

THE RIO NEWS.

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

Vol. IX.

RIO DE JANEIRO, OCTOBER 15TH, 1882

NUMBER 29

OFFICIAL DIRECTORY

AMERICAN LEGATION.—7, Rua Nova das Laranjeiras.
THOMAS A. OSBORN, Minister.
BRITISH LEGATION.—No. 8, Travessa de D. Manoel.
EDWIN CORBETT, Minister.
AMERICAN CONSULATE GENERAL.—No. 50, Rua do Visconde de Inhauma.
C. C. ANDREWS, Consul General.
BRITISH CONSULATE GENERAL.—No. 8, Travessa de D. Manoel.
GEORGE THORNE RICKETTS, Consul General.
AMERICAN NAVAL OFFICE.—No. 5, Rua Fresca.
D. P. WIGHT, U. S. N. Paymaster.

CHURCH DIRECTORY

ENGLISH CHURCH.—Rua do Esarito da Veiga. Services at 11 o'clock, a. m., every Sunday.
H. L. BEARDMORE, R. A. Acting Chaplain.
Residence.—135A, Rua das Laranjeiras.
PRESBYTERIAN CHURCH.—No. 15, Travessa da Barreira. Services in Portuguese at 11 o'clock, a. m., and 7 o'clock, p. m., every Sunday; and at 7 o'clock p. m., every Thursday.
METHODIST EPISCOPAL CHURCH.—Services in the Sunday-school chapel at Largo do Catete on each Sunday, as follows: Preaching in English at 11:20 a. m., and in Portuguese at 1 and 7 p. m. Sunday-school in English and Portuguese at 10 a. m. J. J. KENNEDY, Pastor.
Residence: No. 41, Rua Santa Christina.
City Rooms: No. 48, Rua do Ouvidor, 2nd floor.
SAILORS MISSION.—163, Rua da Saude; 3rd floor. Services at 11 a. m. every Sunday.
FRANCIS CURRAN, Missionary.
BRITISH AND FOREIGN BIBLE SOCIETY.—Depot at No. 71, Rua Sete de Setembro, Rio de Janeiro.
JOÃO M. G. DOS SANTOS, Agent.
IGREJA EVANGELICA FLUMINENSE.—No. 44, Travessa das Famílias. Services in Portuguese at 10 o'clock, a. m., and 6 o'clock, p. m., every Sunday; and at 7 o'clock, p. m., every Wednesday. Sunday-school at 4:30, p. m.

TRAVELLERS' DIRECTORY

RAILWAYS.

DOM PEDRO II.—Through Express: Upward, leaves Rio at 5 a. m.; arriving at Barra Junction at 7:45 a. m. Entre Rios (central line) 10:11 a. m., Barroena 2:45 p. m., Barra Novo branch from Entre Rios at 12 m., Cachoeira (S. Paulo branch) 12:45 a. m., São Paulo (P. & R. Rio R.) 6 p. m. Downward: leaves São Paulo 6 a. m., Barroena 8:32 a. m., Porto Novo 12:15 p. m.; arriving at Barra 4:11 and Rio 7:12 p. m. Connects with Valenciana line at Desengano; Rio das Flores line at Commercio, União Mineira line at Seraria; Oeste de Minas (S. João d'El-Rey) line at São João Leopoldina line at Porto Novo; Rezende e Areas line at Surubaj and S. Paulo and Rio de Janeiro line at Cachoeira.
Limited Express: Express leaves Rio 7:15 a. m., arriving at Barra 10:20 a. m., Rio Novo (central line) 7:07, Cachoeira (S. Paulo branch) 5:28 p. m. Downward, leaves Cachoeira 6:43 a. m., Rio Novo 9:50 a. m., arriving at Barra 12:42 and 1:57 p. m., Rio 5:45 p. m. Stops at all stations. Connects with Santa Cruz branch at Sapopemba, and Macacos branch at Belém.
Mixed Trains: Leave Rio at 9:10 a. m., 2:12 and 4:10 p. m.; arrive, from Belém 7:15 a. m., from Barra 8:45 a. m., from Entre Rios leaving 6:07 a. m., at 3:28 p. m.
Suburban Trains.—Passenger trains leave at 5:00, 6:30, 7:40, 8:40 and 10:22 a. m., and 12:05, 2:15, 3:30, 4:30, 5:30, 7:30, 8:30 and 10:00 p. m. all stopping at Cascadura except the 10 p. m. train, which runs to Sapopemba. Returning, the trains leave Sapopemba at 3:30 and Cascadura at 3:50, 6:10, 7:40, 8:40, 10, and 11:35 a. m., and at 2:10, 3:20, 4:30, 5:30, 7, 8:30 and 9:40 p. m.
CANTAGALLO R.—Leaves Niteroiy Santa Anna 7:30 a. m., arriving at Nova Friburgo 1:05 Cordeiro 1 hour per tramway from Cantagallo 4:25 and Macaco 5:45 p. m. Return train leaves Macaco 6:30, Cordeiro 7:30 and Nova Friburgo 11:10 a. m., arriving at Niteroiy 4:35 p. m. A ferry boat runs between Rio and Sant'Anna, connecting with trains.
PETROPOLIS STEAMERS and R. C.—Steamers leave Trajiche Mauk at 11 p. m. week days and 11 a. m. Sundays and holidays, passengers arriving at Petropolis at 5:30 p. m. week days, and 3 p. m. Sundays. Returning, diligence leaves Petropolis at 6 a. m., the boat arriving at Rio at 9:30 a. m.

LIBRARIES, MUSEUMS, &c

BRITISH SUBSCRIPTION LIBRARY.—Rua do Ouvidor, No. 48, and floor.
GEORGE BUCKERIDGE, Librarian.
BIBLIOTHECA NACIONAL.—Rua do Passeio No. 48.
BENJAMIN FRANKLIN DE RAMIZ GALVAO, Librarian.
BIBLIOTHECA FLUMINENSE.—No. 37, Rua do General Camara.
MUSEU NACIONAL.—Praça da Aclamação, cor. Rua da Constituição.
LADISLÃO DE SOUZA MELLO E NETTO, Director.

Business Announcements.

PINHEIRO & TROUT

SHIP-CHANDLERS & GROCERS
107, RUA PRIMEIRO DE MARÇO.

JOHN MILLER & CO.

Importers and Commission Merchants.
SANTOS and SÃO PAULO.

CARSON'S HOTEL

160 RUA DO CATETE
WM. D. CARSON, Proprietor.

GEORGE BUCKERIDGE.

LIBRARIAN.
No. 48, Rua do Ouvidor, 2nd Floor.
Agent for
English Books, Periodicals and Newspapers.

C. T. DWINAL,

34 RUA DA QUITANDA
Agent for
"DOMESTIC" and
GROVER & BAKER
SEWING MACHINES

N. B.—Every article pertaining to Sewing Machines and their use constantly on hand.

LIDGERWOOD MFG. Co., (LIMITED).

Rua do Ouvidor, No. 95.

Importers of Agricultural, Cotton and Woolen Mill Machinery.
Steam Engines, Hoisting Engines
and Coffee-Cleaning Machines a specialty.

Agents in Brazil for the
SINGER MANUFACTURING Co.

JOHN McCALL & CO'S.

Prepared Meats.

Paysandú Ox Tongues, Fresh and Smoked,
Ox Tails, Stewed Kidneys,
Potted Tongue, Spiced Beef,
Fresh Beef, etc.
Put up in small tins convenient for family use, and at very reasonable prices. These well-known preparations have never failed to give the best satisfaction wherever tried.
Manufactory: Pelotas, Rio Grande do Sul.
Sole Agency in Rio de Janeiro:
No. 55, Rua General Camara.

Crashley & Co.,

Newspapers and Booksellers.

Subscriptions received for all the leading English and American newspapers and periodicals. Agents for
The European Mail.

A large assortment of English novels, of the Tauchnitz Editions, and of the Franklin Square Library constantly on hand.

Orders received for Scientific and other books.

Dealers in Atkinson's Perfumery and Par's Soap.

No. 67, Rua do Ouvidor.

GUARDIAN FIRE AND LIFE INSURANCE CO.

Agents in Rio de Janeiro

Smith & Youle.

No. 62, Rua 1ª de Março.

THE TELEPHONE CO. OF BRAZIL

No. 89, Rua da Quitanda.

THE COMPANY

takes pleasure in notifying the subscribers to its Central Office system and the public generally that from May 1st its rates for subscriptions will be reduced as follows:

Commercial lines:

Per quarter, from..... 80\$000 to 50\$000

Residence lines:

Per quarter, from..... 60\$000 to 40\$000

For lines of greater length than two kilometers from the Central Offices at 89 Rua da Quitanda, Largo do Machado and Andaraí, the rates will be 12\$500 per quarter, in addition to the rates above stated, for each kilometer or fractional part thereof.

Each subscriber receives gratis books of coupons which entitle him to free use of the public stations of the Company.

N. B.—Special attention is called to the exceedingly low rates at which these most valuable and convenient telephonic facilities are now offered.

May 1st, 1882.

W. J. Donshev
Superintendent.

BALDWIN LOCOMOTIVE WORKS,

PHILADELPHIA, PENN.

(Established, 1831)

BURNHAM, PARRY, WILLIAMS & CO.,
Proprietors.

These locomotive engines are adapted to every variety of service, and are built accurately to standard gauges and templates. Like parts of different engines of same class perfectly interchangeable.

Passenger and Freight Locomotives, Mine Locomotives, Narrow Gauge Locomotives, Steam Street Cars, etc., etc.
All work thoroughly guaranteed.

Illustrated catalogue furnished on application of customers.

Sole Agents in Brazil:

Norton, Megaw & Co.
No. 32, Rua 1ª de Março.

Rio de Janeiro.

HARLAN & HOLLINGSWORTH COMPANY.

Wilmington, Delaware.

PASSENGERS CARS

Of the finest finish, as well as every description of Car Work, furnished at short notice and at reasonable prices.

APARTMENTS TO LET

Furnished or Unfurnished.

Good, airy rooms; a fine shower bath; a healthy location; and an unexceptionable neighborhood.
No. 34, Travessa Alice, Rua D. Luiza.

W. R. CASSELS & Co.

RIO DE JANEIRO

Agencies in the principal towns of the surrounding provinces.

The introduction of goods of American manufacture into this market for competition with those of European origin, has been for many years a specialty of their business, and references to the various manufacturers they represent—which are kindly permitted—will demonstrate the unequalled facilities they possess, and have successfully employed for this purpose.

Further agencies, suitable to their lines of business—hardware, machinery, domestic goods, specialties, etc., etc.—are respectfully solicited.

AMERICAN BANK NOTE CO.

OFFICE: 142, BROADWAY, NEW YORK.

ENGRAVES AND PRINTS
BANK NOTES, BONDS FOR GOVERNMENTS AND CORPORATIONS, BILLS OF EXCHANGE, CERTIFICATES OF STOCK, POSTAGE AND REVENUE STAMPS, POLICIES OF INSURANCE, AND ALL KINDS OF SECURITIES

In the most artistic style, and in a building proof against fire

A. G. GOODALL,
President

JAS. MACDONOUGH,
Vice-President

THEO. H. FREELAND,
Secretary and Manager

GEO. H. STAYNER,
Treasurer.

JACKSON & SHARP COMPANY

WILMINGTON, DEL.

Manufacturers of all styles and qualities of Passenger, Mail and Freight Cars.

This establishment is one of the largest in the United States, and has furnished the cars for nearly all the narrow gauge railroads in the United States and Cuba. The cars of the São Paulo and Rio de Janeiro railway, the Itana, the Mogyana, Niteroiense and other narrow gauge railways in Brazil are from these well-known works.

CHAS. S. HOWLAND, Treasurer.
JOB H. JACKSON, President

WILLIAM B. DEMING,

135 Rua da Quitanda,

Rio de Janeiro Office of the
Silver & Deming M'fg. Co.

Manufacturers of Steam Force and Cistern Pumps, and all varieties of Hydraulic machinery.
Also Mandioca Presses and other machines for agricultural purposes.

A. WHITNEY & SONS, CAR WHEEL WORKS.

(Established 1847)

Callowhill Street, sixteenth to seventeenth streets, Philadelphia, Pa.

Chilled cast iron wheels (steered by the Hamilton process for railways, street cars, and mines. Axles of iron or steel.
Illustrated catalogue furnished on application of customers

RUBBER HAND AND DATING STAMPS.

The Consecutive Rubber Dating Stamp
Self-Inking Hand Stamp,
The Pocket Pencil Stamp,
The Compass Stamp,
Fac-simile Autographs,
Monograms,

For Merchants, Bankers and Professional Men and for all business purposes, these stamps are superior to any kind of hand stamp in use. They are simple, durable, elastic, and they print easily and perfectly. They are absolutely noiseless.

For Family Use, in marking clothing, house and table linen etc., with indelible ink, they are invaluable.
Monograms, autographs, etc., made to order.

Metal-Bodied Rubber Type.

An elastic, changeable type that can be set up and used with out delay and as often as occasion requires.
These type have accurate metal bodies upon which rubber faces are moulded and vulcanized by a patented process. They combine the accuracy of metal type with the elastic printing qualities of rubber. In use they are

Noiseless, and Print Perfectly.

For business purposes they are invaluable. They can be used in any manner in which the ordinary Rubber Stamps are now used, except in the very large sizes.

This new type is put up in a variety of styles and sizes to suit purchasers.

S. T. LONGSTRETH, Manufacturer of

RUBBER PRINTING AND DATING STAMPS

No. 79, Rua Sete de Setembro.

Rio de Janeiro.

THE RIO NEWS

PUBLISHED TRIMONTHLY

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

A. J. LAMOUREUX, Editor and Proprietor.

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

(Cash invariably in advance)

Subscription for one year in Brazil.....	20\$00
do for six months do	10\$00
do for one year in the United States, \$10.00	
do for six months do do \$5.00	
do for one year in Great Britain.....	£2 0 0
do for six months do do	£1 0 0

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

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

EDITORIAL ROOMS:—79, Rua Sete de Setembro.
CITY TELEPHONE ADDRESS:—No. 172.

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

RIO DE JANEIRO, OCTOBER 15TH, 1882.

DURING his speech before the Senate on the 11th instant on the questions involved in the general budget, Senator Afonso Celso took occasion to employ an alarming array of statistics to show the present favorable financial condition of Brazil. To do this comparisons were made between the receipts, debts, and interest charges of the leading nations of the world, and from them it was proved that Brazil is in a most fortunate position in every respect. Her revenues have increased at a greater ratio, her public indebtedness is low compared with her population, and her taxes per capita rank among the lowest. From all this the Minas senator argues that the country occupies a highly favorable position, and that all the assumptions that the Brazilian treasury is in a critical condition, are groundless. And yet this very speech was made in support of a proposal to add 10 per cent. to the additional tax on imports to meet the deficits of the treasury! At best, all these comparisons employed by Senator Afonso Celso are fatally misleading. The ability of a country to carry a heavy public debt is not dependent upon her population, nor does an increase in the revenue mean a corresponding increase in wealth and industry. The bare comparisons given in this speech are absolutely worthless. Take for instance the comparisons between the public debts of Great Britain and Brazil. According to the statistics produced, which were taken from the *Investors Manual* of 1878—nearly four years ago—the public debt of Great Britain distributed among the people amounted to 230\$ per capita [at 10\$ to the pound sterling], while that of Brazil was only 85\$. From this it would appear that every person in Great Britain is burdened with nearly three times the public debt which the Brazilian owes. But is this comparison just? Taxes are generally imposed upon property, and only in a restricted sense upon persons. No one will deny that the wealth of Great Britain is many times greater than three times that of Brazil, and that the country is in a position to meet the costs and pay a public indebtedness ten times greater, in proportion to population, than Brazil now is. As far as the ability to pay is concerned, Great Britain's per capita average of 230\$ is much less than Brazil's 85\$—supposing this figure to be correct. But is it correct? Is not the per capita average to-day greater than this sum? The aggregate public indebtedness of Brazil to-day, including the funded debt,

the deficits, the outstanding treasury bills, and the account current with the Banco do Brazil, will not fall short of 900,000,000\$, which in itself is equivalent to a per capita average of 90\$—taking the population as 10,000,000, exclusive of Indians and transient foreigners. The public indebtedness of the several provinces, at a rough estimate, will give 60,000,000\$ more, which carries the per capita average up to 96\$. Add to this the very moderate sum of 20,000,000\$ as the aggregate of municipal funded debts throughout the empire, and we have a total public indebtedness of 980,000,000\$, or an average of 98\$ for every man, woman and child in Brazil. If now we take the aggregate capital of the railways and industrial establishments of the country, upon which the general and provincial governments have guaranteed specified rates of interest, and which for stated periods and investment purposes are practically public debts, we have a further interest bearing debt of not less than 220,000,000\$. This gives a total indebtedness, for whose interest charges the public credit is explicitly pledged, of 1,200,000,000\$, or a per capita average of 120\$. If now Brazil were going ahead, developing her resources, extending her industries, adding to her wealth, and saving something from her income every year, this indebtedness would be a mere trifle. The contrary of all this, however, is actually the case. For the last fifteen years the country has enjoyed profound peace, and has encountered only one serious calamity, the Ceará *sêca*; and yet her debt has been rapidly increasing, and her expenditures have uniformly exceeded her receipts. It is true, as Senator Afonso Celso says, that her revenue has greatly increased—but at what a cost! "Fifty per cent. additional" on imports, an increase in the taxes on exports, large increases in the internal taxes on business, industries, and every form of commercial transaction, taxes on railway and steamship passengers—taxes every where? The outcome of this "great increase in revenue," to which the senator calls attention, is the painful fact that Brazil is now one of the most heavily taxed countries in the world! If this is cause for congratulation, then the ex-minister of finance is welcome to it all. The ordinary costs of doing business in this city, through the taxes imposed, are among the heaviest in any city of the world, and the taxes on importation are similarly distinguished. In view of the fact that public revenues are derived from public taxes, it is always hazardous to point out an increased revenue as a sign of prosperity, especially when it has been wrung out by new and increased burdens upon the people.

Then, too, in addition to the direct results of taxation, as are apparent in revenue receipts, there are indirect results which should not be overlooked, even by so superficial an economist as Senator Afonso Celso. When taxation is low and there is free competition in the market, a tax may be said to fairly represent the total amount paid by the taxpayer. When, however, the taxes are high and the market restricted, the direct revenue received is generally but a very small part of the contribution exacted from him. An open market always affords the opportunity for buying at the lowest prices, and when such goods are imported it is either because of quality, or because their cost and the duties imposed are sufficiently low to enable the purchaser to secure them at a saving in expense. If then the government increases the duties so as to make the imported goods more expensive than those of domestic manufacture, supposing there is no choice in quality, the consumer is compelled to pay the tax or an equivalent amount to the

domestic producer, and the latter course is just as much of a tax as the other. It follows therefore that a protective tariff, such as Brazil now possesses, is equivalent to a heavy tax even on the consumers of domestic products, and that that tax is equivalent to the difference between the prices actually paid and the prices which would rule in an open market. Then, besides, the enhanced cost of living always increases wages, salaries, rents, real estate, and interest—all of which bear heavily on the people. The expenditures and wastes of government are proportionately increased, and the risks of business are made much greater: Society is put upon an artificial and arbitrary basis, speculation is encouraged, and the gulf between poverty and wealth is widened. All these results cannot be other than detrimental to the populace of any country. Such a state of society may be advantageous for the acquisition of individual fortunes, but for the welfare of the masses, whose interests should always be the first concern of the government, it is certainly highly disadvantageous. All other things being equal, that state of society is always best in which taxation is low, competition is open, and the occupations of government are restricted as nearly as possible to the administration of justice. It is essentially a false idea of government which holds that industries should be protected and aided by the public treasury, and that the people should then be taxed to meet the expense. Where these things have been carried out successfully for a time, it has always been through special conditions which should never be overlooked when seeking for some parallel for the course which Brazil is now pursuing. It does not follow that because the United States has been prosperous under a high protective tariff, Brazil will be equally successful. The conditions of life in the two countries are so different that no real comparison can be made between them. In the United States there has been such an enormous immigration, such fertility of soil, such diversity of products, and such a favorable commercial situation to the great consuming markets of Europe, that she has been prosperous in spite of protection. In Brazil, what is there to produce such a result? A meagre, discouraged immigration, a low average of fertility of soil, a restricted number of products, and a less favorable situation—everything in fact, except the few special industries like coffee and rubber production, less favorable than in the United States. And yet Senator Afonso Celso and the school to which he belongs, believe that the economic conditions of the country are sufficiently favorable to warrant heavier taxation, simply because the per capita averages of debt, revenue, and taxation are below those of some of the wealthiest nations of the world. If there are any real grounds for this belief, other than untrustworthy comparisons, would it not be well to have them demonstrated before proceeding further? Let us first have a demonstration of the government's ability to check the growth of public indebtedness. Let us have an instance of a year whose receipts paid its expenses, and left no deficit. And let us have some ocular demonstration of the substantial development of industries, based on private capital and labor, and unaided by funds from the public treasury. And then let us have finance ministers who can tell us about the actual, present condition of the country, without basing their theories on statistics from four to twenty years old.

THE total trade of Brazil with the Argentine Republic during the years 1880 and 1881, in round numbers, was as follows:

	1880	1881
Exports to.....	\$f. 2,332,000	\$f. 2,598,000
Imports from....	1,923,000	1,778,000
Totals..	\$f. 4,255,000	\$f. 4,376,000

For some time past the *Journal do Commercio* and others of our colleagues of the Brazilian press have been devoting much time and attention to questions of coffee adulteration in Great Britain, and coffee imposts in France. Our colleagues feel that Brazil is suffering great injustice through these practices—on the one hand through a deterioration in the quality of the article and the consequent prejudice against it; on the other through a restriction in its use, and consequently in the sale there of the Brazilian product. These complaints are perfectly right and just. As long as anything can be sold in Great Britain under the name of coffee, just so long will there be a popular prejudice against the beverage. Great Britain is really a comparatively small consumer of coffee, and there is consequently room for a very considerable extension of the trade in that country. In view of this fact, the desire of Brazil to make her product known and to increase its popularity is in every sense justifiable. It is clear, therefore, that every effort either to deteriorate or enhance the value of coffee among the English people is a matter of great concern in this country, and must continue to be just so long as the export trade of the country is so largely dependent upon its use. So, too, in the case of the French tariffs. There is no question whatever but that these imposts are excessively high, and tend to restrict the use of coffee in that country. Although coffee may not be considered an article of prime necessity, and may justly be selected as an article for taxation, still its great value as a beverage and its excellent dietic qualities should certainly shield it from the excessive taxes suitable only for luxuries. In this matter the Brazilians are perfectly right in complaining of the high taxes imposed by France, and of the injuries to her foreign trade which they inflict. It must be remembered, however, that these considerations are all on one side of the question—and that, the Brazilian side. Were we to consult the opinions of Englishmen and Frenchmen in this matter, we should probably find that they, too, have grievances, and that they look upon Brazilian practices and the Brazilian tariff as sources of great injury to their interests. The Englishman would tell us that it is all well enough to talk about coffee adulteration, but how about the manufacture of falsified wine, beer and other beverages in Rio de Janeiro, even to the employment of counterfeit labels and brands! Were he well acquainted with local affairs, he would undoubtedly take us around to the Rua do Passeio and point out some very important establishments where these falsified beverages are made, and in whose interests the tariff was once raised on imported wines. He might even remind us of the seizure of some of this wine in the street some time ago, and the discovery that the casks bore the brand of a famous exporting house in Europe, and then ask us whether the detected counterfeiters were ever punished. And then, also, the Frenchman would probably tell us that "low duties on Brazilian coffee are well enough; but how about the enormous tariff on our silks, and wines, and preserved fruits, and scores of other articles, in Brazil?" He would remind us that the duties on silks are so high in Brazil, that only a comparatively small quantity now passes through the custom house, the greater part coming ashore in other ways. And then some aggressive American might step up and remind us that while Brazilian coffee, hides and rubber are admitted into his country free of duty, everything sent back in exchange is taxed to the utmost—some articles, like kerosene, being taxed from 100 to 150 per cent. We are heartily in favor of low duties, but, like the Englishman and Frenchman, we want to see the favors evenly balanced.

THE Senate on the 11th instant was treated to another one of those remarkable financial disquisitions for which Senator Affonso Celso has become famous. The one great cause of all the ills which now prey upon the country, according to this gentleman, is the failure to carry out the new measures of taxation as projected by him when minister of finance. Among these measures was the famous "vinum tax" which created a riot in this city, and led to the wanton shooting of three men. Another one is the "vinum" tax on vacant grounds within this city, about which so much has been said lately. This last tax was estimated to produce 120,000\$ per annum, but it was necessary at first to prepare a tax chart of this city. The surveys for this job have been made and an account for the same has been rendered in the gross amount of 650,000\$, or the proceeds of the tax for over five years. This account has stirred up a great deal of dispute, and has been cut down by commissions to some 300,000\$, or the proceeds of the tax for three years. In view of these interesting little instances of the measures advocated by the Minas Senator, it is not at all surprising to find him advocating the addition of 10 per cent. to the duties received from imports, and claiming that it will result in no prejudice to importation nor hardship to consumers. According to the economic doctrines of this gentleman, an increase in import duties is equivalent to an increase in receipts. He believes that taxation is one of the elements of life, as necessary as light, food and water, and that a people can not be prosperous and happy without it. To assist a people to become rich and progressive, it is the duty of a paternal government to pile on the taxes. When they become accustomed to one burden, then it should be increased at once, and another should be imposed as a counterbalance. From his political system we gather that a government's great duty is to tax the people and to spend all the money it can wring out of them, and all which it can manage to borrow from outside parties. There is no such element as economy in the whole system. When the expenditures have outgrown the receipts, then the deficiencies must be met by new taxes and new loans; a reduction in expenditure is never recommended. There must be no diminution in the number of official parasites who live upon unearned salaries; there must be no curtailment in the bounties bestowed upon favorites; there must be no check upon the wastes of administration; and there must be no relaxation in the effort to keep up false appearances and pretensions. The expenditure must go on intact, however the money is to be obtained. Although there is an actual decrease in the revenue from imports, more taxation is expected to increase the receipts. Although the people are groaning under the burdens imposed upon them, new taxes are to be imposed as a measure of paternal solicitude and assistance. And although the industries of the country are either waning, or are threatened with destruction, the only practical relief that can be devised is a direct increase in the cost of living. The burdens, it is to be admitted, fall very lightly upon the rich, for their silks and satins, as was admitted in the Senate on the 10th instant, are in great part smuggled into the country without other fee than a petty *doucoure* to the vigilant customs official. The poor devil, who owns neither house nor land, who takes no pleasure trip to Paris, and who holds no public office, is the one upon whom the tax-gatherer's hand is laid most heavily. His shoes—if he wears such a luxury—his coarse hat, his coarse shirt, his coarse trousers, his light, food and drink, are all taxed to the last extreme. And then Senator Affonso Celso wanted to make him pay 20 reis to the government

every time he rested his feet by a ride upon the street cars. While his rich neighbor easily smuggles in his silks and laces, this poor devil pays a tax of over one hundred per cent. on the kerosene which he uses. If he carries burdens upon his head to gain a scant living he is compelled to take out a license and pay a tax of some 7\$000 a year, while the rich planter who makes the laws is able to hold square leagues of land without paying one *vinum* on it in the way of taxation. A little more of this theory of government, of which Senator Affonso Celso is a fair exponent, and the millennium will be upon us—a millennium in which there will be none but the non-taxpaying patrician to reap the fruits and bear the burdens of government. "Ten per cent." will then be finally appreciated by those to whom it is now meaningless, for it will be simply the removal of the shilling from one pocket to the other.

In discussing a question relating to the Leopoldina railway of Minas Geraes, especially with reference to the freight tariffs now in force, Deputy Soares, of that province, took occasion on the 6th instant to call attention to some very suggestive statistics on the present state of Brazilian agriculture. We may not all draw the same conclusion in this matter, but from one conclusion—the backward state of the industry—there is and can be no escape. In the course of his remarks Deputy Soares made the following significant statements:

We have found ourselves under the melancholy necessity of importing breadstuffs for the port of Rio de Janeiro alone to the enormous amount of 35,555,780\$500 during the last three years, as I am about to prove.

It is said that a country like Brazil which possesses a soil so exuberantly fertile that it could export cereals for the whole world, should be obliged to import cereals, through the port of Rio de Janeiro alone, to the enormous amount which I have just mentioned. (Cheers)

SR. SOARES BRANDÃO.—It even imports American lard!

SR. SOARES.—I will just prove from statistics the value and the quantities imported. From 1879 to 1881 the port of Rio de Janeiro received the following:

	quantity.	average rates.
Lucerne (<i>alfalfa</i>)....	79,761 b's	1,595;220\$
Rice.....	461,648 s'cs	3,462;360
Beans and other cereals	13,789,766 kls.	1,654;772
Maize.....	331,962 s'cs	1,493;829
Bran.....	189,184 "	630;644
Wheaten flour.....	1,196,757 brls.	20,344;869
Lard.....	282,168 kegs	5,218;998
Bacon, salted or pickled	275,772 kils.	126;855
Tea.....	293,781 "	1,028,233\$500
Total.....		35,555;780\$500

I make no mention of maize husks for cigarettes, which are imported in large quantities from Portugal; butter, which we might export but are importing instead; cheese, potatoes, garlic, jerked beef from the River Plate, and even wooden toothpicks (*palites*) gentlemen!...

A MEMBER.—Toothpicks and broomsticks!

SR. SOARES.—Broomsticks as well!

The foregoing is no fancy picture, unfortunately, and has been patent for some time to those who have closely followed the course of events in this country. We will undertake to say that the figures for this year, if they could be obtained, would even show a relative increase in the imports of the four articles first named in the list. Sr. Soares adduced these facts and figures as an indictment against the high tariffs charged on the Leopoldina railway. It may be that these rates are excessive; we do not doubt they are. But we would like to ask Sr. Soares if the district tapped by the Leopoldina railway is the only one where alfafa, rice, beans and maize can be grown in abundance? Are there not acres upon acres in the immediate vicinity of Rio where all of these might be grown? What is done with the countless acres—the *vargem*—of the whole Parahyba valley? Will Sr. Soares, or any one else venture to assert that this fertile valley, traversed for miles by the Dom Pedro II railway, produces one-

thousandth part of the cereals that might be drawn from its soil by intelligent cultivation? Then take a great part of the high lands skirting the coast in this vicinity, what a field for the cultivation of all the small products which form so important an item in the imports from abroad! Rio has no need to go so far as Minas Geraes, with the fertile valleys of the coast range just at her doors. Then there is the entire province of Sao Paulo, in which all these food products can be produced, in many cases abundantly, in others to an extent amply sufficient to meet local demands. And yet the district of Campinas, so widely noted for its wealth and fertility, actually imports nearly all the food it consumes. With all the little fertile nooks and corners which are to be found on every plantation, there is not the least necessity for importing a single one of these articles, outside of those, like tea, which require special cultivation; and yet even the planters themselves are dependent upon imports for a great part of the food which is placed upon their tables from day to day. In one of the most charming and fertile valleys in this vicinity, where we have seen many of the fruits of the temperate zone growing and where all the products of the garden and small farm can be produced with ease, we have seen hotel tables wholly supplied with imported articles of food. There were potatoes from Portugal, beans from France, small fruits from France and England, rice from India, bread from American flour, tea from China, and condensed milk from Switzerland. We have known Portuguese potatoes to be shipped to this place, twelve miles by water and then some twenty miles on mule back, notwithstanding the fact that a little labor and a little care would make the place an exporter of potatoes instead of an importer. Railway tariffs certainly have an influence on all questions of this character, but there are other important requisites beside low freights. If Sr. Soares will tell his constituents just what these requisites are, and induce them to adopt them, he will soon find the railways coming to terms.

THE NEW WATER WORKS.

RIO DE JANEIRO, 9th October, 1882.

To the Editor of THE RIO NEWS:

Dear Sir.—Seeing in THE RIO NEWS of the 5th instant an editorial article containing some personal appreciations on the present state of the liquidation of the contract of the Empreza A. Gabrielli with the imperial government, I can not but feel grateful to you for the interest which you have taken for years in the gradual progress of the works, and for the spirited way in which you discuss the matter. I think it my duty, however, to declare that you have evidently been led into error when you state that "the claims against the government under this contract amount to about 1,500,000\$, the greater part of which promises to be lost." Without entering, for the present, into any discussion as to whether these and other figures mentioned in your article are correct, I limit myself to the declaration that the Empreza, far from giving up or considering as lost any of the just claims which it has already presented and will have yet to present, is on the contrary fully decided to press them on more energetically than ever.

By inserting this declaration in the next issue of your highly esteemed paper, you will sincerely oblige, dear Sir,

Yours truly,

JOSE AMERICO DOS SANTOS,
Representative of A. Gabrielli.

It is to be expected, of course, that the Empreza still continues to entertain hopes of collecting all its just claims, and designs

to prosecute them energetically. The real question, however, is: what bases are there for such a hope? If the government were acting in good faith, how is it that the inventories were not all made and the accounts all liquidated at the time marked for the expiration of the guarantee? That guarantee expired on the 27th ultimo; how is it that the deposited security has not been returned? The government knew perfectly well when the contract would terminate; how is it that all the final measurements have not been made so that the accounts could be liquidated? If there are good reasons for hoping that all the claims will be paid, how is it that so large an amount still remains unpaid, and that the government is so dilatory in attending to the matter? Some of these claims will be paid, as a matter of course; but when the government employs bitter enemies of the contractor in responsible positions, to whom these claims must be referred for examination, what hope is there that full justice will be rendered? And then, after months, possibly years, of delay, what hope is there that the government will reimburse the contractor for the losses incurred by the loss of his capital during all this time? It matters little whether the amount involved is 1,000,000\$, or 1,500,000\$; either sum is large enough to make every day's retention a matter of considerable loss.

In this criticism, it is advisable to say, we are actuated by the desire to keep our foreign readers well informed, as well as to advocate what we believe to be the just claims of an individual. It is clear from the events of late years that government contracts in Brazil are becoming very risky enterprises, and it is time that foreign capitalists should know that fact. Complaints have been made here over and over again, but to no purpose whatever. To a government official a contract has only one purpose: the carrying out of certain projects on the government's own terms. The contractor is used simply to furnish the money and do the work; his rights under a contract are neither respected nor observed. He undertakes to accomplish a specified work for a specified sum of money, and then the government deliberately ties his hands, makes him subordinate to official engineers and fiscals, delays his work at will, fines him for infractions of contract caused by its own fiscalizing regulations, changes the plans at pleasure, adopts its own standards of measurement, and then delays or denies payment at its own sovereign will. The government never admits that when it enters into a contract with a private party, that party becomes its equal before the law. On the contrary the government carries its sovereignty into the execution of all its contracts. And then when the contractor seeks to secure justice in the courts, the government forbids the interference of the court, as was done during the administration of Buarque de Macedo. If other proofs are needed of the justness of these criticisms, we may also refer to the action of the government in the contract for the surface drainage works of this city, in those for the construction of the Bahia, Pernambuco and Rio Grande railways, and in the multitude of small contracts with which every one is familiar.

The only conclusion to be drawn from these occurrences is, that a contract with the Brazilian government has become a very risky piece of business.

From the *Journal do Commercio*, October 10th.

EXERCICIOS FINDOS.

Another schedule of debts due under past budgets has just been laid upon the table of the Chamber of Deputies that the necessary credit may be granted, because the accounts through which these expenses ought to have passed at the time they were

authorized have left no available surplus. This new list was presented six days ago by the minister of war, and embraces no less than 126 items, amounting altogether to 192,722\$676, representing upwards of 150 creditors.

Truly this is a singular document, which ever way we may look at it. Here are debts which date from 1865, 1868, and 1869, and range from insignificant amounts to tens of contos. Here are amounts of 1\$210, 3\$200, 4\$280, 7\$060, and of 10,298\$, 20,845\$, 334,10\$ and 39,410\$. The creditors are companies, contractors, purveyors, reserves, and rank and file. The state is a debtor, in this list alone, for pay, rations, bounties to volunteers, officers funerals, medical treatment, medicines, transport of troops, uniforms, repairs, water and lights.

This is quite enough to show the amount of disorder which exists. The longstanding of some of the debts reveals a considerable and unjustifiable delay in the payments. At the same time the miscellaneous nature of the amounts shows only too plainly how, in several accounts, the legal limits have been exceeded without the necessary supplies having been duly provided. No less serious is it, that only now, at the end of two legislative sessions, and when the General Assembly is actually in prorogation, the proposal to which we allude has been presented, and that, save by special efforts, it can no longer become law this year.

Can any one for one moment suppose that the proper parties were ignorant that the government was owing tens of contos for uniforms and repairs to barracks? Why then, the debts being acknowledged, did not the government take steps to be able to pay them? The state seems to think little of a delay of one, two, or three years in the payment of a debt when, instead of being the creditor, it is the debtor. Probably it thinks that its credit does not suffer on that account. This is a deplorable mistake. That can not become the state which would be regarded as very shady on the part of a private individual who had any self-respect. Want of punctuality in payment necessarily involves the cessation of credit, and the worst bargains are inseparable from discredit. When once it is notorious that the state habitually fails to pay its debts, save after wearying formalities and the most unremitting exertions on the part of its creditors, practical men necessarily take this *onus* into account when calculating their profits, for some margin must necessarily enter into all bargains in order to provide for the contingency of this hazardous element; and the state, in injuring those misguided private individuals who rely on punctual payment, only injures itself, as sad experience is ever reducing the number of its victims.

Over and over again have we pointed out how this rooted and inveterate vice of our administration, by upsetting the calculations of those conscientious people who contract with the state, naturally tends to restrict the field of honest competition. It is indispensable that a stop should be put to this. It is not even decent that while the estimates, with two single exceptions during 40 years, have always been closed with an excess of expenditure over that voted, the state should be owing petty amounts, which are not worth the trouble of the numerous entries which they entail.

To lavish with the right hand thousands of contos without legal authorization, while the left scruples to disburse the pay due to the rank and file, the pension of the reserve, or the bounty of the volunteer, can never be the result of a system of accounts which is clear, simple, and rational.

The recent statute which in certain cases compels the application for a credit to liquidate the debts of past estimates is as

applicable to the ministry of war as to that of finance. Meantime the latter, after having submitted to parliament schedules of debts of this description amounting to no less than 40,000\$, lost no time in asking for, and obtaining a credit for 60,000\$ in order to provide, with the excess, for the payment of those which were in process of liquidation. It was an exception to the rule, but the power which could make it, made it. Now the ministry of finance is, or ought to be, the authority in all matters pertaining to the public accounts, and if this course has been approved by parliament, we do not know why all the other ministerial departments should not follow its example.

In any case we hope that, more fortunate than some of his colleagues, the minister of war may succeed in getting his proposal voted as promptly as his creditors, in a greater degree than ourselves even, wish. When proposals of such a nature have, for over six months, been before the Chamber of Deputies without having merited one single discussion, we shall be right in considering the voting of one of these measures as a fact worthy of special mention.

MEXICAN COTTON MILLS.

According to the *Textile Record*, of Philadelphia, there are nine cotton mills in the valley of Mexico, consuming annually 9,700,000 pounds of raw cotton; 17 in the state of Puebla, consuming 10,540,000 pounds; and one in the state of Queretaro, consuming 2,400,000 pounds, or a total annual consumption for the valley and the two states named of 22,640,000 pounds. These figures, although official, are thought to be fully 25 per cent below the actual consumption. A duty upon manufacturers, levied by the government, tends to keep the returns down to a minimum. When the numerous railroads now in process of construction are completed it is confidently believed that cotton manufacturing will become a leading industry in the republic. The great drawback to the industry has been the want of cheap and sufficient transportation. The raw material used in the mills is brought from remote parts—Texas furnishing a good deal of it—by pack and wagon trains, and as the finished product has to be distributed by the same costly means of transportation, we can easily understand why cotton manufacturing in Mexico has been of slow growth.

TARIFF CURIOSITIES.

As a curious instance of the working of the tariff as at present constituted in the United States we quote the following from the *New York World*: "We feel a kind of obligation to Mr. M. S. Kerrigan, Chairman of the Executive Committee of the Morocco leather manufacturers' national exchange, who yesterday unconsciously let the cat of class interest out of the bag of American morocco. Twenty-five per cent. is what the comparatively modest Mr. Kerrigan demands in the way of protection upon his product. Let us see. Mr. Kerrigan says there are 125 morocco factories in this country, that they employ 12,000 hands, that \$10,000,000 of capital is invested in them and that their annual output is of the value of \$30,000,000. The product for which this price is paid annually could of course be got, in the absence of a protective tariff, for 25 per cent. less, or for \$22,750,000, the difference of \$7,250,000 being the saving which would be effected to the purchasers of morocco. In point of fact the saving would be greater by the diminished price of such morocco as is now imported; but let that pass. The interest which could be got for the \$10,000,000 of capital invested in morocco manufactures, at 4 per cent., would amount to \$400,000. Suppose that the laborers engaged in the business, skilled and unskilled, men and boys together, receive an annual average wage of \$50 each, which is probably above the mark? According to Mr. Kerrigan there are 12,000 of them. 12,000 x 50 = \$6,000,000. Suppose the people of the United States vote \$400,000 a year direct from the Treasury to the manufacturers as interest on their capital, and \$6,000,000 to the operatives in lieu of their wages? That would make exactly \$7,000,000. But the cost of keeping them at work making morocco is \$7,250,000. The people of the United States would therefore save exactly \$250,000 a year by paying the morocco manufacturers and operatives their wages *not* to make morocco, instead of paying them indirectly by tariff subsidies to make morocco."

The appropriations by the United States Congress for the current year amount to a total of \$265,923,065, including the sum of \$100,000,000 in pensions for soldiers disabled during the civil war.

PROVINCIAL NOTES

—The province of Piauly has a public debt of 110,587\$392.

—The comet was first seen at Pará on the morning of the 21st ult.

—An epidemic of small pox is raging with great intensity at Rio Grande.

—The sessions of the provincial assembly of Rio de Janeiro have been prorogued to the 20th inst.

—According to the *Monitor Campesino* an epidemic of small-pox is now raging in the city of Campos.

—Ninety slaves have recently been liberated at Campos through the aid of the emancipation fund.

—The custom house receipts at Pará during the first 15 days of September amounted to 444-351\$146.

—The official valuation (*primo*) on cotton at Santos during the first week of this month was 520 reis per kilo.

—The last report of the Mogyana railway directors shows the coffee production along that line during the last year, 1881-82, to have been 1,995,553 arrobas.

—According to the *Echo Municipal*, Cachoeira, São Paulo, a large deposit of kaolin has been recently discovered on a plantation in Sant'Anna dos Toques, municipality of Rezende.

—The provincial assembly of Rio de Janeiro has voted permission for the collection of provincial export duties on coffee at Maranhão, so that it can be shipped for foreign markets directly from that port.

—The president of the province of Rio de Janeiro has been authorized to establish provincial custom houses on all the public roads and railways leading into adjoining provinces for the collection of the provincial export duties.

—The sea serpent was last seen in the vicinity of the Bahia do Sol, according to the *Diario de Belém*, of Pará. Its length was estimated to be 100 meters, but the *Diario* had not received full particulars up to latest accounts.

—The *Diario de Santos* gives the September receipts of coffee at Santos as 191,432 bags, making a total of 373,369 bags for the quarter since July 1, against 322,105 bags in the same period of 1881, and 187,688 bags in the same period of 1880.

—The telegraph extension from Curitiba to Campo Largo, province of Paraná, was formally opened on the 8th inst. The line has an extension of 32 kilometers, and is to be further extended to Guarapuava, and thence to the frontier of the province.

—The *Diario de Santos* gives the exports of coffee from Santos during the month of September as 86,034 bags, including 1,495 bags to domestic ports. The September exports of last year amounted to 122,732 bags, and those of 1880 to 62,930 bags.

—There were 190 slaves liberated in the province of Pará during 1881 through the generosity of their masters and the efforts of the slaves themselves. This makes a total of 2,700 liberations since 1871, of which only 258 were freed through the aid of the emancipation fund.

—A dance at Rio Claro on the evening of the 1st inst. was the scene of a quarrel between three brothers named Hoppe, and a man named Eugenio, the latter being the aggressor. The result was the death of the latter from a knife thrust by Luiz Hoppe.

—The elections in the 3rd district of Rio Grande to fill the vacancy occasioned by the transfer of Deputy Henrique Avila to the Senate, has resulted in no choice, none of the candidates securing an absolute majority. The second contest will be between Drs. Severino Ribeiro and Antero d'Avila.

—The provincial government of São Paulo is trying to compel the deposit of the proceeds of the Ypiranga lotteries in the provincial treasury. The money would help the province along amazingly. There is some faint suspicion in the matter, however, that the money is not considered to be in proper care just now.

—A man named Manoel Paes da Silva, residing in the parish of Carangola, Rio de Janeiro, was killed by one of his slaves on the morning of the 28th ult. The assassin crept into the room where he was sleeping and shot him with his own gun. Silva lingered until the 4th inst. The slave was captured and has confessed his guilt.

—An amendment to the provincial budget of Rio de Janeiro continues the export duty on coffee at 4 per cent. and increases that on sugar to 3 per cent. The duty on sugar is to be collected on exports to other provinces as well as on those to foreign countries, and in this sense the city of Rio de Janeiro is to be considered in the same category with the provinces.

—The August receipts of the Corumbá custom house, Mato Grosso, amounted to 17,345\$722.

—The September receipts of the postoffice of Pernambuco, city and province, amounted to 13,571\$460.

—The S. Paulo market received 369,538 liters of rice, sweet and white potatoes, farinha de mandioca, corn flour, beans, maize, polvilho and pinhão, during September, upon which a market import tax of 739\$076 was levied.

—The September receipts of the São Paulo postoffice amounted to 6,490\$562 for the city and 22,661\$412 for the whole province, against 6,447\$450 and 22,310\$160 respectively for the same month of last year.

—The September receipts of the revenue offices at Pernambuco were as follows:

	1882	1881
Custom house . . .	1,155,482\$745	1,008,881\$603
Recebedoria geral.	60,326\$670	57,854\$538
Consulado prov'l.	105,202\$057	185,430\$079

—The 1883-84 budget now under discussion in the provincial assembly of Minas Geraes, estimates the receipts of that province at 3,940,940\$000 and the expenditures at 3,087,710\$976. The president is to be authorized to make one loan of 500,000\$ at 6 per cent. for the purpose of funding the floating debt of the province.

RAILROAD NOTES

—The Campinas tramway carried 9,769 passengers during September.

—During the month of September the São Paulo tramways carried 4,330 passengers, of which 6,915 were carried gratis.

—The September receipts of the Carangola railway amounted to 71,372\$. The expenditures are not published.

—The bill authorizing an expenditure of 367,000\$ in repairs on the Dom Pedro II line entered 3rd reading in the Senate on the 9th inst.

—The August receipts of the "Recife ao S. Francisco" railway amounted to 44,723\$410, and the expenditures to 49,998\$541, leaving a surplus of 3,724\$869.

—The project authorizing the government to grant a 6 per cent. guarantee on an extension of the Mogyana railway to the Rio Grande, passed to 2nd reading in the Senate on the 11 inst.

—The purchaser of the Cantagalo railway, Sr. Manoel Gomes de Oliveira, has asked permission to deposit his 25,000\$ security in the provincial treasury of Rio de Janeiro, according to the terms of the contract.

—An amendment to the department of agriculture budget was adopted by the Senate on the 3rd inst authorizing an expenditure of 150,000\$ in new surveys of the Maleira and Mamore railway. That nightmare of a railway project seems to be irrepressible.

—A bill was introduced into the Rio provincial assembly on the 26th ult. authorizing the president to call for new tenders for the purchase of the Cantagalo railway in case the present negotiations fall through. The road has been sold under the old call, but the purchaser does not seem able to fulfil the conditions, and is now seeking various measures of relief. The purchase seems to have been made without money.

—According to a recent report of the directors of the Mogyana railway, the total receipts of that line for the half year ending June 30 were 469,464\$000 and the total expenditures 235,528\$362, leaving a surplus of 233,935\$638. The receipts showed a decrease of 200,000\$ from those of the preceding half year, and an increase of 33,000\$ over those of the corresponding period of 1881. A dividend of 9\$200 per share was declared for the half year.

RIVER PLATE ITEMS.

From the Buenos Ayres *Standard*, September 28.

—The culture of corn is already spread over a great area of land, and we receive this year barley from Mendoza which could compete with the best Chilean.

—The first sod of the Western of Santa Fé railway was turned in Rosario some days ago. This line promises to be a paying concern, as it will tap all the wheat-growing settlements and will have a large grain traffic almost from the start.

—The official trade returns of the republic for the year 1881 have just been issued. They show a slight falling off, partly accounted for by the increased consumption of home grown articles, such as sugar, wine, etc., thus curtailing the imports of same.

—An English copper merchant is now in the interior, gleaming information as to the quality and production of that article in this country, and he has been much astonished at the large shipments of the ore, and also at the fact that much of the richest copper sold in England as Chilean is in reality from the interior of this country.

—The official report of the public health of the city for the past fortnight announces some improvement, but the fourteen days have been fatal to high society, which has lost many distinguished members. Measles are rife among the children. Our medical colleague gives the authorities solemn warning about the filthy state of the "convencillos," with the hot weather close at hand.

—Considerable excitement has prevailed in Bolsa circles owing to the national Chamber of Deputies having passed a bill to increase the capital of the National Bank, the professed object being to arrest the wild speculation in its shares. As the shareholders have not been consulted in the matter, the bill has provoked general opposition in the market, and the shareholders will petition the Senate to reject the measure.

—The British community has been horrified by the brutal murder of a most estimable English lady (Mrs. Perrins) in Corrientes, by a laborer in her employ whom she had reared from boyhood through pure charity, and an accomplice. Never has society been startled by a more hideous crime, and the mawkish sentimentality that exists in this country against capital punishment renders it very doubtful whether the criminals, who have confessed their crime, will be executed.

From the Buenos Aires Herald, October 1.

—Dr. Vicente Villamayor has been appointed provincial minister of finance.

—The sum of \$240,000 m.c., has been collected for the statue of Garibaldi in this city.

—The American corvette *Galana* arrived at Montevideo on the 28th. from Rio Janeiro.

—Last Monday the works for the prolongation of the Western railway from Lobos to Saladillo were commenced.

—The first lot of new wool sold at \$85 m/c to Mr. La Blanch. It was a small lot of 105 arrobas, and rather light.

—The custom house produced to-day (30th), the sum of \$44,812.42, making a total for the month of September of \$1,239,689.37.

—The custom house of Buenos Aires has given from the 1st of January up till the 30th inst. the total sum of \$12,062,274.34.

—A German colony of 500 families is to be established on the coast of the Arroyo Acaragua on the Upper Uruguay.

—Sometime during next month the national guards of Entre Rios are to be paid their salaries for the years 1873, 1876 and 1881.

—The Lanus deposits have finally been passed over to the national government by the notary Sr. Navarro in the sum voted by Congress \$800,000.

—The state of the camps is, on the whole, good, and farmers have little to complain of, except, in some instances, of the comparatively small increase in their flocks.

—The national government has offered the Argentine part of the Transandine telegraph for the sum of \$200,000, a sum so enormous that practical constructors declare that it could be erected for one quarter of this sum.

—We have heard it stated that the Rt. Rev. Dr. Sterling, Bishop of the Falklands, intends fixing his official residence at Flores, where there already is a chapel and a flourishing school connected with his lordship's work.

—The judge of the 1st instance has issued a warrant for the arrest of Sr. Chivalleri, the cashier of the foreign office, on the charge of embezzling the sum of \$1,600,000, approximately, of public money destined for the payment of the diplomatic and consular corps of this republic.

—The Paraguayan government has been authorized by its Congress to obtain a loan of \$1,250,000 in order to establish a school of arts and trades, and for the establishment of a telegraphic line between Asuncion and the Paso de la Patria.

—The news from the department of Florida, Banda Oriental, shows that locusts have appeared there in considerable numbers. There is likewise considerable loss among horned cattle in the department of San Jose.

—The total number of bales of wool sailed and engaged to date is 246,683, against

207,456 in 1881
210,614 in 1880
208,520 in 1879
214,833 in 1878

The export of mize continues, and the total quantity sailed to date is 991,162 bags.

—The Western railway last year made the gross sum of \$41,824,317.50, the working expenses have reached \$21,015,030, thus leaving a net income of \$20,809,287.50. The capital of this railway is recognized in the sum of \$229,824,182.62. There have been opened to the public 349 kilometres. It has carried 1,225,154 first and second class passengers, and 229,686,992 kilogrammes of cargo, and 8,259,961 kilos. of parcels. The telegraph department shows a loss. The telegraph line has an extension of 2,108 kilometres, with a capital of \$9,178,142.58.

—The British Hospital bazaar, which has just closed, has proved a magnificent success, greatly surpassing every effort of the kind heretofore made by the English-speaking communities resident in this city, and resulting greatly to the benefit of the charitable institution it was intended to aid. Argentines and foreigners of every nationality joined heartily with their English-speaking fellow residents to make the effort as successful a one as possible, and we are not shooting above the mark when we say the receipts of each of the four nights verged upon a thousand pounds sterling.

—From a very able review, made by our colleague *La Libertad*, of the *Memoria* of the national finance minister, we take the following important data:—

The consolidated debt of the republic on the 31st Dec. 1880 was. \$f 57,079,979
On the 31st December, 1881..... 79,401,141

Increase..... 22,321,162

The increase arose from the two loans of the province of Buenos Aires which by the law of federalization passed over to the charge of the nation, and from the national loan for railways on the 2nd October, 1880.

To the actual state of consols we have to add:—

Loan for expropriation and continuation of the Riachuelo works. \$f	4,000,000
Do, for the sanitary works of the capital.....	8,000,000
Do, for payment of the Provincial Bank.....	16,000,000
Do, for the payment of arrears of debts authorized by the Laws of Nov. 3, 1881, and Sept. 5, 1882, in treasury bills.....	4,000,000
Do, to pay the claims of the National Bank.....	450,000
Public funds created for the payment of civil and military services in the war of independence, and against Brazil.....	1,000,000
Do, for purchase of the Lanus deposits.....	800,000
	\$f 34,250,000
Debt on the 31st Dec. 1881.....	79,401,141

Loans emitted and authorization to emit others amounting to..... 113,651,147

There is moreover:—
Pending the resolution of Congress authorization for the Municipality of the capital to make a loan for

Awaiting the resolution of the Senate, authorization for the executive to emit funds to augment the funds of the National Bank..... 8,571,000

Yesterday another project was presented to the Senate by the Executive, requesting permission to emit, in public bonds, for the port of Buenos Aires, up to..... 20,000,000

Probable total..... \$f 151,322,141
result of the public consolidated debt on December 31, 1882.

From the Buenos Aires Standard, September 28.

BOLIVIAN RAILWAYS.

The latest advices from Bolivia announce that a most important railway project has been presented to the government by two Argentine citizens. The transit trade of the Argentine Republic with Bolivia has increased ten-fold since the past three years, owing to the complete stoppage of all communication between the interior provinces of Bolivia and her sea-board on the Pacific. The Chilians, at a time when the cherished hope of settling all difficulties with Peru, contemplated the construction of a railway through the Bolivian provinces to Tarapaca, the future Chilean province. The idea was merely the conception of Dr. Vicuña Mackenna's brain, and could not be carried out, owing to the war. Since then it has often been mooted to extend the Argentine Central-Northern Railway to the southern provinces of Bolivia, and there are, no doubt, great probabilities that the Argentine executive will carry the extension to the limits of the republic, if the Bolivian government take steps in the building of a railway to meet the Argentine Central-Northern.

Messrs. Rosetto and Aurrecochea, both Argentines, have now proposed through our esteemed friend, Dr. Quijarto, to the Bolivian government the construction of a railway from La Paz to the frontier of Saqueux, joining with the Argentine Central-Northern. The city of Sucre would be connected by a branch line with the railway, as well as Potosi. Thus the railroad would start from the centre to the south of Bolivia.

The branch line from Sucre to the main line would be a tolerably easy work, but the extension to Potosi would have to take a round-about route to avoid the great difficulties of the surrounding mountainous country. The proposed line would thus unite the principal cities and richest districts

in the republic of Bolivia and facilitate the transport of the greater bulk of produce to the port of Rosario along the Central-Northern and Central Argentine. At present all the produce of the southern provinces of Bolivia is transported by bullock-carts to Tucuman, a long and tedious journey, and most expensive means of transport.

The contractors propose to construct the line without any subvention from the government and request no guarantee whatever on the capital. They only ask for the concession of 24 square degrees of national lands. The government thus goes to no expense, and the railway will be worth more to Bolivia than all her public lands.

The proposal of the concessionaires is so advantageous that the Bolivian government and Congress will, no doubt, immediately sanction it; but the success of this enterprise hinges more on the foreign capital than on the efforts of the Bolivian government. The Bravo scheme is yet remembered by all, and that gigantic concession fell through, owing to want of confidence abroad.

The great hitch of the moment is the war with Chile. Until the present state of international affairs is cleared, very little hope can be entertained. Bolivia must first make peace, and then launch the business in Europe. Bolivia's only hope of revival is centered in the commercial union of relations with this country. The Mamore-Madeira attempt to find a market in the Atlantic by the fluvial route of the Amazons, was a lamentable failure. The Bravo scheme was a failure, and even the Pacific route before the war broke out was a prolonged failure. The isolated position of Bolivia, hemmed in on all sides, has stemmed the progress of the country and kept it in a stationary condition. Bolivian statesmen must look forward to this country and foster every enterprise that tends to bring commercial and political relations closer together. Both Bolivia and the Argentine Republic should lend all their moral influence to the present railway scheme, which means a regeneration for the Mediterranean republic.

From the New Orleans Times-Democrat.

PUBLIC BURDENS.

A correspondent of the New York Times, writing from Paris under date of July 31, gives the following figures as the present financial condition of France as compared with other European nations and the United States. The first table exhibits the average annual expenditure of the various nations, as represented by the appropriations made for each year's expenses, in the national budget:

	frances
France has a budget of....	4,040,526,000
Germany.....	2,334,000,000
Russia.....	2,632,000,000
England.....	1,938,750,000
Austria-Hungary.....	1,660,000,000
Spain.....	1,546,000,000
Italy.....	1,540,000,000
United States.....	1,525,000,000
Belgium.....	1,245,000,000
Holland.....	1,209,000,000

The population of these several states is thus put down:

	inhabitants
Russia.....	85,085,000
United States.....	49,398,000
German Empire.....	42,727,000
Austria-Hungary.....	37,742,000
France.....	35,561,000
England.....	24,886,000
Italy.....	28,210,000
Spain.....	16,626,000
Belgium.....	5,536,000
Holland.....	4,037,000

The tax to meet these annual expenditures paid per inhabitant is as follows:

	frances
The Frenchman.....	109
The American.....	59
The Englishman.....	58
The Italian.....	56
The Dutchman.....	55
The German.....	54
The Belgian.....	46
The Austrian.....	44
The Russian.....	86
The Spaniard.....	33

The national debt of each of these countries is stated to be as follows:

	National debt	frances
France.....	30,997,000,000	
England.....	19,386,000,000	
United States.....	11,150,000,000	
Austria-Hungary.....	11,150,000,000	
Spain.....	14,500,000,000	
Italy.....	10,660,660,000	
Russia.....	6,797,000,000	
Germany.....	4,254,000,000	
Holland.....	1,996,000,000	
Belgium.....	1,127,000,000	

And by division it appears that:

	frances
Every Frenchman owes.....	859
Every Englishman owes.....	529
Every Dutchman owes.....	524
Every Spaniard owes.....	376
Every Italian owes.....	365
Every Austrian owes.....	266
Every American owes.....	253
Every Belgian owes.....	211
Every German owes.....	99
Every Russian owes.....	94

The writer states with regard to the figures put down for the United States that he may not be correct, but concerning the other countries he writes from official statements. The figures given concerning the United States need serious amendment. Thus, the population given should read 50,152,000, instead of 49,398,000. The budget for 1882-83 should read 1,329,615,025 francs, instead of 1,525,000,000; the annual expenditure per inhabitant should be 27 francs, instead of 59; the national debt of the United States is 8,375,272,165 francs, instead of 11,150,000,000; and the American per capita is 177 francs, instead of 253 francs. These corrections materially alter the statement so far as it relates to this country. Reduced to Federal money the differences are striking. They are: The population, 1880, is..... 50,150,000
Instead of..... 49,398,000
National debt, July, 1882, is..... \$1,075,054,433
Instead of..... 2,230,000,000
Annual expenditures..... 265,923,065
Instead of..... 308,200,000
Annual expenditure per capita..... 5
Instead of..... 12
National debt per capita is less than..... 35
Instead of over..... 59

The financial condition of Germany, as compared with that of France, is vastly superior. Every German pays on an average 54 francs taxes annually, and owes 99 francs, while every Frenchman pays annually 109 francs and owes 859 francs. The peril of such a situation more than anything else compelled France to take no part in the Egyptian war, and to engage in no further military enterprises like the late disastrous one at Tunis. In fact, France is compelled to retrench.

LOCAL NOTES.

—The comet is said to have affected the price of salt at Uberaba.

—The second coffee exposition opens to-day at the rooms of the Typographia Nacional.

—A telegram from Paranaaguá on the 6th instant reports the sanitary state there as excellent, there being then only two cases of small pox.

—At a meeting of the German Evangelical Society of this city on the 8th inst. the following officers were elected for the ensuing year: F. Palm, president; G. Massow, secretary; A. Matthiesen, treasurer.

—An amendment to the general budget was introduced into the Senate by Senator Junqueira on the 9th inst., limiting the "10 per cent. additional" to imported cotton fabrics, boots and shoes, hats, furniture and oils, and decreasing the export duty on domestic products by 1 per cent. when exported in sacks of home manufacture.

—At a meeting of the directors of the Monte Pío Geral on the 7th instant it was resolved to make a reduction in the salaries of employees. This reduction, added to those of the medical commission and rental of offices, amounts to an aggregate of 12,000\$ per annum. It is beginning to appear that the refusal to entertain criticisms eleven years ago, was almost, if not quite nearly, a mistake.

—In order to escape executing the condemned murderer Carbaljal, for whose crime the two Italians Volpi and Patrone were so cruelly tortured, the Uruguayan President has asked the legislature for permission to commute death penalties to imprisonment for twenty years, with hard labor. Carbaljal was an ensign in the army, and is receiving considerable sympathy from the Montevidean public.

—A priest named Guiseppi Manfredi was arrested on the 7th inst. in this city for the crime of violating a child of ten years. The arrest was made on a requisition from the chief of police of the province of Rio de Janeiro and upon a warrant issued by the *juiz de direito* of Itaboraia. The crime was committed at Porto das Caixas. The priest was trying to leave the country under an assumed name.

—We are indebted to the publishers of *The Brooklyn Eagle*, United States flagship *Brooklyn*, for a copy of the "imperial edition" of that interesting little journal, published in commemoration of the entertainment given on board in this port on August 26th, at which the Emperor was present. The many friends of the officers who have enjoyed hospitalities of the *Brooklyn*, will receive *The Eagle* with the liveliest pleasure.

The General Assembly has been further postponed to the 27th inst.

The American line steamer *Dorchester*, left Pará for Maranhão on the 2d.

House-breaking still continues unchecked in this city. Burglaries are of nightly occurrence.

The steamer *Washington*, of the American line, left Newport News for Brazil on the 4th inst.

Another new torpedo launch, known as "No. 3," was received here on the 9th inst.

The Julius Caesar alms boxes throughout the city have been turned over to one of the abolition societies.

The Senate passed the appropriations for the departments of agriculture and finance on the 3rd inst.

The "10 per cent additional" clause of the general budget passed its second reading in the Senate on the 12th inst.

The Brazilian corvette *Vilad de Oliveira* arrived in port on the 9th inst., after an extended cruise in North European waters.

The Senate very properly passed a credit on the 5th inst. for the payment of printing the proceedings of the legislative session of 1857.

The effective military force of Brazil now consists of 11,333 men, of which 1,951 are artillery, 2,140 cavalry, and 7,242 infantry.

By a circular order of the 9th inst. the chief of police has instructed his subordinates to employ greater diligence in suppressing the sale of tickets for unauthorized lotteries and raffles.

A privilege for 30 years and a guarantee of 5 per cent. on 1,500,000 for 15 years, has been asked from the government by Hugh Wilson, Esq., for the construction of a dry dock at the port of Bahia.

Late advices from Buenos Aires relate that Dr. Ladislau Netto had been received there with demonstrations of high appreciation and welcome.

Recognizing the character of his mission, the government had taken special pains to introduce him to some of the most famous anthropologists of the republic, among them a renowned Indian chief now imprisoned on the island of Martin Garcia.

Deputy Joaquim Rocha dos Santos, of the Amazonas provincial assembly, has published a small pamphlet entitled *Navegação Directa entre a Côte e o Amazonas*, advocating the extension of the service now performed by the Companhia Brasileira from Pará to Manaus.

Besides the memorial presented to the Emperor by the author, the work also contains various other memorials and discussions relating to the same subject.

The arrangement for a session of Ferrari opera at São Paulo has at last fallen through, the Paulista refusing to accept the eleven-hour impositions of the manager.

Had the good people of São Paulo been as tractable as those of this city, they would have submitted to anything—even to a season of musical criticism.

However, the disappointment is not wholly without compensation; our friends up there will be better prepared for the hot season, than they would be after an exhausting campaign of Ferrari's operas.

Under the title of "Tabella para a Marcação de Curvas de Nivel," Dr. Americo dos Santos has just published a second edition of his excellent little monograph on the determination of railway curves.

First prepared in 1878 for the "Hawshawk medal," the work has met with so much favor among railway engineers that a second edition has become necessary, which has been carefully re-edited.

The book is accompanied by duplicate tables of distances for the engineers in preparing their plans of surveys. It bears the imprint of the Typographia Aldina and is as neatly printed as it is useful.

COMMERCIAL

Rio de Janeiro, October 14th, 1882. Par value of the Brazilian mil reis (1000) gold 27 d. do do do in U. S. 44 1/2 cents. do do con at \$4 84 per £1. sig. 54 43 cents. do \$1.00 (U. S. coin) in Brazilian gold. 188 1/2 sig. of £1. sig. in Brazilian gold. 8 8 1/2

Bank rate of exchange on London to-day. 21 1/2 Present value of the Brazilian mil reis (paper) 78 1/2 sig. do do do in U. S. 44 1/2 cents. do do con at \$4 80 per £1. sig. 42 25 cents. Value of \$1.00 (\$4 80 per £1 sig. in Brazilian currency (paper). 2 3/67 Value of £1 sterling 11 3/61

EXCHANGE. October 4.—The market to-day remained in the same position as yesterday. The Banco Commercial drawing at 21 1/16 and the English banks at the same rate on head office, there being, however, but few takers. Private paper was negotiated at 21 1/16 and 21 3/16. Sovereigns sold at 11 3/40 cash.

Oct. 5.—The Banco Commercial withdrew to-day the rate of 21 1/16 and adopted that of 21, whereas the New London and Brazilian Bank continued drawing on head office at 21 1/16. In private paper small transactions were effected at 21 1/16 and 21 1/2. Some business was also done on France at 45 1/2 and 45 1/4 private. Sovereigns sold at 11 3/40 cash.

Oct. 6.—There was no change to-day in the market and a limited amount of business was done on London at 21 on bankers and 21 1/16 on head office and on France at 45 1/2. Private paper was negotiated at 21 1/16 and 21 1/2 on London and at 45 1/2 and 45 1/4 on France. Sovereigns sold at 11 3/40 cash.

Oct. 7.—The market was somewhat firmer to-day though the rates remained unchanged, and a considerable amount of business was transacted.

Oct. 8.—The market to-day continued firm with fair transactions at 21 1/16 bank paper on head office and 21 3/16 private. Sovereigns closed at 11 3/40 sellers, 11 4/60 buyers.

Oct. 10.—The Banco Commercial adopted to-day the official rate of 21 1/16 at which the English banks also drew on bankers, and the market continued firm but inactive. In private paper small transactions were effected at 21 3/16 and 21 1/2.

Sovereigns sold at 11 3/40 and 11 5/60 cash.

Oct. 11.—The firmness in the market increased to-day. The Banco Commercial and Banco do Commercio continued with the rate of 21 1/16 whereas the English banks drew at 21 1/4 on head office. In private paper small transactions were effected at 21 3/16 and 21 1/2. Sovereigns closed at 11 3/40 sellers, 11 5/60 buyers.

Oct. 12.—There was no alteration to-day in the market, a small amount of business being transacted at yesterday's rates in both bank and private paper. Business on France was done at 45 1/2 bank and 44 1/4 private. Sovereigns sold at 11 3/40 cash, closing 11 5/60 sellers, 11 5/60 buyers.

Oct. 13.—To-day the Banco Commercial and Banco do Commercio adopted the official rate of 21 1/4, at which the New London and Brazilian Bank also drew on bankers. The market was firm but inactive. In private paper transactions took place at 21 3/16 for the steamer of the 15th, and at 21 1/4 for the 24th. Sovereigns sold at 11 3/40 and 11 5/60.

Oct. 14.—To-day the market is in the same position as yesterday.

BANK OF BRAZIL.

BALANCE SHEET, SEPTEMBER 30th., 1882.

Table with columns for Assets and Liabilities. Assets include National Treasury bills, Commercial Department, Stocks and Shares, etc. Liabilities include Commercial Department, etc.

LIABILITIES.

Table with columns for Commercial Department, Notes in circulation, Dividends, Mortgage Department, etc.

E. & O. F. Bank of Brazil, October 3rd, 1882. Ted Machado Coelho de Castro, President. Eduardo Braga, Accountant.

SALES OF STOCKS AND SHARES.

Table listing sales of stocks and shares for various companies like Banco Commercial, Banco do Commercio, etc.

Table listing various stocks and shares including Banco Industrial, Banco Credil, etc.

MARKET REPORT.

Rio de Janeiro, October 14th, 1882.

Exports. Coffee—Our last report was on the 4th instant. The decline in the receipts during the first 3 days of this month, we noticed in our last report, has continued since then, 21,455 bags in the same period of last month.

In view of this decrease in the supply and the scarcity of good grades, dealers have raised their currency prices 140 reis for Regular First and Ordinary First, and notwithstanding this advance and the unfavorable advices from consuming markets, a fair amount of business has been transacted, the sales since the 4th instant reaching 183,540 bags, viz:

Table showing export quantities for United States, Europe, etc.

The total sales since the 1st instant amount to 205,010 bags, viz: 120,840 bags for United States, 65,997 for Europe, 8,729 for Cape of Good Hope, 8,009 for Elsewhere.

The sterling cost of coffee to-day compared with that on the 4th instant, shows an advance of 1/4 per cent. for prime and good, 1/4 per cent. for fair to good and 1/4 per cent. for fair, that of the lower grades being unchanged.

The clearances have been:

Table showing market prices for various goods like Flour, Prime United States, etc.

Flour.—The arrivals since our last report, on the 4th instant, consist of: 2,700 barrels per Winifred from Baltimore, 5,500 from Anson from do, 3,075 from Campanero from do.

The sales since the same date have been about 6,000 barrels, and stock in first hands to-day amounts to about 38,000 barrels.

We quote to-day: Richmond 1st 31 7/8—32 5/8 and 20 7/8—21 0/00 Baltimore 1st 20 7/8—21 0/00 and 19 0/00—20 0/00 St. Louis 19 0/00—20 0/00 Castilla 21 0/00—21 5/00 Interior 19 0/00—20 0/00 Canadian 20 5/00—21 0/00 Chili 18 0/00—18 5/00 River Plate Nominal

Market quiet. Pitch Pine.—There have been no arrivals. Market steady. Lard sale was at 48 5/8 per dozen. White Pine.—No arrivals. Market firm. There is a very good demand and we quote to-day 120 to 125 reis per foot for prime quality.

Swedfish Pine.—The supply continues very heavy, four more cargoes having come in since our last report, viz: 8 1/2 dozen per Erstattingen from Also, 6 1/2 " Mozart from Copenhagen, 5 1/2 " Anne from Stockholm, 4 1/2 " Sigriden from Christiania.

The market is over supplied and prices nominal. Spruce Pine.—Under the influence of the heavy supply of Swedish Pine our market continues depressed. There have been no further arrivals but several lots remain still in store unsold.

We quote nominally 20 0/00—21 0/00 per dozen for good quality. Kerosene.—No arrivals. The market continues firm at 6 200—5 400 case for Devos's Brilliant.

Lard.—Arrivals: 150 kegs per Winifred from Baltimore. Market firm at 530—540 reis per lb. for George. Fossil.—No arrivals. Market unchanged at 9 000—10 000 per barrel. Turpentine.—No arrivals. Market unchanged at 48 000 reis per kilo.

Codfish.—There have been no arrivals of either Canadian or Norwegian, and retail prices are maintained at 2 500—27 000 for tubs and 25 000 for cases. Coal.—Arrivals: 753 tons per Tordvalda from Swansea, 500 " Ashhill from New Castle, 405 " Excel from Cardiff.

The latter cargo having been sent on to Imbethia. Quotations continue nominal. Cement.—Arrivals: 200 sacks per Helsingfors from London, 550 " Clithra from Hamburg, 350 " Sibiriska B from Marseilles.

We quote: English 6 800—7 000 German 6 300—6 500 French 7 000—8 000

Table listing various stocks and shares including United States, Europe, etc.

Receipts since the first instant have averaged Oct. 14,900 bags per day against 16,874 in Sep. 1881.

Washed: Superior 4 220—4 430 Good first 3 880—4 020 Regular first 3 270—3 470 Ordinary first 2 910—3 110 Good second 2 380—2 590 Ordinary second 1 840—2 110 Captains 2 320—2 590 Escolla 1 310—1 560

and on this class cargoes may be quoted: p 10 kilos per cwt per lb. Prime United States 4.000= 45.1 9.78 cts Good 4.000= 41.6 8.98 " Fair to good 3.750= 39.3 8.50 " Fair 3.600= 37.14 8.20 " Good Channel 3.150= 33.19 7.81 " Fair 2.910= 27 6.69 " Low 2.320= 25.7 5.71 "

(do. lb. ex freight and commission, exchange 2 1/2 in sterling and at par in American gold.) Stocks estimated to-day at 271,000 bags.

Imports. Flour.—The arrivals since our last report, on the 4th instant, consist of:

2,700 barrels per Winifred from Baltimore, 5,500 from Anson from do, 3,075 from Campanero from do.

The sales since the same date have been about 6,000 barrels, and stock in first hands to-day amounts to about 38,000 barrels.

We quote to-day: Richmond 1st 31 7/8—32 5/8 and 20 7/8—21 0/00 Baltimore 1st 20 7/8—21 0/00 and 19 0/00—20 0/00 St. Louis 19 0/00—20 0/00 Castilla 21 0/00—21 5/00 Interior 19 0/00—20 0/00 Canadian 20 5/00—21 0/00 Chili 18 0/00—18 5/00 River Plate Nominal

Market quiet. Pitch Pine.—There have been no arrivals. Market steady. Lard sale was at 48 5/8 per dozen. White Pine.—No arrivals. Market firm. There is a very good demand and we quote to-day 120 to 125 reis per foot for prime quality.

Swedfish Pine.—The supply continues very heavy, four more cargoes having come in since our last report, viz: 8 1/2 dozen per Erstattingen from Also, 6 1/2 " Mozart from Copenhagen, 5 1/2 " Anne from Stockholm, 4 1/2 " Sigriden from Christiania.

The market is over supplied and prices nominal. Spruce Pine.—Under the influence of the heavy supply of Swedish Pine our market continues depressed. There have been no further arrivals but several lots remain still in store unsold.

We quote nominally 20 0/00—21 0/00 per dozen for good quality. Kerosene.—No arrivals. The market continues firm at 6 200—5 400 case for Devos's Brilliant.

Lard.—Arrivals: 150 kegs per Winifred from Baltimore. Market firm at 530—540 reis per lb. for George. Fossil.—No arrivals. Market unchanged at 9 000—10 000 per barrel. Turpentine.—No arrivals. Market unchanged at 48 000 reis per kilo.

Codfish.—There have been no arrivals of either Canadian or Norwegian, and retail prices are maintained at 2 500—27 000 for tubs and 25 000 for cases. Coal.—Arrivals: 753 tons per Tordvalda from Swansea, 500 " Ashhill from New Castle, 405 " Excel from Cardiff.

The latter cargo having been sent on to Imbethia. Quotations continue nominal. Cement.—Arrivals: 200 sacks per Helsingfors from London, 550 " Clithra from Hamburg, 350 " Sibiriska B from Marseilles.

We quote: English 6 800—7 000 German 6 300—6 500 French 7 000—8 000

Hay—Arrivals: 153 bales per Buenos Ayres from River Plate 219 ...

VICTORIA—Bring Polly: 24 tons; Evans; ballast. ANTONIA—Br bk Lord Collingwood: 416 tons; Hannay, ballast.

The raw silk imports of New York and San Francisco have reached the amount of 21,682 bales worth \$13,177,898, against 20,193 bales worth \$10,853,107 imported last year.

DEPARTURES OF FOREIGN STEAMERS

Table with columns: DATE, NAME, WHERE FROM, CARGO. Includes entries like Tagus Br, V de Rio de J, Avon Br, etc.

ARRIVALS OF FOREIGN STEAMERS.

Table with columns: DATE, NAME, WHERE TO, CONSIGNED TO. Includes entries like B. Ayres Gr, Navarre Fr, etc.

French, in barrels, 15000—\$040 per lb. do in tins, 10600—1 220 ...

FRIGHTS: Sailing Vessels:

Table with columns: Location, Fright, Sailing Vessels. Includes London, Liverpool, Antwerp, etc.

Bas (Hlers & Bell) 7500—7500. Tennent 5 500—6 000. Guinness Stout 7 300—7 400.

FOREIGN SAILING VESSELS IN THE PORT OF RIO DE JANEIRO, OCT. 14th, 1882.

Table with columns: NAME, TONS, WHERE FROM, CONSIGNER. Includes American, British, and other vessels.

SHIPPING NEWS.

ARRIVALS OF FOREIGN VESSELS. OCTOBER 3. N. CASTLE—Br bk Moorhill: 42 tons; Brown; 60 ds; coal to Watson Ritchie & Co.

GOVERNMENT BONDS

Table with columns: EMISSION, CIRCULATION, DENOMINATION, INTEREST, NOMINAL VALUE, QUOTATION. Includes entries like General Supplies, National Loan of 1868, etc.

BANKS AND PUBLIC COMPANIES

Large table with columns: CAPITAL, SHARES, ISSUED, VALUE, PAID UP, NAMES, RESERVE FUND, LAST DIVIDEND, PAID. Includes various banks and public companies.

DEPARTURES OF FOREIGN VESSELS.

OCTOBER 3. GALVESTON—Br bk Duchess of Lancaster: 39 tons; Roberts; coffee. POINT DE GALE—Br bk Katahdin: 183 tons; Seeley; ballast.

C. McCULLOCH BEECHER AND COMPANY.

41 & 43 Wall Street,
NEW YORK

Rua Primeiro de Março, 64,
RIO DE JANEIRO

Transact a
General Banking,
Mercantile and
Shipping Business.

Advances made on consignments of
Merchandise and Freight.

Regular monthly Lines of
Steamers and Sailing Packets

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

THE NEW LONDON AND BRAZILIAN BANK (LIMITED)

HEAD OFFICE: LONDON

BRANCHES:

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

Capital..... £ 1,000,000
Capital paid up..... " 500,000
Reserve fund..... " 105,000

Draws on:

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

Messrs. MALLET FRERES & Co.,
PARIS,

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

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

ENGLISH BANK OF RIO DE JANEIRO (LIMITED)

HEAD OFFICE IN LONDON

BRANCHES:

RIO DE JANEIRO, PERNAMBUCO AND SANTOS

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

Draws on

THE LONDON JOINT STOCK BANK,
and transacts every description of Banking business.

FARINHA AMERICANA.

RELDNIHCS

AMERICAN BAKING POWDER

(Trademark Registered)

The purest and best Baking Powder made.

Sole Agency:

No. 72, RUA DE S. PEDRO.

NOBEL'S EXPLOSIVES CO. LTD.

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

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

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

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

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

Agents:—Edward Ashworth & Co.
No. 74 Rua 1ª de Março

17-06

Rio de Janeiro.

ROYAL MAIL STEAM PACKET COMPANY

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

TABLE OF DEPARTURES,
1882

Date	Steamer	Destination
Oct. 17	Trent.....	Bahia, Pernambuco, Lisbon, Southampton and Antwerp.
" 24	Tagus.....	Bahia, Pernambuco, Lisbon, Vigo, Southampton, Havre & Antwerp.

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

For freights and passages apply to
E. W. MAY, Supt.,
Rua 1ª de Março No. 49.

THE ENGLISH STEAMER

"YESSO"

+ 100 A. T., 2,104 tons register, expected from the River Plate, to load in Santos and this port, will sail on the 22nd inst. for

NEW YORK

This steamer has excellent accommodation for first-class passengers.

For cargo apply to

W. R. MC NIVEN

4 Rua da Alfândega.

For further information apply to the consignees
MEE, ALLEN & DARCY

68, Rua do General Camara.

UNITED STATES AND BRAZIL MAIL STEAM SHIP CO.

The packet

BORGHESE

Expected to arrive on the 17th inst., will sail on or about the 23rd. for

NEW YORK

calling at

BAHIA, PERNAMBUCO, MARANHÃO, PARÁ
and St. THOMAS

For passages and information apply to

Wilson, Sons & Co., Limited, Agents

No. 2 Praça das Marinhas.

And for cargo to

W. C. Peck,

No. 6, Praça do Commercio

LIVERPOOL, BRAZIL AND RIVER

PLATE MAIL STEAMERS.

UNDER CONTRACT WITH THE

BELGIAN AND BRAZILIAN
GOVERNMENTS.

October Departures:

To New York:

Archimedes.....	Oct. 5th
Hesperus.....	" 10th
Tycho Brahe.....	" 15th
Herschel.....	" 20th
Ptolemy.....	" 25th
Brasil.....	" 30th

To Europe:

Dalton.....	Oct. 8th
Nassau.....	" 13th
Thales.....	" 20th
Pascal.....	" 28th

To the Southern Ports:

Cervantes.....	Oct. 4th
Catuar.....	" 11th
Calderon.....	" 18th
Columbus.....	" 25th

To the River Plate:

Pascal.....	Oct. 4th
Kepler.....	" 14th
Hyparchus.....	" 24th

The Coasting Packets, belonging to the same Company run in connection with the above-named steamers, leaving RIO DE JANEIRO every Wednesday for SANTOS, PARANGUA, SANTA CATHARINA, RIO GRANDE DO SUL, and PORTO ALEGRE.

LAMPORT & HOLT,

21 Water Street, Liverpool.

ARTHUR HOLLAND & Co.,

17, Leadenhall Street, London

Agents in Rio de Janeiro:

Norton, Megaw & Co.

Rua 1ª de Março, No. 82.

Telegram Forms

for the Government lines, (T) in pads of 100 and 200 forms each,
For Sale at this office.

WILSON, SONS & CO. LIMITED

2, PRAÇA DAS MARINHAS, 2

RIO DE JANEIRO.

AGENTS OF THE

Pacific Steam Navigation Company,
United States & Brazil Mail S.S. Co.,
and the
Commercial Union (Fire) Assurance Co.

Coal.—Wilson, Sons & Co. (Limited) supply coal under contracts, to:

The Imperial Brazilian Government;

Her Britannic Majesty's Government;

Pacific Steam Navigation Co.;

Royal Mail Steam Packet Co.;

The Western & Brazilian Telegraph Co., Ltd.

U. S. & Brazil Mail Steamship Co.;

North German Lloyd's Co.;

Société Générale de Transports Maritimes à Vapeur;

Servizio Postale Italiano (Rocco Piaggio & Figlio).

Chargeurs Réunis Co.;

Société Postale Française de l'Atlantique;

Hamburg and South American Co.;

National Brazilian Steamship Co., etc.

Dock.—The "Dique do Commercio"—at the Island Macaé Pequeno, is capable of admitting vessels of almost any size. Every facility is afforded to vessels requiring repairs.

Bonded Warehouses on the Island

Tug Boats always ready for service

Establishments: Wilson, Sons & Co. (Limited),

London, Rio, Bahia, Pernambuco, & Parahyba do Norte

Fine Commercial Printing

IN

SÃO PAULO

A new commercial job office has just been established at No. 2, Travessa da Sé, São Paulo, under the designation of

TYPOGRAPHIA DO KING,

at which all classes of job work will be executed with neatness and dispatch. The office is mounted with new material throughout, just received from the United States, and is under the direction of a capable and experienced printer.

The patronage of the Paulista public is respectfully solicited.

Education

A gentleman residing in England can recommend a good School for Boys in a healthy locality in the South of England.

Inquiries by letter to

H. B., Caixa 741,

Correio Geral.

15-24.



PRINCESS
BAKING POWDER
IN TINS
Absolutely Pure

Sole Agents in Rio de Janeiro:

LIEBEHAIM & Co.

No. 5, Rua do Hospício.

THE LIVERPOOL AND GLOBE INSURANCE COMPANY.

Agents in Rio de Janeiro

Phipps Brothers & Co.

16 Rua do Visconde de Inhauma.

THE "BEST" LETTER FILE.

The most convenient and best letter file in use.

For purposes of reference, for removing any paper on file, and for binding the files, it is unexcelled.

It is the "Best" in every particular.

Stationers supplied.

Sole Agent for Brazil:

S. T. Longstreth,

No. 79, Sete de Setembro, 1st floor.

LINEN ENVELOPES

A choice assortment of Linen Envelopes, plain or printed, at No. 79, rua Sete de Setembro, 1st floor.

COFFEE:

From Plantation to Cup.

BY F. E. THURBER.

A new supply of this standard work on the history and production of coffee just received. The book is elegantly bound and illustrated, and contains one of the most exhaustive summaries on this interesting subject which has yet been published. It not only treats of coffee production in Brazil, but in all countries, thus furnishing a most valuable work of reference to all persons interested in the production and sale of coffee.

PRICE: 7\$000

Copies may be procured of

C. McCulloch Beecher & Co.

No. 64 Rua Primeiro de Março.

and at the office of

THE RIO NEWS.

TYPOGRAPHIA CENTRAL

EVARISTO RODRIGUES DA COSTA

7 Travessa do Ovidor 7

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

Printing Cards,

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

Orders from the interior will be accepted whenever accompanied by the name of some person in this city as a guarantee.

7 TRAVESSA DO OUIDOR, 7

RIO DE JANEIRO

TYPOGRAPHIA ALDINA

79, Rua Sete de Setembro.

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

Special attention will be given to English work.

REVISTA DE ENGENHARIA.

(PORTUGUESE.)

The only Engineering Review published in Brazil.

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

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

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

Published monthly.

Terms:— one year..... 12\$000
six months..... 6 000
each number..... 2 000

Advertising terms furnished on application.

City Telephone Address: No. 112.

Editorial and publication rooms:

No. 79 Rua Sete de Setembro.

Caixa no Correio, A. Rio de Janeiro.

THE RIO NEWS

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

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

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

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

TERMS:

One year's subscription..... 20\$000
English and American subscriptions..... 6\$ and 10\$

All subscriptions should run with the calendar year.

BUSINESS AND EDITORIAL ROOMS:—

79, Rua Sete de Setembro.

POST-OFFICE ADDRESS:—Caixa no Correio, A.

CITY TELEPHONE ADDRESS:—No. 112.

Printed at the Typ. CENTRAL, No. 7 Travessa do Ouidor.