

# THE RIO NEWS.

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

Vol. IX.

RIO DE JANEIRO, DECEMBER 15TH, 1882

NUMBER 35

## OFFICIAL DIRECTORY

AMERICAN LEGATION.—7, Rua Nova das Laranjeiras.  
THOMAS A. OSBORN,  
Minister.  
BRITISH LEGATION.—No. 8, Travessa de D. Manoel.  
EDWIN CORBETT,  
Minister.  
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Visconde de Inhaúma.  
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.  
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Paymaster.

## CHURCH DIRECTORY

ENGLISH CHURCH.—Rua do Evaristo da Veiga. Services  
at 11 o'clock, a. m., every Sunday.  
H. L. BEARDMORE, R. A.  
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Residence.—136 A, 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.—At Largo do  
Cattete. Services as follows: Sundays, at 10 a. m. Sunday-  
school in English and Portuguese. At 11:30 a. m. preach-  
ing in English; at 1 and 7:30 p. m. preaching in Portuguese.  
Wednesdays, at 7:30 p. m. preaching in Portuguese. Fridays  
at 7:30 p. m. prayer-meeting in English.  
J. J. RANSOM,  
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Residence: No. 41, Rua Santa Christina.  
SAILORS MISSION.—163, Rua da Saúde; 3rd floor. Ser-  
vices at 11 a. m. every Sunday.  
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BRITISH AND FOREIGN BIBLE SOCIETY.—Depot at  
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JOÃO M. G. DOS SANTOS,  
Agent.  
IGREJA EVANGELICA FLUMINENSE.—No. 44, Trave-  
ssa das Partilhas. 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.

## TRAVELLER'S DIRECTORY

### RAILWAYS.

DOM PEDRO II.—Through Express: Upward, leaves  
Rio at 5 a. m.; arriving at (Barra Junction) at 7:42 a. m.,  
Entre Rios (central line) 10:11 a. m., Barbacena 3:45 p. m., Porto  
Novo (branch from Entre Rios) 12 m., Cachoeira (S. Paulo  
branch) 11:45 a. m., São Paulo (Per S. P. & Rio R.R.) 6 p. m.  
Downward: leaves São Paulo 6 a. m., Barbacena 8:30 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 Sincia-  
ria; Oeste de Minas (S. João d'El-Rey) line at Sincia-  
ria; Leopoldina line at Porto Novo; Retenê e Areas line at  
Surbity and S. Paulo and Rio de Janeiro line at Cachoeira.  
Limited Express: Upward, leaves Rio 7:13 a. m.; arriving  
at Barra 10:26 a. m., Rio Novo (central line) 7:07; Cachoeira  
(S. Paulo branch) 5:28 p. m. Downward, leaves Cachoeira 6:48  
a. m., Rio Novo 5:50 a. m.; arriving at Barra 1:42 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., 3:12 and 4:10 p. m.;  
arrive, from Belém 7:15 a. m., from Barra 8:45 a. m., from  
Entre Rios leaving 6:07 a. m., at 3:28 p. m.  
Suburban Trains.—Passenger trains leave at 5:00, 6:30,  
7:40, 8:40 and 10:22 a. m., and 1:00, 2:15, 3:30, 4:30, 5:50, 7:30,  
8:30 and 10:00 p. m. all stopping at Cascadura except the 10  
p. m. train, which runs to Sapopemba. Returning, the trains  
leave Sapopemba at 3:30 and Cascadura at 3:50, 6:10, 7:40,  
8:45, 10, and 11:35 a. m., and 2:10, 3:00, 4:30, 5:30, 7, 8:30 and  
9:40 p. m.  
CANTAGALLO R.—Leaves Niterói Santa Anna  
7:30 a. m., arriving at Nova Friburgo 1:05 Condição 1 hour  
per trainway from Contagallo 4:23 and Macaú 5:45 p. m.  
Return train leaves Macaú 6:30, Condição 7:50 and Nova  
Friburgo 11:10 a. m., arriving at Niterói 4:35 p. m. A ferry  
boat runs between Rio and Sant'Anna, connecting with train.  
PETROPOLIS STEAMERS AND R.R.—Steamers leave  
Tropiche Mauá at 1 p. m. week days and 11 a. m. Sundays and  
holidays, passengers arriving at Petropolis at 5:30 p. m. week  
days, and 3 p. m. Sundays. Returning, diligence leaves Petro-  
polis at 6 a. m., the boat arriving at Rio at 9:30 a. m.

## LIBRARIES, MUSEUMS, & C

BRITISH SUBSCRIPTION LIBRARY.—Rua do Ovi-  
dor, No. 45, and floor.  
GEORGE BUCKERIDGE,  
Librarian.  
BIBLIOTHECA NACIONAL.—Rua do Passos No. 45.  
BENJAMIN FRANKLIN DE RAMIZ GALVÃO,  
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BIBLIOTHECA FLUMINENSE.—No. 37, Rua do General  
Camara.  
MUSEU NACIONAL.—Praça da Aclamação, cor. Rua da  
Constituição.  
LADISLAO DE SOUZA MELLO E NETTO,  
Director.

## Business Announcements.

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Diseases of the Eye.

PROFESSOR SICHEL, of Paris, will give consultations  
gratis to the poor, daily, from 11 to 12 a. m., at  
No. 65 Rua da Alfandega.

THE  
TELEPHONE CO.  
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takes pleasure in notifying the subscribers to its  
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facilities are now offered.  
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W. Hensley,  
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# THE RIO NEWS

PUBLISHED TRIMONTHLY

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

A. J. LAMOUREUX, Editor and Proprietor.

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

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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.

SPECIAL NOTICE.—The remaining numbers for the present year will be sent gratis to all new subscribers for 1882.

RIO DE JANEIRO, DECEMBER 15TH. 1882.

NOTWITHSTANDING the outcome of all previous attempts, and of the scandalous character of the whole transaction, the government has again decided to call for tenders for the construction of a tramway from a central point in this city to the Copacabana beach. Instituted as nothing less than blackmail upon a foreign company, this project has gone on from one step to another in a quest whose whole history is tricky and discreditable in the highest degree. From the very outset it has been nothing less than a pure fiction as far as public utility is concerned. The idea of building an expensive tramway, with one long tunnel, to tap a suburb of a score of poor fishermen is too great an absurdity for serious discussion. And the idea that this beach, fully exposed to the Atlantic, and with a swell and undertow of a very dangerous character, is a necessity for the bathing population of the city, is no less mistaken and absurd. For the present, and for many years to come, the Copacabana beach will be desirable neither for residences nor for a pleasure resort. It is merely a sand barren, partially covered with stunted undergrowth, and utterly devoid of sufficient objects of interest to make it desirable for pleasure seekers. Its only advantage is its location with reference to the lines of a successful and wealthy company, from whose treasury there is promise of rich booty. And in this unseemly quest, the imperial government itself has been first and foremost. Of the previous history of this affair our readers are already informed. As to the new call for proposals it is sufficient to say that the route is identical with that of the last call, and includes the opening of several expensive tunnels and new streets. The burdens imposed, as the price of the concession, are also identical with those of the last call, viz.: the extension of the Praia do Flamengo quays to Rua de Paysandú, the enlargement and straightening of Ruas de Santa Theresa and Guarda-mor, the construction of tunnels and opening of new streets, the transportation of all letter-carriers, policemen and firemen free when on public duty, the charge of only 200 reis to Copacabana, the preservation and construction, at the company's own cost, of the pavements in all the streets occupied by its lines, the construction of lines in any street hereafter designated by the government, and the surrender of all the property, including tracks, rolling stock, animals, stations, etc.

at the termination of the privilege, which can not exceed 33 years. Among the favors accorded is to be a concession for 33 years, a privileged zone extending from the Lapa to Copacabana and Gavea, including Laranjeiras, and the use of the streets now occupied by the Botanical Garden line at the termination of the latter's privilege. This last clause, of course, is simply a delicate way of offering the property of the old company to the new enterprise. Now that the Botanical Garden company is no longer a foreign enterprise, its affairs have of course become more of a matter for national oversight. If therefore the Brazilian public is content to see a well-managed Brazilian company wronged and its property confiscated, we foreigners can have no just cause for complaint, though we shall find abundant reason for making the transaction as fully known as our means will permit. So far as we can we shall advise foreign investors to have nothing whatever to do with this affair, for it is neither a sound investment nor a creditable enterprise. There has been no call for the new line, except from those interested in the old Copacabana scheme, and the few holders of Copacabana real estate; and for all the additional service required the Botanical Garden company has already made not less than six distinct tenders. There is no reason whatever for government interference, except the private prejudices and interests of certain officials. And, above all, there is no reason why this projected enterprise, even were there a need for it, should undertake the construction of quays, the opening of streets, and the laying of pavements, as a price of its concession. Who ever heard of such absurdities? and what honest company can undertake such a task? The whole affair is so disgraceful, both in its conception and in its career, that its secret history would cover the Brazilian public with shame and humiliation.

## BRAZILIAN SLAVERY.

We learn through the Paris correspondence of the *Journal do Commercio* that an extensive article appeared in the *Nord*, of Brussels, of the 11th ultimo, relative to Brazilian slavery. The *Nord*, it is interesting to know, is one of the Belgian papers now zealously engaged, perhaps disinterestedly, in spreading what the Paris correspondent is pleased to call the "Brazilian propaganda." Whether the article in question was written by a disinterested foreigner or by an interested Brazilian, the plain fact remains that the *Journal do Commercio*, through both its Paris correspondent and its Rio editor, takes special pains to compliment the writer and to commend his statements.

So far as these concern the Emperor, who is credited with the present movement in favor of emancipation, or Premier Paranaquá, who is credited with a purpose to accelerate emancipation, or the emancipation law itself, which is credited with purposes and results of the highest character, we have nothing to say at this time. When, however, the European public is informed that the lot of the Brazilian slave is not to be compared with that painted by Mrs. Harriet Beecher Stowe in "Uncle Tom's Cabin" relative to the treatment of slaves in the southern section of the United States, and that the former is well treated, enjoys comparative liberty, and is granted many privileges, we are inclined to believe that this wretched "propaganda" has gone just a little too far. The abolitionists of Brazil are not Don Quixotes tilting against windmills; they have just and abundant reasons for denouncing this great crime against humanity. Those who say that slavery is milder and more humane in this country than formerly in the United States are either grossly ignorant, or else they are guilty of deliberate falsehood—and

the evidence is in favor of the latter supposition.

We are of those who opposed American slavery in its every form and manifestation, but we never believed that the scenes so graphically painted by Mrs. Harriet Beecher Stowe were common to every plantation, nor to even a small proportion of them. We have always believed that the majority, the large majority of American planters treated their slaves well and considerately. Their interests required such treatment, even where they had no other motive. This much admitted, the deplorable fact remained that there were many of them who treated their slaves most cruelly, most brutally—and it was just this class which furnished the abolition movement with much of its force and impetus. Talk of the inherent rights of liberty and justice as we may, it needs instances just such as are to be found in "Uncle Tom's Cabin" to stir men into action, and that was just the work which Mrs. Harriet Beecher Stowe so nobly accomplished.

Thus far the "Uncle Tom's Cabin" of Brazilian slavery has not been written, but when it is there will be no incidents lacking to fill it with horrors of which Mrs. Harriet Beecher Stowe never dreamed. Again and again has it been asserted that Brazilian slavery is far more mild and humane than its northern counterpart, and thousands of people believe the story. Difficult as such a statement may be to prove, we have no hesitation whatever in denouncing this story as false in every sense. Humane!—there is not a particle of humanity in Brazilian slavery, and there never was! Cruel as American slavery certainly was, it was beneficent beside this degradation of servitude in Brazil! Think of the slave boy Jeronymo at Pelotas—whipped to death! Think of the slave girl Monica in Niteroly—just across the bay from this capital—baten into one horrible mass of sores! Think of the slave Miguel de Souza, Paralyha—whipped to exhaustion and then tortured by having salt, onions and tobacco put on his lacerated flesh, and by poured into his mouth after death to make it appear a case of suicide? Think of the slave woman Petronilha, of this very city, and the property of a Barão—appealing to the police for protection only last month, and with a block and chain riveted to her ankles! Think of the unhappy slave at Campos the other day—tearing his throat open with his fingers to escape further misery! Think of that other unhappy wretch in Pernambuco last year, a captured runaway slave—tearing his bowels open with his hands to escape punishment and further servitude! Think of the *novenas*—the nine days cutting of the back before whipping! Think of the daily suicides among slaves all over the empire! Think of the instruments of torture, whose number and ingenuity rival those of the mediæval inquisition! Think of all this—and then call Brazilian slavery mild and humane! Ask those who have traveled through the provinces how many cripples they have seen! Ask them how many slave songs they have heard, and how many happy, contented faces they have seen!

Bad as American slavery was, there was a spirit of thoughtless contentment and happiness among the slaves which the Brazilian institution has never known. We are no defenders of American slavery, not even with an excuse, but we are little content to see it still further degraded by seeing it classed below that monstrous iniquity of servitude, which Brazilian ministers and legislators are now so tenderly preserving against just denunciation and instant extinction.

Before going further with this propaga-

the editor of the *Nord* will do well to inform himself of the facts concerning this question. It will not be difficult for him to get facts with which to deal—and facts that will open the eyes of his readers to the real character of this infinite crime. Slavery can not be mild and humane, no more than it can be just—and the editor of the *Nord* knows it. Even were his statements true, they should never be urged in palliation of an evil which has been steadily dragging this nation down to its very death. There can be no just excuse for the crime, and none should be offered.

## THE PROPAGANDA.

Among the curious revelations of the day is one which comes through the Paris correspondence of the *Journal do Commercio*—the effect that a propaganda in favor of Brazil is now being carried on through the columns of the European press. The methods proposed, as outlined by the *Opinion* of Paris on the 7th ultimo, are either the employment of a certain determined journal, as the *Diario Official* of Rio de Janeiro, or the employment of all the journals possible. This latter method is the one favored by the *Opinion*, and also by the *Journal's* correspondent, who ingeniously adds, "The second method is the one which is being employed, which is, it seems to me, the most judicious." Add to this the frequent triumphant announcements of this writer that "the propaganda in favor of Brazil is going forward methodically," and we have sufficient proofs for a belief that a determined effort is making to influence European opinion in favor of Brazil.

The desire that Brazil should enjoy a good name and reputation in the commercial and financial centres of Europe, and also among the emigrating classes, is perfectly just and proper. Were this purpose carried out honestly and truthfully, we should have no criticism to offer; on the contrary, we should lend all the assistance in our power. When, however, we find that this propaganda is being carried on by the sweeping use of press subsidies and the employment of hack writers, and by a deliberate perversion of facts and misrepresentation of events, we feel compelled to enter our protest against the whole transaction.

Those who have read Christie's "Notes on Brazil" will recall his direct charges that during the controversies between the British and Brazilian governments while he was minister at this court, this very same agency was employed by Brazil to sustain her credit abroad. A number of writers and journalists were in the pay of this government, and were used by the latter to refute some very ugly charges growing out of questions of that day. There are now, it is true, no questions to meet of such a character as those growing out of the *emancipados*, the Rio Grande wrecking affair, or the troubles with colonists, and the purposes of such a persistent propaganda are therefore less apparent. As the work is actually "going forward methodically" we are compelled to believe that the government has some important purpose in view for which it is necessary to first prepare the plastic European mind. Now, what is this purpose?

The financial difficulties in which Brazil is unfortunately struggling are undoubtedly one of the prime causes of this movement. An enormous and rapidly-increasing debt and an insufficient revenue have at last brought the credit of this empire to the verge of a serious crisis. It is still possible for a masterly hand to carry Brazil through this impending crisis, for she is young and is the possessor of natural resources of great value—but where is the hand? Instead of meeting all impending dangers courageously, everything that has been done is tentative,



indirect and temporizing. Instead of cutting down expenditures and liabilities they are actually increasing so that there may be no appearance of hesitation or lack of confidence. If the sale of the Dom Pedro II railway is proposed, nothing but an indignant refusal is heard. If the abandonment of useless public works is suggested, such as the Dom Pedro II prolongation, or the extension of the S. Francisco railways, or the construction of the projected Madeira and Mamoré railway, the world is at once informed that all these things are full of great possibilities for the country and must be carried forward. All these things, however, require money—and money must be procured. If it is true, as was asserted by one of our colleagues the other day, that the government had sounded the banking institutions of this city about placing an internal 5 per cent. loan and could get no better offer than 90 per cent., then it is clear that the government will again appear upon the foreign market as a borrower. To do this successfully, a great many things must be explained and a great many doubts dissipated.

Another evident purpose is the attraction of emigration. The impending abolition of slavery threatens paralysis to all the leading industries of the country which are now carried on by slave labor. The danger is real, and is not overestimated. Instead of utilizing the freedmen as a future laboring element, the planters are seeking to replace them by colonists, and with this intent efforts are now making to attract emigration this way. It is natural therefore that measures should be adopted to place the advantages of Brazil before the emigrant, and to induce him to choose this country as his future home. In justice to the emigrant, however, he should be fully informed as to the country, instead of being deceived. This propaganda, so far as we have been able to judge, does nothing but paint Brazil in bright colors and to dilate upon its magnificent possibilities. The emigrant who comes here through these inducements is certain to be disappointed. He will feel that he has been deceived and cheated—and justly so. And the result will inevitably be that the country will secure no real advantage from immigration, and will suffer a serious loss of credit.

A third purpose of this energetic propaganda, if we are not deceived, is the attraction of private capital. In spite of the treatment which foreign enterprises have lately received here from the government, the fact is clearly recognized that foreign capital is even more necessary now than ever to carry on local undertakings. More than a score of central usines are now seeking capital abroad, and investors beginning to hesitate. Several railway enterprises are also seeking capital, and others will soon appear on the market. Then there are the improvements to the Rio Grande bar, and to the harbor of Fortaleza, and the new gas contract of this city, and various other enterprises for whose success a large amount of private capital is absolutely necessary. It must be considered that the large number of these enterprises placed upon the foreign market within the last decade has aroused a natural inquiry as to the resources of the country, and to the aggregate of its liabilities. The hesitation of late implies that these inquiries have not been altogether satisfactory. It is true that the credit of the empire still stands high, but with a steady increase in its liabilities there must come not a little of doubt and hesitation. These doubts have already arisen, and hence the purpose of once more writing up the country and infusing more confidence into investors.

As to the result of this propaganda there is nothing more certain than that it will fail—and deservedly so. It is still possible to

hoodwink a great many foreigners, but it can not be done on the scale practiced between 1850 and 1860. Brazil is better known to-day than then, and the civilized world is better informed as to her development and resources. She has no need of any propaganda of this character; it can only do her injury. Her natural resources and wealth are abundantly sufficient to attract both capital and immigration, providing the right kind of political conditions are offered. Without these latter the former never will be forthcoming except through means like the one now in hand. In common with other foreign journals in this country, such as the *Messenger du Brésil* and the *Eco d'Italia*, we have endeavored to place these matters fairly and fully before this public, and before our foreign readers, and not without some good result. We are not disposed to paint imaginary pictures, nor to cover up defects; we have sought to place the bare facts before our readers and leave them to draw their own conclusions.

#### THE PORT OF MARANHÃO.

To the Editor of THE RIO NEWS:

Sir,—The S. S. *Cyphrenes*, of which I am master, left Rio de Janeiro September 22nd for New York, calling at Bahia, Pernambuco, Maranhão, Pará and St. Thomas to deliver mails. On my leaving Pernambuco the agent there telegraphed to Maranhão, to my agent, that the *Cyphrenes* was properly loaded and had no room for cargo, and that they would be kind enough to take the delivery of mails just outside the entrance to the harbor, thereby saving 24 hours which otherwise would have to be sacrificed if the steamer had to enter port. A steamer like the *Cyphrenes* could only get in with high water at daytime, and out with the next day's high water.

On my arrival October 3rd, I anchored close to the harbor, where I received a letter from my agent that I must bring the ship in to deliver mails, as president of the port insisted on it.

Having Baron Telfe and staff on board as passengers, going to St. Thomas to take observations on the transit of Venus, the Baron kindly gave me a letter to the president.

I then landed in my own boat and went to the president who received me kindly and informed me, after reading the Baron's letter, that he would order the mails to be taken from the steamer at once. I found when I landed that the newspaper was full of complaints about my not bringing the steamer in to deliver the mail.

I was informed that the people had addressed a letter to the president, to "make the Captain bring his ship into the harbor and open the hatches, and see if more room remained for cargo; if so to make the Captain take whatever cargo was there to be shipped." I should just have liked to see them come on board to open my hatches. The mails were then taken from the ship and outward mail brought on board, which can be done by day or night as easily as in Rio de Janeiro.

On my arrival out this time, with mails and cargo from New York to Maranhão, I anchored on the same spot to await high water. The pilot came off to inform me that my steamer could not get into port for three days, as there was no room in the harbor, two steamers being already there, and where the sailing vessels lie there being not more than fifteen feet of water.

After lying outside for two days my agent wrote me a letter to lower my own boat, put the mails in it and come ashore. I did so at once but only to oblige the company whom I at present serve, as their new boats may have to suffer for it after-

wards. The next day one steamer left and I then brought my ship in.

Are the public here aware of the fact that Maranhão is the worst port to make in this empire, being exceedingly dangerous?

I have been in command of steamers and sailing vessels for sixteen years and have made many ports in that time, but always found leading marks and buoys where there was any danger, but upon going into the above mentioned port, although there are plenty of sand bars, there are no buoys to mark them.

As the people of Maranhão are so anxious to have steamers come to their port, why not, instead of saying over their cigars and coffee "such a boat must come in here", talk about placing some buoys and marks to lead ships in safely; there are always small idle men-of-war there which would answer the purpose for that kind of work.

The expense to sailing vessels is so great that they never call there more than once. The new boats now building in New York for this trade, and the first of which will be here in January, are to be pitted if served in like manner.

I should suggest to them, if my opinion is worth anything, that if they are forced to go there by contract, to take mails only to be delivered outside.

For ships of three hundred feet in length there is only room in the harbor for two at one time, and they must have three anchors out, two ahead and one astern, so that the ship will always swing the same way.

Should a careless commander, while at anchor there, neglect to watch the tide and to get his after hawse tight, and the ship so swing the wrong way, she would be damaged.

I am now bound for that port again, and have no room for cargo; I hope they will kindly arrange to take the mails from me outside upon arrival. Apologizing for my lengthy letter and trusting I may be permitted to express my opinion about their port as freely as they passed theirs about my ship.

I am, Sir,

Yours &c., &c.,

J. C. KROGH.

Master S S *Cyphrenes*

U. S. & Brazil Mail S S. Co.

The foregoing comments on the port of Maranhão abundantly confirm what we have before said in these columns on the practicability of a compulsory call there. There never existed a sound reason for the service outside the brain of a politician, and there is no just reason why it should be continued. The American line was established for a steamship communication between Rio de Janeiro and New York and not for a petty service along the coast of Brazil. It was a gross injustice to require the company to call at Maranhão, and the more so as the terms of the contract specify a class of steamers which can not possibly make the call except under exceptional circumstances. More than that, the contract requires the service to be performed within a specified number of days. How can this be done if from two to four days are wasted every time a call is made at Maranhão? If only two steamers can lie inside at the same time, and large steamers can enter only at high water, how can the American line perform its service within the terms of the contract? The plain fact is, as Capt. Krogh clearly demonstrates, the government is still imposing onerous and impossible conditions upon this service. In the interests of quick, safe and satisfactory communication between New York and this port it is to be hoped that this call will soon be dropped as impracticable. The government must recognize its difficulties and dangers as they

are already recognized by shippers and insurers: a continuance of the call can not be else than unjust both to the company and to the public.

#### SUGAR CANE PRODUCTION.

The latest census bulletin gives some interesting facts as to the sugar-cane production of the United States in 1880. The production of sugar reached 189,000 hogsheds, and of molasses nearly 17,000,000 gallons. This is a remarkable increase over the amount reported in 1870, when 87,000 hogsheds of sugar and 6,000,000 gallons of molasses were produced; but the present yield does not compare so favorably with that returned by the census of 1860, which was 231,000 hogsheds of sugar and 15,000,000 gallons of molasses. The bulk, both of sugar and molasses, is the production of Louisiana. In the present census returns this latter state is credited with nearly 11,000,000 gallons of molasses and more than 181,500 hogsheds of sugar. Its production of the former article has nearly trebled since 1870, and of the latter more than doubled.

#### A MISSIONARY STEAMER.

A missionary steamer, whose hull and machinery weigh only six tons, is now moored in the Thames in London. The vessel is named *Peace*, and has been built for the Baptist Missionary Society, who destine it for the service of the mission in the upper reaches of the Congo river. The boat can be taken to pieces readily for transport purposes, and the total number of pieces, none of which would be too heavy for a man to carry, would be 800. The greatest possible use has been made of all available space, and the two cabins are admirably fitted. A kitchen adapted for a stove and other cooking appliances forms part of the equipment. A substantial awning covers the deck, and between this and the sides of the vessel a wire awning is fitted to stop arrows and other missiles. It is intended to take the steamer to pieces, and pack the sections in boxes, which will be sent to the mouth of the Congo. From thence they will be borne by 800 men a distance of 300 miles up to Stanley Pool, where the steamer will be reconstructed by missionaries.

#### EMIGRATION OF SKILLED LABOR TO THE UNITED STATES.

A significant feature of the enormous immigration into the United States is the amount of skilled labor that it brings. It is estimated that of the 200,000 immigrants landed at Castle Garden during the five months ending June 30th last, not less than half were trained mechanics and artisans. This shows that the European mechanic sees little encouragement in the outlook at home. It is evident that a people who are overburdened with taxation can have little money to spend for the products of skilled labor. It takes all they can earn to support the nobility and the soldiers. Therefore it follows that the skilled artisan, who is generally a man of superior intelligence, with the wants which intelligence brings, is forced to see himself and his family sink in the scale of social existence, or seek better conditions elsewhere.

#### NATIVITIES OF THE POPULATION.

At the last meeting of the American Statistical Association Gen. Francis A. Walker presented a paper on "The Nativities of the Population of the United States;" in which he showed from the tables of the census of 1850, 1860, 1870 and 1880, that the Irish population has relatively decreased during the thirty years. In 1850 the Irish population formed 43.5 per cent of the total foreign population but now they form only 27.76 per cent. The English, Scotch and Welsh have maintained their population during the three decades, and the Scandinavians and British Americans have greatly increased. In 1850 the German population formed nearly one-third of the foreign population, and in 1880 they formed 29.5 per cent. Gen. Walker also exhibited the striking phases of interstate immigration, showing that nearly 25 per cent of the native-born population are living in states and territories other than those in which they were born, and that nearly as many more have moved from their native towns and counties, but without leaving their state.

THE 24th of July, 1883, will be the centenary of the birthday of Simon Bolivar, the liberator of Venezuela, New Granada, Ecuador and Peru, and the founder of the republic of Bolivia. The government of Venezuela has proclaimed that day a national holiday, and ordered its celebration with the inauguration of the railroad between the port of Laguayra and the city of Caracas, capital of the republic with the unveiling of a monumental statue to George Washington, and with a National Exposition in Caracas.

PROVINCIAL NOTES

—A hospital has been established at S. João da Barra, province of Rio de Janeiro, by the Misericórdia society.

—The offices of the Companhia Pernambuco, Pernambuco, were recently broken into by burglars and robbed of 15,000\$.

—The November receipts of the Pernambuco custom house amounted to 1,077,466\$251, of the *recebedoria* to 56,751\$292, and of the *consulado* to 92,795\$760.

—There was a meeting of planters at Descalvado, S. Paulo, on the 3rd inst. for the purpose of soliciting a reduction in freight rates on coffee from the Paulista railway.

—The October receipts of the Ceará post-office amounted to a total of 2,854\$960, of which 1,405\$540 belonged to the central office at the capital.

—Through the third distribution of the emancipation fund 492 slaves have been liberated in the province of Ceará at a total cost, exclusive of their personal contributions, of 109,370\$640, or an average of about 222\$.

—It is to be noted that the provincial government of Rio de Janeiro has considerably modified the wording of its advertisement for the sale of certain slaves which we have before noticed. Less notice is given to their infirmities.

—The merchants of Laranjeiras, Sergipe, have sent a representation to Deputy Prado Pimentel against the additional tax on imports imposed by that province, and ask that the general government shall suspend the same as was done at Pernambuco.

—The *Libertador*, of Fortaleza, Ceará, is denouncing the practice among many slaveholders of sending their slaves, when ill, to the hospital for treatment at public expense. The *Libertador* very properly claims that all expenses for such service should be paid for by the master.

—The first stone of the Ypiranga lottery memorial was laid at São Paulo on the 10th inst. with all the customary solemnities. There seems, however, to be great uncertainty even now as to what the memorial is to be, whether a school house, an asylum, a jail, a convent, or an university.

—The November receipts of the Pernambuco revenue departments, as compared with those of the preceding year, were as follows:

	1882	1881
Custom house.....	1,077,466\$251	1,508,352\$739
Recebedoria.....	56,751 292	60,037 622
Consulado.....	92,795 760	276,199 192

—According to latest accounts the Arvoredo light at the northern bar off the port of Santa Catharina has not yet been inaugurated. Some of the glasses were broken in the transportation of the apparatus, and the constructors are now awaiting new glasses from Europe. The tower is all of iron, and is now completed. It has a height of 89.9 meters above the sea level, and contains a revolving Argand light, alternating white and yellow. The total cost of the light is said to be about 300,000\$. There are some complaints about the site of the light, it being claimed that it can not be seen by coasting vessels from the north.

—The October receipts of the Pará custom house amounted to 823,605\$737, against 945,390\$826 for the same month of 1881, 615,390\$318 for 1880, and 709,131\$611 for 1879. The receipts for October last were derived from the following sources:

Imports.....	547,998\$766
Despacho marítimo.....	2,160 000
Exports.....	203,250 179
Interior.....	63,985 799
Special application.....	770 000
Extraordinary.....	2,482 636
Deposits.....	2,952 375

The receipts of the provincial *recebedoria* amounted to 264,252\$833, and of the *cerro-a-peço* tax to 10,190\$285.

—A good snake story is related in the *Provincia*, of São Paulo, of the 8th inst. It would seem, according to a private letter from Faxina of the 2nd inst, that there lives at Balsa, São Paulo, a young man named Antonio Ferraz who suffered an injury to one of his knees some ten years ago. The injury gradually extended from the knee to the foot, and completely disabled him. Some time since he hobbled into the woods near his house to get some firewood, where he was bitten by an *urutiú* on his crippled leg. He felt no pain from the bite; on the contrary the pains from the old injury diminished. More recently, on June 1881, he went into the woods again, where he was bitten a second time, but by a rattlesnake. This settled the business for him by effecting a complete cure. He is now perfectly well, and is running a ferry at Balsa, on the Rio Parapanema.

—The provincial assembly of Ceará has repealed its additional duties on imports.

—The extraordinary session of the Bahia provincial assembly opened on the 12th inst.

—The price of gas in the city of S. Paulo during the month of November, at the exchange of 21 1/4, was 355 reis per cubic meter.

—We see by the *Libertador* that small-pox has again made its appearance in Fortaleza, Ceará. It exists, also, in many other places in that province.

—Private letters from Minas Geraes state that the 1883 coffee crop in that province and in part of Rio de Janeiro will be small in comparison with preceding years.

—A central rice-cleaning mill was formally inaugurated at Pilar, near Iguape, province of São Paulo, on the 5th inst. There was great local enthusiasm over the event.

—The public indebtedness of the province of Ceará on the 4th July last amounted to 225,880\$ in 6 and 8 per cent. apolices, and 40,000\$ received from the Banco do Brazil on a loan.

—The slave population of the province of Pará on the 30th June last, lacking two municipalities, was 23,537, of which 11,220 were males and 12,317 were females. The *ingenho* population was 8,434.

—The gas meter dispute at São Paulo is to be settled by arbitration, if such a thing is possible since the S. Pedro fiasco. The government of the province has nominated Counselor João Augusto de Padua Fleury as its representative.

—The monthly subvention of 500\$ granted to the periodical *Brasil Agrícola* by the provincial government of Pernambuco has been suspended by the president of that province, the suspension to take effect on the 1st of January next.

—The November receipts of the S. Paulo post-office amounted to 6,436\$620 for the city and 22,993\$900 for the whole province. For the same month of 1881 the receipts were 6,539\$360 for the city and 22,866\$883 for the province.

—The *Mun cipo*, of Araraquara, São Paulo, of the 3rd inst., says that notwithstanding the exuberance of the first flowering the next coffee crop will be small. This is due to the heavy winds and hailstorms of the past month which overturned many trees and destroyed a great part of the blossoms.

—By law n. 2,900, of the 7th October, the provincial assembly of Minas-Geraes concedes an interest guarantee of 7 per cent. on 800,000\$ to Joaquim José Campos de Bittencourt for the establishment of a central usine in one of the municipalities of Uba, Presídio, Muriaé, Carangola or Ponta Nova. The guarantee is to endure for a period of 25 years.

—According to a Pará contemporary a woman recently died in the province of Amazonas at the advanced age of 141 years. Two brothers of the same woman died at the equally unusual ages of 137 and 139 years respectively. These old age stories are now becoming just a little too common to excite astonishment, and we shall soon expect to see this one beaten by not less than a score of years.

—The *Diário de Santos* gives the November receipts of coffee at Santos as 237,628 bags, making a total of 812,497 bags since the 1st July, against 725,011 bags in the same period of last year. The total export for the month of November, including 3,106 bags in Rio, was 207,505 bags, making a total of 742,993 bags since 1st July, against 577,813 bags in the same period of last year.

—The *Diário de Gram-Pará* of the 31st October relates that six slaves were recently freed at Bragança, Pará by their master Nazario José da Costa. Their letters of freedom had not only been given them, but had been duly registered. The mistress, however, was opposed to the act and proceeded to tear up the letters, notwithstanding their registry. She then deliberately sold the freedmen into a second slavery.

—The Rio de Janeiro provincial government has again revised the plan of the lotteries authorized by that province. The new plan fixes the total of each lottery at 8,000\$, represented by 8,000 tickets of 10\$ each. The drawings will amount to a total value of 60,000\$ in 1,500 prizes, the grand prize being 20,000\$. The stamp tax on each lottery will be 1,200\$, the commissions and expenses 1,600\$, and the benefit 17,200\$. The price of tickets is put at a low figure as a bait for the poorer classes.

—The slave population of Ceará on the 31st August 1881 was 24,648, a diminution of 9,226 since the matriculation of 1871-73. This is equivalent to an annual average of nearly 40 liberations for each 1,000 slaves, the liberations including all causes, by law, by gift, by the emancipation fund, and by death. And yet it is generally conceded that emancipation is proceeding more rapidly in Ceará in proportion to population than in any other province. The *ingenho* population on the 31st August, 1881, was 7,436.

—A colonist named Becker was killed by his wife and two children at Bóde, near Blumenau, Santa Catharina, on the 6th ult. He was first knocked senseless by a blow from a heavy piece of board by the two children, and his wife then consummated the crime by cutting his head open with a hatchet. An attempt was made to conceal the crime but it was detected when application was made for a burial permit. The two children, a daughter of 15 and a son of 17 years, are under arrest, but the wife drowned herself when the police were searching for her.

—The receipts of the Manaus custom house and provincial *recebedoria* during the four months of the present fiscal year were as follows:

	custom house	recebedoria
July.....	58,551\$000	77,627\$808
August.....	8,795 790	102,791 983
September..	93,015 750	143,125 587
October.....	71,820 460	132,707 921
	232,099\$100	456,312\$499

Of the receipts of the provincial *recebedoria* 3 per cent. goes to the Amazon Navigation Co.

RAILROAD NOTES

—The Companhia Paulista has resolved to give gratuitous passage to all colonists passing over its lines.

—A new section on the "Recife ao S. Francisco" railway, from Palmares to Catende, Pernambuco, was inaugurated on the 3rd inst.

—The October receipts of the Santo Antonio de Padua railway amounted to 39,480\$050, against 21,531\$125 in the same month of last year.

—The Madeira and Mamoré railway surveying commission under Engineer-in-chief Morsing is expected to leave for the Amazon on the 30th inst.

—The October receipts of the "Recife a Limoeiro" road, Pernambuco, amounted to 22,727\$890, and the expenditures to 22,932\$290, leaving a deficit of 04\$400.

—The "Macalé e Campos" line has reduced its rates on certain classes of freight to Rio de Janeiro. A bag of sugar now pays 600 reis from Campos to this city.

—The October receipts of the "Recife ao São Francisco" railway amounted to 60,990\$053, and the expenditures to 43,504\$066, leaving a surplus of 17,486\$084.

—The constructors of the Minas and Rio railway successfully started their first locomotive, the *Cubo de Magalhães*, on the further side of the Mantiqueira, on the 4th inst. The locomotive had been transported to that point in pieces, and will be used in the works of construction.

—The October receipts of the Paulista railway of São Paulo amounted to 314,639\$449, and the expenditures to 91,006\$640, making a total receipt since July 1 of 1,026,579\$750, and a total expenditure of 323,227\$533. This gives a net surplus of 703,352\$250 for the four months ending October 31.

—It is somewhat remarkable that little Switzerland, in the heart of Europe, should be first to see the advantages of the American style of railway carriage over the compartment plan, but this is the case. Of the 1655 passenger carriages on the Swiss lines 1343 are constructed on the American system and only 312 on the English system.

—The minister of agriculture has ordered the payment to the Fives Lille company of 90 per cent of its claims for the material furnished the Porto Alegre railway and the Pernambuco prolongation under the contracts of 1876 and 1877, as awarded recently by a commission of arbitration in Paris. The claims amount to a total of 1,319,299.77 francs.

—In an official note of the 7th inst. the minister of agriculture advises the engineer-in-chief of the "Bahia ao S. Francisco" prolongation that it is the intent of the government to carry that line through to the Rio S. Francisco with all the dispatch possible. To this end he is directed to push the work of construction as rapidly as the credits of the General Assembly will permit.

—A contract was signed on the 29th ult. between the president of Espirito Santo and civil engineers Eduardo Mendes Linoeiro and José Moreira Barbosa for a railway through that province to the head waters of the Rio Parão in the province of Minas Geraes, the starting point to be either Victoria, Espirito Santo, Porto Velho, Itaciba, or some station on the "Victoria a Natividade" railway.

—Alderman Malvino Reis has asked the municipal council to impose a fine of 30\$ per tram on all the tramway companies of this city which do not employ some kind of apparatus to guard against accidents. He mentions incidentally a certain invention of this kind upon which an alemanic commission has presented a favorable report. The good alderman, however, leaves the companies to choose some other apparatus if they consider it best—but fails to mention where such can be found.

—The Campinas tramway carried 12,629 passengers during the month of November.

—The São Paulo tramway lines carried 107,596 passengers during the month of November, of which 7,192 were carried gratis.

—The Minas and Rio Railway Co. has recently obtained permission from the government for the substitution of American in place of English rolling stock.

—The minister of agriculture insists upon the previous decisions of the government that the Minas and Rio Railway Co. must submit all its contracts for official inspection and approval.

—The September receipts of the São Paulo railway (Santos to Jundiahy) amounted to 527,640\$570, and the expenditures, to 138,982\$150 leaving a net surplus of 388,658\$420. This gives a surplus of 792,269\$230 for the quarter ending September 30.

—The *Folha Avca* is informed by a competent authority that the cost of opening new streets, constructing tunnels and quays etc., which are to be required of the proposed Copacabana line, will cost not less than 10,000,000\$. Add 2,000,000\$ to this for the laying of its own tracks, and it will be seen that a cash expenditure of 12,000,000\$ will be required to carry the new project into execution.

—The *Economiste Français* calls attention to the fact that, notwithstanding the recent declarations of the Belgian minister of public works to the effect that considerable reduction must shortly be made in the number of trains run on the Belgian state lines, no steps have yet been taken in the direction of economy. It is stated that on one line in Flanders the minister of finance was actually thanked for entering a railway carriage, the guard remarking that no other passenger than he had been carried in that train for a long time. In Luxembourg, it is stated, a train recently fell down an embankment, but no one was hurt, for the very sufficient reason that the train was absolutely empty. If these statements may be relied upon, it requires no further demonstration to prove the necessity for increased economy on the Belgian state railways.

RIVER PLATE ITEMS.

From the Buenos Aires Herald, November 29.

—Three hundred immigrants left for the colonies of Santa Fé on Monday.

—There have been 864 baptisms, 186 marriages and 497 deaths in this city in October. The arrivals have been 9,032 and the departures 1,993.

—We hear that another sugar manufactory and estate will be established in Corrientes or Tucuman, by Argentine capitalists, costing about 100,000 patagones.

—The minister of finance has ordered that various sums, amounting in the aggregate to 834,538 71, shall be placed at the disposal of the Mint for the purchase of gold and silver.

—It has been resolved by the executive of the province that whenever a merchant shall sell by auction merchandise different from what he ordinarily trades in, he will have to pay a *patente* for such merchandise notwithstanding that the auctioneer may hold the proper *patente*.

—The president of the republic and Dr. Irigoyen, minister of the interior, are both travelling in the interior just now, and they express their surprise and gratification at the evidences of progress which greet them wherever they go.

—The capital of the province "La Plata," is the absorbing topic among those who are in position to speculate and invest capital, and many important purchases of land there are being effected. The foundation stone of the new city has been laid, and its streets and avenues are all neatly mapped out, but, up to the present, this is as far as the building has progressed. What may be said with truth is, that the new capital will be a city of immense possibilities.

—It has rained pretty heavily of late and the drooping spirits of farmers and agriculturists in the provinces and in the colonies are not a little refreshed in consequence. On the whole, it may be predicted of all our plantations, including those of wheat, maize, linseed, barley and sugar, that the harvesting will turn out very well, and that much of what will be lost through lowness of price, will be made up by the abundance and richness of the crops.

—The sugar industry continues steadily on the increase, and already shows signs of a speedy development into a large and profitable business. The same may be said of the wine made in the provinces, which commends itself for the excellence of its quality and the lowness of its price, defying competition and almost closing the market against the deleterious mixtures that are imported from France and Spain, and doctored by the local dealers. All these industries, and their almost marvellous development, make labor scarce and create an unusual demand for experienced hands to work on the farms, etc.



—Black thistle having appeared in several of the country districts, the authorities of the same have notified the landowners that they will punish the neglect to destroy it, wherever it may appear, with a fine of \$500 mpc.

—An Englishman went down to Enseada from Punta Lara, and entered a saloon, where he committed no offence or disturbance. Soon a drunken vigilante came in and proceeded to arrest this gringo, although no one requested it and he was entirely orderly. On arriving at the prison, the man asked to see an officer, but was told there was none, and on going to a window to look out to see if he could see one, the vigilante drew his sword and proceeded to cut and beat the prisoner, until he fell almost unconscious. This frightened the guard, who rubbed him to returning consciousness, and then robbed him. He was kept for days, unvisited, until an officer who knew him chanced to see him and got him out. He tells us that not a day passes but that at this Quartel vigilantes are drunk, quarrelsome and brutal, and that the prison is filthy, unhealthy and uncomfortable.

—The executive of the province issued yesterday a long decree regarding the buildings in La Plata. Some of the resolutions are as follows: All persons desiring to build in the new capital must solicit the delineation of the engineer appointed for that purpose. As for the numbering of the buildings, it must be remembered that each square will have fifteen odd and fifteen even numbers, the former on the right and the latter on the left hand side. When the foundations of the buildings already delineated have reached the height of 1 1/2 or 2 metres, the proprietor or constructor will advise the committee appointed with the object of inspecting it. If this is not done a fine of \$500 m/c will be imposed, and the building pulled down if not in a proper line. The president of the department of engineers will appoint one of their members to inspect monthly the state of the buildings, and to advise the authorities of any breach which may be found against the decree. Permission for repairs will only be given for the buildings which are in line. The committee appointed will not concede exemptions for the construction of conventillos, factories, or any other unhealthy establishments; those persons who wish to build the above will have to solicit permission from the executive, who will decide after receiving the report of the engineers.

LOCAL NOTES

—The government has received a cable dispatch from Europe saying that vaccine will be sent on by the steamer of the 9th inst.

—A cable dispatch from Barão de Telfe at St. Thomas on the 7th inst. says that the transit of Venus observations there were greatly obstructed by cloudy weather and copious rains. Nevertheless the Barão saw the third and fourth contact.

—An international congress for the protection of children is about to be held in Paris. It is presumed that the imperial government will be able shortly to find some one willing to act as a representative of Brazil, inasmuch as the occasion will permit an agreeable visit to Paris for some months to come.

—A private letter to the *Chazarrin* from S. Isabel do Rio Preto says that the coming coffee crop in that locality will be very small, not sufficient in many cases, through low prices, to pay plantation expenses. The diminished crop is ascribed to the age of many of the orchards, which of course are never fertilized and only superficially cultivated.

—One of our morning contemporaries speaks with some disfavor of the use of the revolver in driving away burglars. We fear his sensitive feelings are too much occupied with the physical welfare of the thief, and too little with the honest citizen whose property is almost wholly at the disposal of criminals. In the absence of adequate protection from the police, there is no other recourse than the use of the revolver.

—The London correspondent of the *Journal do Commercio*, under date of November 8th, calls attention to a very important consideration in the matter of public indebtedness, to which we have once before referred. He urges that it is not the aggregate or the per capita indebtedness which determines a nation's financial standing, but it is the per capita wealth and production in relation to the indebtedness. Let us hope that Senator Affonso Celso will make a note of this.

—The city council is now busily engaged in trying to fix the prices at which cattle shall be sold at the slaughter house, and the price at which beef shall be sold in the city markets. The maximum price for the latter is put at 400 reis a kilo. In order to better control the business it is now proposed to grant a concession for the establishment of "thirty municipal butcher-shops" to which preference shall be given in the municipal slaughter house up to one-third of the daily number of animals killed.

—There were 67 deaths from small-pox in this city during the first ten days of this month.

—By an imperial decree of the 12th inst. a 4th distribution of the emancipation fund is declared, amounting to a total sum of 3,000,000\$.

—The legislative assembly of Bahia has approved the treaty of commerce and friendship celebrated between that republic and Brazil.

—The City Improvements Co. has entered a protest against the adoption of any new municipal by-laws affecting their work without an accord.

—Some thieves entered the Royal Hotel, Rua Fresca, on the 10th inst. and carried away some 300\$ worth of property belonging to one of the guests.

—The frequency and audacity of the burglaries now occurring in the city suggests that the police force should be employed in something better than in aiding private jobbery.

—A fire broke out in Schumann's brewery and distillery yesterday morning, but we were unable to obtain particulars of the amount of damage sustained in time for this issue. Full details will however be given in our next.

—The government has extended the time for the signing of a contract for a central usine at Monção, Maranhão, by sixty days. The owner of the concession is Dr. João Antonio Copeiro. The capital of the usine is 600,000\$, upon which the government guarantees 6 per cent. interest.

—The election in Goyaz has resulted in a defeat of the present minister of agriculture, Counselor Fleury, the certificate of election having been formally given to his opponent, Dr. Antero Cicero de Assis. As yet Minister Fleury has not resigned his portfolio, nor shown any intention to do so.

—An imperial decree of the 6th inst. revokes the authorization to the government to concede lotteries, and prohibits the sale of foreign lottery tickets in this city. All such tickets will be treated as contraband, and prizes drawn up in them will be confiscated.

—The board of health has notified the City Improvements Co. that a faithful observance of the municipal regulation against street excavations during the hot season will be required. The tearing up of the streets by the contractors of the house water service, and the leaving open of the excavations for days together, does not seem to have attracted notice.

—It is rumored that the incoming city council has an appreciative eye upon the "seco e molhado" business of this heroic city, which is so largely in the hands of foreigners. The outgoing council has made its mark in the slaughter-house and butcher-shop business, and the new adherents are determined not to be outdone. They feel that the public must be protected at all hazards.

—The police authorities of this city have recently had another acute attack of modesty. They have prohibited the use of the ordinary bathing dress worn by men, and prescribe the use of a blouse or tunic. Swimmers will appreciate the change. It will be remembered that it is only about two years ago when bathers used only the ordinary short hose, and dressed on the beach. The prohibition of this garment on the city praias was perfectly proper. The present step, however, is not so well taken. No one will see just why the present dress is objectionable—unless, perhaps, it be some shop-keeper who may have the other suits to sell. This is probably the secret of the change, as it is hardly possible that a chief of police who will permit the indecencies found every where in the public streets would be greatly shocked by the ordinary dress of a bathers.

—Several inexplicable robberies have recently occurred at Carson's Hotel in this city, but it was not until the morning of the 8th instant that the mystery was solved. A little after two o'clock the watchman saw a man climbing over the wall from the street at the rear of one of the detached cottages, and at an excellent place for concealment. He waited until the burglar was safely inside the walls, when he fired his revolver at him, and I gave chase. The thief ran to the rear of the grounds, where the servants' quarters are situated. The watchman was here reinforced by a large force of servants, and the thief was captured. Feeling hurt by the suspicion which had fallen upon him, as well as by the intrusion of the thief, they fell upon the prisoner and gave him a thorough beating. Before the guests of the hotel arrived, they beat the fellow into an almost senseless condition. The police then came in and carried the thief away to the lock-up. He turned out to be an imperial marine, stationed at Fort Villegaignon, and named Francisco Antonio da Silva. The *Journal* speaks of his trespass as having been made "without revealing his purpose." He will get clear, of course. No one saw him steal anything. We are informed that a receipt for a watch (undoubtedly stolen) was found upon him. The action of the servants in beating the fellow is praiseworthy in the highest degree, as it is probably the only punishment he will ever get.

—The city gas bill for the month of November amounted to 50,079\$306.

—The government has granted a six months' extension to José Marcelino Pereira de Moraes for the founding of three central usines in the province of Rio de Janeiro and one in the province of Espírito Santo.

—According to Buenos Aires telegrams of the 5th inst. the elections in Tucuman had passed off with serious conflicts, several persons being killed and wounded. The results were in favor of the liberals.

—The German steamer *Corrientes* of the 5th inst. took 500 samples of Brazilian coffee for the Berlin exhibition. The coffee had to pay an export duty of 4 per cent. to the province of Rio de Janeiro.

—An American named George Broux died of small-pox at the Santa Barbara hospital on the 6th inst. He was taken with the disease at the house of detention, where it would seem that small-pox has secured entrance.

—The time for the redemption without discount of the 1000\$ notes of the "4ª estampa," and the 20\$ notes of the "5ª estampa," expires this month. After January 1st a progressive discount of 10 per cent. a month will be enforced.

—The government has authorized the transfer of the mining concession of Gustavo Meinicke, located on the Rio Tilagy, municipality of Castro, Paraná, to Eduardo Klingelhofer of this city. Active operations under this concession are to be begun at once.

—A full session of the council of state was held at the Emperor's palace on the 7th inst. to consider the advisability of opening a supplementary credit of 400,000\$, of which the minister of empire requires 200,000\$ to meet the epidemic of small-pox which has broken out in various parts of the empire.

—The first experiment with the electric light for use in street repairing at night, was made on the evening of the 7th inst. in front of the Mint. The apparatus used was a cluster of five Siemens' lamps, connected with the telegraph department, each lamp having a power of 400 candles. The experiment resulted satisfactorily.

—A burglar, named Eduardo Farrugas, was captured on the evening of the 10th inst. while robbing a jewellery store on Rua da Constituição. He entered the shop with a false key, and had filled his pockets with watches, when an employee appeared on the scene. The burglar broke away and ran into the street, but was captured after running a short distance.

—Cloudy weather prevented any observations of the transit of Venus on the 6th inst., at this point. A telegraphic message was received from the president of Pernambuco, however, in which the Emperor was congratulated on the event. Just what the Emperor has to do with the transit of Venus, or what the president of Pernambuco finds in it worthy of his congratulations, is not fully understood as yet.

—One of the industrial contradictions of the day is the incorporation of a company, according to the *Globo*, for the encouragement and protection of small agriculture and national industry. The company is credited with a capital of 4,000,000\$. We were under the impression that small agriculture is characterized by the cultivation of land in small parcels, by small farmers, and with small capital. Small farming with a capital of 4,000,000\$ sounds just a little equivocal.

—We have received the initial number of *Lincoln* the organ of the Club Gutenberg, which is to be devoted to the propaganda of abolition. The publication will not be at regular intervals for the present, but will depend upon the occasion and the support accorded. The new periodical starts out modestly, and certainly creates a good impression, but it lacks just that one element which a successful abolition movement must have—force. Slavery is an evil which can not be conquered with gloved hands, nor fine writing. It will require hard facts, hard blows, and persistent denunciation. There should be no cessation of these until the last chain is broken all through the empire of Brazil. The new periodical has our warmest wishes for its success.

—The exportation of a few Botucudo Indians to Europe for an exhibition of their native beauty seems to have stirred up quite a little commotion. The press has been nearly unanimous in its denunciation of the unholy speculation. The *Gazeta* now says that the minister of foreign affairs has ordered the return of the Indians from the first port at which the steamer touches. The president of Espírito Santo, however, asserts that they left openly and of their own free will, and applied to the chief of police at Victoria for passports. It is probable that the recent anthropological experience of these Indians in this city, where they were duly exhibited to a curious public, contributed not a little to their desire to see more of the world. In this light all this outcry seems a trifle inconsistent.

—A contract was signed in this city on the 7th inst. between the director-general of the postoffice and Col. José Lopes Pereira de Carvalho on the part of the Companhia Italiana for a continuation of the steamship service of that company. The old contract expired on the 30th July, and the new one is to endure eight years with an annual subvention of 155,000\$. The ports of Santa Cruz and Belmonte have been added to the service heretofore rendered. The company now possesses a fleet of 17 small steamers, and has two buildings on the Thames.

—The agency of the South American theatres has engaged Sarah Bernhardt (principally for the Brazils) for 50 representations, the salary being \$165,000. She will start from Paris on the 20th of next April, and will remain absent 135 days.—Exchange.

COMMERCIAL

Rio de Janeiro, December 14th, 1882.

Table with exchange rates for gold, silver, and paper currency. Includes entries for Par value of Brazilian mil reis, Bank rate of exchange on London, and Value of £1 sterling.

EXCHANGE.

Dec. 5.—To-day all the banks remained without rates and the market was paralysed, only some insignificant transactions in private paper being done at 2 1/2 to 2 3/4. Sovereigns closed at 118 1/2 to 119 1/2 buyers.

—The November customs receipts from imports and exports, as compared with the same month of last year, were as follows:

Table comparing November customs receipts for imports and exports with the same month of the previous year.

The diminution of 2 per cent. in the export duties on coffee, sugar, cotton and waxes, and the additional duties of 10 per cent. on imports went into effect on the 9th of November. As the latter was insufficient to keep up the receipts from imports

—The 408,381 bags of coffee had the following destinations:

Table showing the destinations of 408,381 bags of coffee, listing countries like United States, Europe, Canada, etc., and their respective values.

the value having been assessed as follows: 35,745 bags at 320 reis per kilo; 64,694 " 314 " 110,205 " 303 " 117,882 " 288 " 80,155 " 280 "

—The November receipts of the Santos custom house were as follows:

Table showing the receipts of the Santos custom house for various categories like Imports, Despacho marítimo, Exports, Interior, Extraordinary, and Deposits.

—The value of the Santos custom house receipts for the month of November was 124,600 1/2.







FRIGHTS.

Table with columns: Destination, Fares, and Agents. Includes London, Liverpool, Antwerp, Hamburg, Havre, Bremen, Marseilles, New York.

FOREIGN SAILING VESSELS IN THE PORT OF RIO DE JANEIRO, DEC. 15th, 1882.

Table with columns: NAME, TONSAGE, RETURN, WHIRL FROM, CONSIGNEE. Lists various ships and their destinations.

DEPARTURES OF FOREIGN STEAMERS

Table with columns: DATE, NAME, WHERE FROM, CARGO. Lists steamship departures with dates and destinations.

COFFEE.

From Plantation to Cup. By F. B. THURBER. A new supply of this standard work on the history and production of coffee just received.

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BANKS AND PUBLIC COMPANIES

Large table with columns: CAPITAL, SHARES, ISSUED, VALUE, PAID UP, NAMES, RESERVE FUND, LAST DIVIDEND. Lists numerous banks and public companies with their financial details.



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ARRIVALS OF FOREIGN STEAMERS

Table with columns: DATE, NAME, WHERE TO, CONSIGNED TO. Lists incoming steamships and their agents.

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Table with columns: Date, Steamer, Destination. Includes Dec 15 Mondego to Santos, Dec 24 Mondego to Bahia, Pernambuco, Lisbon, Southampton and Havre.

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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 feel themselves warranted in calling attention to the uniform and general satisfaction with which their policy and management have thus far been received, and in advising their patrons that no deviation whatever from the 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 enterprises and investments. In its discussions it will treat every question frankly, and for the opinions expressed the editors will hold themselves personally responsible. In its news columns it will seek to keep its readers fully informed on all matters and occurrences throughout Brazil.

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