# RIO NEWS.

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

Voi. IX.

RIO DE JANEIRO, JULY 24TH, 1882

NUMBER 21

### OFFICIAL DIRECTORY

AMERICAN, LEGATION. -- 7, Rua Nova das Larangeiras, THOMAS A. OSBORN, Minister,

BRITISH LEGATION.—No. 135, A., Rua das Larangei EDWIN CORBETT,

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PRESBYTERIAN CHURCH —No 18 Travessa da Barteira 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

a nursuay.

A the residence of the pastor, No. 41, Rua Santa Chr. 2 tina, at 11 a. m., Sundays. Weekly prayers at 7;30 p.m., Wednesdays.

J. J. RANSOM, Pastor. J. L. KENNEDY, Ass't Pastor

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# TRAVELLER'S DIRECTORY

#### RAIL WAYS.

RAILWAYS.

DOM PEDRO II.—Through Express: Upward, leaves Rio at 5a. m.; sarviving at Barra (junction) at 7;43 a.m., Eatre Rios (central line) 10:11 a.m., Babacean 3;45 p. m., Porto Novo (branch from Enter Rios) 12 m., Cachoeira (S. Paulo branch) 11:28 a.m., Sio Paulo (Ars. S. P. R. Sio R. S. O. Paulo James) 11:18;3 a.m., Sio Paulo (Ars. S. P. R. Sio R. R.) 6 p.m., Dironomard: leaves São Paulo 6 a.m., Barbacean \$3;3 a.m., Porto Novo 12:13 p.m., arriving at Barra 4;1 and Rio 7;1;3 m., Connects with Valenciana line at Desengano; Rio das Fiores line at Commercio, União Mineira line at Scrub; and S. Paulo and Rio União Mineira line at Stub; Leopoldina line at Porto Novo; Rezende - Areas line at Lauria; Oeste de Minas (S. Joio d'El-Rey) line at Sitio; Leopoldina line at Porto Novo; Rezende - Areas line at Barra 10:56 a.m., Rio Novo (central line) 7:07; Cachoeira (S. Paulo barach) 3:28 p.m. Dourotard, leaves Cachoeira 6;5 a.m., Rio Novo, 550 a.m., arriving at Barra 1:24 and 1;57 p.m., Rio 5:45 p.m. Stops at all stations. Connects with Santa Cruz branch at 8apopemba, and Macacoo branch at Idefan. Miced Trains: Leave Rio at 5;0 a.m., 3;17 and 4;10 p.m.; Saburban Tariss: — Baseager trains leave at 500, 6;50, 7;40, 8;40 and 10:23 a.m., and 10:00, 21:5, 8;30, 4;30, 850, 7;30, 8;50 and 10:00 p.m. all stopping at Cacadura except the 10:m., rain', which runs to Sapopemba. Returning, the trains leave 8apopemba at 3;50 and Cacadura at 3;50, 6:10, 7;40, 8;40 and 5;40 p.m.

p.m. tran., wince num to Supposition (Leve Supposition at 1350, 610, 710, 814, 10, and 11,5 a.m., and 110, 120, 419, 530, 7, 8,5 and 9,40 p.m.

CANTAGALLOR R. —Leaves Nitherohy (Santa Ana) 730 a.m., arriving at Nova Triburgo 1:05 Cordeiro (t. hour per tramway from Cantagallo) 415 and Macuco 545 p.m.
Return train leaves Macuco 6150, Cordeiro 730 and Novas Fiburgo 1:10. a.m., arriving at Nitherohy 433 p.m. A ferry boat runs between Rio and Sant'Anna, connecting with train.

PETROPOLIS STEAMERS and R.R.—Steamers leave Trapiche Mauk at 1 p.m. week days and 12 m. Sundays and holidays, passengers arriving at Petropolis at 530 p.m. week days, and 3 p.m. Sundays Returning, diligence leaves Petropolis at 530 p.m. week days, and 3 p.m. Sundays. Returning, diligence leaves Petropolis at 530 p.m. week days, and 3 p.m. Sundays. Returning, diligence leaves Petropolis at 6 a.m., the boat aniving at Nica 1530 a.m.

# LIBRARIES, MUSEUMS, &c

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MUSEU NACIONAL.—Praça da Acclamação, cor. Rua da Constituição LADISLÃO DE SOUZA MELLO E NETTO, Director.

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Mr. Alexandre Wagner begs to announc that the house which has carried on operations here for a period of 27 years under his individual firm, ceases to exist on this date, and that its liab lities and assets (with the exception of his landed property) is transferred to the copartnership "en commandite' which he has formed with his son-in-law, Mr. Cheodore Duvivier, under the style of

### Duvivier & Co.

of which the said Theodore Duvivier is the responsible partner and the undersigned is the "comman

Alexandre Wagner.

Rio de Janeiro, 30th June, 1882.

Blesors. Duvivier & Co, beg to announce that they have authorized Mr. Otto Simon by power of attorney to sign in behalf of their firm.

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W. I. Donshea

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#### THE RIO NEWS

PUBLISHED TRIMONTILLY

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

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 com-mercial: report and price current of the market, tables of stock quotations and asles, a table of trights and charters, and a other information necessary to a correct judgment on Brazilian

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Agent for the United States and Canada:

THE INTERNATIONAL NEWSPAPER AGENCY,
New Haven, Conn

RIO DE JANEIRO, JULY 24TH, 1882.

IT will be seen from the extracts which we publish elsewhere that the American steamship line between this port and New York has passed into the hands of an incorporated company, many of whose stockinterested in Brazilian holders are largely trade. In itself this is a promising guarantee for the future. It may not be at all times satisfactory that the ship-owner should be a competitor with his patrons as a merchant, but yet the two classes of business enterprise are so often carried on together that we may consider the objection as not existing. Aside from this, however, the fact that certain important commercial houses, such as Amsinck & Co., H. H. Swift & Co., W. L. Grace & Co., and others, who are stockholders in the new line, offer guarantees for the continuance of the line which are needed at this time. The failure of the old Garrison line and the more recent suspension of the Roach line have gone a long way toward unsettling confidence in the permanency of any American line of steamers. To restore that confidence it needs just what the new organization promises to secure—an intimate relation between the merchants and the line. Of course this is very far from being all that is required. The line will need to be well managed, and to be administered on strictly business principles. It has always been a misfortune that so many intermediate ports were included in its contract, and that misfortune is now all the greater because of the call at Maranhão. As the new company promises to perform a semi-monthly service it would seem that this objectionable feature is to be obviated by running the alternate steamers direct, a measure which will give us a better and quicker communication with New York. This service, should it be carried out, can not fail to give the highest satisfaction here. It should be remembered, however, - and we mention this for the information of the company's manager in New York-that it will not do to send out any more steamers of the Longhirst and Mangerton stamp, which consume from 38 to 45 days in the outward voyage. Much as we wish the new company to succeed, and much as we need a regular direct service, we have not the slightest desire to see this wretched farce continue.

FROM the last issue of the Revista Illustrada, whose straightforward criticisms on current events have long held a high place in public estimation, it seems that one of the leading candidates for the board of aldermen of this city has taken serious offence and has sought to force a retraction. In mill is to be guaranteed, then Brown's coffee of Brazil gave us a proof of its benevolence, such gross imposition upon the rights and

this effort, however, he has succeeded only in making himself all the more conspicuous as an unsafe man, and all the more ridiculous from the unsparing pencil of our spirited colleague. It ought to have been apparent long ago that the Revista Illlustrada is almost without exception to be found on the rightside, and that its published opinions are always in accordance with the honest convictions of its editor. The Revista is not and never has been on the market, and for that reason its criticisms have had an influence which a majority of its contemporaries never possessed. In view of this it may be assumed that when the Revista sees fit to hold up a man to public ridicule, or to warn the public against him, there is abundant cause for the act. In the matter of these municipal elections the Revista is perfectly right, and its course merits the warm approval of all. It is unquestioned that the list of candidates is headed by men to whom the city can not entrust its government without serious danger to its credit and loss to its treasury. Other journals have hinted at this fact, but they have either been too cowardly or too indifferent to speak the truth with that frankness which has characterized the Revista. Everyone must know that if the next board of aldermen is chosen from the present leading candidates, as it is very likely to be, the chances for good government will be infinitesimally small. Were the daily press to discuss the matter as they should do, and to interest themselves in the election of honest and capable men, there would then be some chance for efficient government. As it is the Revisla is left almost alone in the contest, there being heard only one or two voices in its defense.

THE decision of the government not to accept the proposed amendments to the estimates of the department of agriculture for the current year authorizing further interest guarantees on railway capital to an aggregate of 100,000,000\$ and on central factories to a similar sum, is a matter for hearty congratulation. This decision was announced by the minister of agriculture on the 20th instant, and the reason given was that the circumstances of the government would not permit the assumption of these obligations at this time. Correct as this excuse certainly is, there are still others which the minister might have urged with even more force. The principle in itself is radically erroneous, and it is full time that this fact should be made clear. true that specific benefits-may-arise from such an assistance, but such benefits are only temporary in character, and easily become transformed into positive injuries. We believe that wherever industrial or commercial requirements demand an investment of capital, that investment will be torthcoming-always providing that the rights of persons and property are adequately secured and guaranteed. Capital always goes where it is needed and protected. and it needs no government aid to insure this result. In general terms it asks nothing more than "hands off and fair play." When, however, the government steps in with the grant of special favors to this or that person or industry, private investments are placed at a disadvantage and capital becomes shy. It is perfectly logical that when a system of government guarantees initiated the acquirement of money without that guarantee becomes difficult. simply because investors object to the disadvantages at which they will be placed. It is no more than fair that where one industry or person gets a guarantee of profit from the public treasury, all others should desire the same thing. And, logically, they have a perfect right to it. If Smith's sugar

mill, and Thompson's cotton factory, and Jones' stock farm are all entitled to the same favor. They all contribute to support the government, they are all equal before the law, and they are logically entitled to equal favors. In such a system there is no justice except it be extended to all, from the highest to the lowest. Then when we take into account how much money is paid by the masses, who receive no favors, for the support of a few men and the bolstering up of a few industries, we see what gross injustice it works. The man who invest his little capital in a kit of shoe-maker's tools and starts a little shop, asks and receives no fayors, He works early and late, he lives economically, he cuts off all unnecessary expenses, and hedrives sharp bargains in order to gain a living and to augment his little capital. If he succeeds and starts a large shoe man ufactory or shoe store, the world acknowledges his thrift and management, and he is entitled to all the credit he gets. That is the natural state of things. Now in what sense do these other enterprises differ from this? They employ more capital; but that very capital gives them more and better opportunities for profit. The risks are greater; and so are the profits. They pay more to support the state; but they pay less in proportion to the amount invested or the ability of the individual. They render public service; but the public pays for it just as it pays the shoemaker. If there are to be favors shown and discriminations made we believe that they should be invariably on the side of the small industries and the poorer classes. Railways and central usines are good and necessary enterprises, but they can never be so good and necessary as to warrant the extreme taxation of the poor in order that a certain rate of interest may be secured to their stockholders.

A FEW days since a statement concerning the contractors of the Paraná railway appeared in the Jornal do Commercio which suggested the advisability of a little investigation. It may be that everything is all right and proper, but at the same time there is a suggestiveness in the statement which leads to a suspicion that something is wrong. It seems that the contractors, the Compagnie Générale de Chemins de Fer Brésiliens, were connected with that ill-fated banking bubble, the Union Générale, M. Eugene Bontoux being president of both. When the crash came, the company succeeded in extricating itself from the general ruin, but not without the loss of 2,698,784 francs. For a time there was some probability that this disaster would seriously injure the ability of the company to carry on the work of constructing the Paraná railway from Parañaguá to Curityba, which it had in hand. Arrangements were finally made, however, to tide over the difficulty, and the enterprise continued unchanged. At a recent meeting of the stockholders in Paris, a report was made on the present state and prospects of the company, and it is just here that will be found the peculiar statement to which we refer. After narrating the loss sustained by the company in the failure of the Union Générale and the methods by which the difficulties were met, the report goes on to state, that, as the liquidation of that institution is not yet completed, it is impossible to state just what the deficit of the company will be; but that, "whatever it may be, the deficit will be amply covered by the advantages accruing from the small branch from Morretes to Antonina, and from the surveys of the other more important extensions." The board of managers then adds that, "In making this advantageous concession to the company, at a moment in which it knew the difficulties just then confronting them, the government

and, at that time, of its confidence." what are we to understand from this? Are we to believe that the company obtained the contract for constructing some twenty kilometers of railway and for making surveys for the extension of the main line on such advantageous terms that it can make up a loss of over two million francs? Or are we to believe that the deficit or loss is really to be made good by the government under the guise of outside contracts? It is reasonable to suppose that the company will desire not to make good this loss, but also to extract dividends from the enterprises in which their capital is embarked. It follows, therefore, that the managers will seek to clear this deficit of over two million francs over and above the regular interest upon the investments. Now how can this be done? Certainly the construction of a petty branch of twenty kilometers can not reasonably pay any such sum, and the sums ordinarily appropriated for surveys will admit of no such surplus. The province of Paraná is poor enough and backward enough to be exempt from such a burden as this. Its railway is a luxury which will prove a burden rather than a benefit for a long time to come, and nothing is more certain than that for years it will be a dead load upon the public treasury. And yet somehow a loss of 2,698,784 francs, occasioned by bad relations in France, is now to be made up in Brazil through two "advantageous concessions" in Paraná for a petty branch and a surveying enterprise! It may be all right and proper, as we have said, but how is it to be done, and where is the money to come from? If we know anything at all of the present state of affairs, we know perfectly well that this is a burden which Brazil ought not to bear. Is is a burden which Brazil really can not afford to assume. enormous annual deficits and with legislation providing for still larger ones, there is nothing in the future to warrant such a step. When members of the government and members of parliament are all proclaiming reform and retrenchment, it is hardly the time for the assumption of such a gratuitous burden as this. When the government really means reform, it will probably decline to entertain enterprises which seek to make good their losses from the pockets of a taxridden people, and it will also have its work done so that there shall be no such margin of profit as is indicated in this report.

Ox the 17th instant Deputy Felicio dos Santos, of Minas Geraes, presented an interpellation to the government in the Chamber of Deputies with regard to the new municipal regulation for the weighing of cattle at the Santa Cruz slaughter house. Although the interpellant is one of the chief defenders and promoters of the system of monopolies (protection), it appears that the interests of his constituents, the Minas cattle-raisers. require his opposition to this one monopoly, and therefore he wishes to know on what grounds it has received the government's approval. Surely such a question as this carries its own answer written all over it, and that answer Deputy Felicio dos Santos knows just as well as anybody else. If he is acquainted with the history of any great job to which the government has been a party, he must know just exactly how it is that official consent and support is secured. In this one monopoly, for which there is no possible necessity or excuse, the history is undoubtedly very much the same as with them all. Were the government to withdraw its control and protection from allsuch enterprises-as Deputy Félicio dos Santos does not wish it to do-then there would be less known of these gross abuses of official authority, and fewer instances of legally-authorized monopolies these abuses are inevitable. In a system of commercial and industrial freedom they are sometimes possible, but the remedy lies in judicious competition on the part of other private parties who may feel at liberty to compete for the patronage of the public. In these monopolies such competition is officially prohibited, hence there is no remedy except through the government. In the justification for his interpellation Deputy Felicio dos Santos made the astounding statement that during twenty-five days the weighing impost amounted to something over 9,000\$, of which the city treasury receives scarcely one-third, while the other two-thirds belong to the contractor. At this rate the weighing tax on cattle will produce nearly 1,000,000\$ for the contractors during the ten years of their contract-a tax which is most unjust and iniquitous. In condemning it Deputy Felicio dos Santos is doing only what every right-minded man should do, and for which he will receive the hearty thanks of a taxridden people. There is no need whatever that either the cattle-raisers or the public at large should pay such an enormous tax as this. Beef is certainly no better nor cheaper because the cattle are weighed on these scales and branded by certain men entrusted with that duty. On the contrary beef becomes just that much dearer which is represented by this tax, and that amount will eventually come out of the pockets of the people. A more iniquitous burden was never conceived. Taxes like these are taxes upon men's lives. They are the prime causes of destitution, and suffering, and famine. Food taxes take bread and meat from the mouths of the poor, and intensify all the privations to which their poverty subjects them. Food taxes restrict the physical growth of the masses, and lead to the physical degradation of a people. Food taxes incite crime and cause beggary, both fatal evils in all communities. Food taxes serve to widen the gulf between the many poor and the few rich-making the poor, poorer, and the rich, richer. Food taxes are the exponents of all that is unjust, tyrannical, selfish, degrading, unchristian. They destroy hope in the hungry masses, and charity in the over-fed monopolists. Food taxes always have been and always will be a characteristic feature of every bad and iniquitous government. Assuming the tax collected at Santa Cruz on a purely unnecessary act to be just 9,000\$ - something less than the actual amount collected-we find that the average daily tax amounts to 360\$, of which the city treasury receives 120\$ and the contractors, or meat-tax farmers, receive 240\$. In one year this tax amounts to a total of 131,400\$, of which the city will receive 43,800\$ and the contractors 87,600\$. In the ten years for which the contract is to endure, the city will receive 438,000\$ and the contractors 876,000\$, amounting to an aggregate of 1,314,000\$ to be wrung out of the public through this infamous impost. Taking into account the growth of the city during these ten years, it will be readily seen that the tax will unquestionably exceed 1,500,000\$, from which a private party will derive 1,000,-000\$ for the simple service of putting up weighing scales at Santa Cruz and employing a few men to weigh and brand animals for public consumption. The public, as well as Deputy Felicio dos Santos, will be pleased to hear the government's reason for all this.

THE speech of the new minister of agriculture, on the 20th instant, on the regular appropriations for his department has afforded some very satisfactory reading. From what he inferred as much as from what he said, to the policy which has so long been dombee enormous, a saving which would in the the policy which has so long been dombee enormous, a saving which would out of the question many factors which there is no equivocation whatever in these interests of the lare highly important from a business point statements. If Mr. Gladstone will look into it is apparent that he is strongly opposed

privileges of the public. In a system of controlling everything and of making most of the leading industries of the empire pensioners upon the public treasury. It is true that the minister declared himself opposed to the sale of the Yoanema iron foundry, but in that his judgment has undoubtedly been laid aside to meet the wishes of the Emperor who is known to have a great enthusiasm for the establishment as a state enterprise. At the outset he frankly admits that the government has not the means to accomplish all that is asked of it. It becomes necessary, therefore, that when members of the legislature seek aid from the government for their respective provinces, they should at the same time provide the means for carrying out their projects. In the matter of river and railway communication he advises delay, because there is yet lacking a general plan or system which will insure the country against a loss of capital, as was the case in the construction of the "União e Industria" turnpike. In the matter of assisting agriculture and encouraging immigration he strikes the key-note of the whole business by the statement that one of the most important means accomplishing this is a revision of the legislation of the country. One of the things to be done is to grant civil registry. As to the creation of a loan bank under a government guarantee, the government will undertake no such measure. In the matter of railway tariffs he promises to reduce those on the Dom Pedro II line just as far as it is possible. The government will consider the propriety of reducing the export duties when the discussion occurs on the receipts. In relation to the Rio Grande bar the necessity for immediate assistance is recognized and will receive early consideration. The necessity for improving navigation on the Rio S. Francisco between Jatobá and Sobradinho, and also the improvement of the port of Ceará, are recognized as important public works, and the necessary appropriations will be asked from parliament. He declares himself opposed to a union of the telegraph and postal departments and also to the projects of granting interest guarantees on an additional railway capital of 100,000,-000\$, and also upon a like sum invested in central factories.

> In the matter of securing an uniformity of gauge among the principal railways of Brazil, or rather among those comprising what may be termed the central system, the railway congress now in session will find a fruitful theme for consideration. The planters are everywhere clamoring for assistance, the government is inclined to aid them even through questionable means, and the railways are for a great part making voluntary concessions. While we are in no sense advocates of a policy which seeks to confer special favors upon any class, we believe that the planters are justly entitled to certain advantages in the matter of tarifis and transportation which should not be We believe, of course, that they should have unrestricted access to the markets of the world, and that means the total abolition of export duties. We believe also that they are entitled to the lowest possible freights consistent with the interests of railways and steamship lines, and that means the abolition of transportation We believe still' monopolies. that transportation companies are bound to afford every facility for cheapening the cost of carriage, and that means, among other things, the adoption of a uniform gauge. The advantage of this uniformity will be the avoidance of the heavy cost of transhipment and the consequent delays. In this central system the saving would be enormous, a saving which would

planter. There is no possible excuse for the continuance of the present state of affairs except the selfish one of special advantage. On the trunk line between this city and São Paulo, over which there should be a heavy traffic, there is a break of gauge at Cachoeira which necessitates the transshipment of everything. This involves a considerable loss of time and considerable expense, both of which should be avoided. We have known instances where it took from one week to ten days to transport goods between this city and São Paulo, a delay principally due to this break of gauge. On all the branch lines of the Dom Pedro II road, and on all the branch lines in S. Paulo, the planters are subjected to this same cost and inconvenience. If a planter on the Mogyana line wishes to ship coffee to Santos he is compelled to transship once; if he wishes to send anything to Rio by rail he will encounter no less than three breaks of gauge-one at Campinas, one at São Paulo, and one at Cachoeira. All this, it is needless to say, involves additional cost in transportation. When the time comes that a freight car can be loaded with coffee at Casa Branca and run through either to Eantos or Rio without transshipment, or when a car of merchandise can be sent from this city directly to S. João d'El-Rey, or Casa Branca, or Sorocaba without change or delay, one very important factor in the transportation problem will be solved. It is a matter which deserves the serious attention of the railway congress now in session.

UP to this date the railway congress now in session in this city has held four meetings and is not yet clear of the first question under discussion. Much talk promises to nullify all the benefits which it was expected to derive from this assembly. The programme as laid down by the president of the congress, Dr. Pinheiro, was most excellent, and if carried out would certainly have led to highly beneficial results. The congress, however, has since taken the reins into its own hands. In the first place it adopted too many subjects for consideration. Were a half of them to be fairly and fully discussed with the end of formulating an opinion, twice the time for which the congress is convened would easily be consumed. Add to this the tendency displayed by some members of making long, rambling speeches at every session, and it becomes apparent at once that it will be practically impossible for the congress to complete the work mapped out for it. One subject well discussed and judiciously decided would be infinitely preferable to all this pointless discussion. What is most needed in this country to-day is the adoption of some uniform system in railway enterprise. As it is, every line is run on a system or plan of its own, and without the slightest reference to an ac-cord with other lines. In this matter the congress can do incalculable good simply through the gradual creation of some uniformity and harmony between the several roads. If too many reforms are attempted at once, too many special interests will be antagonized and the effort will fail. If, however, the congress confines itself to a few special subjects with the aim of effecting gradual reforms, the chances are in favor of its success. In the first question under discussion-that of transportation tariffsthe disussion has been allowed to range through the whole realm of political economy. The assumption of the special committee that a company is entitled to tariffs sufficiently high to insure a regular rate of interest is fatally misleading, simply because it is based upon a theoretical state of affairs and leaves

of view. In a country where industries are already developed and where definite calculations can be made upon the traffic, it is possible to carry out this rule, and it will be just the rule which should be adopted. In a new country, however, and especially under conditions existing in Brazil, this rule must be the exception. A railway here, as in every new country, should be used as a factor in the development of trade and industry. enterprise should even be content with the minimum of profit for a time, if by such means a permanent industry can be built up. It would seem that the advantages of increased traffic at low rates are not as yet fully appreciated by the railways of this country, inasmuch as they still cling to a limited traffic at high rates. If by reducing the rates one half the traffic can be doubled, we believe that a railway will be immeasurably the gainer, not only in the direct immediate results but principally in the fact that this increased traffic represents new and enlarged industries which will be permanent contributors to the business of the road. To secure this a company would be warranted even in operating at a loss for a time, were there sufficient promise for the permanent development of the industries benefitted. If the congress will consider this question on broader ground than has thus far been done, we do not see how it can avoid this Then let it discuss a limited conclusion. number of the most important questions, such as the government control of railway telegraphs, local taxation, uniform gauge, etc., and adopt some definite opinion regarding them, and the congress will have achieved a signal success. It, however, it continues to be nothing more than a debating club with interminable discussions on all kinds of secondary questions, it will have the unenviable distinction of having achieved a signal failure.

WE learn that for considerable time past the WE learn tout to considerator time past the government have had under consideration the expediency of instituting prosecutions against certain English subjects who are said to be implicated in acts of slaveholding in Brazil, but that for some reason, which will no doubt be explained, they have at length decided that they will not prosecute. This grave matter, it appears, has engaged the anxious attention of the Anti-Slavery Society during a period of several years, and it is expected that they will continue to call public attention to it.—London Daily News, June 23.

Whatever may be the reasons of the British government in this matter-ind we can conceive of no reason which would have weight with such men as Mr. Gladstone and Mr. Bright-the results can not be otherwise than highly damaging to the character and influence of the English people. It will be asked-and with perfect propriety- why it is that the British government is so active in suppressing the slave trade and in overthrowing slavery in some instances, and yet so lenient in others where the pecuniary interests of British subjects are involved. It will be concluded - and not without reason that the British government is guilty of grave partiality in this matter, and that it is willing to condone in British subject that which it condemns in foreigners. From these conclusions there can be no possible escape. It is admitted that a British subject, whether at home or abroad, is expressly forbidden to own slaves, under heavy penalities. And at the same time, it is admitted, because it is generally known, that British subjects and British companies in this country have owned, and still own slaves. law is explicit in every particular; and yet it is broken with impunity and is set aside for no other apparent reason than that the pecuniary interests of British subjects are involved. It should be borne in mind that there is no equivocation whatever in these the case of the National Brazilian Mining Co., whose estate is now in Chancery, he will find that an English court is to-day receiving the rental of a large number of slaves held in Brazil. He will also find that Mr. Charles H: Williams, who took so active a part in the exposé of the illegal enslavement of the Catta Branca blacks by the S. João d'El-Rey Mining Co., is now in Brazil administering this same estate, a part of which consists of slaves. As Mr. Williams has exercised the right of freeing some of these slaves, it is to be presumed that he has the right to free them all. The government will therefore have good cause to inquire how it is that this slave estate is retained, and upon what grounds an income from the rental of slaves can be received and administered by an English court. In another case, that of the S. João d'El-Rey Co., the government will find sufficient proofs in a "memorandum" published over the name of "John Hockin, managing director" in November, 1881 (printed by K. Clay, Sons & Taylor, London), in which both the retention of the Catta Branca blacks and the ownership of slaves is admitted. The retention of the former is defended on philanthropic grounds, it being gravely stated that their emancipation "would be very injurious to the true It is also welfare of the slaves themselves." stated that "eminent counsel in London gave it as their opinion that the parties who had made the first contract [granting freedom to the slaves at the expiration of fourteen years, or at the close of 1859] had full authority to modify it." The names of the counselors who gave this opinion should be made public. The same document admits that the S. João d'El-Rey Co. owned slaves in 1857-at the time the purported modification of the Catta Branca contract was made-and as the last of these slaves were emancipated only a few days since it is fair to suppose that this one company has owned slaves for the last twenty-five years. Still further, if the government cares to investigate, it can easily be shown that a large number of British subjects in this country have been and many still are slave-owners One of them has even enjoyed for years the reputation of speculating in them. We beg to repeat that these statements are admitted facts, and their proofs are either now in the hands of the British government, or are easily accessible. As to the influence which this reported' action of the government will have, we beg to call its attention to these considerations: The British government is looked up to as the pioneer in the anti-slavery movement and the staunch friend of the slave. How is this to be reconciled with a refusal to prosecute one of its own subjects when guilty of breaking a British law forbidding slave-holding? The British government has been and still is active in suppressing slavery in Africa. How can this be reconciled with the carrying of slaves on British steamers in Brazil and a refusal to prosecute known British slave-holders? The empire of Brazil is seeking to emancipate an enormous slave population, and at a great cost and against great opposition. The means employed may be good, bad, or indifferent; still the effort is being made. This ought to be not only in harmony with the views of the British government, but it ought to receive its cordial co-operation. How, then, can the British government refuse to enforce its own laws against British slave-holding, when that practice not only makes farcical all her professions of sympathy and encouragement but also is a serious obstacle to the abolition movement here? It must be remembered that Great Britain occupies a special and leading position in this matter, and her action has therefore a weight which no other nation can possibly possess.

#### PROVINCIAL NOTES

-The June receipts of the Maceió custom house amounted to 80,580\$114.

—The June receipts of the Victoria, Espirito Santo, custom house amounted to 8,287\$618.

—A wagon road is under construction from the "União e Industria" turnpike to Mar de Hespanha.

"União e Industria" turnpike to Mar de Hespanha.

—Both the beri-beri and small pox are contributing to make a lively winter in the province of Bahia.

—A steamer, the Alcantara, arrived at Pará from Maranhão on the 24th ult. with a cargo of nothing but slaves.

—The June receipts of the Maranhão custom house amounted to 170.975\$839, and of the provincial treasury to 36.392\$929.

—The recebedoria of Juiz de Fóra, Minas Geraes, collected 176,290\$853 in provincial duties during the first half of the present year.

--A special credit of 10,000\$ has been opened in the \$30 Paulo provincial treasury for the current year for the payment of accounts in exercicios findos.

—The election for confirming the appointment of Deputy Carlos Affonso, of Minas Geraes, to a cabinet position has been fixed for the 19th August.

—Several murders having occurred on the Rio Purus, the president of the province of Amazonas has sent a force of soldiers there to repress the disorder.

--An epidemic of small-pox is raging at Bemposta, province of Rio de Janeiro. A medical commission has been sent to the locality by the municipal council of Parahyba do Sul.

—The parish church at S. João da Barra was burned on the morning of the 15th inst. The image of the patron saint, St. John the Baptist, was lost, as also those of St. Anthony and St. Sebastian.

The shipments from the port of S. João da Barra, province of Rio de Janciro, during the month of June amounted to 10,367 bags of sugar,83 planks of vinhatico, 15 planks of cedar, and 149 boards of

—Eight slaves have recently been liberated in the province of Espirito Santo at a total cost to the emancipation fund of 6,200%, to which the slaves themselves added 4538760 from their own savings. This makes an average price of a little over \$30%.

This makes an average price of a little over 5,05.

The June receipts of sugar and cotton at Per-

Sugar, bags..... 15,398 46,820 Cotton, sacks.... 7,338 8,765

—The Pernambuco provincial assembly has under consideration a project for the establishment of a free course of medicine in that city, the sum of 30,000\u00e8 to be appropriated for the acquirement of buildings, and for meeting other preliminary ex-

—The Diario of Maranhão relates that a brutal murder occurred at Tury-assú on the 30h ult., a man known as Feliciano kiling his mistress with a hatchet and large knife. The murder is a man 86 years of age. He was arrested and at once confessed the crime.

—The village of Mogy das Cruzes, São Paulo, has been visited by a religious enthusiast who claims to effect miraculous cures through the assistance of St. Augustine. The people are beseeching the provincial authorities to come to their aid and protect them against this individual.

-The June receipts of the Bahia revenue departments were as follows:

—One of the first settlers in the Petropolis colony, where the imperial summer capital is now situated, died on the 13th inst. Her name was Anna Maria Moncken. Shewas 89 years old, and had resided there since 1845. She was called the 'mother of the Petropolis colony,' and was highly esteemed by all who knew her.

—A fight occurred at Theophilo Ottoni, Minas, May 200 be, between a sergeant and seven soldiers on one on the police subtection and seven soldiers on one on the other. The cause seems to have been a quarrel between the sergeant and the subtelegato. The sergeant and two soldiers were killed outright, and the other five were captured. One citizen was wounded.

—The Leopoldinense, of Leopoldina, Minas Geraes, relates that a fight occurred at Cataguazes between a band of citizens and the military police of the place. The cause was a report that the commandant had ordered a poor prisoner to be gagged and then had a woman's hair cut close to her lead because she ventured to interced for the poor fellow. An angry mob then broke into the jail and released the prisoner. A fight then ensued in which one man was killed, and the commandant and three soldiers were gravely wounded.

-The June receipts of the Porto Alegre custom ouse amounted to 124,715\$322.

—The Amazonas provincial budget for the current year appropriates 207,000\$ for subsidies.

—The Italian colony of São Paulo are to hold funeral services in honor of Garibaldi on the 27th

-The 3 per cent additional tax in the province of Parana produced 9,720\$469 during the month of Inne.

-The total receipts of the Victoria, Espirito Santo, custom house for the fiscal year 1881-82 amounted to 93.394\$871.

—Two German vessels, the *Ida* and *Tiger*, were recently lost on the sand banks of the Rio Grande bar, while trying to enter.

—The revenue of the province of Amazonas for the current year is estimated at 1,544,199\$440, and the expenditures at 1,537,989\$148.

—The customs receipts in the province of Paraná for the fiscal year 1881-82 amounted to 99,860\$531, against 70,052\$667 for the preceding year.

—The last legislature of the province of Amazonas passed a law imposing a tax of 2,000\$ upon every slave imported within its boundaries.

—The June receipts of the province of Rio Graude do Sul from provincial custom duties amounted to 95,414\$811, and the special receipts at S. Gonçalo to 5.579\$8SS.

—The Diario de Santor states that at a meeting of shareholders on the 11th inst, the Companhia de Navegação Paulista decided to purchase two more steamers for its service.

—A telegram from Para states that the customs receipts at that port for the past year amounted to 9,800,000\$, which is over 3,900,000\$ more than the receipts for the preceding year.

—Another murder occurred at Rio Grande on the night of the 8th inst., a mulatto girl stabbing a soldier at a dance because he refused to permit her to enter the place.

—A fight took place between two parties of gypises at Bom Jesus do Habapoana, near Campos, on the 10th inst. Fire men and one child were killed, two were gravely wounded, and several others received slight injuries.

—The Progresso, of Tatuhy, São Paulo, states that the cotton crop of that locality this year is much smaller than anticipated, and will not exceed one half of last year's crop. The price paid for cotton as delivered in carts is 25000 per 15 kilogrammes.

#### RAILROAD NOTES

—The extension of the Sorocabana railway from Bacaetava to Boituva was inaugurated on the 16th inst.

—The June receipts of the "Macahé e Campos" railway amounted to 80,074\$370. The expenditures are not published.

—The first run of the locomotive over the D. Theresa Christina railway from Laguna to Imbetuba occurred on the 18th inst.

—The São Paulo papers of the 18th inst. note the completion of 7 kilometers of track-laying on the S. Carlos do Pinhal line.

—An imperial decree of the 15th inst. approves the modifications recently made in the statutes of the Santo Antonio de Padua railway.

—The bill granting an interest guarantee on the capital to be employed in an extension of the Rio and Minas railway passed the Chamber on the 19th inst.

—The present budget contains an item in the appropriations for the Dom Pedro II railway of 2,080,000\$ "without specification." The minister of agriculture promises to examine the matter and have the specifications put in.

—The May receipts of the "Recife ao São Francisco" railway amounted to 81,524\$170, and the expenditures to 56,597\$658, leaving a surplus of 24,927\$112.

—The April receipts of the Bahia prolongation, Alagoinhas to Serrinha, amounted to a total of 2,877\$360 and the working expenses to 15,509\$136, leaving deficit of 12,631\$776.

—The government's fiscal engineer of the São Paulo railway has granted perfinssion to the superintendent of that road to purchase 17 chemical fire extinguishers for use in their various stations, warehouses, etc.

—The last relatorio of the "Compagnie Générale de Chemins de Fer Brésiliens" states that the loss of 2,698,784 francs suffered from the failure of the Union Générale, of Paris, will be made good by the favors since conceded by the Brazilian government the Antonian to Morretes branch (about 20 kilometers) and the preliminary surveys for the extension of the Paraná railway to the Rio Paraná.
—The government has informed the fiscal of the Sio Paulo R. R. Co. that the directors of that line

—The government has informed the fiscal of the São Paulo R. R. Co. that the directors of that line are authorized to construct an extension of 130 meters to their wharf at Santos, the government reserving the right to order its demolition providing the improvements of the port at any time require it. The extension is estimated to cost 110,000\$ and is designed to extend the facilities of that line in loading and unloading.

—The affairs of the Paraná railway construction

—The affairs of the Paraná railway construction company, who claim to have secured concessions advantageous enough to make up for their loss by the failure of the Union Générale, was made the subject of an interpellation in the Senate on the subject of an interpellation in the Senate on the interest guarantee granted on the debentures of this same company. The prime minister promised to look into the first question, and stated that the guarantee had been promised by the Brazilian consul without ambrization. The government has instructed him to correct the error.

—According to a recent p rliamentary return the total number of persons killed on the railways of Great Britain during 1881 amounted to 1,096, against 1,135 during the year previous. This total is divided into 51 killed by accidents to trains, etc., 552 through their own carelessness at crossings, trespass on tracks, etc., and 502 employees of companies and contractors killed through other causes. The total number of persons injured during the year amounted to 4,571, against 3,059 in 1885. The Board of Trade, however, gives the totals as 1,149 persons killed and 8,676 wounded during the year.

#### AN IMPORTANT CIRCULAR.

In view of the burning of the Canadian steamer Manitoulin in Georgian Bay recently, the United States Secretary of the Treasury has issued the following circular relative to the use of dangerous burning fluids on steamers carrying passengers:

burning fluids on steamers carrying passengers: TREASCRY DEPARTMENT, WASHINGTON, D. C., MAY 24, 1882.—To the masters and owners of passenger steam vessels, surpervising and local inspectors of steam vessels and chief officers of customs: It having come to the knowledge of the department that there are passenger steamers using the products of coal-oil or petroleum as stores for illuminating and other proposes, the attention of the persons above enumerated is here by directed to the following extract from Sec. 4,472, Revised Statutes, prohibiting the use of such oils on said steamers: "No \* " samphene " " naphtha, benzine, benzole, coal-oil, crude, or refined petroleum, or other

"No \* \* " camphene \* " " naphtha, benzine, benzole, coal-oil, crude, or refined petroleum, or other like explosive burning-fluids or like dangerous articles, shall be carried as freight or used as stores upon any steamer carrying passengers \* " " "

upon any steamer carrying passengers \* \* \* ".

The penalty for a violation of the foregoing statute is provided in Sec. 4,500, Revised Statutes, as follows:

"The penalty for the violation of any provision of this title (52), not otherwise specially provided for, shall be a fine of \$500, recoverable one-half for the use of the informer."

the use of the informer."

In view of the many fires that have already occurred on passenger steamers during the present season, it is deemed necessary by the department to instruct inspectors of steam vessels and chief officers of customs to notify owners and masters of passenger steam vessels of the foregoing provisions of law, and that it is the duty of said officers to prosecute all violations thereof. The attention of said officers is also called to t e following section of the Revised Statutes regarding their duties under

the steamboat law:

SEC. 4,196. All collectors or other chief officers

SEC. 4,196. All collectors within the several
districts, shall enforce the provisions of this title (52)
against all steamers arriving or departing,

SEC. 4,497. Every collector or other chief officer

SEC. 4.497. Every collector or other chief officer of the customs or inspector who negligently or intentionally omits any duty under the preceding section shall be liable to removal from office and to a penalty of \$100 for each offence, to be sued for the contract of th

in an action for debt.

CHARLES J. FOLGER, Secretary.

From the Buenos Aires Hernid, July 9.

The shipment of maize continues in large quantities.

—Messrs. A. Carranza & Co. have asked for a concession to build a railway between the Paraná river and the city of Oran, across the Chaco.

—The German scientific commission has arrived at Montevideo from Europe. It is to proceed by the corvette Moltke to observe the passage of Venus.

—Mr. Luis Lohezic has purchased twelve leagues of camp in Bahia Blanca at the rate of \$100,000 currency. It is said that the quality of the camp is superior, with permanent water, montes, &c.

The executive has sent a message to Congress, recommending that support should be given to the direct line of steamers which it is proposed to establish between New York and Buenos Aires.

The department of engineers has applied for leave on behalf of the managers of the railway to proceed with the expropriation of the lands for that line in the Villa de la Paz and Mendoza sections.

—Messrs, C. T. Picasso & Co. have proposed to Congress to bring out 500,000 immigrants, twothirds of whom shall be agriculturists, and also to form a steamboat company to be called Mensajeria Maritima Argentina.

—There appears to be little chance for any honest business enterprise to find encouragement in official circles. There must be political or material gin, to help such matters onward. Merit is the last thing thought of.

—The government has ordered the monthly payment of \$150,020 to the Central Northern railway for expenses of the extension works. The traffic on this line during the first five months of this year year has been enormous. It has run in all 10,260,103 billometers.

—The lanchas Terras and Portein belonging to Messrs, Casares, have been fined \$\$500 each tor anchoring within 200 metres of the s. S. Parast, before the port visit had been made, contrary to the 3rd article of the regularante of 1881 concerning the debarkation of immigrants.

the debarkation of immigratis.

—Buenos Aires is the great metropolis of lottery gambling just now. However vacillating and timid the government may be in administering law and justice in matters affecting the people and their interests, it was not slow in stretching a point to hasten the imaggration of gambling.

a point to nasten the managaration of gamoting.

—The national government is not blind to the advantages of colonization, and bills have been submitted to Congress for the immediate creation of a number of new colonies and townships, which it is proposed to people with immigrants to be brought out on terms which, when known in Europe, cannot fail to act as great attractions.

—The cutter Santa Crus arrived yesterday from the far South. Persons who came by her report the cold in those latitudes to be incense. In some places the snow was half a rara deep, the Rio Chico was completely frozen over. Some of the settlers had shifted their quarters from the North to further South on account of the increased adaptability of the land for purposes of agriculture.

—Business for the last week has been dull, and with the exception of unusually large quantities of maize there is hardly anything to report in the way of exports. In the meantime, there are many cargoes ready for shipment and there is not a superabandance of ships available. In imports, there has not been much doing the general stock of goods in the market being sufficient for the somewhat limited demand caused by its being the dullest season of the year. The camps, in general, are looking very well and both sheepfarmers and agriculturists are rejoicing in the hope of a good season.

—Latest telegrams from Montevideo announce the breaking up of the revolution and the death of Maximo Perer, the leader of the movement, who has also appeared, notwithstanding conjectures to the contrary, as the originator and sole supporter of it. It would, perhaps, be premature as yet to say what the result of this catastrophe will be, but, whether Perez was the chief, or only an instrument in the hands of the chief mover in the revolt, it is certain that a shake has been given to the movement and it would be easy now, with tact, prudence, and energy, for the government to assert its supremacy and to maintain the same in spite of every opposition.

—Since our last review there have been a number of projects subm tted to Congress for the institution of banks and the making of docks, but up to the present, nothing has been effected or either of these two things, viz: a free banking law, and the approbation of Congress to the proposed plan of investing foreign capital in order to endow this city with what is destined to be its greatest necessity for years to come are more felt every day, and unless it be supplied in the only practical way that offers the consequent difficulties are certain to augment in proportion with the development of our commerce and the growth of the country's resources.

#### LOCAL NOTES

A medical congress is announced to meet in this city during the early part of next year.
 Owing to the circumstance that our "printing

—Owing to the circumstance that our "printing da," falls on Sunday, we send this issue to press one day earlier than usual.

The regulations for the Santa Cruz slaughter-

—The regulations for the Santa Cruz shughterhouse have been ordered to be printed and placed on the order of the day in the Chamber.

—An imperial decree of the 15th inst. promul-

—An imperial decree of the 15th inst, promulgates the consular convention between Brazil and Germany which was signed on the 10th of January last.

—During the last half year there were exported from River Plate ports tor,960 quintals of jerked beef, of which 55,560 quintals were shipped to Brazil.

—The Gazeta de Noticias of the 16th inst is informed through a private letter from Buenos Aires that Dr. Pereira Rego Filho is about to marry an Argentine lady. Another foreign decoration!

—The Ceylon arrived in port on the morning of the 15th inst. The first two days being rainy, the tourist passengers did not have as good an opportunity to visit this cityas could be desired.

—A bill was introduced into the Chamber on the 19th inst. by the minister of empire authorizing the payment of 13.252\$500 to D. Maria Porcina Pinto, mother of Hypolito José Pinto, for printing legislative annuals prior to 1857.

—The director of the museum has arranged for the exhibition of the Botocudo Indians, now in the city, at the central station of the fire department. An admission fee of 500 reis will be charged, the product to be divided between the Indians and their interpreter.

—Senator Leitão da Cunha interpellated the government on the 15th inst. in relatio... to the existing subsidized packet service between this port and New York. He desired to know whether the terms of the contract had been fulfilled, whether the freighted steamers were of the kind specified, and what prospects there are of the construction and running of the new steamers.

—In the response to an inquiry by Senator Corréa on the 14th inst. Minister of Foreign Affairs Lourenço de Albuquerque informed the Senate that the special mission to China, sent out by the Sinimbal ministry, cost 161,443\$887, or 41,442\$887 more than the appropriation. This excess was met as far as possible from the item of "extraordinary foreign expenses," but this being also insufficient the government is obliged to ask for a supplementary credit.

—The Paris correspondent of the London Daily Nesso, under date of the 22nd ult, notes the death of Biard, the painter, who visited Rio de Jameiro many years ago under an engagement to paint the portraits of the Emperor, Empress, and members of the imperial family. Since them many of the sketches which he made here have been worked up and are highly appreciated. He was an old genius, and was gifted with rare facility in drawing. He was in his eighty-fourth year at his death.

—One of the candidates for the board of aldermen of this city took affront at the criticisms of the Acrista Illustruda, which pictured the leading candidates as piratical dogs. He demanded of Sr. Angelo a humiliating retraction, but we are glad to record that he got nothing of the kind. The Acrista has the courage of its opinions, and its opinions are generally right. If the local press were all as outspoken and honest as the Acrista, there would probably be fewer results to record such as the recent city election.

—The declaration of the results of the municipal election of the 1st July was made in the city council on the 20th inst. There were a number of protests against the count, among whom was one from Sr. Pinto Peixoto who checked off a number of dead men from the list of those who east votes. Quite naturally he believed that a dead man's vote should not be counted. We believe, however, that the votes were counted, not as proxies perhaps but as unanswerable proof that the voters were not yet dead. Possibly the record of Sr. Pinto Peixoto himself, as the drill sergeant of the Bezerra de Menezes ring, did not help his case.

—Concerning the threatened duel between Dr. Lamas and Capt. Saldanha da Gama at Buenos Aires recently, the Sigdo of Montevideo says that it grew out of an interference by the latter in a discussion at the last session of the jury. Dr. Lamas complained that Uruguay had not received a gold medal as well as the other neighboring countries, when Capt. Saldanha da Gama took occasion to subdue his jealousy. Hot words ensued, when the latter informed Dr. Lamas that were it not for his gray hairs, his response would be a serious matter. Dr. Lamas retorted that for the moment his antagonist might consider his hair green. The latter then tried to find a glove somewhere in his pocket, but not succeeding and through the inter-cession of friends a deadly encounter was avoided.

—The opening of the anthropological exposition of the Museu Nacional will take place on the 29th inst.

—The judge of the 4th criminal district of this city has bound. Robert Wilson over for trial for the murder of Capt. Arthur Penery, of the British bark Aureola, on the 18th of May last.

—The Senate passed a bill on the 19th inst. exonerating Senator Sinimbi from all responsibility in the fraudulent failure of the Banco Nacional some years ago, of which he was president of the board of directors.

—A meeting of the Club Athletico Brazileiro, of Nitherohy, took place on Sunday the 16th inst. There was a large attendance, and the sports passed off pleasantly. The prizes seem to have been pretty evenly distributed between natives and foreigners.

—The "Centro da Lavoura e Commercio" pro poses to hold another national coftee exhibition in this city during the first half of September next, and for that purpose circulars have been sent out to the planters asking for the remission of samples.

—The coast mails which came down from Pará to Pernambuco on the American line steamer Mangerón were transshipped at the latter port on the 7th mst to a Brazilian coasting steamer through which means they arrived here some three days earlier.

—It is announced that the minister of empire intends to convoke a "congresso pedagogico" in this city at an early day. With the lapse in the exhibition fever which is now becoming apparent, the congress fever promises to break out with great fury. The latter epidemic is probably the more fatal of the two.

—The director of the water works has been authorized by the minister of agriculture to acquire the machinery, etc., for an inclined plane at the Pedregulho reservoir. In view of the fact that the government officials refused to purchase the inclined plane constructed by the contractor, this new expense will probably occasion some curious comments.

—The residents of some parts of the S. Christovão suburb seem to be in desperate straits, every heavy rain causing serious inundations of an extensive area. It is stated that recent improvements have partially blocked up the outlets, so that the water coming down one or two small streams can not escape into the bay with sufficient rapidity to prevent overflow.

—It is intimated that a "congresso aerostatico" will soon be called to meet in this city. The time has not been definitely settled as yet, but it will probably be chosen for a time when the prevailing winds will render aerial navigation least dangerous. It is thought that Julius Czesar will take a leading part in the discussions, but his entering the lists for an ascension has not yet been decided.

—It is complanined in the daily press that those people who wish to take a "hygienic walk" in the Jardim d'Acelamação in the early morning are unable to do so simply because they can not sit down when fatigued owing to the seats being wet. We are inclined to think that ant act of parliament against the deposit of dew in the public gardens is just the remedy desired.

—After a heroic struggle of 45 days the steamer Mangerton succeeded in overtaking this port on the 18th inst. Subsequent American mails had already arrived both by way of other direct steamers and by way of Europe, and the duplicates of her letters arrived some ten days ago by way of Europe. If the U. S. postoffice could conveniently charter a raft for its Brazilian mail service, we think that great satisfaction would be felt in this place.

—The government has declined to entertain a complaint of the tele hone company of this city against the infraction of its privileged rights by a private hone. It would seem that the government believes it right to grant an exclusive privilege and then to refuse the protection promised. More than that, it is well known that the government has encouraged this trespass by employing these unauthorised lines between variors public departments and the palace, and even furnished men to put up the wires. The matter is worthy of note.

—We have before us a small volume which the relatives and friends of George Herbert Davis, eld-st son of the late George N. Davis and Elizabeth Sleeper Davis, formerly residents in this city, have published in memory of his brief life. Dying in his twenty-si-th year, February 22, 1882, there was as yet but little to record beyond an exceptionally good career in school and college, and the high promise of a brilliant and useful future. It is eloquent, however, of the love and hope of a wide circle of friends who mourn the early termination of his life, just at the eve of entering upon the duties of his chosen profession—the ministry. He was a graduate of Adams Academy and Harvard University, and was pursuing a course of study for the ministry at Augusta, Maine, at the time of his death.

—The Instituto Polytechnico has undertaken the investigation of another flying machine—that entitled the "Pallo Brazil."

—The Lyceu de Artes e officios has conferred the title of "honorary professor" upon Dr. Rodolpho Epiphanio de Souza Dantas.

—It is reported that the Rio de Janeiro provincial government has decided to accept the proposal of Sr. Manoel Gomes de Oliveira for the purchase of the Cantagallo railway.

—The lottery mania has recently taken new life through the number of large prizes offered. The streets are crowded with ticket sellers, and the pockets of the people are being gradually emptied of the cash which honestly belongs to others.

—The municipal ordinance imposing a licence tax upon street porters has been modified so as a make the penality for carrying a false badge or neglecting to procure a license eight days imprisonment and 30\% fine, aside from the penalties incurred by statute law.

—We are indebted to the commission appointed by the engineering club to study the Edison electric light, for a copy of their report. It forms a handsome pamplet of 88 pages, and contains a large number of illustrations. It is one of the most complete works on the electric light that we have yet seen.

—Among the awards at the Buenos Ayres exhibition we note the following Brazilian names upon whom silver medals were bestowed: Sr. Coursin, veneerings; Sr. Santos, cane-bottomed chairs; Hargreaves Bros., lead piping; Sr. J. A. Ferreira de Mello, clothing; and Sr. Ferreira Chaves, castor hats.

—The labors of the commission for determining what slaves shall be emancipated under the fund distribution of September 28,1881, have just been finished for this city. The quota for the municipia neutro of Rio de Janeiro amounts to 71,391\$319-The commission has decided upon the liberation of 189 slaves, among whom there are some who have added savings to a total of 5,150\$, making a grand total of 76,541\$319. The choice was from a total slave population of over 40,000, which still exists in this city.

MARKIED.—At Christ Church, on the 10th instant, HENRY ROBERTSON, son of the late Jasper Lyon Robertson, of Cray House, Perthshire, to ANTONINA, second daughter of the late Henry Bandinel Lowades, merchant in this city.

#### EUROPEAN POSTAGE.

A recent article in the Deutsche Industrie Zeitung, on the European postal traffic in 1880, shows that the total number of articles sent was 6,206,577,592. Letters and postal cards were in the proportion of 61.3 per cent; newspapers, 22.9; book packets and patterns, 15.8. England was first, with 27.2 per cent of the whole; Germany second, with 23.3 per cent; France third, with 19.6 per cent. Nearly everywhere there is an increase of letters and postal cards per head of the population. An estimate shows that in England each inhabitant allows ten days between two letters; in Switzerland, two weeks; in Germany, twenty days; in Russia, two hundred and eighty days; in Balgaria, about three years. There were 55,479 post offices in 1880, an average of one to every 585.9 pi inhabitants. The employes numbered 250,665. The postal traffic has increased 58.8 per cent, in eight years, and in the whole of Europe the surplus is about \$27,000,000.

THE total value of imports into the United States from Brazil in 1882 amounted to \$50.988,449, against \$49.115.471 in 1880. The exports of the United States to Brazil during the same years amounted to \$9.351.040 in 1881 against \$8,532,467 in 1880.

COFFEE prospects in the Nilgiris (India) are highly favorable. The show of blossom on some of the estates on the Coonoor ghaut is simply magnificent. The planters have had two had seasons, and can hardly stand a third; appearances are most hopeful. — Pioneer.

THE comittee on commerce of the United States House of Representatives has favorably reported a bill making an appropriation for the establishment of electric lights at Hell Gate, New-York. It is proposed to erect two skeleton iron towers from 150 to 200 feet high, one at Hallet's Point and one at Negro Head, on Ward's Island, or at such place as may be chosen by the lighthouse board. Op each tower will be to lights, and the cost of the carbons consumed on each tower will be 20 cents an hour. One engine of 20-horse power will do the work. The light shown from each tower will have a 20,000 candle power, and its full force can be concentrated upon that part of the passage which is most tangerous or difficult to navigate without affecting the vision of helmsmen or sailors. The committee says that from 80,000 to 100,000 vessels pass through Hell Gate every year, or a greater tonnage than leaves this country each year for Europe.

#### A NEW LINE TO BRAZIL.

A NEW LINE TO BRAZIL.

Since the withdrawal of steamships of the United States and Brazil Line, and their transfer to the Pacific Mail Line, about ten months ago, a line of chartered steamships has been running regularly under the management of C. McCulloch Beecher. The success of these steamships has caused the organization of a new line to Brazil. the corporators beunder the final control of these steamships has caused the organization of a new line to Brazil, the corporators being C. P. Huntington, Hugh McCulloch, John
Roach, Edward H. Ripley, Sidney W. Rowell,
Alexander Shaw, C. McCulloch Beecher, Charles
R. Flint, Henry F. Hitch, George E Weed and
H. K. Thurber. The company has been organized
by electing John Roach president, C. P. Huntington
vice president, C. McCulloch Beecher manager,
Sidney W. Rowell treasurer and secretary. Leading houses in the South American trade are
financially interested in the line. The first steamship of the line, the San Juan, was launched a few
days ago at the works of Messrs. Roach, at Chester,
Penn., and two others are in process of construction.

The line is to run from New-York, touching at The line is to run from New-York, loacining at Newport News and stopping at St. Thomas, Para, Maranham, Pernambuco, Bahia; Santos and Rio Janeiro. There will be semi-monthly steamers, and, touching at Newport News, the sea-board terminus in Hampton Roads of the transcontinental lines embraced in the Chesspeake and Ohio Rail work of the transcontinental control of the properties. road system, the steamers will probably concentrate at that point exports from Richmond, West Virginia, North Carolina, Kentucky and Tennessee Arrangements are in progress by which through tourist and commercial tickets will be sold from all the ports communicated with by the new line to the principal places in Europe, by way of New-York, with the privilege of stopping over here if it is desired. The vessels are to be built of iron, with water-tight compartments, and are to be of about 3,500 tons capacity, with excellent accommodations for saloor passengers .- New York Tribune.

## AMERICAN COFFEE IMPORTS.

The future condition of the coffee market and The future condition of the coffee market and the prospective yeld of coffee are matters of more than ordinary interest to the great mass of merchants. For the purpose of showing some reason for the present low prices of coffee, we have compiled the following table showing the imports of coffee for the years 1871 and 1881 from the coffee producing nations of America. The figures are taken from the last quarterly report of the Treasury Department relative to our imports and exports of commercial products: imports and exports of commercial products:

	1071.	1001.	
Countries.	pounds.	pounds.	
Mexico	526,495	13,911,910	
Central America	8,630,178	15,858,327	
British Honduras		728,746	l
Dutch West Indies	190,000	14,000,000	ŀ
Hayti	3,283,355	31,908,074	١
San Doming (1872)	3,332	237,306	l
Porto Rico	230,190	3,465,572	
Brazil		284,298,855	١
U. S. of Colombia		12,000,000	1
Venezuela		42,245,176	
, chemann		7 1: d	ı

The amount for the Dutch West Indies for the United States of Colombia were calculated from the values given, as the amount in pounds was not stated. For San Domingo no figures was not stated. For San Domingo no figures were given for 1871, the imports beginning with 1872. From the above table can readily be seen the immense growth of the imports of coffee, and will help to explain why the New York speculators of a few years ago came to grief. The imports of coffee increased too rapidly for the combination to control, and the big failures were the result. In Mexico the production of coffee is very rapidly increasing, and shows a steady growth for the past to years. The imports of coffee from that country in 1881 were nearly double those of 1880. In Hayti and Venezuela there is also a rapid and isteady growth in production, and the

rapid and steady growth in production, and the exports of coffee from Brazil for the last 10 years show a steady increase.

show a steady increase.

With these fact before us some light may be thrown upon the future coffee market and supply. The low price of coffee in 1880-81 had, no doubt, a tendency to diminish production, but as it takes about five years for the tree to come into bearing, the force of this diminished production would not be felt for several years yet. We are aware that it is said the planters cut down their coffee trees when the price of coffee is not conaware that it is, said the planters cut down their coffee trees when the price of coffee is not considered remumerative to them, and thus there is affected a ciminished production at once. This may be true, but the action of the planters would be about, as reasonable as for our orchardists to cut down their orchards when the price of fruit becomes too low to suit them. As it is, the low price of coffee for the past two years does not seem to have yet resulted in decreased importations. For the nine months ended March 31, 1882, the imports of coffee into the United States were 399,927.455 pounds, against 316,780,604 pounds the imports of conee into the United ago, 292:455 pounds, against 316,780,604 pounds for the same, period in 1881, an increase of 12;511,867 pounds in favor of the present year.

—St. Louis Grocer.

#### NEW PRODUCTS.

If anyone would form some opinic If anyone would form some opinion as to the rate at which new products are making their way in the coffee districts, he may arrive at a tolerably good conclusion on his way from Rambodde down to Gampola. The varied shades of green which meet the traveller's eye, right and left, tell of other growths than coffee, and when the rich dark foliage of tea, cinchona, and Liberian coffee is contrasted with the pallid hue of the old staple, with its attenuated branches Liberian coffee is contrasted with the pallid hue of the old staple, with its attenuated branches struggling for dear life in what appears a cold and hungry soil, one cannot but marvel at the change coming over the face of the country, where vegetable life would have, a few years ago, seemed doomed. On the left, looking across a one descends the Attabages Days thous is one descends the Attabagey Pass, there large stretch of land opened and ready for plant-ing with Liberian coffee, at the first settled rains there cannot be less than two hundred acres opened and drained, and judging from what one sees of this variety in the neighbourhood it should do well for its proprietors. The cinchonas are not yet of any size, but a good many have already been shaved, and have helped the railway traffic downwards. If we watch the loading of goods waggons at any of the up-country stations we shall see how large a portion of the down loads shall see how large a portion of the down loads now are made up of cinchona bark, which is all the more acceptable now that coffee is becoming scarce and will be more so: indeed, were it not for the newly-crowned monarch, young king cinchona, a great number of the down trains would be made up of empties. Would it not be interesting if the railway traffic returns were to shew the weight of cinchona brought down, just as is done with coffee? The traffic manager would find little difficulty in doing this.—Ceylon Times, May 27. Times, May 27.

#### AN INEVITABLE CONCLUSION.

Whatever opinions may be held in regard to the chief cause of the undoubted decline in the yield of Ceylon coffee estates, within what are known as the Kandyan districts, there can be little doubt that we must draw the inevitatable conclusion,—that the peculiarities of our seasons point to the feet that algreages affect the time from Avishavella. fact that a large area of the interior, from Avishavella fact that a large area of the interior, from Avisiaversa upwards, is far more adapted to the production o foliage than fruit, and that tea must henceforth usurp the former proud position of coffee.

It may be true that very much of the disappoint-

ment of planters has been caused by the oft repeated attacks of hemeleia, but, after all, opinions are pretty nearly divided as to whether that cause or unpropitious rainfalls have had most to do with the unpropositions rainians indeed that most extraction feature of crops. This much is, however, certain, that a very large acreage of coffee in certain districts went out of bearing before leaf disease had tricts went out of bearing before leaf disease had become established in the country; and what is equally certain is that those districts are now producing tea of excellent quality, and in great abundance. They, at any rate, are undoubtedly far better adapted by climate for the production of leaf than fruit, unless indeed it be in some favored spots cao and Liberian coffee flourish .. - Ceylon Times, May 27.

OUR planting reports from the interior continue Our planting reports from the interior continue much as we last gave them. In a large number of districts there has been no blossom worth mentionin, and even in more favored localities doubts are entertained as to the extent of the blossom which entertained as to the extent of the biossoin with has set, so that for some time to come it will be impossible to form an approximate estimate of our prospects for the forthcoming crop: the only reli-ble feature about it is that it will prove the shortest coffee crop that will have been shipped from Ceylon for a quarter of century.—The Ceylon Times,

#### MONTHLY SUMMARY.

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

Companhia Cantarcira e Esgotos.

Componitio Cantorciru e Esgeles.

Lat. 29° 32 58° 8.

Long. 46° 96 40° W. (Greenwich.)

Height of barometer. 2,395 ft. above mean sea level.

Do of rain gauge. 2,395. 81° 60 dz.

Mean pressure ornected and reduced to 32° Fahr. at mean sea level at 9 a.m., 27.81 inches: at 9 p.m., 30.81 inches.

Mean termy. of air at 9 a.m., 3,72° in 9 p.m. 52° Fahr.

Mean termy. of air at 9 a.m., 3,72° in 9 p.m. 52° Fahr.

Mean temperature of Grass minimum therm. 46° P Fahr.

Lowest reading of man. of therm. in shade, (6th.) 79° Fahr.

Lowest reading of min. of therm. in shade, (6th.) 79° Fahr.

Lowest reading of min. of therm. in shade, (6th.) 79° Fahr.

Mean tengy of the proting to 3 m. 54° 78° at 9 m., 3,20° F.

Mean clastic force of vapor at 9 a.m., 43° in: 24 p.m., 41° in

Total rainfall for the month 3.5° inches.

Rain fell on 5° days.

Fog on the mornings of 1 days, and evenings of 2 days.

Dev on the mornings of 1 days and evenings of 5° days.

Thunder and lighting on the 1th.

Lightning seen, but thunder not heard, all night of 6th.

Lunar corona observed on the 5° debt and 29th.

HENKY B. JOYNER,

HENRY B. JOYNER, M.I.C.E., F.R.G.S. & F.M.S.

Engineer in chief.

THE Chinese have successfully established themselves in the marine insurance business in San Francisco, California. They now have six companies doing business in that city with an aggregate capital arly \$3,000,000. Two of these are managed of nearly \$3,000,000. Two of these are manual wholly by Chinese, the other four having English and American agents.

THE exports of cotton goods from the United States to Brazil amounted to 3,571,629 yards colored and 2,820,925 yards uncolored in 1881, against 3,659,991 yards colored and 3,053,706 yards uncol-ored in 1880. The aggregate export to all countries an increase from 106,579,723 yards in 1880 to 148,583,447 yards in 1881.

#### COMMERCIAL

July 28nd, 1882. Par value of the Brazilian mil reis (1\$000), gold 97 d.

do do do do in U. S.

coinat \$4 \$1 per £1. \$12. \$14 \$5 cents

do \$1.00 (U. S. coin) in Brazilian gold. 1\$537

do of £1. \$12 in Brazilian gold. ... \$ \$80 Bank rate of exchange on London to-day..... 2138

Present value of the Brazilian mil reis (paper) 792 rs. gold
do do in U. S.

#### EXCHANGE.

EXCHANGE.

July 14.—The banks opened at 21½ but in the alternoon the New London and Brazilian Bank drew on its head office at 31½. Private paper was negotiated at 21½6—21½6. On France some transactions were effected at 44½ bank and 437 private, and on Hamburg at 544 and 545 private. Sovereigns sold at 11½36 cash.

July 15.—The New London and Brazilian Bank and the English Bank continued drawing on head office at 21½ but only a limited amount of business was transacted as usual on the day of departure of the French mail. Private paper on London was passed at 21 9176—21½. Sovereigns sold at 11½360 cash.

July 15.—The rate of 21½ on London was to-day officially adopted in all the banks and fair transactions were effected. The rates for private paper were 21 916 and 21½. On France some bank paper was drawn at 412. Sovereigns closed at 11½40 sollers, 11½50 layers.

July 18.—The market was mechanged in the morning but, became loss firm in the attennoon though the rates remained the same. Sovereigns closed at 11½40 selfers in 12½5.—12½6 private bills on London and at 34½ private on Hamburg. In the latter part of the day a little more framess was apparent. Sovereigns closed at 11½30 selfers, 11½30 buyers.

July 21.—The firmness which was apparent yesterday afternoon became more marked to-day but the rates suffered in abstration and not much business was transacted. Sovereigns closed at 11½30 selfers, 11½30 buyers.

July 21.—The official rate of the banks remained at 21½ but hank paper on head office was easily obtained at 21½ bits.

ereigns closed at 11339 sellers, 113300 https://
July 21.—The official rate of the banks remained at 213/s but
hank paper on head office was easily obtained at 215/s. Private paper was negotiated at 215/s and 21916, and on France
transactions were effected at 426 bank and 443-442 private.
Sovereigns sold at 118300 cgsh, closing at 118340 sellers,
acknowledges.

sty 22 — The market this morning presents no cha the official rate on London continues at 2136, the New don & Brazilian Bank drawing on head office at 2132.

#### SALES OF STOCKS AND SHARES. July 14.

:2	do		,002 000	
5	do		,063 000	J
	do of		,055 000	
14,000\$ Na	tional Loan o		,150 000	
ree Bar	nco do Brazil		291 000	
20 Ba	nco do Comm	ercio 1st serie	216 000	J
50	do	and serie	160 000	
		oos R.R	245 000	
10 Le	opoldina R. R		200 000	
50 Ba	nco Predial ny	poth. n. with int	77 °lu	
oo All	liança Insuran	ce (outside sale)	30 000	
27 Co	mança Insura	ance do	46 000	
July	15.			
		lices	1,064 000	
	x per cent apo do	aices	1.065 000	
120	do		1,055 000	
2		small amounts	1,060 000	
1,800\$		mercio 2nd serie	160 000	,
	anco de Com	₹	198 000	
	eopoidina K. r	d	230 000	
		ypoth. n. of May 19	76 ¼ °la	1
	anco Predict ii	th interest	77 °la	1
100		th interest	// 10	1
	17.			
6 Sis	per cent apol	lices	1,065 000	1
38	do		1,070 000	
5	do	of Rio Grande do Sul	98 °%	1
54 B	anco Industria	al	235 000	1
3 A	rgos Flumine	nse Insurance	500 000	
		pos R.R	245 000	1
100 C		ex div	235 000	1
300	do	do	238 000	1
021/2		with div	243 000	1
		zileira ex div (outside sale).	250 000	1
2 I	eopoldina de	bentures do	200 000	1
Jul	y 18.			1
12 5	Six per cent a	polices	1,070 000	
15 1	Banco do Co	mmercio 2nd serie	161 000	
		il	290 000	
		io Preto R.R	190 000	
		de Padua R.R	170 000	
		abel	230 000	
		08	245 000	,
50		uyer's opt till August 15		

	Banco do Commercio (outside sale)	218 000
57	Confiança Insurance do	49 000
10	Alliança Insurance do	30 000
19	Sorocabana debentures of £50 do	901/2 %
Во	Banco Predial, hypoth. n. do	911/2 1/4
Ju	ily 19.	
8		,070 000
3		1,072 000
50	Banco do Brazil	290 000
50	Banco Industrial	235 000
00	Navegação Brazileira	255 000
50	Macahé e Campos with div	245 000
50	Docas D. Pedro 11	112 000
42	Banco Predial, hyp. notes, with int	78 %
59	Banco do Brazil, hyp. n. with June coupons	91 1/2 %
72	do with December coupons	95 %
10	do (7 aud 6c.)	95 °lo
	Previdente Insurance (outside sale)	38 000
50	Alliança Insurance do	29 500
30	Navegação Brazileira do	255 000
cor	Macahé e Campos R R do	245 000
40	Leopoldina R. R do	198 000
38	Leopoidina R. R	. ,,, ,,,
J	July 20.	
15	Six per cent apolices	1,070 000
88	do	1,075 000
11	do	1,073 000
250	Banco do Brazil	290 000
73	Navegação Brazileira	255 000
30	Alliança Insurance	29 500
20	do	30 000
25	Previdente Insurance	38 000
10	Confiança Insurance	50 000
40	Macahé e Campos R. R	245 000
100		112 000
80		95 °lo
	July 21.	
	하고 있는데 이번 이 아이들이 되었다면 하는 이번 없었다.	1,075 000
9		1,075 000
10		206 000
	: (1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	195 000
50		113 000
100		237 000
50		95 'lo
453		95 °lo
22		76 %
76		78 °la
80	o do wich int	10 -10

#### MARKET REPORT.

Rio de Janeiro, Ju'y 22nd, 1882.

Exports.

Coffee—Our last report was on the 14th instant, since then our market has presented no new feature. Receipts continue on the same small scale as before and the

Receipts commine on the same shall access before an incommittee small stock here presents a very poor assortment.

Business has, in consequence, again been restricted, and the total sales since the 14th instant amount to only 65,640 bags

48,250 bags for United States 12,030 , Europe 1,000 , Cape of Good Hope 4,369 , Elsewhere

65,640 bags, and the total sales since the 1st instant amount to 154,840 bags,

101,030 bags for United States 39,710 , Europe 5,500 , Cape of Good Hope 8,600 , Elsewhere

154.840 bags.

rope:

13 Havre Fr str Ville de Santos.

14 Bordeaux Fr str Orenopie.

17 Oporto Nor bgn Dous Irmãos. 

7,093 bags per day
10,604 same per, July 1881
10,604 same per, July 1880
7,958 1879
1879 7,093 bags per against 10,604 ,,, 6,801 ,, 7,958 ,, 7,116 ,, 7,116 We quote, per 10 kilos: Washed...
Superior...
Good first.
Regular first.
Ordinary first.
Good second.
Ordinary second... 4 360 — 4 090 — 3 610 — 3 200 ... 2 720 ... 2 250 ...

nd on this basis cargoes may be que

p to kilos per cwt 4,550= 4,150= 3,050= 3,850= 3,500= 3,300= 2,700= Prime United States..... ff. o. b. ex freight and con

d at par in American gold.) Stock is estimated to-day at 83,000 bags.

Codfish -- Arrivals:

Codfish.—Arrivals:

1.050 cases per Montevilor from Hamburg
300 , Mangeaton from New York
2.050 tube per little from Jersey
and a lot of barrels from the Northern ports.

Retail prices are 235000 for tubs, 22 000 for barrels as
The demand has decreased and it is probable, therefor
the surface will be the surface will be the surface.

Flour.—There have been no arrivals since our last report.
The sales since then amount to about 23,000 harrels and stock in first hands to-day consists of about 20,000 barrels.

Richmond 1st 23 000—23 500

Baltimore 1st 22 500—22 750

" and 20 000—21 000

St. Louis 22 500—22 500

Castilla 22 750

Interior 21 500—22 500

Chili 18 500—21 000

River Plate 20 000—21 000

Market steady. Pitch Pine.—There have been no arrivals.

White Pine.—Arrivals:
178.772 feet per Gine. ppina R. from New York
which are reported sold at 115 reis per foot.
Market steady.

Spruce Pine,-No arrivals.

Swedish Pine —Arrivals:

118 dozen per Fram from Hamburg
which had been sold before arrival.

Market firm. We quote 40\$000—41\$000 per dozen.

Kerosene.-Anivals:

3,000 cases per Ginseppina R. from New York 500 ,, Mangerton ,, do Market quiet.

We quote 6\$300 per case for Devoe's Brilliant.

or quote of 300 per case for Devoe's Brilliant.

Lard.—No arrivals:

Market firm.

We quote 450 reis per lb. for George in large lots and 500
ris per lb. in retail.

Rosin....No arri Market unchanged at 9\$000---9\$500 per barrel.

Turpentine.-Arrivals: Turpenume.—amvals:

5 cases per Ginseppina R, from New York.

Market well supplied and quiet at 570--540 reis per lb.

Been.—Amvals:

cases and 2 barrels per Montevideo from Hamburg 60 barrels per Denati from Liverpool.

#### SHIPPING NEWS

SANTOS-Port bg Amelia Norton; 590 tons; Santos; 2 ds; ballast to order.

ROSARIO-Br bk Sacramente; 568 tons; Lead; 24 ds; hay to A. de Soura Pinto.

DEPARTURES OF FOREIGN VESSELS.

TULV 13.

DE GALLE--Br bk St. George; 1522 tons; Yallack;

ballast.

Port ELIZABETH—Br lug Cazique; 183 tons; Green; coffee.

PENSACOLA—Br bk Charlotte Gladstone; 1271 tons; Guthrée ballast. UNITED STATES—Br bgn Alice Ada; 296 tons; Bulmes

DIAMOND ISLANIS—By bign Allier Ada; 296 tons; Balmes ballast.

DIAMOND ISLANIS—By hk Areola; 965 tons; Campbell; ballast.

—By hk Countess of Rothes; 750 tons; Stott; ballast.

7ULV 14.

RICHIONON—Nor by Rask; 195 tons; Domben; coffee.

PERHAMBUCO—Nor by Rask; 195 tons; Domben; coffee.

PERHAMBUCO—Nor by Rask; 195 tons; Lambert; ballast.

7ULV 16.

RANGOON—By hk Ophelia; 1203 tons; Lambert; ballast.

BALTIMORE—Am bgn Choron; 231 tons; Clement; coffee.

New ORLEASS—Nor bk Coff, 324 tons; Knoger; coffee.

SANTA CATHARINA—Port bk Venne; 341 tons; Rose; ballast.

RG GRANG DO SUL—Sp bk Velador; 272 tons; Vello; studies.

Pana'—Am bk Justine II, Ingersoll; 620 tons; Hanser paralellepipedos. 7UL1 18.

VANCOUVERS ISLAND-Am shp /wankoe; 1610 tons; Merriman; ballast. -Port bgn Dons Irmãos; 194 tons; Correa; sundries.

OPORTO—POIL

JULY 19.

Br1 -- Br bk Wave King; 744 tons; Gould; ballast.

S. Thomass—Br Dk Tr are time; 144 to 19ULY to CALCUTTA—Br Dk British Army; 1309 tons; Mundle; ballast New York—Norbk Vidar; 285 tons; Paulsen; coffee.

Owing to an error in our source of information we gave the date of inauguration of the Cape S. Thomé light on the 39th June in a recent number. It should have been the 39th July, the inauguration being announced for that date.

—The British bark Lndy of the Lnder, with a cargo of machinery, etc., for the S. Pedro central usine, province of Maranhilo, was lost near the Sairt Anna lighthouse, off the port of Maranhilo, on the gold bult. The master and crew escaped in two boats. The master saved the ship's papers.

FOREIGN SAILING VESSELS IN THE PORT OF

German, Carlsberg 7 200 do Cavallo 7 000	V. C.					
do Sundry brands 5 0006 500		AGE	KED	WHERE "		
ButterArrivals: ,866 cases and 75 barrels per Ville de Bahia from Havre.	NAME	FONNAGE	CNTERE	FROM	CONSIGNER	
148 cases per Montevideo from Hamburg						
하는 그를 마른 회사들(1) 중요를 하게 하는 것이 되었다. 그 사람들이 되었다.	bk O. Thurlow	660	May 20	Port Perie	J. J. dos Reis & C. F. Clemente & Co For repairs. Phipps Bros. & C.	
Ve quote:	bk Gamaliel	566	June 22	New York	F. Clemente & Co	
French, in barrels 980-1\$000 per lb.	bk Elsinore bk New Light	688	July 9	Baltimore	Phipps Bros &C	
do in tins 1 000—1 200 ,, Danish ,, 1 100—1 120 ,,	bk Minnie M. W.	474 1022	15	Cardiff	D. Pedro II R.R.	
Italian, 940— 980 ,, American in tins 800— 820	BRITISH ber Mindorn		April 16	Greenock	Wilson Sons & Co.	
American, in tins	bg Mindora bk Dunnerdale	385	May 16	London	A. Moss & Co.	
사이 아무리 얼마를 되었다면서 사내를 하는 사람들이 들어 가는 것이 아픈 아니까지 않았다.	lug Tynron bgn Stirling	277	18	Greenock London Valparaiso. Liverpool	A. Moss & Co. Alex Wagner. For repairs	
Coals.—Arrivals:						
1,421 tons per Miunie M. Watts from Cardift 928 , Tordenskjold from do	shp Curlew	1547	June 7	New Port Cardiff	Royal Mail D. Pedro H RR.	
1,327 , C. A. Belyea from New Port	ug V. & Mebane	1547 296	11	St. Mary New Castle		
2,124 , Warsaw from Cardiff	shp Newan Hall	471 1527 518				
Quotations continue nominal.	shp Importer ug V. & Mebane bk Spanker shp New'an Hall bk Fairy Belle bk Tiber	518	July 5	Cardiff London Liverpool Cardiff Greenock	Fiorita & Tavolara Norton M'w & Co Fiorita & T. B. W. & De C'tro	
DementArrivals:		1:72	6	Liverpool	Rio Gas Co. W'son R'chie&C. Rio Gas Co.	
700 casks per Fram from Hamburg	shp Old Ken'ton.	1172 777 1302	8	Greenock	Rio Gas Co.	
Market quiet.	shp Arizona bk St. Vincent bk Margarida	1377	9	Cardiff	To order.	
We quote 6\$600-7\$500 according to quality,		1377 863 1487	11	Newport	Carangoie R.R.I	
Hay The arrivals consist of the cargo per Saeramento	bgn Sarah	170 824	16	Cardiff Cardiff Newport Cadiz N. Port	V. Miranda L. & C	
m Rosario, which was delivered against contracts.	bgn Sarahbk C. A. Belyea bk Elisa	163	.17	Jersey Cardiff	H. Zenha & Silveir	
Market firm. We quote 70 reis per kilo for Rosario.	shp Warsaw	1346 568	20	Rosario	A. de Souza Pinte	
Indian Corn.—Arrivals: 1,750 bags per Europa from River Plate	bg M. Augusta bg Proteus	171	May 28 June 27	Westerwick Westerwick	Hartwig Will'n &C F. Clemente & C.	
1.333 Urénoque from do	schr Geertje	2000	E 12 (25)		For repairs	
1,001 ,, Leibnitz from do	ITALIAN	3 22.00	STEEL STATE			
Market firm at 5\$000—5\$200 per bag.	bk Guiseppina R.	980 532	July 14	New York.	For repairs C. McCullock B.&C	
1,409 bags per Europa from River Plate.	GERMAN					
Market firm at 3\$400-3\$500 per bag.	bgn Clara	120	April 5	Paysandú.	Vn'zi, C'pos & O'ra	
and the second s	bgn Maria bgn Mary	170	June21	Gualeguay.	Vn'zi, C'pos & O'ra A. Wagner. A. Wagner Watson Ritchie & C	
The second second second second second	bk Ocean	464	Inly 27	Paysandú Rosario Gualeguay. Greenock Hamburg Hamburg Westerwick	Watson Ritchie &C	
SHIPPING NEWS.	bgn Amor	245 162	,,	Hamburg :	Brandes & Co. H'wig W'sen&Co	
	bgn Amor bgn Franz Fisher bg Lienen	253	10	Greenock	To order. To order.	
ARRIVALS OF FOREIGN VESSELS.	NODWECTAN		lune to	Portland.	For repairs Brandes & Co F. Sauwen & Co Finnie Kemp & Co A. Wagner Watson Ritchie&C Petropolis R. R.	
YULY 13.	bk Carl Haasted. bk Vale	576	22	Hamburg	Brandes & Co	
VALEGUAYCHU'.—Sp bk Magdalena; 279 tons; Roca; 19 ds; erked beef to A. Wagner.	bgn Kjartan	338	26	New Castle	Finnic Kemp & Co	
	bgn Sif bk Jacob Aall bk Cort Adeler bk Brodrene	479	July '1	Westhartle!	A. Wagner	
TULY 14.	bk Brodrene	403	7	Cardiff	Petropolis R.R.	
EW YORK-It bk Giuseppina R.; 522 tons; Gafiero; 49 ds; sundries to McCulloch Beecher & Co.	bgn Spica. bk Tordenskjold	1 .//	1	Tarragona Cardiff	Hamann & Co. Watson Ritchie & (	
A. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	bgn Fram bk Poseidon	215	16	Hamburg	10 order	
REDIFF - Am bk Minnie M. Watts; 1022 tons; Watts; 52 ds; coal to D. Pedro II R. R.	bk Poseidon	569	16	Lisbon	Barbosa Costa & C	
coal to D. Pedro II K. K.	bk Clara Maria	791	June 3	Sunderland	M Biedekarken&C	
Nor bk Tordenskjold: 557 tons; Salvesen: 44 ds; coal to to Watson Ritchie & Co.	SWEDISH Isk Clara Maria by Marie Louise bg Marie Louise bg New Nigue bg Nictoria bg Nuevo Vigit'e bg Pepe bgn Monjuich bgn Camaguaya pol Antonio Mari pol Jeven Gabriel pol Enrique pol A. Christina	237			l'o order H'wig W'sen &Co	
JULY 16.  AMBURG-Nor bgn Fram; 215 tons; Coward; 57 ds; sun-	bg Joven Miguel	312	ar 27	B. Ayres	G.N deVincenzi & Freitas & Miranda Faria Irmãos	
dries to order	bg Nuevo Vigil'e	100	Aprilia	Mont video	Faria Irmãos	
ADIX—Br bgn Sarah; 170 tons; Lewis; 45 ds; salt to Viuva Leone Miranda & Co.	bg Pepe	240	17	Ajó	J. Romaguera	
EW PORT—Br bk C. A. Belyea; 824 tons; Hamilton; 47 ds;	bgn Camaguaya	177	26	Paysandú	Comp Agricola.	
coal to Royal Mail.	pol Antonio Mari	107	May 11	B. Ayres.	Faria Irmãos J. Romaguera G. NdeVincenzi&I Comp. Agricola. Frias Irmãos & C. J. Romaguera. Souza Irmão & C. S. Hime & Zenha J. Romaguera. Freitas & Mirauda J. N de Vincenzi&I Freitas & Mirauda L. Romaguera.	
HA DE MAIO-Port bk Cintra; 608 tons; Barra; 32 ds; salt to Viuva Leone Miranda & Co.	pol Enrique	18	16	Paysandú.	Souza Irmão & C	
snow-Nor bk Poseidon: 160 tons; Barth; 41 ds; salt to	pol Enrique pol A. Christina bgn P. Turrull bgn Antonieta bgn Tres Herm'os	150	30	B. Ayres	J. Romaguera.	
ISBON—Nor bk Poseidon; 569 tons; Barth; 41 ds; salt to Barbosa Costa & Co.	bgn Antonieta	127	June 5	Mont'vid-o	Freitas & Mirauda	
PORTO Port bk Sandade: 422 tons; Paulo; 40 ds; sandries to J. A. G. Santos.	bg Tres Herm os	220	12	Gualeguay	Freitas & Miranda	
	bgn Jaime Millet bg Isabelita bk Magdalena	100	July 1	Mont video	J. Romaguera To order	
JULY 17. RESEY via BAHIA—Pr bk Elisa; 133 tons; Cox; 56 ds; codfish to Hime Zenha & Silveira.	her Amistad	170	.13	Gualegua't	J. Romaguera To order Alex. Wagner L de Azenedo & (	
to Hime Zenna & Silveira.	bk Laura Norton		Marie	Brunswick	To order	
ARDIFF—Br shp Warsawe; 1346 tons; Brady; 43 ds; coal to Norton Megaw & Co.	shp Marianna V	1578	Juners	Bahia	João José dos Rei	
10'-Sp bg Amistad: 172 tons; Roses; 15 ds; jerked beef	bk Guadiana bgn Martinho	416	July 27	Itajahy	Lima Ir & O'res	
7ULY 18.	bk Cintra	608	16	Ilha de M'o	V. Miranda L. & C	
FRANCISCO DO SUL-Port, lug José Estevão; e30 tons Pereira: 9 ds: wood to Lima Jr. & Queiroz.	lug José Estevão	270	. 18	S. F. do S	To order João José dos Rei M. de Oliveira &C Lima Jr. & Q'roz V. Miranda L. &C J. A. G. Santos Lima Jr. & Queiro To 8rder	

Steamers;	Sailing-Vessels:
ndon 40  erpool 30 —40 werp, 25[—30 mburg 30  vre fr. 30 deaux fr. 35 rseilles. fr. 50 w York 35 40 cts.	Channel f. o

DATE		NAME	WHERE FROM	CONSIGNED TO		
July	13	Europa It Cervantes Br Tycho Brahe Blg	River Plate 4d do 12 Santos 22h	Fiorita & T Norton M'w & C		
"	14	Ville de Bahia Fr Orénoque Fr Donati Br Plato Br	Havre* 28d River Plate 6d Liverpool* 28d	A. Leuba & Co. Messageries Mar Norton M'w & C		
"	15	Montevideo Gr Ceylon Br Trent Br		Ed. Johnston & C on excursion Royal Mail		
"	17	Centro America It Mangerton Br Leibnitz Br	Genoa* 28 New York* 45d River Plate* 6d	Fiorita & T. Wilson Sons & C Norton M'w & C		
"	20	S. José Am Rio Gr Marcia Br	River Plate* 8d	Wilsons Sons & C Ed. Johnston & C McCulloch Beech		

#### DEPARTURES OF FOREIGN STEAMERS

DA'	TE	NAME	WHERE TO	CARGO
uly	13	Santos Gr	Hamburg*	Coffee
,,	14	Ville de SantosFr	Havre*	Sundries
,,	14		Genoa*	Sundries
,,	15	Kronp'z F. W. Gr	Bremen®	Sundries
,,	15	Orénoque Fr	Bordeaux*	Sundries
,,	15	Tycho Brahe Blg	New York	Coffee
,,		Plato Br	River Plate	Sundries
,,	17	Centro America It	do	Sundries
,,	17	Y. de Bahia Fr	Santos	Sundries
,,	17	India Gr	Santos	Sundries
,,	17	Montevideo Gr	Santos	Sundries
,,	18	Trent Br	River Plate	Sundries
	10	Leibnitz Br	Southampton*	Sundries
,,	10	Cervantes Br	Southern Ports	Sundries
,,	20	Frithjof Nor	Maceió	Ballast

\* Calling at intermediate ports.

—The new lighthouse at Imbituba point, at the anchorage; of the same name, province of Santa Cathanna, will be in-augurated on the 9th proximo. It will be a fixed white light 21 meters above the sea level, and will be trisble for a distance of to miles in clear weather. Its geographical position is Lat. 28° 16′ 45° S., Long. 48° 40′ 21″ W., Greenwich.

#### GOVERNMENT BONDS

EMISSION . CIRCULATION		DENOMINATION	INTEREST	NOMINAL VALUE	QUOTATION
		General Apolices, currency	6 %e	1,078\$000	1,075\$000
		n n n	,,	800 000	
		. ,, ,, ,,	,,	600 000	1,060 000
39,069,100\$000	335,397,100\$000	" " "	**	500 000	.,
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	3333971	" " "	1/ 11	400 000	,,
		э , и	,"	200 000 1	
	entre de la companya	,, ,, ,,	5 %	1,000 000	82 %
2,151,600 000	1,000,400 000	n n n	,,	600 000	"
2,131,000 000	1,990,400 000			400 008	
119,600 000	110,600 000	", ", ",	4 %	. 1,000 000	
		» » ········	**	600 000	
7,489,500 000	5,267,000 000	Provincial apolices of Rio de Janeiro	6 %	500 000	103 0
2,722,000 000	2,722,600 000	,, ,,		200 000	
21,000,000 000	16,582,000 000	National Loan of 1868, gold		1,000 000	1,290\$000
8,400,000 000	7,300,000.000	n n n n	"	, 500 000	1,7904000
44,820,000 000	50,235,000 000	National Loan of 1879, gold	416 %	1,000 000	1,150\$000
7,005,000 000	50,235,000 000	,, ,, ,, ,, ,, ,,,,,,,,,,,,,,,,,,,,,,,,	,,	500 000	1,1,30400

#### BANKS AND PUBLIC COMPANIES

	CAPITAL 33,000,000\$	SHARES	ISSUED	VALUE	PAID UP	NAMES	RESERVE FUND	LAST QUOTA- TION	LAST I	DIVIDEND .
	33.000.000\$	1	S	2	IV.			TTOY	1	Extraction in
	33,000,000\$	10.5000						110K	ANT	FAID
		165,000	All	200\$	All	BANKS Banco do Brazil	8,754,213\$98;	200\$000	10\$000	July 188:
	8,000,000	40,000	All 25,000	200	All	Rural e Hypothecario	2,118,943 088 1,102,841 857	273 000	10 000	July 188:
	12,000,000	50,000	All	620	6 10	English (limited)	£ 150,000	235 000	9 000 12 sh	July 188
	6,000,000	30,000	All	200	All		575,000 000	235 000	9 000	July 188
-	4,000,000	20,000	5,000	200	All	Mercantil de Santos	229,414 259 12,325 336	240 000 146 000	6 000	laly 188
1	£ 1,000,000	50,000	All		£ 10	Banco Predial New London and Brazilian	€ 165,000	-	11 8	Jan. 188 Oct. 188
	12,000,000	60,000	15,000	200	200\$	Banco do Commercio	517,253 013	216 000	9 %	July :88
	1,000,000\$	5,000	All	200\$	All	Datement's	83,730 470	170 000	10 000	July 188
	7,500,000	37,500	14,380	200	All 250\$	Macahé e Campos do do debentures Paulista	103,795 128	245 000	8 000 6½ %	July 188 Mar. 188
	15,000,000	75,000	25,000	200	All	Paulista	258,691 200	220 000	8 "/"	June: 188
	4,000,000.	20,000	All	. 200	& All	Sorocabana	- 11	101 000		
1	Ξ	=	-	- <u>-</u>	100\$	do do		90 1/2 % 78 % 198 000	60/0	interest
	2,400,000	12,000	All	200			81,320 279	198 000	7 000	July. 188
5	2,000,000	10,000	All	200	: All	do preferred ob Nictheroyense Campos a S. Sebastião	= -	198 000	61/2 %	interest
8	600,000	3,300	All	200	All	Campos a S. Sebastião	_	25 000 Nom.		
	10,665,000	53.325	30,000	200	All	Campos a S. Sebastião. S. Paulo e Rio de Janeiro. do do with right to subsid. shs. do do subsidiary shares União Valenciana		165 000	-	July 188.
	Ξ.	-				do do subsidiary shares	×. √= ×.	18 500		
1	3,000,000	15,000	All 11,605	200	All	União Valenciana União Mineira	34,600 000	Nom.	61400	Feb. 188 Dec. 188
1	500,000	13,000	-,,,,,	200	_	do debentures	Ξ.	170 000	14 000 6% %	Dec. 188
. 1	4,000,000\$	20,000	16,500	200\$	All	S. Christovão:				
1	10.000,000	50,000	All	200	All	Botanical Garden	1775 (Carlotte 1977) 1879	365 000	15 000	July. 188 July. 188
	700,000	7,000	All	100	100\$	S. Paulo	18,759 188	120 000	4 000	July. 188
5	1,200,000	2,700	All	200	All	Pernambuco	16,435 451	38 000	5 000	July. 186
.	540,000 800,000	4,000	3,000	200	All	Pelotas	_	20 000		
	1,200,000	10,000	3,500 All	200	All	S. Luiz do Maranhao. Porto Alegre Villa Izabel Montevideo Nictheroy.	106,415 215	100.000	5 000 8 000	Jan. 185
	2.000.000	10,000	7,000	200	All	Montevideo	2,800 000	230 000 1 500	8 000	July 188
	1,200,000	10,000	All	200\$	A 11	Nictheroy	-	1 250		
	5,400,000	27,000	All	2004	All	Bruxellas Carris urbanos	17,981 663	19 000	10 000	July 188
:		-	-	-	500\$	do debentures		90 %	6%	interest
	1.800,000	6,000	All	300\$	30c\$	do debentures TOLL ROADS União e Industria	180.000 000		15 000	June 187
1	180,000	1,800	All	100	All	Mage e Sapucaia		105 000 Nom	15 000	June 187
	4,000,000\$	20,000	All	200\$	ÁII	NAVIGATION COMPANIES Brazileira de Navegação	507,423 782			
:	600,000	3,000	All	200	160\$		300,000 000	255 000 85 000	6 000	July 188 Jan. 188
,	200,000 640,000	3,200	3,168	200	All	União Nietheroyense	i –	Nom. Nom.		
	500,000	2,500	All	200	All	Paulista	89,172 045	145 000	8 000	July 188
	£ 750,000	50,000	40,419	200	All 100\$	Paulista	€ 50,000	170 000	12 sh	July 188
	2,000,000	10,000	All	200	All	Nacional de Navegação S. João da Barra e Campos	170,008 830	106 000 245 000	10 000	Oct. 188
	600,000	3,000	1,778	200	All	S. João da Barra e Campos	12,500 000	180 000	15 000	July 188:
	8,000,000\$	8,000	4,000	1,000\$	125\$	INSURANÇE Fidelidade	225,000 .000	220 000	12 500	July 188
,	2 000 000	3,000	All	1,000	250 100		313,179 280	500 000	37 000	July 188
:	2,500,000 800,000	2,500	All	1,000	250	Nova Permanente	177,250 000	145 000	10 000 20 To	July 188 July 188
1	£00.000	20,000	All	1,000	100	Nova Regeneração	21,418 722	Nom.	6 000	Jan. 188
:	4,000,000 8,000,000	40,000	20,000	200	50	Integridade	160,000 000 250,000 000	73 000	4 900	July 188
	5,000,000	50,000	25,000 All	100	10	Previdente	134,209 000	39 000	2 500	July 188
	1,000,000	20,000	10.000	200	100	Allianca	184,426 740	30 000	5 000 80 °lo	Dec. 189
:				200\$	All	Argos Fluminiense. Garantia Nova Permanente. Nova Regeneração. Confança Integridade. Previdente. Propular Fluminense. Alliança JARKETS	,		*0 "lo	July 188
	500,000	1,000	All All	2007				40 000 Nom	2 000	July - 188
١	300,000	3,000	All	100	100\$	Harmonia Mercado Nictheroyense	900 000	3 000	3 000	Dec. 187 June. 188
	£ . 750,000	37,500	36,000	£ 20	All	Rio de Janeiro		9590 7550	TOTAL PARTICIPATION OF THE PAR	
	£ 750,000	7,500	All	£ 10	All	Nictherov	_	265 000 55 000	10 %	May 188 April 188
,	600,000\$	3,000	Ali	2005	• 11	MISCELLANEOUS				
	600,000	3,000	600	200	All	Bonds Maritimos. Docas de Pedro II Brazil Industrial. União Industrial.	120,000 000	100 000	6 000	Jan. 188 Jan. 188
	1,000,000	50,000	15,000 All	200	All	Docas de Pedro II		112 000	3 000	July 188 July 188
	400,000	5,000	All	200	All	União Industrial	19,195 300	10 000	12 000	July 188
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-	3,000,000	12,500	7,500	200	100\$	Commercio e Lavoura	58,793 327 20,000 000		9 '000	
	3,000,000	6,000	All	500	200\$	Associação Commercial	<u> </u>	1 000		
	800,000	4.000	All	200	40	Tritão Fluminense		150 000 Nom	interest	July 188
2	1,800,000	16,000	All 6.000	200	All	Architectonica	=	45 000		
	1.000,000	-10.000	5,000	100	All	Petropolitana		105 000 Nom.	ì	
	4,000,000	8,000	7,500		70\$	Economica Auxiliar	_	30 000		1 X . Z
	10,000,000	50,000	4,400	200	All	Economia (lavanderia) Associação Commercial Tritão Fluminense Minas de Cacpapava Architectonica Petropolitana, Economica Auxiliar Indust. Flum (kiosqres) Pastoril Agracola e Industrial Manuf. de mat. para const.	208.497 406	115 000	9 500	July 188
	700,000	6,000	2,130 All		All	Pastoril Agricola e Industrial.  Manuf. de mat. para const.  Engenho Central de Quissamă  do obligations.  Serviços Maritimos	132,870 000	Nom	5 000	Dec. 18;
						LEGRETHO CEMPAI de Umssama		201 000	17000 military	
2	2,000,000	10,000	All	-	200\$	do obligations		202 000	8 50c 3 "le	May 188

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Donati		15th
		20th
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To Europe	A155	30111
To Europe	,	
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Plato. , 14tl
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The policy adopted by Tist News at the outset was that of strict independence and impartiality. The editors had of strict independence and impartiality. The editors had been strictly as the strictly of the

with the beginning of its ninth volume (), the editors feel themselves warranted in ca to the uniform and general satisfaction will policy and management have thus for been readving their patrons that no deviation v adving their patrons that no deviation will be made. The News will see the will be made. The News will see the will be made their news will be made. The News will see the will be made to the new of the patrons which may have more or less bearing upon enterprises and upon all matters of Hearlian, which may have more or less bearing upon enterprises and investments. In its discussion exery question frankly, and for the opinions culture will be a submitted to the patrons of the

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