATION. Lists bonds like General Aponics, currency, National Loan of 1868, gold.

BANKS AND PUBLIC COMPANIES

Large table with columns: CAPITAL, SHARES, RESERVE, PAID UP, NAMES, RESERVE FUNDS, LAST QUOTATION, LAST DIVIDEND. Lists various banks and public companies like All Banco de Brazil, All Botanical Garden, etc.

SHIPPING NEWS.

ARRIVALS OF FOREIGN VESSELS.

JUNE 1. CARLSHAM.—Dan lug Bogense; 222 tons; Jessen; pine to order. SUNDERLAND.—Sw bk Caren Moya; 791 tons; Ruggi; 76 ds coal to Mathew Biedekers & Co. JUNE 4. CARIBBY.—Nor bk Forto; 699 tons; Florens; 48 ds coal to order. JUNE 5. MONTVIDEO.—Sp bgn Antonieta; 127 tons; Bertram; 16 ds jerked beef to Freitas & Miranda. JUNE 6. RANGON.—Gr bk Ernst; 664 tons; Pundt; 104 ds rice to order. RUBENS AYLES.—Gr bgn Brillant; 252 tons; Jessen; 12 ds jerked beef to Souza & Irmão. JUNE 7. BANGSOW.—Br bk New Water; 546 tons; Whimie; 92 ds rice to Norton Megaw & Co. MARSEILLES.—Nor bk Vidar; 278 tons; Paulsen; 60 ds sundries to H. N. Dreyfus. NEW PORT.—Br bgn Curlew; 1,247 tons; Evans; 50 ds coal to Royal Mail. BAHIA.—Port bk Venus; 306 tons; Rosa; 12 ds salt to order. JUNE 8. CARIBBY.—Br lug Superber; 1,547 tons; Sutherland; 65 ds coal to D. Pedro H. R. R. RICHMOND.—Am bk Albemarle; 425 tons; Forbes; 37 ds flour to F. Clemente & Co. JUNE 9. PORTLAND (Oregon).—Nor bk Carl Hausted; 581 tons; Marton; 91 ds wheat; put in leaky; bound for Queenstown.

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15-24.

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TABLE OF DEPARTURES, 1882

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" 17	Neva	Montevideo and Buenos Ayres.
" 24	Elbe	Bahia, Maceió, Pern'co, Lisbon and Havre.

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Hally	" 20th
Sirint	" 25th
Herchel	" 30th

To Europe

Gullio	June 8th
Marklyne	" 18th
Handel	" 28th
Dalton	" 28th

To the Southern Ports

Caldon	June 3rd
Cavour	" 10th
Cervantes	" 17th
Canova	" 25th

To the River Plate:

Horrox	June 14th
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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.

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

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