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BRAZILIAN RAILWAYS

The present Minister of Agriculture, Commerce and Public Works, Conselheiro João Lins Vieira Canasão de Sinimbu, in his last annual report to the Chamber of Deputies, refers to the Baron of Penêdo's report on the causes of the failure of the law of September 24, 1873, guaranteeing interest on the capital invested in railways, in the following words:

"After examining with great attention the information and different opinions expressed in the report of our foreign minister, and acquainting myself, through close observation, with the facts that pass among us, I became convinced at last that it was not the law itself, but the manner in which it was executed, that required deep and profound alterations."

The reasons given by the Minister for this conviction are too extended for reproduction in full in these columns, and we are able to give only the principal ones in favor of his position. These, however, will give a clear and adequate idea of the line of argument with which he fortifies his defence of the law in question.

"In accordance with the regulations which accompany that law, the government guaranteed interest only upon the amount really and effectively expended in the *bona fide* construction of the roads as certified to by the government fiscal engineers, excluding the expenses of raising capital and the difference in exchange."

As there are many works that, when executed, leave no evidence of the time and money spent in their construction, and as it is often difficult to determine accurately the quantity and quality of the material employed and the cost of labor, it is almost impossible to determine the amount expended unless the fiscal engineer is constantly present during the execution of the work and is made acquainted with all the financial operations of the company, a supervision costly to the government, intolerable to the company and a fruitful source of vexatious questions and litigations.

For this reason the regulation was impossible of execution and occasioned conflicts with the government, since the fiscal engineer might reduce considerably the amount of capital upon which the government conceded guaranteed interest so that, if the actual cost of construction was more than that upon which guaranteed interest was paid, the investor would not in point of fact receive the stipulated rate.

In common justice, if the road cost more than the maximum amount of guaranteed capital, interest should also be guaranteed on the excess because when the road cost less than the maximum established the government reaped the advantage by paying interest only on the amount actually expended, even though it had guaranteed interest on a larger amount. Any proceeding contrary to this would be unworthy of the just intentions of the government, because having a direct intervention, through its fiscal engineers, in the construction and financial management of the road, it should not be exempt from extending the guarantee to the whole amount of capital employed. The intention of the government being to guarantee interest on all the capital expended in good faith under the inspection of its agents, the fixing of a maximum was unjustifiable."

Another important point in the practical execution of the law, to which the Minister calls attention, is the payment of interest in gold upon the capital raised in foreign countries, such kind of payment not having been stipulated in the law and the real intentions of the law toward foreign companies being frustrated through the depreciation of the currency.

To remove the difficulties and obstacles in the practical working of the law as pointed out in the Baron of Penêdo's report, and the defects in its execution to which the present Minister of Public Works calls attention in his annual report, the government promulgated a decree, No. 6,995, on the 10th of August, 1878, which establishes general bases for the payment of guaranteed interest under the law of the 24th of September, 1873, and interprets the rules and regulations affecting that law as approved by decree, No. 5,561, of the 28th of February, 1874. This decree, No. 6,995, explains the actual meaning of the law and defines the real intentions of the government in regard to the guarantee of interest on the capital invested in railways under the law of the 24th of September, 1873. As it is too voluminous for a reproduction here in full

we append such extracts under its different heads as will give a correct idea of its scope and intentions.

I. — ON THE GUARANTEED CAPITAL.

In accordance with the legislative decree, No. 641 of the 26th of June, 1873, and No. 2,450 of the 24th of September, 1873, the government guarantees seven per cent. annual interest upon the estimated capital that it definitely fixes and recognizes as necessary and sufficient for the works, rolling stock, right of way, or any other appurtenance or expenditure made before or after the final acceptance of the line as ready for traffic. The amount of capital is to be determined by the estimates made and based upon the general plans, or upon the surveys and documents presented, all detail plans made during the construction to be previously approved by the fiscal engineer. If any economy arises from alterations in the original plans during the construction of the line, one-half of it shall be deducted from the fixed guaranteed capital.

II. — ON THE PAYMENT OF INTEREST AND RAISING OF CAPITAL.

An annual interest of seven per cent. upon the capital realized under the authorization of the government, and deposited in a bank shall be paid upon the annual receipts of the company in semi-annual instalments. The interest will be exempt from all taxes and will be paid during the third month following every half year for the period of thirty years.

During the building of the road, the capital invested in machinery or rolling-stock shall not be included in the guaranteed capital until six months before it is actually employed in the traffic of the line. In addition to the amount annually required for construction expenses, the companies can realize a call of ten per cent. on the guaranteed capital at the commencement of the first year to meet the preliminary expenses of construction.

III. — ON DIFFERENT FAVORS GRANTED.

In addition to the guaranteed interest, the government grants the following favors: 1st.—A privileged tract of land twelve miles wide on each side of the line, within which no other railway can be built during the term of the contract or grant.

2d.—The free use of all public lands necessary for road-bed, stations, etc.

3d.—Exemption from import duties on all material, rolling-stock, and fuel actually required by the companies during the term of twenty years, providing no abuse is made of this privilege.

4th.—Preference for working any mines within the limits of the privileged tract of land and for the acquisition of all public lands within the same limits, at the lowest price established by law, if the same be designed for the establishment of immigrants.

IV. — ON THE EXTINCTION OF GRANTS AND GUARANTEED INTEREST.

At the end of twelve months from the date of this decree, all railway companies which have been authorized and have guaranteed interest conceded to them by the government and which are not organized shall forfeit their grants and all other favors. And, furthermore, if within twelve months after organization the companies shall not have begun the construction of their lines, then also they shall be considered extinct and shall forfeit all favors granted them—as also those lines which shall not be entirely opened to traffic within twelve months after the time fixed by contract.

V. — ON THE MAINTENANCE OF WAY AND ROLLING-STOCK.

The companies are required to keep their lines in perfect working order, and to secure this the government will exact a fine for each day of interruption to traffic equivalent to the net receipts of the preceding day. All the rolling-stock deemed necessary by the fiscal engineer, shall be furnished by the companies within six months from the date of notification, under a fine of from $\$$ 200 to $\$$ 500 for each month's delay.

VI. — FREIGHT RATES.

The freight rates adopted by the companies shall not exceed the prices of common, actual transportation and shall be first approved by the government and shall not be altered without its consent. The companies shall transport, at a discount of fifty per cent., all government officials, police and their baggage, war material, soldiers of the army and national guard with their baggage, emigrants with their farming tools, and all produce and merchandise sent by the presidents of the provinces in case of war, pestilence or drought. All other government passengers and merchandise, not mentioned, are to be transported at a discount of fifteen per cent.

In case of war, the government is to have the absolute right of using these railways, paying therefor a sum based upon the average net receipts of the three preceding

years. The mails and mail-carriers shall be transported free and shall be furnished with a special car. All government telegraph dispatches shall be transmitted at a discount of fifty per cent.

VII. — ON GOVERNMENT FISCALIZATION.

The companies are obliged to show to the government officials all accounts of receipts and expenditures, and furnish all information required as to traffic and maintenance of way. They are required, also, to transmit to the president of the province a semi-annual report which shall specify the progress of construction, statistics of traffic, etc., and which shall give a list of all employees and their salaries, to be previously approved by the government.

VIII. — ON THE RIGHT OF PURCHASE BY THE GOVERNMENT AND THE DIVISION OF PROFITS.

The government reserves the right to purchase any railway and all its appurtenances thirty years after its completion. The price shall be determined, in lieu of a mutual agreement, by the average net receipts of the line during the preceding five years, and shall be paid in government six per cent. bonds, the annual interest of which shall be equivalent to the above-mentioned net receipts. All net receipts above eight per cent. are to be equally divided with the government, and, if it be deemed expedient, the freight rates shall be reduced when the dividends exceed twelve per cent. per annum.

The companies can not sell or transfer their lines, or any part of them, without the previous consent of the government. If the capital for building the lines be raised in a foreign country, the interest thereon will be paid at the rate of twenty-seven pence to the milreis (the par value of currency in gold).

The following table shows the different lines and their extent, up to the 31st of December, 1878, which have an interest guarantee of seven per cent. upon their estimated capital, under the law of the 24th of September, 1873. In addition to the amount of capital specified in the table, a further sum of $\$$ 1,290,000 with an interest guarantee of seven per cent. was authorized by decree, No. 7,056, of the 16th of October, 1878, and by special legislation, law No. 2,397, of the 1st of September, 1871, for the construction of railways in the province of Rio Grande do Sul. This concession was granted to Miguel Gonçalves da Cunha and James Gracie Taylor for the construction of a metre gauge railway from Rio Grande to Bagé—about one hundred and sixty five miles.

Line	Length (Miles)	Capital (Mils)	Interest (Mils)	Date of construction
Manitoba & Montreal	173	400,000	67,000	Dec 1871
Natal & Niterói	173	670,000	108,100	Nov 1873
Campana & Curitiba	173	670,000	108,100	Nov 1873
Coimbra & Bahia	173	670,000	108,100	Nov 1873
Central de Alagoas	173	670,000	108,100	Nov 1873
Central de Pernambuco	173	670,000	108,100	Nov 1873
S. Paulo & Rio de Janeiro	173	670,000	108,100	Nov 1873
Paraná & Curitiba	173	670,000	108,100	Nov 1873
Paraná & Curitiba	173	670,000	108,100	Nov 1873
Rio Verde	173	670,000	108,100	Nov 1873
Total	1,021	9,848,700	1,574,800	

— A member of the United States legation at St. Petersburg reports very favorably to the Department of State upon the popularity of American street cars and locomotives in that country, where they are said to give greater satisfaction than similar manufactures from Germany and Sweden, with which they are placed in competition. One Philadelphia company is said to have its whole force engaged in filling foreign orders.

BRAZILIAN COFFEE.

The early history of coffee from its first discovery in its native habitat of Abyssinia, and its early introduction into Eastern Europe in 1517, thence into England in 1641, France 1671, in Java by the Dutch in 1690 and Ceylon about the same time, the West Indies in 1726 and thence into Brazil by way of French Guiana and Pará about the middle of the 18th century—all this has long since become a household story. The adaptability of the plant to various climates and conditions, its marvellous progress as an article of production and commerce in different parts of the world, and the extent and magnitude of its use as a beverage among all races, classes and conditions of men give it an importance only second to some of the cereals upon which the world depends for food.

It is not the purpose of this sketch to deal with the details of the subject, as the great difficulty of procuring trustworthy statistics on short notice renders the discussion of some of its most interesting phases an utter impossibility. With such statistics as are obtainable, and with the facts which are daily presented to us in regard to the cultivation of coffee in this empire, it is hoped that out of a discussion of the subject at this time some little good may be obtained.

Since the introduction of the coffee plant into Pará about one hundred and thirty years ago, it has gradually extended itself over the greater part of inhabited Brazil and is now produced to a greater or lesser extent in almost every province of the empire.

Its first official recognition was by a decree of May 4, 1761, which exempted it from custom-house duties to the end that its culture might be encouraged. At this day, the province which first received it and encouraged its cultivation is no longer looked upon as a coffee-producer, though there are many localities throughout the valley of the Amazon which produce in limited quantities a very superior quality of that article. In its progress down the coast it found nonoteworthy foothold until it reached the hilly middle lands of Ceará where it has since flourished in spite of *seca* and indifferent cultivation, and has won a reputation for its delicate flavor similar to that of Laguayra and the East Indies.

To Friar Velloso is given the honor of planting the first coffee tree in Rio de Janeiro, which was placed in the garden of the Santo Antonio convent in 1754. The plant was then cultivated as a novelty, for the worthy Velloso was a botanist, as well as a friar; and it is quite certain that not one of those who studied and admired the interesting exotic, ever dreamed of its future importance in the industrial development of Brazil. From this beginning and through the experiments of some intelligent Brazilians of that time, the coffee plant became gradually diffused throughout the vicinage of the capital, but it was not until after the Haytien instruction of 1791-3 that general attention was called to its cultivation for commercial purposes. At first the growth of this new industry was necessarily slow, as the limited supply of seeds or plants and the general ignorance of the proper methods of cultivation and preparing the berries for market rendered only the most meagre beginnings possible.

Up to 1813 the production of coffee in the neighborhood of Rio de Janeiro increased so slowly that it barely kept pace with the inevitable increase in home consumption—the export in 1800 being 10 sacks and in 1813 12 sacks. Thereafter, however, the industry received a new impulse and the exportation totals increased rapidly, a circumstance which in some measure may be attributed to the maturing of the coffee orchards and a more generally diffused knowledge of the proper methods of caring for them. In 1820 the export reached a total of 97,500 sacks of 160 pounds each; and since that time the increase up to 1850 has been, with but few exceptions, regular and constant. The following table, though it does not show the maximum or minimum totals, will

show the increase in exportation by decades since 1820.

Year	Sacks	Tons
1820	97,500	1,343.484
1830	391,785	5,227.219
1840	1,088,418	14,376.550

Fifty years ago many of the hills upon which the city of Rio de Janeiro is now built and a great part of the surrounding country were covered with luxuriant coffee orchards whose fruit was noted for its mild and agreeable flavor. There are yet some few localities within the zone of low lands surrounding the bay of Rio de Janeiro which produce a limited quantity of this grade, but of the lowland coffee plantations which were once so numerous and flourishing in the vicinity of the capital, nothing now remains except here and there a cluster of trees, and the stunted wild growth on the shrubby hillsides where the orchards were once cultivated. The ruinous system which still dominates the culture of coffee in Brazil, was allowed to work its own sweet will upon these plantations, and the exhausted soil and deserted orchards are silent witnesses of its disastrous results.

From Rio de Janeiro the cultivation of coffee soon extended into São Paulo and Minas Geraes, both of which with Rio de Janeiro are now the principal coffee-producing provinces of Brazil. The industry has grown into gigantic proportions, and though yet comparatively in its infancy, has become the chief source of the wealth and credit of the country. The quantities exported by the different provinces in the fiscal years 1873-4—the latest official statement of the kind that we can procure—are as follows.

Province	Sacks	Tons
Rio de Janeiro and Minas Geraes	2,022,692	26,698.288
São Paulo	676,207	8,949.426
Bahia	59,650	788.667
Ceará	16,119	215.552
Sergipe	979	12.988
Santa Catharina	307	4.091
Pernambuco	81	1.074
Maranhão	7	0.092
Rio Grande do Sul	7	0.092
Total	2,773,091	36,688.800

The following table shows the quantities — in sacks and tons — exported from the port of Rio de Janeiro since the beginning of coffee production in this part of Brazil. The table is taken mainly from Dr. Nicolau Joaquim Moreira's excellent little treatise on coffee culture—*Breves considerações sobre a historia e cultura do café, 1873*—and is given for calendar years.

Years	Sacks	Tons
1800	10	—
1810	12	—
1817	493,986	6,439
1818	74,247	983
1819	73,214	965
1820	47,300	620
1821	105,286	1,391
1822	107,000	1,400
1823	185,000	2,420
1824	224,000	2,950
1825	200,000	2,630
1826	260,000	3,370
1827	350,000	4,570
1828	464,117	6,053
1829	375,107	4,915
1830	478,286	6,255
1831	448,298	5,848
1832	458,530	5,974
1833	417,438	5,430
1834	485,000	6,333
1835	500,750	6,545
1836	617,438	8,030
1837	715,800	9,303
1838	607,000	7,933
1839	706,000	9,147
1840	880,234	11,529
1841	1,028,308	13,445
1842	1,152,968	15,045
1843	1,165,601	15,190
1844	1,226,933	16,055
1845	1,301,041	17,013
1846	1,311,000	17,147
1847	1,641,500	21,400
1848	1,710,715	22,428
1849	1,450,000	18,848
1850	1,443,484	18,848
1851	2,040,405	26,870
1852	1,880,752	24,720
1853	1,688,210	22,122
1854	1,888,397	24,848
1855	2,408,256	31,400
1856	3,068,312	40,122
1857	2,127,210	27,848
1858	1,823,438	23,798
1859	2,030,250	26,870
1860	2,265,186	29,553
1861	2,003,627	26,659
1862	1,885,220	24,720
1863	1,350,100	17,584
1864	1,480,131	19,338
1865	1,801,952	23,624
1866	1,924,836	25,261
1867	2,459,753	32,261
1868	2,265,186	29,553
1869	2,564,975	33,624
1870	2,395,901	31,553
1871	2,011,628	26,480
1872	1,885,220	24,720
1873	2,641,185	34,353
1874	2,641,185	34,353
1875	3,190,000	41,867
1876	3,787,501	49,683

Of the annual exportation from the different provinces since the beginning, there are no complete and trustworthy statistics (con. luded on fourth page.)

THE RIO NEWS,

PUBLISHED TRIMONTHLY

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

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RIO DE JANEIRO, May 24th., 1879.

THE UNSEEMLY haste of the Chamber of Deputies to obtain control of the impending charges against Counselor Sinimbu, and the reference of these charges to a committee, has at last resulted, as was anticipated, in a genuine white-washing report which exonerates the prime minister on each and every point. The grounds upon which this report is based are far-fetched and labored, and can not certainly be considered sufficient for a final dismissal of the case. In the first place, the question of jurisdiction is yet an unsettled one, and until that is finally and fully determined the Chamber should have reserved its judgment. And in the second place, the assumption of judicial functions by the Chamber, even admitting its claim to the right of trying such cases in accordance with the usages governing impeachment trials in the English Parliament and American Congress, is wholly unwarranted both in law and precedent. An indictment presented by a high tribunal, acting as a grand jury and not judicially, is set aside by a committee on the grounds that its judgment is null because the accused had no hearing before it, because the committee finds the accused irresponsible and exculpated by the moratoria of the creditors, and because the judicial authorities have no power to call a minister to account on the ground that it would be a violation of his prerogative. We have yet to learn that an indictment is null because the accused had no hearing before the grand jury, or that the indictment itself determines the guilt or innocence of the accused. And as to the exoneration accorded by the committee, who empowered it to try the case and pronounce judgment? And upon what grounds is this judgment based? Were witnesses called on both sides, and was the case sifted and argued by competent counsel? And is a special committee of the Chamber of Deputies recognized by the constitution and laws of Brazil as a tribunal competent to pass final judgment upon a criminal case? Counselor Sinimbu, honest and honorable as we believe him to be, can not afford to rest his case upon any such decision; it has no substantial basis either in law or in equity. Nor can he afford to accept the committee's interpretation of his prerogative, for it smacks of conscious guilt and a fear of thorough investigation. We have been able to see but one way out of this difficulty—and that, an unreserved submission to a proper judicial investigation.

THE POSTAL appropriation bill giving three hundred thousand dollars to the Roach steamship line for a mail service between New York and Rio de Janeiro, which was defeated during the last hours of the preceding session of the American Congress, has been re-introduced in the extra session, opening on the 18th ultimo. It is understood that the former defeat of this appropriation was owing, not to any hostility against the measure itself, but to the jealousy of the House which resented the Senate's assumption of its prerogative of originating appropriation measures. It is believed that the bill will now pass without much serious opposition. At this end of the line the contracting agent two hundred thousand milreis to this line for this service has passed both houses of the General Assembly and has been signed by the Emperor, but with an important modification which requires the steamers to stop at Maranhão. This modification of the original contract as

agreed to and signed by the two contracting parties, is worthy of a little sober reflection. The right to modify or change the provisions of a contract, which is claimed by the legislative branch of the government, is a question of political morality which we do not care to discuss; there will be slight use for it in the future if it is insisted upon. But of this one change in question, there are some points involved which are deserving of a critical notice. In the contract between the Brazilian government and Mr. Roach it was stipulated, among other things, that the steamers should be of not less than 3,000 tons burden. In the Senate amendment to this contract it is made obligatory upon the line to stop at the port of Maranhão, a condition involving an utter impossibility for vessels of this class. More than that, the Maranhão member who introduced the amendment, knew it to be impossible, and deliberately tampered with the contract for political effect. It is pretty well known among shipping men that no insurance company can be found which will insure these steamers and cargo if they attempt to stop at Maranhão, and it follows naturally that no one will consign freight to a vessel which is unable to procure insurance. We have, then, the strange anomaly of a government entering voluntarily into a contract, and afterwards deliberately imposing upon it conditions impossible of execution and therefore rendering it null. And with it, we have the entertaining spectacle of a minister of the Cabinet which made this contract—the Baron of Cotegipe—deliberately voting for a measure which would nullify an act of his own administration. The Baron of Cotegipe knew, or ought to have known, that these steamers could not get within nine miles of Maranhão. It may be reassuring to the contractors to be told that the amendment will not be enforced, that it will be a "dead letter," but their decision to insist upon the original contract and to consent to no such after-consideration, is eminently wise and commendable.

"SINGLE MISFORTUNES," said an Irishman, "never come alone, and the greatest of all possible misfortune is generally followed by a greater." If there be any consolation in this, we place it entirely and unreservedly at the disposal of the Brazilian bachelor. We know full well how onerous and how delicate his present position is; how liberally he has contributed to the starving refugees of Ceará; how promptly he has responded to the call of the tax-payer; and how zealously he has striven to save his party and his country through the medium of the ballot-box. His responsibilities have been many, his rewards few. Although a celibate and enjoying to the fullest extent the privileges and liberty which a life of single-blessedness has conferred upon him, he has in no wise forgotten the claims of his country upon him as a man and a patriot. Add to that the impending tax upon his salary and you have completed the burden which is imposed upon him, a burden already more onerous than commensurate with the opportunities now afforded him to meet it. Add now comes Martin Francisco with the last straw which, figuratively speaking, to break is back—and it is no small straw either. In all seriousness the honorable deputy from São Paulo has proposed a law imposing a tax of 50,000 upon every bachelor between the ages of thirty and forty-five who shall have an annual income of 2,400,000. The minimum of thirty was evidently taken to allow sufficient time for choice and working up the salary; and the maximum to allow leisure for repentance and relief from the cares and burdens which no one can share with him in his old age. It is to be presumed that the measure loses all persuasive force after the age of forty-five and will then serve rather as a vexation to the spirit than as an argument in favor of the divine institution. It is evident that Martin Francisco is something of a doubting Thomas in the Chinese labor scheme, and is determined to strike out on a new line of his own. The grande lavoura is crying for braças in no unmeaning terms, and upon the sacrificial altar of this modern Brazilian deity Martin Francisco proposes to offer the bachelor. Peace to his memory!

THE ANTICIPATED results from the new departure of the Bank of Brazil, have not been as favorable as it was predicted. There was a slight improvement in the rate of exchange on the 18th inst., immediately following the announcement that the bank had completed its arrangements in Europe, but

the improvement was nothing more than that which often arises from the ordinary laws of supply and demand. That this was the real explanation of the phenomenon is shown by the fact that, on the following day, exchange dropped back to its former quotation. Had the arrangements of the Bank of Brazil been sufficiently potent to give an upward tendency to exchange, the reverse surely would not have followed so soon. We suspect that too much has been expected from this departure of the bank; and that its friends are showing a little too much eagerness in grasping the straws indicating favorable results. It is certainly to be hoped that the bank may find some efficient means for effecting a permanent improvement in exchange, but in view of the many failures which have already been achieved in similar attempts there is no reason whatever for anticipating such a result. The causes of the present depression are deeper than those which the bank expects to influence by its credit and its money; they are causes which can only be removed by an entire change in the administrative and financial measures of the government. To expect to reach them through artificial and temporary expedients is a folly which the directors of the Bank of Brazil can not afford to commit.

ONE of the reform measures of the present ministry when it assumed the administration of government, was the discontinuance of press subsidies. Some newspapers, up to that time, had drawn no inconsiderable revenue from this pernicious system, to the demoralization alike of the government and of the journals. Those who believed in the good results growing out of an independent, unfettered press, were greatly encouraged by this reform. What their feelings now are in face of the appropriation of fifty contos just secured by the ministry for the purpose of defending itself in the press, we can not tell. The high ideals of the ministry just assuming the reins of government are slowly and surely merging into the practices and subterfuges of the ministry striving to avert its fall. There can be no more unfavorable sign than this one item in the budget; and the friends of the present ministry—especially those who still hope for good results from its continuance in power—must feel it keenly. It is evident that if the position of the ministry is just and strong, it can need no public money to defend itself in the press; and, we may add, that if it be weak, no amount of money can possibly save it.

LEGISLATIVE NOTES.

—The report of the committee on the response to the speech from the throne was presented to the Senate on Tuesday and ordered printed, to enter in discussion.

—The Senate bill revoking the decree creating special advocates for the Council of State, was passed on Tuesday.

—An important measure relative to the election of senators is under discussion in the Senate. It provides among other things that the Senate shall pass on the legality of an election before instead of after the selection by the Emperor from three lists in a sextuple list.

—On motion of Senator Teixeira Junior, the bill regulating the form of procedure in the cause of senators accused of crime, was referred by the Senate to the committees on the constitution and legislation.

—On Monday, the Senate commenced the third discussion of the naval estimates and the Chamber of Deputies the second discussion of the electoral reform. The former bill passed the Senate on Tuesday.

—The interpellation of the Minister of Empire by Mr. Joaquim Nabuco in relation to the decree reforming public instruction, took place on the 15th inst. Mr. Nabuco's remarks were principally in opposition to the clause creating free faculties with power to confer degrees which he argued would owing to the existence of a state church, be to place instruction in the hands of the clergy to an extent still greater than at present. The Minister, Mr. Leoncio de Carvalho, argued that free faculties, without power to confer degrees, would be inefficient and without influence.

—A bill reforming the judiciary was presented by Mr. Saldanha Maranhão. The object of the bill is to render the judiciary independent of the executive power.

—The reports and estimates for the fiscal year 1880-81 of the Ministries of Marine, Agriculture and Empire were presented to the Chamber of Deputies on the 16th inst.

—An important amendment to the constitutional reform bill was offered by Mr. Saldanha Maranhão on its 2nd reading. It provides for election of deputies to the Constituent Assembly by single districts; that magistrates or judicial officers shall not intervene in the elections; and prohibits the presence of force at elections except in case of disturbance, in which case the election shall be suspended until the force withdraws. The same gentleman proposed as an addition to the bill, that the Constituent Assembly should consider the reform of various articles of the constitution not included in the bill which treats only of electoral reform.

—The budget passed the Chamber of Deputies on the 15th inst, and was ordered printed and sent to the Senate. Among the most important amendments which were proposed and passed on the third reading are the following: The income tax is fixed at 5% on all salaries or pensions paid by the government over 400 milreis, and at 2% on incomes derived from other sources, not excepting those from industry, profession and agriculture. The government is authorized to lease the Dom Pedro II railroad, 50,000\$ is appropriated for publications inserted in the newspapers. The tobaccoists' tax is fixed at 20% on the amount of sales. A tax of 20 réis is levied on each passenger on tramways and of 100 réis per 15.00 each first class passenger on railroads and inland and cost steamers, second and third class passengers paying one half as much, and a tax of 20 réis to 15 according to the distance on every package of merchandise and baggage carried by railroads and steamers. A part of the impost duties, not exceeding 20% may be collected in gold. The government is authorized to liquidate the indebtedness of Mauá & Co. The Camara Municipal of Rio de Janeiro is authorized to contract a loan not exceeding 4,000,000\$ to consolidate its debts and finish the paving of the streets. The government is authorized to found, but without onus to the state, a national theatre; to cause the Benedictine and Carmelite orders to convert their real estate into government bonds, and to revise the legislation relating to diamantiferous lands.

—The Chamber of Deputies on motion of Mr. Costa de Azevedo on the 14th inst., requested an investigation of the affairs of the astronomical observatory of this city. The following questions are asked:

1st. How much has been spent upon the astronomical observatory since Dr. E. Liais' total charge of it?

2nd. How much has been spent since 1870 upon the workshops which this gentleman established for the service of the observatory?

3d. What has been accomplished by these workshops?

4th. What work of practical result has been done by the observatory during the administration of Dr. E. Liais?

—Mr. Candido d'Oliveira stated in the Chamber of Deputies on the 14th inst. that the cotton factories of the city of Curvello in the province of Minas were making heavy cotton cloths better than American goods of the same character. This is very good, especially as the machinery in the Curvello factories is nearly all American.

—The special committee of the Chamber of Deputies on the responsibility of ministers reported on Monday that there was no cause of action in the accusation against Counselor Sinimbu in the case of the failure of the Banco Nacional because there was no proof of crime committed by him while in the presidency of the bank since he had no responsibility for the acts committed before he assumed the presidency, and the execution of the moratoria was with the accord of the fiscal committee of the creditors. That even if the charge was well-founded, the necessary formalities were not observed, since the accused was not cited and heard and consequently the decision of the Relação being contrary to the evidence and the dispositions of the law, cannot be sustained. Finally that the accusation of a minister of state by a judicial tribunal is a violation of the exclusive prerogative of the Chamber of Deputies.

—On the third discussion of the bill authorizing the Minister of Empire to expend 10,000,000\$ to succor the North which is suffering from the drouth, Mr. Buarque de Macedo offered an amendment raising the sum to 20,000,000\$. He stated that the sum already expended amounted to 16,030,490\$847, and that the

whole expense on account of the drouth, in public relief and works will, including the proposed increase, be little if any less than 60,000,000\$.

BRAZILIAN FINANCES.

According to the last annual report of the Minister of Finance which was presented to the Chamber of Deputies May 7th., 1879, the total public debt of the empire is as follows:

Table with columns CLASS and MILREIS. Rows include Foreign debt (par of 27 d.), Internal debt (anterior to 1877), Emancipation fund, Loan from Orphan's fund, Private loans, Estates of deceased and absentees, Savings deposits, Monte de Socorro, deposits, Miscellaneous deposits, Treasury bills, Paper currency.

Total Rs. 786,116,937\$

or at the par of exchange. \$ 88,327,733

This is an increase over the official report of December last of \$ 3,756,000. The total amount of paper currency issued within the past twelve months is \$ 4,900,000, and of government 6% bonds \$ 4,500,000.

The total public debt of Brazil in 1870 was \$ 39,600,000; and in 1876, \$ 78,880,000.

The estimated deficit in the annual budget just passed the Chamber of Deputies is about \$ 4,000,000, and it is proposed to meet this and to consolidate the existing floating debt by a further increase of taxation and by the sale of government bonds.

THE TRADE MARK TREATY.

The following is the text of a treaty between Brazil and the United States for the protection of commercial and trade marks:

The government of His Majesty, the Emperor of Brazil, and the government of the United States of America with the view of reciprocal protection of commercial and trade marks in the two countries agree upon the following:—The subjects and citizens of each the contracting parties shall enjoy in the dominions and possessions of the other equal rights in all matters pertaining to the property of commercial and trade marks.

Be it understood that all who wish to obtain the above mentioned protection must fulfill the requirements of the laws of the respective countries.

In testimony whereof the undersigned, duly authorized, have signed the present agreement and affixed their official seals.

Made in duplicate in Rio de Janeiro on the 24th day of September, 1878.

(L. S.) BARON OF VILLA BELLA.

(L. S.) HENRY WASHINGTON HALLIARD.

The above treaty was promulgated by Imperial decree, No. 7,271, of the 10th of May, 1879.

THE LABOR QUESTION.

Speaking of the labor question, in a recent speech before the Chamber of Deputies, Dr. Joaquim Manoel de Macedo calls attention to the following important facts:

"We can expect to receive a considerable number of laborers from abroad. I believe that it is only necessary to give a civil and political fatherland to those who voluntarily may wish to come and accept. This is the great means of calling European immigrants.

But even within the country there is an extraordinary number of able-bodied men who are perfect and complete idlers. I know a part of the province of Rio de Janeiro. There are in it idlers on a large scale, and I beg the Chamber to note the following. We have about 150,000,000\$ of exportation; of this 110,000,000\$ more or less are from coffee; there remains less than 50,000,000\$. Well, gentlemen, the agriculturalists directing the labor of 50,000 to 60,000 slaves who cultivate coffee, produce the exportation of 110,000,000\$, and the two or three millions of laborers, who remain, produce only 50,000,000\$. I know that of these a large part is occupied in the cultivation of cereals and mandioca which are consumed in the country. But, gentlemen, if one of the noble deputies of the court or of the capitals of the provinces, will mount his horse and take a ride or make a journey, he will find in every tavern of the interior six or eight men, one playing the banjo, the others gambling, and thus consuming the entire day. There is a multitude of them living in the forest, working it is true because they fish and some steal from the neighboring fazendas. Let there be a law of labor; let it be possible to oblige the able-bodied men to work and we shall have in the Empire more than 600,000 laborers at the very least. The means the government has at its disposition, do not produce results. Signing terms to keep the peace are worth nothing. I do not dare to propose any measure because I am afraid of politics. It might be only a new oppression, as was the recruitment, in the hands of those who might control the police and abuse it to carry elections."

THE RIO NEWS

We expect Mr. Liais of the astronomical observatory is seeing a good many stars nowadays, and is probably foreseeing an eclipse.

The German steamer Kronprinz Frederick Wilhelm, which left this port for Bremen on the 20th inst., took about five hundred Russian colonists from Paranaguá. This will leave but very few of this class of colonists in the province of Paraná, all of whom will leave at the first opportunity.

It never rains but it pours. Here comes Mr. Azevedo into the Chamber of Deputies again with some more questions which must be very inconvenient to the class in astronomy. He wants to know what instructions were given the recently extinct astronomical commission, what longitudes it determined, how long it was at work, how much money it spent, who composed it, and who brought its chief to the consideration of the government—anyhow.

We stepped into the large watch, clock and jewelry establishment of Mr. Grimler on Rua Direita the other day and asked to be shown some American watches. "I don't want any," said the proprietor. "We thought he mistook us for a drummer and repeated our request, stating our desire to purchase. "We have no American watches, and don't wish to have any," said he. We felt as if we ought to apologize for something, but feeling rather uncertain as to how and what for, we retired. This to American watch companies.

"In 1879" is the heading which the Journal do Commercio gives to an item relative to a slave who entered the hospital the other day, with his body cruelly lacerated by the whips and his hands in a horrible condition from the punishment which had been inflicted on him in the House of Detention at the order of his master. The name of the master deserves to be recorded; it is Joto Manoel Gonçalves Vieira, resident in the Rua da Prainha. The punishment was inflicted in a public department and for the reason that the slave, on account of his advanced age and illness, was unable to earn as much as his master required of him.

The "Commissão Hydraulica" has nearly concluded its survey of the port of Santos, and a few days since the plans and specifications were submitted to the "Associação Commercial" of that city, and the main features lucidly explained by Col. W. Milnor Roberts, the chief of the commission, with a view to eliciting such suggestions or amendments as the experience of its merchants, or the requirements of its trade seemed to demand. The association expressed its thanks to Col. Roberts for the work done and explanations made, and passed a vote of approval of the plans submitted.

The London correspondent of the Journal do Commercio, in his letter dated the 8th inst., says that the judgment in the Madeira and Mamoré railroad case, which was then under consideration in the courts, is likely to result in favor of the application of the funds to the construction of the road. The funds now in the Bank of England amount to £ 800,000, and it was felt by all the parties concerned that an early decision as to the disposal of this sum, is urgent & desirable. A recent telegram from Paris states that the decision has been given in favor of the company, and the work of construction will undoubtedly be resumed at once by the Messrs. Collins, who, we understand, are ready to begin work again whenever the money is forthcoming.

The friends of Conselheiro João Alfredo Corrêa de Oliveira in Rio, have presented him with a large gold medal as a token of their appreciation of his services while Minister of the Empire. The face of the medal bears the following inscription:—"Presented to the well-deserving son of Pernambuco, João Alfredo Corrêa de Oliveira, to whose efforts, shown with the eloquence of figures, is due the development and progress of public instruction in Brazil, by the inhabitants of Rio de Janeiro—1879."

On the reverse—"In 1870 there were 3,516 schools in the whole Empire; in 1874 the number was raised to 6,000. In 1870 there was one school to every 2,394 inhabitants; in 1874, there was one school to every 1,250 inhabitants. In 1870 there were one school to every 541 children. In 1869 there was one primary night school in the whole Empire; in 1874, there were 117."

The British steamer Olters, arriving at this port on the 18th inst., brought 460 Portuguese laborers from the island of Madeira. These immigrants come under the terms of a contract between the imperial government and Sr. Ferreira de Moraes, by which their passage to Brazil is given them, and the government is to be repaid for the advance by those to whom their services are contracted. These people are reputed to be a superior class of laborers, and their services have been already secured by some large fazendeiros.

From the The Mail, April 28.

BRAZIL

RIO DE JANEIRO, April 9 (via Lisbon). The Chamber of Deputies has commenced discussing the report of the Committee of Ways and Means.

Senator Silveira Martins has brought forward an interpellation in the Chamber of Deputies inquiring of the Premier whether he proposed to maintain the resignation which he had tendered in consequence of the decision of the Court of Appeal in the case of the Banco Nacional. The Chamber, however, refused urgency for the interpellation.

This is another of those extraordinary telegrams which from time to time are sent from Rio for information of the English readers. The italics are our. It is hardly necessary to add that Silveira Martins made no such interpellation.

A recent examination of the affairs of the Banco Predial disclosed defalcations amounting to 232,292\$261, extending over a period of five years, from April 15th, 1873, to October 15th, 1877. The examination showed that considerable sums had been withdrawn at various times and covered up by false entries on the books which had passed unperceived by the auditors who had at various times examined them and eulogized the book-keeper who appears to have enjoyed the unlimited confidence of the directors and to have been almost supreme in the management of the bank. On the discovery of the fraud, orders of arrest were issued against the book-keeper, Carlos Stelling, and his assistant, Francisco Dutra de Silveira. The latter delivered himself up to the authorities and declares his innocence, but the former has not been found and seems to have made good his escape.

We acknowledge with thanks the receipt of A Contribution to the Geology of the Lower Amazonas, by Orville A. Derby, M. S. This contribution is a pamphlet reprinted from the Proceedings of the American Philosophical Society, and may be considered as a condensed report of the work done on the Amazonas by Mr. Derby. It contains not only the latest and most important contribution to the world's knowledge of the geology of the valley of the Amazonas, but is itself almost the only trustworthy information to be had upon that subject. We have also received a valuable contribution to the archaeology of Brazil by the same author. This pamphlet is called Artificial Mounds of the Island of Marajó, Brazil, and is republished from the American Naturalist. There is probably no one living better acquainted with the interesting archaeological remains to be found on the island of Marajó than Mr. Derby, and we only regret he has not given us a fuller and more detailed account of these artificial mounds.

The following extract from the Journal do Commercio of May 18th, leaves nothing to be said: "Our readers still remember Mr. Maximo Rodrigues, a man of Herculean strength, who used to give exhibitions in different performances, which were highly appreciated and well attended. Lately this artist disappeared, and it was supposed that he had gone elsewhere or was perfecting himself in new and unheard of performances."

But this was not the case. Maximo Rodrigues was passionately in love with a pretty little girl of thirteen years of age, and was preparing to abduct her and take her to Campos where he intended stopping. Yesterday at 3 o'clock in the morning, after the big storm which began at half past eight in the evening, Maximo Rodrigues carried this handsome girl away upon his shoulder as if she were a bird; but he was surprised by Dr. Balboes, first delegate, who stopped him and sent him together with the child to the police.

On being interrogated, Maximo Rodrigues declared that he wished to marry the child, and her father, who was present, gave his consent. The authorities at once took the steps necessary for the marriage, the abductor being retained in custody, but will be liberated as soon as the marriage takes place. The child is being taken care of by a family.

A LARGE colony of Russian Mamonites is said to be now on its way from Southern Russia to the province of Manitoba, Canada. The colonists already settled there are in a very prosperous condition.

COMMERCIAL

EXCHANGE. May 13.—The rates adopted by the Banco Commercial and Banco Industrial on London were 7/8 d.; all transactions in mercantile paper at 90 d. Bank rates on Paris 483 rs; mercantile rates 478 rs per franc. Apolices 1/2 1/8; 1,068; 1,068; 1,068.

May 14.—No change from yesterday's quotations on London. Bank rates on Paris 483 rs per franc. Sovereigns 128\$20.

May 15.—General bank rates on London, 10/4 d.; mercantile rates, 10/2 1/2 d.; with little doing. Bank rates on Paris, 483 rs; mercantile rates 470 rs per franc. Sovereigns 128\$20.

May 16.—Bank rates on London 10/3 1/2 @ 10/7 1/2 d.; the latter effected by the Banco Commercial; mercantile rates 20 @ 20 1/2 d.

May 17.—No alteration in today's quotations on London. Rates on Paris, mercantile paper, 474 rs per franc. Apolices 9/4 1/2 @ 1,068; 1,068; 1,068.

May 18.—Few transactions at 20, 15 and 10 1/2 per cent on London, and 474 rs per franc on Paris. Six per cent apolices 1,063; 1,063; 1,063.

May 20.—Rate prevailing on London 20 per cent; apolices 4/4 to 4/8 rs per franc. Six per cent apolices same as yesterday.

May 21.—Rates on London 10/7 1/2 per cent; Paris 483 rs per franc by the banks, private 474 to 470 rs per franc, on Hamburg 228 rs. Six per cent apolices 1,063; 1,063.

THE MARKETS

Rio de Janeiro, May 21, 1879. Coffee.—After the departure of the "City of Paris" our market remained quiet for a few days, exporters being unwilling to operate in view of the continuance of unfavorable advices from consuming countries.

Since then dealers have made enclosures of 250 rs per 100 kilos on the better grades and 100 rs on the lowest grades, and this has produced renewed activity, the total sales since 12th inst. amounting to 87,280 bags, viz: 50,680 bags for United States, 1,335 " " Elsewhere, 87,280 bags.

Receipts since 1st inst. now average 12,028 bags per day and our stock is estimated at 102,000 bags.

We quote, per 100 kilos: Superior 68100 @ 49300 52000 @ 52500 Regular 51 58000 @ 52500 Ordinary 51 48200 @ 48450 Good 51 38900 @ 38900 Ordinary 51 29000 @ 30000

It being a generally admitted fact that the crop now coming in and exceeds the previous one by 1,200,000 bags, we beg a reference to the following statistics: The total receipts at Rio for the first 10 months of this crop-year, from 1st July to 30 April are 3,182,527 bags against 3,238,350 " for the same period of the previous crop-year.

The total clearances during the same 10 months have been 3,020,545 bags against 2,233,780 " for the same period of the previous crop-year.

There has, consequently, already been received and shipped during the 10 months, about 800,000 bags out of the estimated excess of 1,200,000 bags, so that only the further excess of 400,000 bags remains to be accounted for.

Now, as the receipts since the 1st of May, average 12,028 bags per day, against 3,019 bags in May last year, showing an excess of over 8,000 bags per day, and as the clearances continue to show a similar excess over those of last year, it is evident that by the end of next month, the end of the crop-year, the whole estimated excess of 1,200,000 bags will have been received and shipped.

It may safely be said therefore that on the 1st of July we shall command on a new crop of 3,120,000 bags, or 1 1/2 million smaller than the previous one.

And in connection with this it may be well to mention that the stocks in Europe on the 1st of April were 30,000 tons smaller than on same date last year, notwithstanding the great excess in this year's shipments, and that present prices in consuming countries are nearly 25% lower than at this time last year.

With reference to the coming crop, the most reliable information we have been able to obtain leads us to believe that, although its quantity will be small, its quality will be excellent. Low grades are, therefore, likely to become very scarce shortly, and the difference highest existing between their values and those of the better grades will probably be much reduced, the more so the low prices ruling at present for the lowest grades barely cover the transport to and first expenses in Rio.

Pitch Pine and White Pine.—There have again been no arrivals and consequently no sales. The last sales were at 40\$90 per dozen for Pitch Pine and 30\$50 per foot for White Pine. The market remains very quiet with a good demand for both qualities.

Flour.—The arrivals since the 12th inst. amount to only 4,005 bags, viz: 4,805 from America and 100 bags from the River Plate. There has been a very good demand, and the sales since the 12th inst. amount to 24,405 bags, or 23,355 bags American, 1,050 bags Rio, and 100 bags River Plate.

The stock to-day consists of: 900 Trieste 13,400 Gallego, 15,000 Haxall, 8,800 Dunlop, 1,000 Mc Canal, 2,000 Baltimore. Total 45,000 lbs. We quote: Trieste 22\$000 Gallego 20\$500 Dunlop 21\$500 Mc Canal 21\$000 Baltimore 21\$000

Total 45,000 lbs. We quote: Trieste 22\$000 Gallego 20\$500 Dunlop 21\$500 Mc Canal 21\$000 Baltimore 21\$000

SHIPPING NEWS

ARRIVALS OF FOREIGN VESSELS.

MAY 14. RICHMOND—Nor bk Sabine; 237 tons; Bliz; 47 ds flour to Phillips Bros. & Co. MAY 15. CETTE—Aust bk Turgo; 301 tons; Radostwisch; 10 ds salt. BRUNO MAX—Br bk Queen Emma; 193 tons; Evans, 48 ds salt to J. M. de Miranda Louco.

MAY 17. CAMPEPE—Br ship Banner; 1,194 tons; Robinson; 55 ds coal to B. Pedro II Railway. NEW YORK—Br bk Rowlette; 495 tons; Trimbale; 53 ds iron to Monteiro, Hines & Co. MAY 18. CARDIFF—Sw bk Blenda; 597 tons; Trapp; 48 ds coal to Dom Pedro II Railway.

PORTO—Port lghn Barco do Lago; 225 tons; Cosmopol; 40 ds wine, etc. to Costa & Filhos. PRESABUGO—Port bk Anabela; 227 tons; Pacheco; 14 ds salt to Giacomini Vincenzi & Filhos. MAY 21. BALTIMORE—Am bk Chama; 227 tons; Cleme; 52 ds; flour and lard to Wright & Co. RIO GRANDE—Ger lghn Hilt; 191 tons; Nibbe; 14 ds; lard to Wenceslao Guimarães & Co.

MAY 21. TRAPANI—Am bk Elnora; 688 tons; Loebner; 103 ds; salt to Phillips Bros. & Co. MAY 22. LIVERPOOL—Ger bgn Eyedra; 171 tons; Joseph; 10 ds; lard to Wenceslao Guimarães & Co. CARDIFF—Br ship Morning Light; 1,210 tons; Petty; 40 ds; salt to Messageries Maritimes.

LONDON—Sw lghn Pappeler; 304 tons; Boston; 49 ds; salt to Green & Barlow. TUVU—Gr bgn Lorenz; 129 tons; Grau; 20 ds; jerked beef to Miranda Azevedo & Co.

VIA COLON—Via Montevideo—Sp bgn Doña de Guzmán; 310 tons; Gallego; 19 ds; jerked beef to Freitas & Miranda. BUENOS AIRES—Sp bgn Potosy; 227 tons; Pages; 14 ds; jerked beef to J. M. de Vinenzi & Filhos.

Sp bk Victoria; 247 tons; Ribellari 9 for a few days. CALAUNY—Or bgn Louisa; 114 tons; Dias; 14 ds; jerked beef to J. M. de Vinenzi & Filhos.

DEPARTURES OF FOREIGN VESSELS.

MAY 13. BALTIMORE—Sw bk Arct; 499 tons; Sotenssen; ballast. NEW YORK—Br bk St. George; 912 tons; Hull; coffee and ballast.

Dutch bk Meeden; 193 tons; Mantjes; coffee. PANAMA—Gr sch Scherlund; 125 tons; Deck; coffee; coffee.

MAY 14. CEARA—Sp bk Nereia Guianica; 270 tons; Dutras; sundries. MAY 15. CALAUNY—Br ship St. James; 1,364 tons; Ham; oil; ballast.

NEW YORK—Am bgn John Sherwood; 510 tons; Manket; coffee. Rio Grande—Ger lghn Margarida; 303 tons; da Silva; coffee.

ST. THOMAS—Br bk Belle; 487 tons; Bartley; ballast. MAY 16. BARRAPOS—Am bk Annie Lewis; 682 tons; Lewis; ballast.

PARANAGUA—Port bk Clotilde; 500 tons; Pacheco; sundries. PANAMA—Port bk Julio; 300 tons; Vianna; sundries.

MAY 17. HAVRE—Fr bk Fidélité; 256 tons; Fay; sundries. NEW YORK—Nor bk City 418 tons; Syversted; ballast.

CEARA—Ger bk Fides; 320 tons; Carlar; farinha de mandioca. ALACAC—Nor bgn Habit; 192 tons; Western; ballast.

SAN FRANCISCO, Cal.—Am ship John de Costa; 1,781 tons; Hamilton; ballast. MAY 18. HAVRE—Fr bk Val de Saule; 224 tons; Genouin; sundries.

PARANAGUA—Swed bgn Sophia Augusta; 229 tons; Bengt; coffee. BALTIMORE—Gr sch Astora; 227 tons; Zimmerman; coffee.

MAY 20. BALTIMORE—Arg ship David Stewart; 600 tons; Holt; coffee. PENNSACOLA—Br bk Australia; 290 tons; Joseph; ballast.

MAY 21. CALAUNY—Br ship Decision; 1,227 tons; Jones; ballast. PHILADELPHIA—Nor bk Elise and Mattie; 745 tons; Sundries; ballast.

PARANAGUA—Port bgn Raja; 180 tons; Sundries; sundries. BRACH Louise Wolf; 257 tons; Langdon; sundries.

GER BK Anara; 253 tons; Claussen; sundries. SW BK Sirenia; 283 tons; Dolin; sundries.

MAY 22. BALTIMORE—Am bk Grey Eagle; 440 tons; La Rosa; coffee. BARRAPOS—Am bgn Currie Farrington; 242 tons; Deane; ballast.

NEW YORK—Nor bk St. Olaf; 474 tons; Andros; coffee. ST. THOMAS—Br sch Chittour; 221 tons; Gordy; coffee.

SANTA CATHARINA—Br bk Januaria; 469 tons; ballast. PANAMA—Br sch Jennie B.; 403 tons; Lloyd; ballast.

PORTO—Port lghn Timber; 147 tons; Piodada; sundries. MAY 23. STEAMERS: Sailing Vessels: London... 25/35 Channel f. o. 35/44 Liverpool... 40/ Lisbon f. o. 37/64 42/6 Antwerp... 25/ Hamburg... 40/ Havre... fr 40 Bordeaux... fr 70

UNITED STATES: New York... 50 cts. MAY 24. VESSELS CHARTERED FROM THE 7th TO 21st: NEW YORK: New York North Star; 3,000 tons; coffee; A. C. Nathan & C.; Freight 170 class 3.3. Boston... 100 tons; Freight 230 class 2.3. Amble... 100 tons; Freight 230 class 2.3. 880 A. J.

ST. THOMAS: St. Th. lghn Ellen Holt; 4,000 bags coffee; Wm. Ford & C.; Freight 230 class 2.3. BALTIMORE: f. o. Germ. bark Sirene; Flour; Freight 380 rs.

PARANAGUA: Brit. bark Contest of Life; Flour; freight 400 rs. SANTA CATHARINA & COARD: Brit. bark Yaretha; Flour; freight 400 rs.

Santa Catharina & Coard; Germ. bark J. H. Jones; Flour; freight 400 rs.

PARANAGUA: R. Plate; Germ. schr. Sagerland; Mate; freight 1 real.

VESSELS LOADING AND WITH DESTINATION

London & Antw.; Brit. steamer Elbe; 6,000 bags coffee and sundries; freight 25/35. London & Antw.; Brit. steamer Elbe; 2,500 bags coffee and sundries; freight 25/35. Havre; French bark Marie Collet; General Cargo; freight 1/2.

NEW YORK: Brit. steamer Donat; 15,000 bags coffee and sundries; freight 40 cts. NEW YORK: Brit. steamer Elbe Holt; 4,000 bags coffee; Wm. Ford & C.; freight 230 class 2.3.

ST. THOMAS: f. o. Brit. lghn Ellen Holt; 4,000 bags coffee; Wm. Ford & C.; freight 230 class 2.3. ST. THOMAS: f. o. Brit. lghn Chittour; 4,500 bags coffee; Mc. Kinmill & C.; freight 230 class 2.3.

EXPECTED TO LOAD

Havre; French steamer Delapra; 5,000 bags coffee engaged; freight 40. Maranhão; French steamer Pelou; 10,000 bags coffee engaged; freight 40.

NEW YORK: Brit. steamer Elbe; 10,000 bags coffee engaged; freight 40. ARRIVALS OF FOREIGN STEAMERS AT THE PORT OF RIO DE JANEIRO SINCE OUR LAST ISSUE:

Table with columns: DATE, NAME, WHERE FROM, CONSIGNED TO. Lists arrivals from various ports like Bahia, Pernambuco, etc.

DEPARTURES OF FOREIGN STEAMERS FROM THE PORT OF RIO DE JANEIRO SINCE OUR LAST ISSUE.

Table with columns: DATE, NAME, WHERE TO, CARGO. Lists departures to various ports like Bahia, Pernambuco, etc.

FOREIGN SAILING VESSELS IN THE PORT OF RIO DE JANEIRO MAY 17 1879

Large table with columns: NAME, TONS, ENTERED, WHERE FROM, CONSIGNEE. Lists various foreign vessels and their details.

published, and for the whole empire there are no statistics published of the total annual exportations previous to 1834.

Table with 4 columns: Fiscal years, Tons of 2,240 lbs., Official value in mil reis, Average price per arroba of 35 lbs. Data spans from 1830-41 to 1877-8.

It will be seen from these tables that the production of coffee in Brazil has not increased within the past decade or two in the ratio commonly accepted.

CIVIL SERVICE REFORM.

In a brief comment upon the views of the Minister of Finance as to the injurious effects of office-seeking, which we made in a recent number, we took occasion to condemn the system now in vogue and to commend the position of the Minister.

Whoever examines the regulations of our public departments will be impressed with the absolute necessity of simplifying the service done by them, not only for the prompter dispatch of business, but also to reduce the excessive expense.

in court to testify in a criminal process. It is evident that on the requisition of the proper authority for such attendance I would have been satisfied with a simple verbal communication from the chief who received it.

For the greater regularity of the service and for the economy of the public money we must put an end to such a system, and make a radical reform in every branch of administration.

Let a necessary condition of admission to the more important position be the proof of sufficient capacity in a public competitive examination, and of morality by a severe verification; let time of service determine promotions except in the few positions of immediate confidence; let the officer be well paid, but require of him the same amount of work as in an identical position in private life; trust him until he has been found in fault, but let there be inflexible rigor in the punishment of abuses; let those who distinguish themselves be rewarded; abolish the absolute and senseless customs and vain formalities; and we shall have the triple result of better service, fewer employees, and reduced expenses.

This however can only be done in a short time, by an accurate study of all the branches of service, by the adoption of a simple, complete, well-matured, general plan which while not omitting the necessary, will eliminate the useless, or that which is dispensed with, and which shall be patiently and faithfully put into execution.

Then the reduction of expenses which was in view is only realized in the course of years, and when the vacancies due to death either suppress the additio, or permit them to enter into active service, from whence it follows that until this phase of the expense which is recognized as useless or excessive continues to be incurred.

There is still another inconvenience. The able, diligent and zealous official rarely fails to be available in the reorganization of a department. And of those who are excluded it can be affirmed with certainty that they are most distinguished themselves by intelligence or by love of work.

It is indispensable that the government be authorized at once to proceed to the necessary studies in order that it may offer the legislative body the necessary information for a general reform of the different branches of the public service in the sense of making it more perfect, with the least possible expenditure.

RAILROAD NOTES. "The Banco Industrial e Mercantil" opened a subscription for the "Campos e Carangola" railway for 2,000,000 on debentures, the loan being designed for the extension of the line and for the liquidation of its actual floating debt.

The loan has been all subscribed. 1st.—25 per cent. on subscribing, 2nd.—25 per cent. up to the 31st of July, 3rd.—25 per cent. up to the 31st of October, 4th.—25 per cent. up to the 31st of Jan., 1880. The loan has been all subscribed.

CHILI evidently rejects of the bargain she made in 1874 when she ceded territory to Bolivia, stipulating that none of her subjects residing therein should be subject to taxation. Bolivia has violated the spirit of this contract by taxing the valuable property of a Chilean company in the ceded district, but as she is the weaker power, Chili has resolved to reoccupy the territory and consider the question of right afterward.

THE CANADIAN government has adopted the protective system, principally in retaliation for the refusal of the United States to enter into a reciprocity treaty.

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