

THE RIO NEWS

PUBLISHED TRIMONTHLY

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

A. J. LAMOUREUX, Editor and Proprietor.

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.

(Cash invariably in advance)

Subscription for one year in Brazil,.....	50\$000
do for six months do	28\$000
do for one year in the United States, \$10.00	
do for six months do do \$ 5.00	
do for one year in Great Britain,....£2 0 0	
do for six months do do ...£1 0 0	

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

All subscriptions should run with the calendar year. Back numbers supplied at this office from April 1st. 1879.

Subscriptions and advertisements received at the EDITORIAL ROOMS:—79, Rua Sete de Setembro.

CITY TELEPHONE ADDRESS:—No. 112.

Agent for the United States and Canada: THE INTERNATIONAL NEWSPAPER AGENCY, New Haven, Conn.

RIO DE JANEIRO, JULY 5TH, 1882.

AFTER a much longer period of life than was at first thought possible, the Martinho Campos ministry has ceased to exist. Organized by a man who possessed neither the respect nor confidence of the country, and composed almost exclusively of men unknown and untried in administration and with but little experience in legislation, it was hardly possible for it to succeed. Its failure has been even more signal than at first anticipated. It was unquestionably called into office to check the growing power of abolition, and it has succeeded only in making slavery more odious than ever, although the active work in favor of abolition has been in a measure suppressed. It announced no programme nor policy at the outset, and it created none since. Its chief appealed to his personal record as an opponentist in the legislature has been practically extended to a policy of opposition as a minister to all the best and most necessary measures of administration and legislation. In its brief existence of five months, this ministry has not accomplished one single thing to signalize the high position which it has held. It has earned nothing but ridicule and contempt for its leader, and pity for his inexperienced colleagues. The final overthrow of the ministry was effected on the 30th ult. by a vote of 63 to 45 in the Chamber of Deputies in favor of a motion to take up for second reading a committee report on the registration of voters. This motion was opposed by the ministry who declared that they would make it a vote of confidence. The result being against them—44 conservatives and 19 dissenting liberals voting for the motion—the ministers withdrew and offered their resignations to the Emperor. They were at once accepted. Counselor Saraiva was then called to organize a new ministry, but declined to undertake the task. A delay then followed until the 2nd instant, when Counselor Paranaçu consented to accept the charge. He presented the names of his colleagues to the Emperor on the evening of the 3rd instant. All things considered the new cabinet is an able and satisfactory one, and will be welcomed with a general sigh of relief. The new prime minister has had much experience both as a legislator and a minister, and is known as a man of moderate views. He is a liberal in politics, but not of the radical type. Of his colleagues the ablest man is perhaps the minister of

agriculture, Deputy Padua Fleury, a man of marked ability and wide experience. The new cabinet is composed as follows:

Senator Visconde de Paranaçu, of Piauí, president of the council and minister of finance;
 Senator Pedro Leão Velloso, of Bahia, minister of empire;
 Senator João Florentino Meira de Vasconcellos, of Paralyba, minister of marine;
 Deputy Lourenço Cavalcanti de Albuquerque, of Alagoas, minister of foreign affairs;
 Deputy Carlos Afonso de Assis Figueiredo, of Minas Geraes, minister of war;
 Deputy João Ferreira de Moura, of Bahia, minister of justice;
 Deputy André Augusto de Padua Fleury, of Goyaz, minister of agriculture, commerce and public works.

THE final result of the subscription inaugurated in this city by Chief of Division Arthur Silveira da Motta, of the Brazilian navy, in relief of the families of the officers and crew lost on the *Douro*, amounted to the handsome sum of 13,762\$680, which was remitted through the Royal Mail Co.'s agent, E. W. May, Esq., on the 23rd ult., in a bill of exchange for £ 1,232 18s 2d. This result is so highly satisfactory and creditable in itself that it needs no comparison with the Southampton subscriptions, which it exceeds, to demonstrate the generous liberality and sympathy which actuated it and carried it through. The terrible loss of life and the rare devotion of the officers of the *Douro* made this disaster one of general and heartfelt sorrow. There was no question of nationality, no shadow of indifference. The disaster appealed to every heart, and especially to those of the Brazilian people with whom the Royal Mail packets have long been favorites. Immediately after the news came of the great loss of life among the officers of the *Douro*, subscriptions were initiated everywhere along the coast in relief of their families, and we are glad to note that the response has been in every case most generous. We regret that we can not give the full results of all the subscriptions, as it should be a matter of enduring record. From the fact, however, that some 5,000\$ were subscribed in Pernambuco alone, it will be seen that the aggregate from all the coast cities must be very large, certainly above 20,000\$. These most generous and most deserving gifts will be doubly grateful to those whom this sad accident has left in bereavement, for they will bring with them timely aid in many cases and a noble sympathy in all.

We give elsewhere a "short notice"—we say "short notice," because our versatile correspondent so terms it, and he ought to know!—of a little pleasure-seeking in which our Paulista friends were engaged on the 24th ult. How successful they were in the quest can best be understood from the racy pen of our correspondent. It is sufficient to say in this respect that the pleasure of reading the exciting events of the day, from the sturdy warfare waged by "Jim" and "Jim's brother" to the by-play among the camp-followers, can only be excelled by the pleasure of the day itself. Happy indeed are those who go forth upon the village green—if Jundiahy may be said to possess such a thing—and bruise the leather sphere! Twice happy are those who can round out the incidents of so eventful a day with the view of a real genuine "capsize!" And thrice happy those who are permitted to add one more drop to a brimming cup by the rare sport of matching strength and agility against the traditional delusiveness of a well-battered porcine tail. If there be one single drawback in all this sport—and such a possibility should never be mentioned in the same breath—it can only be found in the editor's perplexities as how to punctuate the narrative and to harness the riotous wit. It is clear, however, that Jundiahy was the

scene of a genuine day's amusement—in spite of that loquacious "Yankee from New York" with a foreign-sounding name—and that his brilliant victory for the S. P. C. C. is not unlikely to lead to another not less pleasant in this direction. If such an event occur, we'll undertake on our own responsibility to suppress "Shimmel," "George Washington" and the "New York Seventh" *ab initio*.

We give in another column two valuable extracts from the annual report of the director of the Royal Botanic Gardens of Ceylon on the cultivation of coffee and rubber on that island. Although it may be urged that Mr. Trimen's investigations have little to do with Brazil because of the absence of the leaf disease in this country and of the extensive area covered by native rubber-producing trees, it still concerns this country very materially through the efforts put forth to develop these and other products. It is stated that much has been accomplished in the study of leaf-disease, which has been so fatal to the coffee industry of Ceylon, and that its life and ordinary means of propagation are now definitely known. This much attained, through the careful studies of scientific men, it naturally follows that the pest will soon be brought under control and that coffee production in Ceylon will again assume a position of high importance. All other things being equal, it is inevitable that the intelligence and energy which have characterized the planters and scientific men of Ceylon in developing the products of that island must eventually result in well-earned success. Notwithstanding the ravages of a disease which has steadily decreased their product, the planters of Ceylon have shown a most praiseworthy courage in fighting it, and in repairing losses by the introduction of new industries. At no time have they lost hope in the eventual subjugation of the coffee leaf-disease, but at the same time they have most wisely undertaken the cultivation of other products, many of which were wholly new to that country. Principal among the exotic products is that of rubber, and in this industry also Brazil is deeply interested. The people of Ceylon and India will have no great river valley like that of the Amazon from which to draw their supplies of this product, but they are devoting themselves most assiduously to the study of the plant, and to practical experiments as to the best means of cultivating it and of making it a profitable industry. Plants and seeds of all varieties have been secured and have been widely distributed to every locality adopted to their cultivation, and scientific men are devoting themselves to the study of the several varieties in public botanic establishments. From efforts such as these there can be but one result—success. It may be reasonably inferred therefore that in the near future a new producer of rubber will appear upon the market to compete with this country, and that that new producer will appear not as the representative of a primitive forest industry, but of a highly-developed branch of scientific agriculture. And while the preliminary steps are in progress, while the people of Ceylon and India are securing every possible variety of the plant and are distributing them throughout a vast fertile country, the Brazilian *seringueiro* is steadily working his destructive way back into the interior, and the Brazilian planter is dreaming of nothing but coffee and politics. Already the lower Amazon is practically abandoned by the rubber-gatherers, and their camps are yearly carried farther up toward its head waters. This year rubber is gathered on the Rio Beni to be transported in canoes down the Madeira and Amazon, a thousand miles to market. The industry is still in its primitive stage, and nothing is done either to develop and protect it, or to find some

substitute to follow in its wake. The old rubber-gatherers' villages on the lower Amazon are now quite deserted, and the forests are rapidly spawling them from all sight and recollection. As yet and in every sense of the word the rubber industry of Brazil is a destructive one. With the gradual destruction of its sources of supply it is steadily receding into the interior and away from its markets. This process tends to increase the difficulty and cost of gathering the product, a process which will eventually place less favored producing countries on better competing terms with Brazil. Should Ceylon and India succeed in producing rubber, as they undoubtedly will, their industry will be one of steady development and of skilled cultivation. While Brazil is losing they will be gaining ground. These results, it is true, will not happen this year, nor next, but they are almost certainties of a not remote future, and as such should command the thoughtful attention of the people of this country.

OUR CRICKET MATCH.

Time 8.30 a. m., 24th June!—Weather, heavy fog.—Place São Paulo railway station. A long train about to start; the carriage filled with the "British colony" and its belongings in the way of "women and babies" and such like articles "de luxe"! "Are you passing ben?" "Hallo! 'ow are yer, and 'ows yer mother?" "Delighted indeed to see you looking so charming!" "Here, Bill, give us a loan of your 'baccy!" Above the din a voice called out "How's that snuff?" "Over!" replied the grating voice of "our bowler" with a rasp that made your blood run cold, "here come in, there's most of our fellows here!" and a horny jaw dragged me into a carriage where "most of our fellows," huddled together, were trying to persuade themselves that they did not feel cold and miserable.

Right! A whistle from the engine, the train "dragged its slow length" out of the station, and we were fairly on our way to the grand Cricket match at Jundiahy: An account of which "our" captain has asked me to write. I heartily wish I had not even begun it for I have got "things mixed" as the Yanks say.

You all remember we played the "Rio Cricket Club" a few months ago—that is, I mean to say, the "play" was all on their side; we did 'tother thing. I think they called it "hunting leather." Some folks like it; I don't. I got a good deal of it that day, and the way I "fielded" was second only to "long-leg"—but he was a caution! We had two or three Campinas fellows in that eleven, besides "long-leg," and one of them made the highest score on our side (I think it was eight) so the Campineiros went away to their diggings "laying the flattering unction to their souls" "that they had distinguished themselves. So they had! Anyhow they challenged us to play them at Jundiahy—and to Jundiahy we were going.

By "us" I mean the S. P. C. C. which being interpreted reads "The Marylebone Cricket Club," or something of that sort! We arrived at Jundiahy at about 10.30 a.m. and the view of the "field" was quite inspiring. A long tent with tables for "grabbing" on for five hundred and one or two persons; a smaller tent for the "women and babies," both decorated with flags and streamers (the tents, I mean, not the "ladies and babies.") There were swings, "seesaws," "aunt sally," "Brighton donkeys" disguised as horses, bands of music, and on a level piece of ground in the bright sunlight three sticks stuck in the ground were placidly contemplating other three sticks stuck into the ground 22 yards away, both having some cabalistic lines drawn in chalk at their bases

Total arrivals during the 6 months 52,307 cases against 35,003 .. same period 1881.
Codfish.—No arrivals.

Market firm and retail prices maintained at 265,000—28 1/2 per prime quality.
Arrivals in June 19,130 cases against 1,533 .. in June 1881.

Total arrivals during the 6 months 19,324 bbls and 4,710 cases against 21,376 .. same period 1881.
Rosin.—Arrivals: 273 barrels per Gamalid from New York.

Market firm. We quote as before 510—520 per kilo.
Arrivals in June 265 cases against 165 .. in June 1881.

Total arrivals during the 6 months 107.9 cases against 1,795 .. same period 1881.
Kerosene.—Arrivals: 8,700 cases per Gamalid from New York.

Market firm. We quote as before 630—640 per case for Devon's B. 30 lb.
Arrivals in June 849 cases against 8,377 .. in June 1881.

Total arrivals during the 6 months 107.9 cases against 97,516 .. same period 1881.
Lard.—No arrivals.

Market firm. We quote General's brand 180 rais per lb. in large lot and 500 rais in retail.
Arrivals in June 300 bbls against 4,700 .. and 35 cases in June 1881.

Total arrivals during the 6 months 27,790 kegs and 45 cases against 39,080 .. same period 1881.
Hay.—Arrivals: 846 bales per Lepanto de Buenos Ayres.

Market steady. We quote 56—50 rais per kilo.
Arrivals in June 849 bales against 1,477 .. in June 1881.

Total arrivals during the 6 months 12,381 bales against 15,599 .. same period 1881.
Coal.—Arrivals: 15 per Kjartan from Handing.

Arrivals in June 12,331 tons against 19,421 tons in June 1881
Total arrivals during 6 months 119,154 tons against 102,342 tons same period 1881.

Beer.—Arrivals: 400 cases per Vork from Hamburg.

We quote as before: Bass (Hers & Bell) 7,500—7,600 Tenment 4,500—5,000 Guinness Stout 7,000—7,500

Butter.—Arrivals: 55 cases per Polton from Genoa.

DEPARTURES OF FOREIGN VESSELS.
JUNE 22.
CAPE TOWN.—Br. bk Silver Cloud; 155 tons; Lindlar; coffee.

PARANAGUA.—Dan. bk Odine; 173 tons; Hansen; ballast.
JUNE 23.
ARACAJ.—Nor. bk Statmer; 215 tons; Guliksen; ballast.

VANDUERS ISLAND.—Am. ship Detroit; 1577 tons; Manne; ballast.
JUNE 25.
CALCUTTA.—Br. bk Donaldson; 1210 tons; Sangster; ballast.

HAMB.—Br. bk Royal; 193 tons; Wakeham; ballast.
—Br. bk Royal; 210 tons; Nossard; ballast.
JUNE 27.

QUINCE.—Br. bk Charles; 1230 tons; Laill; ballast.
NEW YORK.—Am. bk Cranford; 673 tons; Means; coffee.

AUSTRALIA.—Br. bk General Davila; 1455 tons; Stanton; ballast.
NEW YORK.—Port. bk Zulu; 210 tons; Santos; old iron.

ASSI.—Nor. bk Nordby; 134 tons; Fucholdt; smaltite.
JUNE 28.
HAMB.—Br. bk Apollo; 254 tons; Turner; ballast.

MALAC.—Nor. bk Export; 186 tons; Rein; ballast.
PARANAGUA.—Sp. bk Diana; 242 tons; Sanjan; ballast.
JULY 1.

SAVANNAH.—Nor. bk Statmer; 405 tons; Erikson; coffee.
PORT ELLIOTT.—Ge. bk Carl and Endroia; 217 tons; Hartmann; coffee.

REASDA.—Nor. bk Anna; 255 tons; Wingard; coffee.
PENANG.—Br. bk Beldar; 1423 tons; Birnie; ballast.

COCHIN.—Br. bk Erik; 674 tons; Pande; ballast.
SANTA CATHARINA.—Sp. bk Leonora; 148 tons; Gilmore; ballast.
JULY 2.

BALTIMORE.—Am. bk Albatross; 441 tons; Forbes; coffee.
—Am. bk Vanguard; 435 tons; Olney; coffee.

CALLAO.—Br. bk Nydia; 565 tons; Rousseau; same cargo.

FREIGHTS.
Sailing-Vessels:
London 401
Liverpool 30-40

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

Table with columns: NAME, TONNAGE, WHERE FROM, CONSIGNEE.

AUSTRIA has lately adopted a new customs tariff
The sugar crop on the island of Mauritius this year is estimated at from 140,000 to 150,000 tons.

ARRIVALS OF FOREIGN STEAMERS.
DATE NAME WHERE FROM CONSIGNEE TO

Table listing ship arrivals with columns: DATE, NAME, WHERE FROM, CONSIGNEE TO.

DEPARTURES OF FOREIGN STEAMERS
DATE NAME WHERE TO CARGO

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

—The works on the S. Thomé lighthouse are reported to be well advanced, and it is expected that the light will be in operation about the beginning of August.

GOVERNMENT BONDS

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

BANKS AND PUBLIC COMPANIES

Table with columns: CAPITAL, SHARES, INTEREST, LAST DIVIDEND, PAID UP.

SHIPPING NEWS.

ARRIVALS OF FOREIGN VESSELS.

Table with columns: NAME, TONNAGE, WHERE FROM, CONSIGNEE.

