

THE RIO NEWS.

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RIO DE JANEIRO, JUNE 24TH, 1882

NUMBER 18

OFFICIAL DIRECTORY

AMERICAN LEGATION.—7, Rua Nova das Laranjeiras.
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PRESBYTERIAN CHURCH.—No. 15, Travessa da Barreira. Services in Portuguese at 11 o'clock, a. m., and 7 o'clock, p. m., every Sunday; and at 7 o'clock, p. m., every Thursday.
METHODIST CHURCH.—English services temporarily at the residence of the pastor, No. 41, Rua Santa Cruz 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

TRAVELLER'S DIRECTORY

RAILWAYS.
DOM PEDRO II.—Through Express: Upward, leaves Rio at 5 a. m., arriving at Barra Junction at 7:45 a. m., Entre Rios (central line) 10:15 a. m., Barbacena 3:45 p. m., Porto Novo (branch from Entre Rios) 12 p. m., Cachoeira (S. Paulo branch) 11:45 a. m., São Paulo (per S. P. & Rio R.R.) 6 p. m., Downward, leaves São Paulo 6 a. m., Barbacena 8:32 a. m., Porto Novo 12:13 p. m., arriving at Barra 4:11 and Rio 7:12 p. m. Connects with Valenciana line at Desengano; Rio das Flores line at Commercio, União Mineira line at Sertão; Oeste de Minas (S. João del-Rey) line at Sítio; Leopoldina line at Porto Novo; Kerende e Anes line at Surubay; 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 5:50 a. m., arriving at Barra 14:2 and 1:57 p. m., Rio 5:45 p. m. Stops at all stations. Connects with Santa Cruz branch at Sapopemba, and Macacos 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 1:00, 2:15, 3:30, 4:30, 5:50, 7:30, 8:30 and 10:00 p. m. all stopping at Cascadura except the 10 p. m. train, which runs to Sapopemba. Returning, the trains leave Sapopemba at 3:35 and Cascadura at 3:50, 6:10, 7:40, 8:40, 10, and 11:35 a. m., and 2:10, 3:30, 4:30, 5:30, 7, 8:30 and 9:40 p. m.
CANTAGALLO R.R.—Leaves Niterohy (Santa Anna) 7:30 a. m., arriving at Nova Friburgo 1:05 Cordeiro (1 hour per tramway from Cantagallo) 4:25 and Macuco 5:45 p. m. Return train leaves Macuco 6:30, Cordeiro 7:50 and Nova Friburgo 11:10 a. m., arriving at Niterohy 4:35 p. m. A ferry boat runs between Rio and Santa Anna, connecting with trains.
PETROPOLIS STEAMERS AND R.R.—Steamers leave Trêpiche Mauá at 11 p. m. week days and 11 a. m. Sundays and holidays, passengers arriving at Petropolis at 5:30 p. m. week days, and 3 p. m. Sundays. Returning, diligence leaves Petropolis at 6 a. m., the boat arriving at Rio at 9:30 a. m.

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THOMAS ADAMSON,
Consul General.

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THE RIO NEWS

PUBLISHED TRIMONTLY

on the eve of departure of the American packet, the French packet of the 15th., and Royal Mail packet of the 24th. of the month.

A. J. LAMOUREUX, Editor and Proprietor.

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

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Subscriptions and advertisements received at the

EDITORIAL ROOMS—79, Rua Sete de Setembro.

CITY TELEPHONE ADDRESS:—No. 112.

Agent for the United States and Canada:

THE INTERNATIONAL NEWSPAPER AGENCY,
New Haven, Conn.

RIO DE JANEIRO, JUNE 24TH, 1882.

We give in another column some important statistics upon the number of farms existing in different states of the United States, and in general upon the size of the greater number of them. Though not as complete as could be desired, these statistics are highly valuable in proving the great utility of small estates worked by their own proprietors. It is unquestionably true that one great factor in the agricultural development of the United States is small farming, the division and cultivation of land in small estates and by the proprietors themselves. In no other kind of landed proprietorship could the same results have been obtained. In view of these facts, what other proofs are needed to induce the Brazilian parliament to adopt some such policy as will secure these same results for Brazil? The *grande lavoura* here is doing nothing to help itself, and still less to help the government. Immense tracts of fertile land—in fact the great part of all the fertile lands in the settled parts of the country—are held in large estates, and are for a great part uncultivated. All these properties depend wholly upon servile labor, which is rapidly dying out. If now some steps were taken to break up these estates, and to place them at the disposal of small planters, the results could not be otherwise than highly beneficial. The present proprietors would lose nothing except importance, because a great part of their estates lies uncultivated; but the small proprietors would gain immeasurably because lands now unattainable would be placed within their reach, and they would have the stimulus of proprietorship and personal responsibility to urge them on in the work of improvement and production. The question is certainly one of the highest importance, and these valuable statistics of the American census should not be overlooked in deciding what policy to pursue.

With reference to the continuance of the American steamship line under contract with this government, we are informed by the company's representatives in this city that satisfactory assurances have been received that every effort is being made toward the construction of the new steamers for the service, and that the company is striving to meet its engagements at the earliest moment possible. These assurances, it is of importance to say, are of such a character that the agents here have not hesitated to solicit signatures among merchants engaged in the American trade to a memorial petitioning the minister to grant a further extension of time for the construction of new steamers. It is stated that the repeated delays in

construction have occurred through labor difficulties, but that the steamers will certainly be completed at an early date. In view of these assurances the merchants interested in this trade are signing the memorial, which will be presented to the minister at an early day for consideration. In common with the great number of people interested in the continuance of this line, we have felt both disappointed and dissatisfied with the many delays which have occurred, and even yet we can not understand why better precautions were not taken to insure the early completion of these steamers. From statements which we have heard, it would seem that changes in the organization of the company first occasioned delay, then the uncertainties connected with the payment of back subsidies by the government together with their continuance, and then the mistaken calculations of Messrs John Roach & Son, who were to construct the new steamers, in relying upon the use of other new steamers, of equal tonnage and accommodations, for such a time as would enable them to construct the steamers for this service more at their leisure. The miscarriage of these plans and the difficulties occasioned by strikes have caused these various delays, and have placed the enterprise in the unsatisfactory position which it now occupies. These causes which we have here given, it should be understood, are largely hypothetical because they are based mainly upon reports, but we have reasons for believing that they are in the main correct. In view of these circumstances and of the importance of continuing this regular service between Rio de Janeiro and New York, the merchants here are readily signing the memorial for an extension of time. We are little inclined to make excuses for this or any other enterprise where there has been a failure to meet contracted engagements, but in this case there are abundant reasons for believing that the company is using every effort to fulfill its contract, and that it will very shortly be in a position to carry on a regular and efficient service. The present state of steamship communication with the United States is so highly unsatisfactory, that no merchant interested in that trade will desire to lose any enterprise which promises an improvement.

We see by the *Diário do Brazil* of the 20th instant that the time for receiving the 20\$ and 100\$ notes of the "4^a estampa" expires on the "31st inst." Aside from the odd calendar employed by our colleague, we beg to ask for more information about these notes. Some time since it was generally advertised that the 20\$ notes of the "6^a estampa" and the 100\$ and 500\$ notes of the "4^a estampa" would be redeemed up to the 30th instant. Subsequently, however, it was announced that the time for receiving the 20\$ "6^a estampa" and 100\$ "4^a estampa" notes would be extended to the 31st December. But now comes the *Diário* with the statement that the time for receiving the 20\$ and 100\$ notes of the "4^a estampa" will expire with the present month! Now, how is it? and which is it? Are the 20\$ notes called in of the "6^a" or the "4^a estampa", or both? And are the 100\$ notes of the "4^a estampa" to be redeemed up to the 30th instant, or up to the 31st December? In short, we want to know just what notes are called in, and just when the time for their redemption expires. A little more uncertainty of the character which has been experienced for the last month, and no one will know anything at all about the business, and will be compelled to receive a treasury note as he would a lottery ticket. Even now there is something of the lottery in the handling of these notes. Some months since, a well-known merchant of this city received a sum of money from

an inland customer. In paying an account some days after, a 200\$ note which he had received from this customer was returned to him as valueless on the ground that it was an old called-in note whose value had been entirely absorbed by the monthly discounts imposed by the government. As the merchant had no recollection of this circumstance he called at the Caixa da Amortização to verify the statement. After listening to his story, an employee of the department asked to look at the note, and upon receiving it withdrew to another part of the room. In a few moments he returned and tossed the note to the merchant with the words "sem valor" stamped all over it. Aside from the grossly ill-mannered way in which the thing was done, the brazen dishonesty of the act was a revelation, even to this merchant who had resided here for many years. In one moment, and by the hand of a coarse-mannered public employee, 200\$ of a respectable merchant's property was swept out of existence in one moment—and that to by the open repudiation by the government of one of its promises to pay. If the government is determined to carry on this policy of repudiation, the least it can do is to keep the public fully informed on the subject and to eliminate the present risks of handling treasury notes. As to the notes now called in, it is highly essential that a full and unequivocal statement be published without delay, and that its publication be continued long enough to solve all the contradictory statements now afloat.

That mysterious additional export tax of 10 per cent. on coffee which was disowned by the last provincial assembly of São Paulo on the ground that it was not adopted in the previous session and was therefore precluded in the provincial budget without legislative authorization, has again come to the front to the great embarrassment of that province. The budget went into effect before the meeting of the last provincial legislature, and a considerable amount was collected under this additional tax. So general was the denunciations of it throughout the whole province, however, that when the last legislature was convened a bill was at once introduced and passed abolishing the tax. More than this, the legislature indignantly disowned the tax, and asserted that no such clause had ever been adopted. Very naturally, this denunciation of the tax as illegal and unauthorized gave the coffee exporters a claim upon the provincial treasury for restitution of the moneys paid under such a law, and they have acted accordingly. On the 10th instant six claims of this character, amounting to a total of 26,117\$339, were presented to the president of the province, and were referred to the treasury for information. Had the members of the legislature honestly admitted the legality of the law, as they should have done, and then abolished it in obedience to the demands of their constituents, then all such claims would have been inadmissible. But in pursuing the course adopted, and in trying to shift the responsibility of their act, they simply left the way open for just claims of restitution, and we are glad to see that the claims have been promptly presented. It was clear at the time that the provincial assembly was trying a little legislative sharp practice. There was a general movement in favor of a reduction in the provincial export tax on coffee, and it was evident that the government must make some concessions on this point. The need of revenue, however, was equally imperative; and as it is easier to impose taxes than to effect economies, the legislature did not feel like taking off anything from so lucrative a product as coffee. To meet the popular demand, and at the same time to save the revenue derived

from coffee, the legislature adopted the expedient of cutting down the export tax from 4½ to 4 per cent., and then to insert a modest-looking little clause imposing an additional tax. We showed at the time that this was equivalent to a restoration of the tax under another name and form, but the trick received no popular attention until planters and exporters began to feel the tax. The legislators then indignantly disowned the trick and abolished the tax. In either case, whether it was a trick, or an unauthorized insertion of the clause, the planters and exporters should not be compelled to suffer any loss from it whatever. If the tax was not levied by the legislature, then the treasury has no legal right to the money and it should be returned to its rightful owners. In strict justice, it should be returned without a moment's delay and with interest, for the government which seeks to insure the administration of justice among its people should be the first to render full justice when it itself is the oppressor.

The success which is attending the use of the electric light in various countries leads once more to the pertinent inquiry: When is Brazil to open her doors to this beneficent invention? We recognize the desirability of placing the introduction of all discoveries and inventions upon some common base and of adopting some general law regulating the privileges to which they are entitled. But at the same time we can not understand the policy of discontinuing a practice followed for years just at the time when this most important invention asks admission. Desirable as a new law certainly is, there is little or no probability of its adoption for a long time, and in the meantime it is proposed to deny privileges to this invention and to deny its use to the people unless the inventor chooses to forfeit his rights of exclusive property in it. If we assume that the restriction is right, then it is most unfortunate both for the inventor and for the people that it is enforced just at this time and in connection with this improvement. Already one city has decided upon the employment of electricity for illuminating purposes, and is seeking to realize that purpose at the earliest day possible. But what is it to do? The government refuses to grant a privilege until some new law is passed, possibly years in the future and certainly with conditions which will practically be prohibitory to all inventions of this character; and the inventor can not sell until such privilege is granted without forfeiting all rights to it, as was the case with the Jablockhoff light. If the legislature persists in its intention to grant no privileges to the electric light systems, then there are only three alternatives: the surrender of all rights to a privilege by the inventor, the grant of a right of sale in this case without the penalty of such forfeiture, or the defeat of a legitimate contract made by the city of Campos for the acquirement of this recognized public improvement. The first alternative is practically out of the question unless the inventor or his representatives are deceived as to the consequences of such a sale. The second is both possible and practicable, but it serves to make the injustice of withholding the privilege all the more apparent. And the third would be so grossly unjust that it ought not to be possible for one moment. The experiment of lighting various districts in London and New York, and of lighting various other small cities, has proved the utility of electricity for purposes of public illumination. The extract which we give in another column, coupled with the many similar cases in factories and workshops in the United States, demonstrate the high value of the Edison

light for interior illumination. The invention is now outside the realm of experiment; it is a proved success, a recognized improvement of incalculable value in the daily life of the world. And yet, the people of Brazil are asked to wait until their legislators can frame a new law before they can take advantage of it! No government nor interest has any right to stand in the way of progress, nor to deny to a people the benefits growing out of any discovery or invention, whatever it may be. That, however, is just the position occupied by the present national legislature of this country.

THE HARBOR OF RIO GRANDE DO SUL.

RAILWAYS VERSUS WATER TRANSPORT.

The increasing difficulties attending the entrance to the port of Rio Grande do Sul are giving rise to very important discussions as to the possibility of meeting the commercial requirements of the district by substituting railway communication between the interior of the province and some port to the north of the present harbor. Two projects have been presented by the advocates of railways:—one is a line from the neighborhood of Torres, at present an open roadstead at the extreme northern point of the province, the line to be carried to the capital of Porto Alegre; the second scheme is for a railway from some point on the main land at or near the present harbor of Santa Catharina.

Before discussing the proposed schemes, it may be as well to point out the precise nature of the objects sought to be obtained. The present port of Rio Grande do Sul is the only channel of communication between the whole of the south and south-eastern portion of the province and the Atlantic ocean. Through this channel the whole of the export and import trade of the district is carried on, and upon its improvement and maintenance must depend the possible existence of the towns of Rio Grande, Pelotas, and others in the interior of the country, and most certainly upon it must depend the continued industrial progress of this important part of the empire. Within the last fifty years a new and profitable industry has been established in and around the now wealthy and flourishing town of Pelotas, namely the slaughtering of cattle and the preparation of the products in the shape of *carque*, or jerked beef, dried and salted hides, tallow and grease, bones (whole or calcined), horns, hoofs and other minor matters. Besides these the progress of agriculture due to increased immigration and colonization has furnished other articles of export, among which may be mentioned farinha, beans, maize, onions, potatoes, lard, and some small quantities of tobacco and sugar. These latter exports are sent chiefly from the interior of the country to the north of Porto Alegre, being conveyed to the latter port in small sailing vessels or steamers plying on the great system of rivers which flows into the inland harbor of Porto Alegre, from whence this produce is either shipped to the northern ports of the empire, or by foreign vessels to Europe and the United States. The mere mention of the various articles of export shows that they are of the class specially adapted for transport by water, and in order to become profitable articles of commerce the cost of such transport must be as low as possible to enable them to compete with similar articles derived from other sources.

Now it is obvious that in discussing any question relative to a substitution of railway transit for water transport, the first and all-important element to be considered is the cost of such conveyance. The advocates of railways in substitution for water transport from the present port of Rio Grande base

their arguments entirely on the dogmatic assertion that any improvement of the harbor is practically impossible, and they therefore do not hesitate to claim for their schemes the position of being the only possible solution of the present difficulty. They admit their project would be costly, but they contend its costliness is not any drawback because the certainty of its success removes all objections to it on the ground of cost.

Taking the Santa Catharina scheme as the one most popular at present, it is well to ask at the outset what evidence there is to show that its construction, even if practicable at a reasonable outlay, would furnish any adequate substitute for the present water traffic even from Porto Alegre, to say nothing of the more southern ports of Pelotas and Rio Grande. No railway, however cheaply made or worked, can convey agricultural produce between Porto Alegre and the proposed northern ports except at a charge for carriage that would so increase the prime cost of the articles as to practically render them unsaleable in any ordinary market. But supposing the government, for military or strategical reasons, were disposed to bear a very considerable position of the working expenses of such a line and thus enable a company to carry passengers and produce at low rates of freight, still such a line could never successfully compete with water traffic. That such is the result where railways have attempted to supersede river or lake transport has been proven and over again in the history of railways in India. The great trunk lines of that country, although carrying third class passengers and native produce at ridiculously low prices, have never been able to compete with the native boat traffic on the rivers Ganges, Jumna, Indus or Brahmaputra. The latter river competes successfully with the Eastern Bengal railway in bringing jute and other native produce into Calcutta at a cost of nearly 40% per ton less than the railway, although the latter is perhaps one of the most economically worked foreign lines in the world.

If such formidable objections can be substantiated against even a line from Porto Alegre to the north, how infinitely stronger such objections become when applied to the case of the more southern centres of commerce, as Pelotas, Bagé or Rio Grande. To the latter such a railway would be absolutely useless, because the circuitous route by which it must of necessity be reached, and the constant handling of the produce in being transferred from one mode of conveyance to another would so deteriorate it as to partially, if not entirely, destroy its value. Besides, the cost of transport would be so enormous as to completely shut up the trade, for it would be absolutely impossible for the *carqueadores* of Pelotas, or the province of Rio Grande, to compete with those of the River Plate or its tributaries, seeing that the former would have to bear the enormous extra cost in their produce which such a system of transport would involve.

But the important question may be raised whether an imperfect system of remote railway transport is the only possible solution of the existing difficulties at the harbor of Rio Grande. The advocates of these railway projects base all their assumptions on the opinions expressed by Sir John Hawkshaw in his report of 1875. Now, without detracting from the acknowledged talent of the above eminent engineer, it is quite possible that those who quote his report in advocating their own projects have attached too great an importance to hastily-formed opinions. Sir John Hawkshaw is well known as the special advocate of a certain system of harbor construction of a very costly character: namely, *concrete masonry*. He never has

been engaged upon any but works of great magnitude, involving the expenditure of vast sums of money. In his visit to Rio Grande he only made a very cursory examination of the port, occupying only a few weeks, and his instructions from the government gave a bias to the report he then made. On some points he was obviously very imperfectly informed, especially on that of the total submergence of vessels wrecked on or near the bar. That such submergence is only partial is very evident, as wrecks which were visible many months ago remain in the same position now. But admitting Sir John Hawkshaw to be perfectly correct in the view he took that to attempt to construct breakwaters of concrete blocks on such a site would prove costly, and to some extent uncertain as to the result, still the expression of such an opinion is no proof that structures composed of other materials might not be made available although they might not present the same features of durability as those he recommended. Therefore the opponents of all improvements to the bar of Rio Grande are not justified in denouncing all schemes as impracticable because Sir John Hawkshaw could not guarantee the success of the one he specially advised. Within the last twenty years, harbors in other parts of the world, some of them presenting all the essential difficulties of Rio Grande, have been improved, and such improvements have been effected by adopting forms of breakwaters which it is confidently believed could be used with facility at the latter port.

To any impartial mind it must seem incredible that a port like Rio Grande, which is the sole outlet for the commerce of a rich and important province, is to be abandoned as incapable of improvement on the dictum of any engineer, however high his attainments may be, and that no effort is to be made to save from partial, if not entire ruin the hard-earned property of an industrious and progressive community, simply because an opinion has been expressed that personal suggestions and special plans may not after all be so successful as their author might wish them to be. Such assumptions are not in accordance with the facts of scientific engineering, as proved by almost daily occurrences. Works doggedly opposed by some of the highest authorities in the old school of hydraulic engineering, have been persisted in and carried out by men of comparatively no reputation, and have resulted in incalculable benefits to the localities where they have been adopted, as harbor works in various parts of the world abundantly verify.

It seems absurd to suppose that there are ports (and Rio Grande do Sul one of them) where no engineering skill can possibly be made available for their improvement, and that therefore such a port should be abandoned in favor of schemes which, if even they are successful as engineering works, can never by any possibility become efficient remedies for the difficulties which now exist. A port at or near Santa Catharina and a railway to Porto Alegre are at this moment simply ideas without any definite form. No reliable study or survey has yet been made, nor even a route fixed upon. Therefore any discussion of the engineering details of such a scheme would be premature and without value, for it may possibly be found that there are obstacles to the perfect realization of the scheme quite as formidable as those which its promoters so pertinaciously attach to any attempts to improve the harbor of Rio Grande. But whatever may be the possibilities or impossibilities of such projects from an engineering point of view, their comparative worthlessness as commercial substitutes for water transport in the district referred to must be apparent to every impartial observer. The objections raised in these remarks by no means ex-

haust the number that may be presented. The absolute ruin of the railway now being constructed between the port of Rio Grande and the town of Bagé must be the inevitable result of the closing of the port to vessels of even ordinary draught. The costly new custom house at Rio Grande would prove an useless incumbrance. In a word, if the promoters of these railway projects can succeed in frustrating all attempts to improve the harbor of Rio Grande, they will certainly succeed in destroying one of the most progressive provinces of the empire.

HENRY GORE, C. E.

Rio de Janeiro, June 19th, 1882.

The long-pending case of the Catta Branca slaves or the S. João d'El-Rei Mining Co., of Morro Velho, Minas Geraes, was finally decided on appeal in the *Tribunal da Relação* of this city on the 22nd inst. The slaves of the old Catta Branca company which were declared free by a judicial decision in the province of Minas, with a recognition of their right to collect wages during the time of illegal enslavement, brought action against the company for such wages, due since 1860. The case was decided against the company, but was carried up on appeal. The *Relação* now approves the decision of the lower court and grants judgment against the company for such wages, together with such extra wages as the slaves may recover by legal action for extraordinary time. The court reaffirms the right of these slaves, 165 in number, to their freedom by virtue of the contract between the Catta Branca and Morro Velho companies, and not by the letters of freedom subsequently granted by the company. The slaves are therefore granted full liberty, they having been held under a judicial guardian during the progress of these suits. This decision can not fail to give great satisfaction to those who have recognized this flagrant injustice toward these exceptionally unfortunate blacks. Legally free in 1860 by the terms of a contract between their owners, the National Brazilian Association, and the Morro Velho company, they were still retained in slavery up to 1880. Their wages during this period of twenty years, we are informed, will amount to about seventy thousand pounds sterling—a goodly sum to pay for the sharp management of two unprincipled men. And now that this one case has been finally settled, we beg to inform the Brazilian authorities that there are yet other cases worthy of their attention—and cases in which the honor of Englishmen are as deeply concerned. There are yet a large number of slaves in the province of Minas Geraes belonging to the extinct "National Brazilian Land and Mining Association," commonly known as the "Cocac company," which are illegally held because the English law forbids slaveholding to British subjects. These slaves, however, are hired out, and their wages are regularly received and administered by the British Court of Chancery. It is altogether likely that a brief note to the British government on this matter will secure the liberation of these unfortunate captives.

A PSEUDO "DEAD LION."

Our contemporary with his accustomed felicity of expression has to-day appealed for "mercy." For slanderers, and defamers, and masquerading "lions," there is no such thing as "mercy." Oblivion would be gladly granted to the *Times*, even for the sake of sparing the English language and the moral sense of this community from further abuse, but the slander must be buried with the slanderer.

PROVINCIAL NOTES

—The May receipts of the Bahia custom house amounted to 734,438\$566.

—The receipts and expenditures of the city of Santos for the fiscal year are estimated at 155,165\$.

—The fines imposed upon the Pará gas company amounted to 1,025\$500 during the month of April.

—The May receipts of the Maceio custom house, province of Alagoas, amounted to 131,484\$933.

—The Amazonas provincial assembly has adopted a bill granting a subsidy of 8,000\$ to the Brazilian packet line in case its route is extended to Manaós.

—The Bahia provincial budget commission estimates the receipts of that province for the coming year at 3,311,972\$, and the expenditures at 3,307,421\$682.

—The provincial assembly of Amazonas has adopted a resolution protesting against the views set forth by Comendador Manoel Fimenta Bueno in his pamphlet on the rubber industry.

—The provincial assembly of Amazonas has authorized the president of that province to make a contract with some dramatic company for the capital, Manaós, and to pay an annual subsidy of 10,000\$ to the same.

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

	1882	1881
Sugar.....	12,394 bags	11,536 bags
Cotton.....	115,783 sacks	66,907 sacks.

—The *Diario da Gram Parai* says that the minister of war owes about 100,000\$ in the province of Pará for supplies furnished to the garrisons, etc. To every appeal for payment the reply invariably comes, "the appropriation is exhausted," and the debts remain unpaid.

—A severe storm of wind and hail visited the municipality of Itapetinga, São Paulo, on the 20th ultimo. The damages are reported to have been very great through the destruction to the plantation crops by the hail. Some houses were blown down.

—The report of the Amazon Navigation Co. shows that the total revenue of the past year, 1881, was 1,846,658\$905, against 1,391,767\$349 during the preceding year. The company now has a fleet of 25 steamers, with an aggregate tonnage of 11,091.

—The *Gazeta* of Piracicaba, São Paulo, says that Dr. Octaviano Pereira Mendes is negotiating for the establishment of a paper mill at Salto, near Itu, for manufacturing printing paper. Should the negotiations result successfully, this will be the first establishment of the kind in Brazil. At last reports the capital was nearly all subscribed.

—The penal colony of Fernando de Noronha has a population of 1,685 criminals, of which 685 are condemned for life. The colony also contains 36 female prisoners. Of the total number 1,647 were sentenced for murder, 24 for counterfeiting, 43 for robbery, 185 for theft, 298 for diverse crimes, and 82 of unrecorded or unknown crimes.

—Among the various items of business dispatched by the president of São Paulo on the 10th inst. were petitions from six mercantile houses of Santos asking for the restitution of export duties on coffee illegally collected from them, under the 10 per cent. additional tax. The aggregate amount asked for is 26,117\$339. The petitions were referred to the provincial treasury for information.

—The *Município*, of Casa Branca, São Paulo, of the 11th inst., relates that a young man named Gabriel Cândido Ribeiro was assassinated at São João da Boa Vista, near Campinas, some 15 days before. He was on his way to the village of Pinhal, and was shot through the head from an ambush. His body was hidden in a woods where it remained undiscovered for several days.

—The contract between the municipal council of Campos and Messrs Alves, Carvalho & Oliveira for the electric lighting of that city, specifies that the contractors shall receive the sum of 20,000\$ per annum for the public illumination of the streets and squares, and that a reduction of 5 per cent. shall be made in lighting all public establishments, hospitals, etc. The contract requires the inauguration of the service within a period of five months from the date of its celebration, the 9th inst.

—An individual arrived at Pindamonhangaba from Barra do Pirahy about the middle of last month, says the *Tribuna do Norte*, and fell ill with small pox. The municipal authorities at once took measures to isolate the case by conveying the sick man to an old, long abandoned *lavareto* and by shutting off all communication with its vicinity. A physician took charge of the case, but the man died on the 2nd inst. At the burial of the corpse the men employed were drunk and failed to observe the requisite precautions, and now the people of the town are in a state of alarm over a threatened general outbreak of the disease.

—The comet has been seen in São Paulo with the naked eye.

—The May receipts of the Rio Grande custom house amounted to 154,389\$149, and of the *meza de rendas* 24,321\$478.

—The *Imprensa Itanaa*, Ytu, São Paulo, of the 18th inst., says that the Barros cotton factory at Salto is now partially in operation.

—The expenses of the city of Porto Alegre, Rio Grande do Sul, for the ensuing year, are estimated at 152,971\$843, and of the city of Rio Grande 92,764\$959.

—The Paulista journals are protesting against the purpose of the Chamber of Deputies to admit the defeated candidate from the 4th district, ex-Minister Paula Souza.

—The *Diario do Gram-Parai* says that the province of Amazonas has a balance of 818,911\$221 in its treasury, of which 711,329\$826 is in cash. In such case, why not reduce taxation just a little?

—The province of Rio Grande is the fortunate possessor of a place called "Padre Eterno." The name, however, was no protection to poor John Weiss, a German schoolmaster, who was murdered there on the 18th ult.

—The province of Rio Grande do Sul has a total public indebtedness of 3,767,809\$691, of which 3,595,740\$501 is consolidated and 149,455\$139 floating. The debt has been increased by 490,205\$820 during the past year.

—The São Paulo provincial government has celebrated a contract with Engineer Koykiewicz for the construction of a bridge over the Rio Pardo, between S. Simão and Batatas, at a place called Maleitas, for the sum of 15,000\$.

—The contractors for the new iron fence for the São Paulo public garden have secured an extension of 30 days for the completion of the same because the Ypanema iron foundry, where the fencing is making, has not been able to furnish it on time.

—In the name of the province of Rio Grande do Sul the *Gazeta de Porto Alegre* protests against the romances published in the *Gazeta de Notícias* and *Gazeta da Tarde*, of Rio de Janeiro, whose plots were based upon the robbery of jewels at S. Christóvão.

—The *Baioa Amazonas* of Manaós notes the arrival there of a large quantity of rubber from the province of Mato Grosso. The rubber was gathered and prepared for market on the Rio Beni, one of the tributaries of the Rio Tapajos, and was shipped down these rivers in canoes.

—On the 11th inst. the superintendent of the Morro Velho gold mines emancipated all the remaining slaves of S. João d'El-Rey company, numbering 28 in all. This final act of the company in this question of slaveholding by an English enterprise will be a source of much gratification to its friends.

—The May receipts of the Pernambuco customs and revenue departments, as compared with the two preceding years, were as follows:

	1882	1881	1880
Custom house.....	879,357\$221	837,512\$469	806,073\$898
Recebedoria.....	89,323 022	55,759 237	59,894 117
Consulados.....	170,259 640	202,769 235	162,259 474

—The republican club of São Paulo has erased the name of Affonso Celso Junior from its list of members, and formulates the principle that there is no difference between republicanism in practice and republicanism in theory. We fear our Paulista friends are just a little too hard on the young man. They can not expect wheat in the milk to make good flour.

—The *Mercantil* of Porto Alegre says that in 1856 the province of Rio Grande was divided into six *comarcas*, with seven judges, seven public prosecutors, and ten or twelve municipal justices, all of which required a public expenditure of only about 26,000\$. Now, the province possesses a superior court with seven *desembargadores*, thirty-three *comarcas* with thirty-five judges and thirty-three public prosecutors, and forty judicial districts, with as many municipal justices and their substitutes, all of which requires an annual expenditure of 253,400\$.

—The province of Rio Grande do Sul encourages small farming by authorizing every municipality to impose an export tax of

320 reis per 15 kilos of butter;
20 " " " lard;
80 " " " maté;
100 " " " pork;
100 " " " leaf tobacco;
80 " " " twist tobacco;
100 " " " hulled rice;
100 " " " 80 liters beans;
60 " " " corn and peas;
40 " " " potatoes; etc.

Under such a system of taxation, which reaches every thing taxable and permits the imposition of three separate taxes—municipal, provincial and general—upon many of them, it is probable that small industries will have a surprising growth!

—The May receipts of the Uruguaiana custom house amounted to 53,873\$039.

—The expenditures of the Rio Grande provincial government for the ensuing year are estimated at 2,725,726\$379, and the receipts the same.

—Up to the 6th inst. the provincial treasury of Goyaz had expended 209,994\$548 and collected 178,258\$362 for the present year, leaving a deficit of 32,736\$186.

—The May revenue returns from Paraná show that the customs receipts amounted to 25,679\$208, the *meza de rendas* 22,169\$717, and the *Paranáguá collectoria* 5,317\$296.

—The Indians in Goyaz are still causing a great deal of trouble. Frequent attacks are made on the frontier settlements, and sometimes with wounds and loss of life to the settlers.

—The provincial assembly of Rio Grande has authorized ten full lotteries for the ensuing year, whose net results are to be divided among thirty churches and charitable institutions.

—The May exports of maté from the province of Paraná amounted to 1,284,808 kilos, against 1,099,723 during the same month of last year. The total quantity was shipped for Buenos Aires, Montevideo and Valparaiso.

—A Santos jury discharged Sr. João da Silva Oliveira Pinto on the 19th inst. from a charge of assaulting an alderman, Sr. Teixeira, during a session of the municipal council. A procession of over 300 citizens accompanied the accused to his residence after the verdict had been rendered. That's the best item of news that we have chronicled from Santos in a long time. We have nothing to say about Alderman Teixeira or any other individual alderman, but the genus alderman needs frequent and vigorous castigation in order to keep him under discipline so that quiet people can live in his vicinity.

—The *Journal do Recife* of the 7th inst. notes the departure of the gubast *Ypiranga* for the Roccas islands the day before, and says that she carries orders to the engineer charged with the construction of the Roccas lighthouse to discontinue the erection of the iron structure brought from Europe, and to build a wooden structure in its place. The engineer has been engaged for over a year on this work, and the total expenditure amounts to over 100,000\$, all of which is thrown away. The change of plan is occasioned by a discovery in the lighthouse bureau that iron is not suitable for the locality, owing to the destructive effects of the Roccas salt air. It is stated that the iron structure will be taken down, reshipped, and erected at Cape S. Agostinho.

RAILROAD NOTES

—The May receipts of the Carangola railway amounted to 33,402\$700.

—It is thought that the Petropolis railway will be ready for use sometime next November or December.

—The first locomotive of the S. Carlos do Pinhal railway was mounted and ready for use on the 13th instant.

—The government is being criticised in parliament for its action in the concession of the Espírito Santo railway.

—The *Correio Paulistano* of the 17th inst. says that the Paulista company has ordered Westinghouse air brakes for all its passenger cars.

—The March receipts of the "Bahia ao S. Francisco" railway amounted to 40,955\$740 and the expenditures to 47,546\$009, leaving a deficit of 6,590\$350.

—The April receipts of the "Recife a S. Francisco" railway amounted to 101,023\$260 and the expenditures to 46,763\$303, leaving a surplus of 55,157\$957.

—The government has granted a concession to José Rodrigues Leite Inubizeiro for a tramway from a point in Engenho Novo to the railway shops station of the Dom Pedro II line. The concession is for 30 years.

—The April surplus receipts of the Ytuana railway of São Paulo amounted to 10,406\$020, and of its branch line to 11,104\$570, making totals for the four months of the current year of 31,322\$770 and 41,988\$920 respectively.

—The Paulista railway company of São Paulo has presented plans for approval to the president of that province for a branch of their line from the Louveira station to Itatiba. The length of the projected line is 18.4 kilometers.

—The April receipts of the Paulista railway, of São Paulo, amounted to 259,913\$610, and the expenditures to 60,772\$759, leaving a surplus of 199,140\$860. This increases the surplus to 600,937\$995 since the 1st of January.

—The Pirapetitinga railway directors have asked the provincial government of Minas Geraes for permission to reduce their freights on alimentary products, in conformity with the reductions made on the D. Pedro II and Leopoldina lines.

—The receipts of the Ytuana railway, São Paulo, during the first trimester of this year amounted to 74,740\$379, and the expenditures to 54,919\$620. A branch of the same road produced 68,741\$490 and expended 37,857\$140 during the same period.

—The February receipts of the São Paulo railway amounted to 212,335\$520, and the expenditures to 109,007\$130, leaving a surplus of 103,348\$390. The line was obstructed during the latter part of the month by landslides in the mountains above Santos.

—An accident occurred at the top of the third incline on the São Paulo railway on the 20th inst., caused by the break van jumping the track. The shock frightened many of the passengers, who jumped from the windows of the cars. The accident caused no serious damage.

—The reported recall of Dr. Honorio Bicalho from Europe to assume direction of the Dom Pedro II railway fortunately turns out untrue. Dr. Bicalho's leave of absence has been extended three months, and the present efficient director of the line, Dr. Herclando V. Penna, remains undisturbed in its management.

—The private railway of the Baía de Nova Friburgo is now open from Cantagallo to Batatal on the Rio Parahyba, the last section between the stations of Laranjeiras and Batatal being opened a few days since. At Batatal or Pedras the line will connect with the Santo Antonio de Padua road, when the latter is extended, thus affording an all-rail line to S. Fidélis and an inland route to Campos.

—The *Correio Paulistano* of the 20th inst. is informed that the president of São Paulo is about to carry into execution the law authorizing a contract for the extension of the Sorocaba railway from Itacaterata to Itapetinga by way of Tatuly. The law authorizes the president to guarantee 6 per cent. on a maximum capital of 800,000\$ for a period of ten years. It is said that a call will be issued for proposals.

—The municipal council of Nazareth, Pernambuco, has made a contract with the Great Western of Brazil Railway Company, Limited, for the construction of a branch from that city to a place called Cauvera on the boundary line of the *comarca* of Timbaúba. The council promises to grant all the favors authorized by the public roads law of 1828 and to use its good offices in securing favors from the general and provincial governments. The contract was signed May 28th. To continue this line to Timbalá, the municipal council of that place also celebrated a contract with the same company on the 2nd or 3rd inst. under the same conditions. Through this movement the people of Timbaúba will secure the continuation of the Limoeiro road into their own municipality.

RIVER PLATE ITEMS.

—An edition of counterfeit two hundred peso bills is in circulation.

—A prominent authority on grain says, we shall export not less than 50,000 tons of maize this year. The price paid at the chacras is \$35 currency.

—If Brazil provokes a war with us, who give her no grounds, there will be no native and foreign population, but all will be Argentines for that fight.

—One steamship line will ship not less than 30,000 tons of maize this season, and more than double this amount will go forward as the result of the year's crop.

—When Uruguay marries, it will be into the family of the Argentine Republic and not Brazil, and we advise the latter to gradually become accustomed to that thought.

—The following data show what the receipts of some of the custom houses were in the month of May ult.: Rosario, \$1,231,939.38; Concordia \$1,62,975.17; Gualeguay, \$1,18,078.50; San Nicolas, \$118,747.

—The production of peanuts in the republic is increasing on a large scale. Various vessels representing 1,400 tons have been chartered lately for Europe; to this we can add the steamers that take continually 400 to 600 bags.

—On the occasion of the arrival of the first Spanish mail steamer, the *Fredler*, its agents in this city have determined to give a grand lunch on board to the minister of Spain and a select number of leading Spanish merchants.

—From Mr. G. Prantzenkoldi's circular dated Rosario, June the 1st, we take the following exports since the 30th of April:—16,497 dry ox and cow hides, 2023 b wool, 138 b sheepskins, 73 b hair, 196 do sundries, 599 bags bran, 723 bags maize, 394 bars copper, 284 bars silver, 1,236 pack alloy, 1,809 bales hay, 6,000 lbs bark, 395 bus tin, 37 boxes fruits, 8 b goat skins, 7 cases wax, 2 b nerves.

—The President will soon send a message to Congress, recommending a subsidy to a direct line of steamers from the United States to the River Plate, the sum recommended is said to be \$10,000,000 per annum.

—On Monday at 5:30 p. m. the *Pilcomayo* and *Talita* anchored opposite San Fernando, on their return from the upper Paraná, where they went on a scientific expedition, and Commander Perez and Messrs. Davidson, Biggi and Parfitt landed yesterday and will shortly present a lengthy report of their interesting expedition to the government.

—Some time since the *Herald* published a sharp criticism upon the injustices suffered by many people from false imprisonment and from delays in obtaining trials. To this an Argentine paper replied by misquoting the criticism and calling it a "Yankee hypothesis." In response the *Herald* indulges in a little *argumentum ad hominem*, as follows:

We take it for granted our colleague is honest in its doubt of the severe charges we have made. We should have been so, had we not known the truth of what we have charged. Dr. Pizarro, when minister of justice, could not credit what we said until he visited the prisons and examined certain records and met, face to face, a prisoner who had had for years languished without trial.

If the *Constitutional* will go out to the Penitentiary, and look up the records of one Ross, it will learn that he was after two years acquitted, but was forgotten, and kept there two years and some months after acquittal.

Does our colleague remember another case we noted a few months ago in which after 5 years' imprisonment it was found that the accused was beyond all question innocent.

Nieves Labano de Dias is the name of an unfortunate woman who is dying in one of the cells at the Police, and who cannot be removed to the hospital, because, first, she is awaiting the action of the courts in her long-standing case.

United States Consul Baker found a young man in prison who had been ten months forgotten, without trial and without a shadow of proof or probability of guilt, and for whom his distracted parents had been advertising in vain.

Rev. Dean Dillon found a number of prisoners out at Mercedes who had been long in prison without trial, and some did not know with what they were charged.

If our "hyperbolic" colleague will inquire at the British Legation in this city, it will find a large supply of "Hyperbolic Britannica," as Her Majesty's minister has been quietly investigating cases of imprisonment of British subjects without trial.

There are scores of persons in Argentine prisons who have been there years without sentence of law.

It has taken eight months' hard work with a good lawyer to help to get at the first witness, who has been ready to testify all the time, in a case so trivial and simple that the Judge said it should never have reached him at all; meantime, the accused has been all these months in prison and he is there now.

The captain of the port, not the present one, ordered several men to prison—because the predecessors of these men had robbed a lighter—without hearing, trial or warrant, and they remained in prisons for weeks, and when the fact was made public the official said it was all a mistake and the men were let out.

United States Minister Osborne is pressing a claim against the Argentine government, because an American family were put into prison, and, after a while, turned out, without warrant or trial.

If *El Constitucional* will call on Minister Plaza, it may learn that the foreign office has some important bills to settle for various over-indulgences in false imprisonments.

We have not time to multiply instances with which we could fill columns the truth of which we know and which show a degree of carelessness, laxity and cruelty almost incredible, and altogether disgraceful to any civilized people.

(It would seem to be a pretty clear case after all! The *Herald* has our compliments for his vigorous style of argument.—Ed. News.)

THE ELECTRIC LIGHT.

In view of the hesitation of the government in granting patent privileges to two of the best electric light systems known, the following report of the practical employment and advantages of one of them will be specially interesting. While the rest of the world is moving ahead in these matters, Brazil is absolutely shutting her doors against the inventions and depriving her people of the benefits growing out of their use. This exclusion is really of much less importance to the inventors than to Brazil, for the profits

which they might derive from a few sales are comparatively small beside the benefits which their use would confer upon the cities and industries of the country. The following statement, which is from the columns of the *Manchester Guardian*, is based upon the actual employment of the electric light in one of the most important industrial establishments in England, and is therefore entitled to the highest credit.

It is getting almost too late in the day to speak of the success of the electric light—that was demonstrated beyond question at the Crystal Palace Exhibition. It remains, however, for the light to be put to the purposes of every-day life. An important step in this direction has been taken by Messrs. Mather and Platt, of the Salford Iron-works, where, for the first time in England, the Edison system has been applied to the practical purpose of illuminating the offices and workshops. The electricity is induced from two dynamo-electrical machines, each of 60-light power, and driven by a small single-cylinder engine of six nominal horse power. The conductors are carried from the dynamos, which are placed on the ground floor, through two workshops containing all kinds of engine tools, fitters' benches, &c., and through a suite of offices and draughtsmen's rooms. At present the workshops have 81 lamps in a circuit, and the offices 53, making a total of 134. The lamps, which, as already stated, are of the Edison type, consist of a thin filament of carbon hermetically sealed into a glass globe, shaped, for the most part, like a pear, from which the air is afterwards exhausted. As regards the durability of these lamps, they have been tested to 1,000 hours, but taking 500 hours as the minimum, which is the average length of time per annum during which lights are used in mills and workshops, the lamps would thus last one year. The cost of renewal is trifling. The character of the light is that of a white-hot coal, and is entirely free from the unpleasant blue glare of the electric arc as well as the painful fluctuations due to the defective focusing apparatus and the want of homogeneity in the carbon burned. Nominally the lamps used at Messrs. Mather and Platt's are of 16-candle power, but the light has many advantages over an ordinary gas jet of that power. It is absolutely steady—a matter of great consequence where work of a delicate nature like that of the draughtsmen has to be done, whilst to the mechanic or the spinner the matter is of hardly less consequence. The lamps are attached to flexible brackets, and the workman can detach them at pleasure, and use them for the purpose of giving light to any part of his work. Each light can be turned off or on by a tap similar to the ordinary gas tap. There is no danger of fire or of accidents to workpeople under the Edison system. Owing to the extremely low resistance to the electric current, the conducting wires may be held in the hand with impunity, and in each lamp-holder is placed a safety wire, which melts at a low temperature, and breaks the current should the lamp from any accidental cause be raised to an abnormal state of incandescence. This most pleasing example of electric lighting is to be seen in Messrs. Mather and Platt's offices, which are illuminated by means of simple jets and chandeliers. A soft and steady light, much more pleasant to the eye than that given by gas, is diffused over the rooms, and no smell and little or no heat is produced. We believe Messrs. Mather and Platt are so satisfied with the partial application of the Edison light that they intend to adopt the system throughout their extensive works, where upwards of 1,000 lights are required.—*Manchester Guardian*.

—The first Casino ball of the season took place at the Casino assembly rooms on the 20th inst.

—The list of candidates for the municipal council of this city is now nearly filled. There are about twenty candidates for each office.

—The general municipal elections will take place throughout the empire on the 1st proximo. They will be the first under the electoral reform law.

—The most actively prosecuted and best paying profession now in the city is that of house-breaking. It is fully protected, and seems to have the cordial assistance of the police.

—A new American steamer for the Pacific service, the *Queen of the Pacific* is expected to arrive from New York at any moment. She will call here for coal and then leave without delay for the Pacific.

—The government has approved the statutes of the central usine at Pojuca, Bahia, with modifications. The capital is fixed at 300,000\$ in 300 shares of 1,000\$ each, which can be increased to 500,000\$ by a two-thirds vote of the shareholders.

—By an imperial decree of the 17th inst. the government concedes to the department of empire an extraordinary credit of 20,000,000\$ for the payment of expenses connected with the *seccar* in the northern provinces from 1876 to 1878.

—By an imperial letter of the 17th inst. William Van Vleck Lidgerwood, of the Lidgerwood Manufacturing Company, was appointed a *commendador* in the Order of the Rose, in consideration of services rendered to the late national industrial exhibition.

—The Polytechnic School is still discussing aerial navigation, and has reiterated its recorded adhesion to Julius Caesar's patent duplex automatic balloon. Probably a new vote was made necessary by the public indifference about those Casarian alms boxes scattered about the streets.

—A well-known thief, José Antonio Lopes, was captured on the 21st inst. red-handed, having broken into a room in Rua Theophilo Ottoni, and stolen various articles of value. When brought to trial he will probably say that it is a *vingança*, and that he knows nothing about the affair, and a sympathetic jury will discharge him.

—By imperial letters of the 17th instant a large number of orders and decorations were distributed among those who took part in the recent national exposition. In the Order of the Rose to persons were made *commendadores*, 19 officials, and 17 cavaliers. Major Girard of the fire brigade at Buenos Aires was made a *commendador*.

—An imperial decree of the 10th inst. elevates the capital for a central usine guaranteed to Snrs. Carneiro da Cunha and Monteiro Caminhoto by a decree of March 14, from 500,000\$ to 700,000\$. It is stipulated that the usine shall have a capacity for crushing 300 metrical tons of sugar cane per day, and a minimum production of 1,800 metrical tons of sugar during a season of 100 days.

—A telegram from Pernambuco on the 21st inst. reports a riot at the Santa Isabel theatre the evening before, which was provoked by the police. On the following day there were demonstrations against the police *delegado*, and demands for his dismissal. The president of the province was undecided, but the *delegado* solved the difficulty by offering his resignation.

—We are indebted to the directory of the Club de Engenharia for an invitation to attend the sessions of the national railway congress to be opened on the 30th inst. The congress will be held in the Typographia Nacional, and promises to be one of the most important industrial assemblies ever convened in Brazil. It originated with the Club itself and has therefore no connection with the government.

—A great disaster occurred at Montevideo on the night of the occasion of the obsequies given by the Garibaldi masonic lodge in homage to the memory of General Garibaldi. An immense crowd of people were present on the occasion. During the ceremonies a lamp was overturned and some one cried "fire!" A panic immediately ensued, resulting in the death of twenty persons and in wounds to about one hundred more.

—The leave of absence of Dr. Honorio Bicalho, inspector of public works, has been extended three months.

—Three steamers are now on their way out from New York to this port—the *Mangelton*, *India* and *Mercer*.

—According to the army supply bill for the coming year the effective force of the regular army is fixed at 13,500 men.

—After an absence of over thirty years Dr. R. H. Gunning has returned home per the *Maskeline*, which sailed on the 19th inst.

—To assist the *Anglo-Brazilian Times* at "the supreme moment of victory," and to answer one of the ablest lawyers in Brazil, the opponents of the Botanical Garden company have employed the services of Dr. Alberto de Carvalho.

—*O Norte* is the title of a new weekly newspaper just started at Parahyba do Norte, as the organ of the "Club Literario a Recreativo." The new journal is to be devoted to literature, amusements, commerce and news, and makes a fair start in them all.

—An electric signal for marking the hour of mid-day was inaugurated on the *Ovidor* on the 16th inst. by Messrs. Ferdinand Rodde & Co. The time is announced from the observatory and is indicated by the falling of a time ball and the discharge of a small gun.

—The new French minister at this court, Comte Amelot de Chaillou, previously minister at Buenos Aires, arrived the 13th inst. on the French packet *Congo*. He has been resident a long time at Buenos Aires, and brings away with him the high esteem and good wishes of all.

—The steamship *Ceylon*, on a cruise around the world, is now due at this port and may be expected at any moment. She left Southampton October 27, 1881, and is now homeward bound. She is of 2,110 tons register, and is fitted up specially for these annual around-the-world excursions. She will stop here about four days, and her excursionist passengers should receive a cordial reception.

—It would seem from various *publicações a pedido* in the *Journal do Commercio* that the numerous residents of Copacabana are unwilling to have any other outlet than through an expensive tunnel. The next thing Copacabana will want will be a first-class ocean steamship line, and then a suspension bridge across to Jurujuba. Fishing communities like that of Copacabana are novelties.

—On the 15th inst. Senator Nunes Gonçalves addressed an interpellation to the government for information about a native evangelical church whose pastor has lately gained notoriety through the insane belief that he is divinely inspired and that God has ordered him to send away his wife and to take another. The latter offense, it seems to us, is more suitable to a police court than a council of ministers and the Senate.

—We have received two pamphlet discussions upon the new contract for the supply of gas to this city, the one entitled *Varias Considerações sobre o Novo Contrato de Iluminação a Gaz desta Cidade*, and the other *Refutação das Varias Considerações, etc.* This long-pending question has been a fruitful theme of discussion and seems to be no nearer settlement now than at the outset. It is in reality little less than a mere clashing of selfish interests, between which the public is likely to suffer most.

—Our Platine contemporary, the Buenos Aires *Herald*, astonishes us with the warlike declaration that if Brazil goes to war with the Argentine Republic there will be no natives and foreigners, but "all will be Argentines in that fight." That's bumpious talk, colleague; just a little too bumpious for a sheet which talks so much about peace! All we have to say in the matter is that if the *Herald* carries out his warlike intentions literally, there'll be a very badly piled form on our southern frontier one of these days—and it won't belong on this side either!

—The history and present standing of the republican party was the subject of an eloquent speech by Dr. Francisco Rangel Pestana in the São Paulo provincial assembly on the 13th of March last. The speech has since been republished in pamphlet form from the press of the *Provincia de São Paulo*, of which journal Dr. Pestana is one of the editors. Those who care to study this question of republicanism in Brazil will find much of interest in this pamphlet of one of the acknowledged leaders of that party in São Paulo.

—The *Globo* of the 14th was filled with shame because the transport *Madeira*, freighted with powder, etc., for Mato Grosso, did not sail as announced on the morning of that day. It was discovered after firing up that her boilers were in such a state as to compel a postponement of the departure. The minister of marine then went on board to see what the matter was, but was unable to find the commander. And this occurred, the *Globo* says, in the presence of the American and British men of war now anchored in port.

LOCAL NOTES

—The departure of the *Halley* for New York has been postponed to the 25th.

—The Carris Urbanos tramway company has laid a track into the warehouses of the Duca D. Pedro II where coffee will now be embarked directly from the freight trains.

—Brazil contains 521 *termos* with municipal justices, and 422 *comarcas* with district judges. In 1881-82 the amount appropriated for the administration of justice *per se* was 2,647,275\$711.

—We have received from the well known teacher Dr. Abilio Cesar Borges, now known under the less familiar name of Barão de Macatubas, a copy in pamphlet of his discourse before the recent international teacher's congress at Buenos Aires.

—Mr. Alfredo Montanha Martins de Pinho and one other have petitioned the minister of agriculture for a privilege for a process for taking the burst out of kerosene. The petition has been referred to the *procurador da corôa, soberania e fazenda nacional* for opinion.

CUSTOMS RECEIPTS: 1860 AND 1880.

The Diario de Santos of the 18th inst. gives the following interesting comparison between the customs receipts at the twenty-one custom-houses of Brazil in the years 1860 and 1880, as an illustration of their growth in the period of twenty years. The receipts are given in round numbers, and include the duties on imports and exports, and the various other commercial taxes collected by the customs officials. The receipts for the two years were as follows:

Table with 3 columns: Place, 1860, 1880. Lists cities like Rio de Janeiro, Pernambuco, Bahia, etc., with their respective customs receipts for 1860 and 1880.

* Created since 1860.

From The Ceylon Observer, April 22.

THE COFFEE CROP OF 1882-83.

Coffee in Ceylon has surely fallen on evil days when the owner of an estate on which he wishes to raise a loan deems it necessary to protest that his property is not a coffee estate! We have known crises worse than this, however. During one of them a European gentleman travelling through the country occasionally met natives who told him piteous tales of their distress. In reply to his question as to the cause of their misfortune, the doleful answer came: "Alas! sir, I am the owner of a coffee estate!" The gentleman who used to tell this story was himself the owner of very extensive coffee property in Ceylon, the prospects of which at one time seemed good enough to justify him in building a costly English mansion. But the time came when he also was compelled to say: "Alas! I own (or did own) coffee property!" Several times now, in the period since the real commencement of the enterprise on a large scale in 1837, we have seen mutations in which owners of coffee property from being envied as the most fortunate of men came to be pitied as the most unfortunate. It seems only the other day when a late bank manager in Colombo said that the banks would have to sue to the planters to accept advances of money, and we seem now to have reached the very depths of depression. When up country recently, we heard of three visiting agents meeting in Kandy, comparing notes and offering to take bets with all comers that Ceylon in season 1882-83 would not export 250,000 cwt. of coffee. The visiting agents in question suddenly and mysteriously disappeared, and on the night following and ever since three doleful owls have haunted the valley in which the mountain capital is situated, awakening the midnight echoes to the sounds of

- No. 1. Hoot!
2. Hoot! hoot!
3. Hoot! awa!

There can be no doubt, however, that repeated attacks of leaf-disease, aided by grub, have deprived the coffee bushes of much of their stamens, and, without going the length of believing that the export of 1882-83 will be less than one-fourth of the maximum attained in 1860, we fear that on many estates there will be "a beggarly array of empty boxes," and that, notwithstanding very wonderful exceptional cases of profuse blossom, expected to result in bumper crops, the entire outturn will be deplorably short. But for the fact that we have so frequently seen the pendulum take the opposite swing to use Mr. Robert Tytler's favourite metaphor, we should almost despair of the older species of coffee. But it will probably be found that "there is life in the old one yet," and that by the time the railway reaches Uva (via Nanuaya, for the Hambantota scheme is a mere delusion and a snare, worthy of the enemies instead of the friends of Uva) possessors of coffee estates will again be deemed fortunate men. May it so turn out!

After the above had been written we received the Gazette containing documents shewing that the introduction of coffee from Ceylon into the important colony of Réunion (ancien Bourbon) had been forbidden. Whether Ceylon coffee can stanch this additional blow is a solemn question, but equally curious is the problem as to coffee in Réunion (if really it is cultivated there to any extent) having escaped a leaf fungus which has spread over the Eastern world and the Pacific, not even sparing Réunion's next neighbour, Mauritius. We must just try to survive our being put into quarantine by the French Rock called Réunion, the siok lion treating the barks of curs with contempt.

From the N. Y. Commercial Bulletin, May

FARM PROPERTY IN THE UNITED STATES.

Some interesting statistics are presented in a recent census bulletin, touching the number and comparative size of farms in the various states and territories of the United States, which, had they been accompanied with figures on acreage, products or similar information, might have been of more use than in their present shape. As it is, however, not a few facts are elicited which deserve attention. In number of farms, Illinois leads the list, being followed in close succession by Ohio, New York, Missouri and Pennsylvania. The actual number of farms in the larger agricultural states at the time of the last census and for the two previous decades were as follows:

Table with 3 columns: State, 1860, 1870, 1880. Lists states like California, Dakota, Illinois, Indiana, Iowa, Kansas, etc., with their farm counts for 1860, 1870, and 1880.

As the statement from which these figures are compiled does not include acreage, no reliable estimate can be formed as to the increase in that respect; but the number of farms is, to a certain extent, a criterion of the condition of the agricultural classes. The largest increase in number during the past ten years has been in Kansas, Iowa, Missouri and North Carolina also show very considerable enlargements. By far the greater majority of the farms range from 20 to 500 acres, the greater proportion included in such a range being from 100 to 500 acres. The number containing 1,000 acres and over is limited, and is largest in California, where the number of individual farms is consequently small. This is also the case in Dakota, Nebraska, Wisconsin and a few other northern states, where farming is conducted on an immense scale. In the southern states of Louisiana, Mississippi and North Carolina, there are comparatively many farms of 1,000 acres and over. Some idea of the prosperity of the farming classes may be formed when it is understood that about two-thirds of the farms in most of the states are occupied by the owners, and of the remaining third a good proportion are let at fixed rentals; while a still larger share are worked on shares. As a rule, the properties that are occupied by their owners are larger than those occupied by individuals paying either fixed money rentals or shares of the produce.

From the Ceylon Observer, April 27.

THE INDIAN TARIFF.

All imports now enter India free of duty with the fewest possible exceptions. As salt is a monopoly from which government derives a large revenue, of course it is necessary to levy on imported salt a duty equivalent to the local e case. The price of salt, however, has been lowered from 20 to 30 per cent in the recent changes, and the cost of this commodity to most of the inhabitants of India is now so moderate that the monopoly, while yielding an important addition to the resources of the state, is scarcely felt by consumers. Of course the entire abolition of the salt duty is as desirable in India as the abolition of the similar impost and the taxes on grain would be in Ceylon. But revenue must be provided, and it is most conveniently and with least hardship obtained by moderate taxes on articles largely used. Opium, for the same reason, is liable to a duty, when not covered by a government pass, of Rs 24 per seer of 80 tolas. The duties on alcoholic liquors, being luxuries, are retained at 1 anna (6 cents) per imperial gallon of ale, beer and porter. Champagne and other sparkling wines are charged Rs 2 (Rs 2.50) per gallon; liqueurs Rs 4; 6 quart bottles being there as here counted a gallon, although the "reputed quart bottles" certainly do not run a gallon to 6 bottles. Other than sparkling wines are charged Rs 1-8 (Rs 1.50) per gallon; while spirits pay Rs 4 per imperial gallon, with increase as the strength exceeds London proof. For political reasons, import duties are charged on arms, ammunition and military stores, with certain exceptions.

This is the whole of the import tariff; all else enters absolutely free, whether it be the silks and laces of the rich or the cottons and woolsens of the poor. The export tariff is still shorter, embodying only one article of which India has largely the monopoly and which from the enormous supplies

exported yields a revenue too large to be at present spared. Rice, husked or unhusked, is charged a uniform duty on export of 3 annas (14 cents) per Indian maund of 82 2/7 lbs. avoirdupois weight. This is equivalent to 11 cents per bushel. So that the total of Indian export and Ceylon import duties on rice and paddy are as follows:—

Table with 2 columns: Item, Amount. Lists rice export duty (11 cents), Ceylon import duty (29), and total (40 cents).

Table with 2 columns: Item, Amount. Lists Indian export duty (11 cents), Ceylon import duty (13), and total (24 cents).

Of course, the consumer pays a certain percentage over and above the amount of duty; but even at the present low prices of grain, the percentage by which the cost is enhanced by the united duties, is not a heavy one. Ceylon could not abolish her import duties on grain without also abolishing the local grain duties, the only tax on land which the natives pay. At present this is impossible, nor indeed is the time favourable for suggesting the giving up of any source of revenue, however small. But we trust the day may arrive, for which Sir Wm. Gregory so ardently longed, when Colombo on a fair scale must be levied to reimburse government for the large expenditure on our grand and useful breakwater. But import duties will, ultimately, no doubt, be levied only on grain, alcoholic drinks, tobacco, opium, bang, arms and ammunition, salt, and a few more articles. At present the customs form our most prolific source of revenue, and works are yet needed which must be taken in hand and finished, before we seriously contemplate following the example set us in India.

We have based our calculation of 11 cents per bushel as the Indian charge, on the average weight of 65 lb. obtained here against 82 lb. for the Indian maund. A gentleman of large experience to whom we referred the question of proportion of Ceylon bushel to Indian maund wrote thus:—

"We usually calculate on 2 1/2 bushels (1 bag) as being equal to two maunds, and 1 bushel should (as nearly as possible) equal 65 3/5 lbs of rice; but rice differs in weight according to its age and quality. However, I think that 65 2/5 lb. to a bushel will be near enough for what you require. Some bags of rice, which are called 2 maunds, contain a couple of measures and sometimes more in excess of 2 1/2 bushels."

COMMERCIAL

Table with 2 columns: Item, Amount. Lists par value of Brazilian mil reis, bank rate of exchange on London, and present value of Brazilian mil reis (paper).

EXCHANGE

June 14.—The market continued firm, the banks drawing at 2 1/4% on London. Small transactions in private paper were effected at 2 1/2% and 2 1/4% on London and at 4 1/2% on Paris. Sovereigns closed at 118 3/40 sellers, 118 1/20 buyers. June 15.—The banks opened at 2 1/4% but gave in the afternoon at 2 1/2%. Private paper was negotiated at 2 1/2% and 2 1/4% on London and at 4 1/2% on Hamburg. Sovereigns sold at 118 3/40, 118 2/80 and 118 1/20 cash. June 16.—The rate of 2 1/2% was to-day adopted officially by the banks and the firmness of the market increased, the banks drawing on their head offices at 2 1/4% and 2 1/2%. The rates for private paper were 2 1/4% and 2 1/2%. Sovereigns sold at 118 3/40 cash. June 17.—The market to-day remained in the same position as yesterday, but later on there was more demand for private paper which was negotiated at 2 1/2%, 2 1/4% and 2 1/2% on London and at 4 1/2% on Hamburg. Sovereigns closed at 118 3/40 sellers, 118 1/20 buyers. June 18.—The market became less firm today. The banks continued drawing at 2 1/2% but did not give any more on head office at above that rate. In private paper small transactions were effected at 2 1/2% and 2 1/4% on London and at 4 1/2% on France. Sovereigns sold at 118 3/40 cash. June 20.—The banks reduced their rates today to 2 1/4% and the market was flat. Private paper, which continues scarce, was negotiated at 2 1/2%, 2 1/4% and 2 1/2%. On France some transactions took place at 4 1/2% bank and 4 3/4 private. Sovereigns closed at 118 3/40 sellers, 118 1/20 buyers. June 21.—The market to-day continued flat at 2 1/4% bank and 2 1/2% private on London and 4 1/2% private on France, at which rates a limited amount of business was done. Sovereigns sold at 118 3/40 cash. June 22.—The rates of the banks remained unchanged but towards the latter part of the day the market appeared somewhat firmer. Private paper was negotiated at 2 1/2%, 2 1/4%, 2 1/2% and 2 1/4% on London and at 4 1/2% on France. Sovereigns closed at 118 3/40 sellers, 118 1/20 buyers. June 23.—The market to-day is firm but inactive at 2 1/4% bank and 2 1/2% private on London.

SALES OF STOCKS AND SHARES.

Table with 2 columns: Item, Amount. Lists various stock and share sales including Banco Commercial, Banco do Commercio, and various insurance companies.

MARKET REPORT.

Rio de Janeiro, June 23rd, 1882.

Exports.

Coffee.—Our last report was on the 14th instant. Since then currency prices have remained unchanged and as exchange is also unaltered, the sterling cost of coffee to-day is the same as on the 14th.

Though prices in consuming centres have not improved, a fair demand has prevailed in our market during the period under review, but the business done is not extensive owing to the poor assortment of the stock, caused by the further decrease in the receipts which, during the last 10 days, have averaged only 6,390 bags per day against 8,371 bags per day during the preceding 10 days.

This decrease in the receipts is, in our opinion, to be attributed less to a scarcity of coffee than to the low prices ruling here at present and to a desire on the part of planters to profit by the promised considerable reduction in the freight tariff on the D. Pedro II railway.

The sales since the 14th inst. amount to 89,240 bags, viz: 53,820 bags for United States, 21,810 " Europe, 4,600 " Cape of Good Hope, 9,910 " Elsewhere 89,240 bags.

and the total sales since the 1st instant amount to 176,790 bags, viz: 117,670 bags for United States, 45,000 " Europe, 4,600 " Cape of Good Hope, 8,620 " Elsewhere 176,790 bags.

The clearances have been:

Table with 2 columns: Item, Amount. Lists United States sales (Baltimore Am bgn Alike, New York Br str Hamann, etc.) and Europe sales (Antwerp, Dronheim Gr str India, etc.).

Receipts since the 1st instant have averaged 7,467 bags per day.

Washed... 4,800 - 6,800 Superior... 4,220 - 4,420 Good first... 3,950 - 4,020

and on this basis cargoes may be quoted: Washed... p 10 kilos per cwt per lb.

Stock is estimated to-day at 108,000 bags, not very well assorted.

Imports. Flour.—The arrivals since our last report consist of 945 barrels per Pampa; from Baltimore 200 bags per Strabo; from River Plate

Market firm. Pitch Pine.—The 214,866 feet per Visk & Mebane, referred to in our last, have been sold at 48500 per dozen.

Marker firm. White Pine.—No arrivals. The pine in store has been sold at about 118 reis per foot.

Market unchanged. We quote 40500-41500 per dozen last sales.

Prices unchanged. Indian Corn.—Arrivals from River Plate: 395 bags per Congo

Market firm and prices advanced to 5800-5900 per bag. Cement.—Arrivals: 799 cases per Carique from Havre

Market unchanged. We quote: English 75000-75500 German 6 900-6 800

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JUNE 17. IQUQUE.—It bk Luigi P.; 980 tons; Guceca; 62 ds; saltpeper; put in leaky; bound for Falmouth.

JUNE 20. OPORTO.—Nor bk Colige; 210 tons; Doumb; 43 ds; sundries; to Montego Briga & Imo.

JUNE 21. GUARALVA.—Gr bn Mary; 170 tons; Jung; 48 ds; jerked beef to A. Wagner.

NEW CASTLE.—Bk bk Sparker; 471 tons; Mitchell; 70 ds; coal to Florin & Tavolara.

JUNE 14. CALCUTA.—Bk bk Riole; 1,485 tons; Henderson; bal last.

JUNE 14. UNITED STATES.—Bk bk Karnak; 839 tons; Upham; ballast.

JUNE 15. BALTIMORE.—Am bn Alice; 370 tons; Bason; coffee.

JUNE 15. ARACAJE.—Nor bn Alert; 186 tons; Petersen; ballast.

JUNE 15. NORTHERN PORTS.—Nor bk Viking; 289 tons; Landing; ball't.

JUNE 15. TUNES.—It Am bk Sarah A. Staples; 466 tons; Harleed; ball't.

JUNE 15. PERAMBICO.—Port bk Anidia; 265 tons; Montain; sundries.

JUNE 15. ANTONIA.—Nor bk Maria Augusta; 174 tons; Eriken; sundries.

JUNE 21. RANGON.—Bk bk Nor Water; 554 tons; Whinny; ballast.

JUNE 21. PERAMBICO.—Sp bk Charlo; 189 tons; Gelpi; jerked beef.

JUNE 21. PARANGA.—Sp bk Pepita; 141 tons; Alsina; sundries.

FARE SAILING VESSELS IN THE PORT OF RIO DE JANEIRO, JUNE 21st, 1882.

Table with columns: NAME, TONNAGE, REGISTERED, WHERE FROM, CONSIGNEE. Lists various ships and their destinations.

The shipping arrivals entering over the Rio Grande bar during April amounted to a total of 57 vessels; of which 33 were from domestic ports and 24 from foreign ports.

The departures were 80, of which 50 were for domestic ports, and 30 for foreign ports.

ARRIVALS OF FOREIGN STEAMERS. Table with columns: DATE, NAME, WHERE FROM, CONSIGNED TO.

DEPARTURES OF FOREIGN STEAMERS

Table with columns: DATE, NAME, WHERE TO, CARGO. Lists ship departures.

—A telegram received on the 21st instant from Pernambuco advises that the Am. brig George Peabody went ashore at Maranhao on the 14th inst., jettisoned 1,500 bags coffee, discharged 1,300 bags, got off, reloaded the discharged cargo and was ready to proceed on her voyage on the 20th.

GOVERNMENT BONDS

Table with columns: EMISSION, CIRCULATION, DENOMINATION, INTEREST, NOMINAL VALUE, QUOTATION.

BANKS AND PUBLIC COMPANIES

Table with columns: CAPITAL, SHARES, ISSUED, VALUE, PAID UP, NAMES, RESERVE FUND, QUOTATION, LAST AM'T, LAST DIVIDEND PAID.

SHIPPING NEWS.

ARRIVALS OF FOREIGN VESSELS. JUNE 13. HAVRE.—It bk Caspary; 180 tons; Green; 72ds; sundries to G. Poley Rabert & Co.

BARRA.—Port ship Marianna VI; 1,578 tons; Santos; 14ds; salt; to Joao dos Reis & Cia.

JUNE 14. CARR TOWN.—Bk bk Silver Cloud; 154 tons; Lachlan; 31 ds; ballast to Norton Megaw & Co.

PAYSANDU.—Sp bn Chanto; 183 tons; Gelpi; 42 ds; jerked beef to Comp. Pastori Agricola.

FREIGHTS:

Table with columns: Steamers, Sailing, Tackle. Lists freight rates.

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General Banking,
Mercantile and
Shipping Business.

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Steamers and Sailing Packets
running between above Ports.
Unrivalled facilities for buying and selling
Brazilian Produce & American Staples
at the most advantageous terms.

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BRANCHES:

LISBON, OPORTO, PARÁ, PERNAMBUCO, BAHIA,
RIO DE JANEIRO, RIO GRANDE DO SUL,
AND MONTEVIDEO.

Capital..... £ 1,000,000
Capital paid up..... " 500,000
Reserve fund..... " 155,000

Draws on:

Messrs. GLYN, MILLS, CURRIE & Co.,
LONDON,

Messrs. MALLET FRERES & Co.,
PARIS,

Messrs. J. H. SCHROEDER & Co.,
HAMBURG,

Messrs. MORTON, BLISS & Co.,
NEW YORK.

ENGLISH BANK

OF

RIO DE JANEIRO
(LIMITED)

HEAD OFFICE IN LONDON

BRANCHES:

RIO DE JANEIRO, PERNAMBUCO AND SANTOS

Capital..... £ 1,600,000
Ditto, paid up..... £ 500,000
Reserve Fund..... £ 160,000

Draws on the London Joint Stock Bank and transacts
every description of Banking business.

FARINHA AMERICANA.

RELDNIHCS
AMERICAN BAKING POWDER

(Trademark Registered)

The purest and best Baking Powder made.

Sole Agency:

No. 35, RUA DO VISCONDE DE INHAUMA.

Nobel's Explosives Co. Ltd.

Manufacturers of Dynamite and the new compound
known as "Blasting Gelatine".

The properties of Dynamite are now well known and the
experiments recently made both with it and Blasting Gelatine
in the neighbourhood of this city and that of Santos have
successfully shown their advantages over Gunpowder in rock
work, uprooting trees, etc.

Blasting Gelatine is composed of nitro-glycerine and a
specially prepared quality of nitro-cotton. It is 50 per cent
stronger than Dynamite and possesses all its penetrating
properties besides developing largely the expansive nature of
Gunpowder: it is safer than either in handling and far less
dangerous than the latter. This explosive has proved of the
highest efficiency not only in ordinary blasting but also in
submarine work, such as the removal of rocks and wrecks.

The new compound is a jelly-like substance, less sensitive
to shocks than Dynamite, is easily handled and applied, and
is exploded by the use of primer and detonator of extra
strength, or by the employment of small Dynamite cartridges.
Dynamite cartridges for this purpose are included in each box
of Gelatine.

The agents are prepared to furnish all desired information
as to the employment of Dynamite and Blasting Gelatine on
application; also to supply these explosives in any quantities
desired.

Agents: — Edward Ashworth & Co.
No. 74 Rua 1º de Março
Rio de Janeiro.

17-26

ROYAL MAIL STEAM PACKET COMPANY

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

TABLE OF DEPARTURES,
1882

Date	Steamer	Destination
Jun. 24	Elbe.....	Bahia, Macció, Pern'co, Lisbon and Havre.
July 3	Avon.....	Bahia, Pernambuco, Lisbon & Southampton.
" 9	Neva.....	do do do do do do
" 17	Tagus.....	Santos, Montevideo and Buenos Ayres.

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

For freights and passages apply to

E. W. MAY, Supt.,
Rua 1º de Março No. 49.

LIVERPOOL, BRAZIL AND RIVER

PLATE MAIL STEAMERS

UNDER CONTRACT WITH THE

BELGIAN AND BRAZILIAN
GOVERNMENTS.

June Departures:

To New York:

Bela.....	June 5th
Cypernias.....	" 10th
Memnon.....	" 15th
Halley.....	" 20th
Sirius.....	" 25th
Herschel.....	" 30th

To Europe

Galileo.....	June 8th
Marskyne.....	" 18th
Handel.....	" 20th
Dalton.....	" 28th

To the Southern Ports

Caldron.....	June 2nd
Catour.....	" 10th
Cervantes.....	" 17th
Canota.....	" 25th

To the River Plate:

Horrax.....	June 14th
Pascal.....	" 24th

Norton, Megaw & Co.

Rua 1º de Março No. 82.

F. D. MACHADO, Broker.

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MAIL STEAM SHIP Co.

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(CHARTERED)

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soon as possible for

NEW YORK,

calling at

Bahia, Pernambuco, Maranhão, Pará
and St. Thomas

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No. 2 Praça das Marinhãs.

And for cargo to

W. C. Peck.

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commend a good School for Boys in a
healthy locality in the South of England.

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H. B., Caixa 741,

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IN TINS
Absolutely Pure

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eering Supplies and Materials.

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PULLMAN PALACE CAR Co.

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T. G. BRILL & Co.

PHILADELPHIA, Pa., U. S. A.

HOOKS SMELTING Co.

PHILADELPHIA, Pa., U. S. A.

LEHIGH CAR WHEEL WORKS

CATAQUA, Pa., U. S. A.

CULMER SPRING Co.

PITTSBURGH, Pa., U. S. A.

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SONS Co.

TRENTON, N. J., U. S. A.

BROOKS LOCOMOTIVE WORKS.

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

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PHILADELPHIA, Pa., U. S. A.

BLAKE ORE CRUSHER CO.

NEW HAVEN, Conn., U. S. A.

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Check Perforating Machine.

The use of this machine affords an absolute guarantee
against raising or altering the amounts specified on any kind
of commercial paper.

The machine may be seen at this office, where orders will be
received.

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INSURANCE CO.

Agents in Rio de Janeiro

Smith & Youle.

No. 69, Rua 1º de Março.

THE LIVERPOOL AND LONDON
AND GLOBE
INSURANCE COMPANY.

Agents in Rio de Janeiro

Phipps Brothers & Co.

16 Rua do Visconde de Inhauma.

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EVARISTO RODRIGUES DA COSTA

7 Travessa do Ouveidor 7

This establishment, supplied with excellent material nearly
all imported from the United States, is prepared to print any
work of literature, art, science, religion, etc., etc., however
voluminous it may be. It executes all kinds of printing for
commercial transactions, railways, public departments com-
panies, banks, associations, brotherhoods, etc.

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Bills of Fare, Wedding Invitations,
Circulars, Funeral Announcements,
Art and Color Printing.

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RIO DE JANEIRO

TYPOGRAPHIA ALDINA

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

Special attention will be given to English work.

REVISTA DE ENGENHARIA.

(PORTUGUESE.)

The only Engineering Review published in Brazil.

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

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

Owing to its large circulation among engineers in all parts of
the empire, it will be found a valuable advertising medium.

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each number..... 2 000

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Caixa no Correio, A.

Rio de Janeiro.

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

The Rio News was established under its present title
and management on the 1st of April, 1879, succeeding the
British and American Mail. Although the style, title
and frequency of issue were changed at the time of trans-
fer, the designations of number and volume were continued
unbroken. At the beginning of 1882 the style of the
publication was still further changed by an increase from
four to eight pages, and a diminution in the size of the
page. This change not only largely increased the size of
the publication, but it added greatly to its convenience for
office and reference use.

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

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 try
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 in-
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