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NUMBER 21

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SÃO PAULO RAILWAY FESTA AND ATHLETIC SPORTS.

The Fête given by Mr. W. Speers, the new superintendent, to the employees of the English Railway Company was made the occasion of the same sort of exhibition of muscular development in São Paulo as that which is said in the last issue of THE RIO NEWS to have afforded so much amusement in the capital.

A special train conveyed everybody to the race course. The weather was as propitious as it had been made to order. By the kind permission of his excellency the president of the province the Guards' band gave harmony to the proceedings. The committee, including Messrs. J. Barker, D. A. Beaver and W. H. Moxey, judges; Revd. G. P. Quick, M. A., starter; and Messrs. J. H. Riley, Rowland and Sidney Smith, handicappers, made every arrangement to perfection, and all the events came off most satisfactorily.

The first event was

THE 120 YARDS HANDICAP FLAT RACE.

1st prize: Silver-plated Eagle Inkstand; 2nd: Gold Shad; 3rd: Table-Bell.

Winners—1st, J. Williamson; 2nd, José Porfêrio; 3rd, J. H. Riley, scratch.

THREE-LEGGED RACE.

1st. prize: Pair of Thermometers; 2nd: Pair of Candelsticks.

Winners—1st, G. Taylor and E. O'Neill; 2nd, J. Butler and J. Bueno.

120 YARDS HANDICAP HURDLE RACE.

1st. prize: Opera Glass; 2nd: Inkstand; 3rd: Matchbox.

Winners—1st, B. Afonso; 2nd, G. Taylor; 3rd, J. H. Riley.

BOYS' RACE, 100 YARDS.

1st. prize: Case of Mathematical Instruments; 2nd: Pencil case; 3rd: Knife.

Winners—1st, J. Bueno; 2nd, O'Neill; 3rd, R. Maw.

300 YARDS FLAT RACE.

1st. prize: Anovid Hornet; 2nd: Alarm Clock; 3rd: Band Mirror.

Winners—1st, J. Porfêrio; 2nd, J. Williamson; 3rd, J. Wrigg.

WHEELBARROW RACE, BLINDFOLDED.

1st. prize: A Watch; 2nd: A Clock; 3rd: Little Dorrit.

Winners—1st, C. C. Cambiage; 2nd, J. Butler; 3rd, W. Shelton.

This race gave great amusement, the turning round before the start giving most of the competitors delusive ideas about the points of the compass, and causing some to run wildly into the barriers and some in the direction opposite to the winning post.

HIGH JUMP.

1st. prize: A pair of silver links; 2nd: A Hammer.

Winners—1st, H. VanHaat; 2nd, G. Taylor.

VISITORS' RACE.

Prize: Album.

Won by Arthur Morris from many competitors.

CONSOLATION RACE.

Prize: Gold Pencil-case (given by friends on the Serra)

Won by D. Campbell.

After the concluding *Tug of War*, in which British muscle prevailed, the train conveyed athletes and spectators to the Luz station carriage shed, which had been transformed into a large banquetting hall; and there the whole company, consisting of about three hundred persons of various nationalities, partook of the bounteous repast which Mr. Speers had provided. Later on in the evening, when the tables had been removed, Mrs. Beaver, in the absence of Mrs. Speers, distributed the prizes. An address, signed on behalf of the employees, was then read to Mr. Speers, congratulating him on the position to which he had lately been appointed, and conveying an assurance of kind wishes towards himself and Mrs. Speers.

In replying Mr. Speers gave warm thanks for the address, and expressed his delight at being able to continue this social custom inaugurated by his predecessor, Mr. Fox, and his earnest desire that the best understanding and most kindly feeling should prevail between the employees and officials of the company and that there should ever

be unity and concord amongst all the English people.

Speeches were then made by Sr. J. M. de Araujo Costa in Portuguese, expressing in eloquent terms the esteem in which Mr. Speers is held by the Brazilians; and by the Rev. G. P. Quick, who after a few earnest words and a quotation of some curious American poetry, ended with some astronomical good wishes suggested by the appearance of the day before of a new son in the superintendent's family; and by the Rev. G. Nash Morton, who spoke in most appreciative terms of such gatherings as the present and of the social customs of England. Dancing then commenced and was kept up with much spirit throughout the evening.

The English in São Paulo feel that they cannot speak too highly of the liberal hospitality shown in years past by Mr. D. M. Fox, and now by Mr. Wm. Speers, which for once in the year at least brings them all together for unmixed enjoyment, and gives an occasion for that wide intercourse which tends so much to promote unity of feeling among fellow-countrymen in a foreign land.

THE BOTANICAL GARDEN RAILROAD PRIVILEGE.

Senate proceedings, July 15th 1880.

Senator *Junqueira*—In order to improve the occasion of the presence of the noble minister of agriculture who will shortly become a *vara avis* in this chamber, I will take the liberty of asking his excellency two questions. The first is about the Botanical Garden company! The noble minister should not wonder that I ask this question in the discussion of a credit for railroads, because in the discussion of this credit it is proper to treat of the acts of the ministries that come to ask us for money.

I wish to ask the noble minister if he sustains the official note of March 31st which decided the Botanical Garden question.

In the *Diario Oficial* of May 25th of this year there was published under the heading "Diario Oficial," an article which referring to some censures by the unofficial press, says:

We publish below the official note of March 31st of this year in reply to a petition of the Botanical Garden Rail Road Company relative to the termination of its privilege. By this note it will be seen that the term of the privilege of that company having been fixed at 30 years by decree No. 2,142, of April 10, 1858, to be counted from 1858, the date of the concession, said privilege would terminate in 1886. The company petitioned that the 30 years should be counted from the date of opening of the line for traffic, that is from Oct. 9th, 1858, terminating in 1888. The ex-minister of agriculture seeing that the said decree of April 10th, 1858, as well as that of the original concession had been altered by the statutes of the company, resolved in conformity with the alteration that the privilege should be for 25 years and should be counted from October 9th, 1858, expiring therefore October 9th, 1883.

If there is anything to notice it is not the decision of the minister but the abnormal fact of admitting a revocation of a law of course for the note of March 31st, because the statutes, good or bad, were approved by decree No. 3,001 of November 18, 1852.

We have thus replied to the observation made yesterday in the *Correio da Manhã* of the *Journal de Commercio*.

We have here the government, presumably through the worthy minister of agriculture, declaring that the question could not be decided in any other way because of a disposition of the statutes of 1862 marking the term of 25 years, to count from the date of the opening of the public of the first part of the line, for the enjoyment of the so-called privilege of the company; but at the same time, declaring that the revocation of the decrees of 1856 and 1858 by a simple disposition of the statutes, is an abnormal fact, adding, however, that the disposition of the statutes was afterwards approved by an imperial decree.

The unprejudiced reader will necessarily perceive in this a course directed by the noble minister of agriculture against his predecessor of 1862.

The Senate is aware that the minister of agriculture of 1862 was the honored *Cansansô de Siminho*, the same who dispatched the note of March 31st. The censure of his illustrious predecessor by the noble minister is therefore patent. But as it is not for me to raise these points of inter-ministerial honor and courtesy, I limit myself to asking the noble minister if he sustains this note. It is not a question of an imperial decree but of a note which is not even numbered and was not regularly published, coming to light only after being censured by the press on account of a report of its existence.

Does the noble minister sustain such a note which may be revoked by another? Will he argue the ministerial solidity which has not been observed in other cases? Did he not declare that a contract made by the post-office department (where such contracts were made) for the navigation of the Rio *Jepetinhonha* had lapsed? Was it not however an imperial decree which granted this concession to a certain individual? Did not the noble minister order the president of the province of Bahia to call for tenders for the service of this navigation?

If the noble minister took this course in regard to an imperial decree granting rights to a third person how can he consider himself impeded from revoking a official note?

I, without wishing to enter deeply into the matter, will give my opinion on the object of this note.

In my opinion this company has twice lost its privilege. The decree of 1856 and 1858 gave the term of 30 years and marked the time within which the works should commence. This term expired in 1862. The decree of 1862 marked the term of 30 years which was afterwards prorogued for two more. It terminated in 1867, and the works were only commenced afterwards.

Furthermore these rights were given to a company and the company was not organized because the *Vosconde de Maranhão* passed the concession to a certain number of American gentlemen, by means of a deed in his own name and which was not properly registered in the commercial tribunal. Thus the transfer becomes null by the law of October 22 1860.

There are opinions of the council of state, state, members of the municipal chamber of the capital, and other documents, all of which show that the privileged zone does not in any way exist.

The question of the privilege having been raised in the courts in the contract between this company and that of Copacabana, it seems to me that the company was artful in petitioning the government that its privilege should be considered to be for 30 years; that is, five years more than was permitted by its statutes approved in 1867, a petition that could not be granted because it would be an attack on the interests of the municipal government to which at the expiration of the term of the concession, the enterprise should revert. This petition for 30 years was a subterfuge because the company knew that the minister could not grant it, but it hoped that in refusing this a guarantee of its tottering privilege and its duration for 25 years would be given. In this it succeeded.

The note is as follows:

DEPARTMENT OF AGRICULTURE, COMMERCE, AND PUBLIC WORKS.

Rio de Janeiro, March 31st, 1880.

The Botanical Garden Railroad Company petitioned that the term of its privilege should be counted from the day of the opening to traffic of the first part of their line, and for the term of thirty years in conformity with decree No. 2,142, of April 10th, 1858. I gave the following decision upon this petition:

"The petition cannot be granted because the term of duration is expressly fixed in Art. 1 of the statutes, approved by Decree No. 3,021, of November 18th, 1852."

In these terms the duration of the privilege is for twenty-five years counted from October 9th, 1858, the date of the opening of the first part of the line. I will inform the company of this decision, sending them a copy of this letter.

"God preserve you, etc."

JOÃO LINS VIEIRA CANSANSÔ DE SIMINHO.

Minister of the Botanical Garden Railroad Company.

Thus this note under the appearance of a refusal grants this company what it desired, and affirmed that its supposed privilege is for 25 years, notwithstanding this so-called privilege lapsed twice on account of the holders not having complied with the legal prescriptions.

The minister, in equity, should have restricted himself to the original decrees. The term would have been for 30 years counted from the date of the decree of 1856, terminating in 1886. The note however counted the privilege at 25 years, so that commencing in 1868 its privilege will terminate in 1893, to the detriment of the municipality.

I therefore desire to know if the noble minister sustains this decision.

Cansansô Buarque de Macedo (Minister of Agriculture)—To the question of the noble senator from Bahia as to whether the government sustains the note of the noble ex-minister of agriculture of the 31st of last March extending or interpreting the term of privilege of the Botanical Garden company, I reply in the affirmative. In the decisions given by the government the nature of the subjects to which they refer must be taken into consideration. In the matter of a contract between the government and the claimant, the decision of the government implies, in any opinion, an acquired right. It is, so to speak, an innovation of the contract which cannot be revoked without an accord between the parties. The government above all proceeds as a party, it is also a contracting party; and as the government cannot disappear but is permanent, what I have to do is to sustain what in such a case was done, contracted, or interpreted in a contract. This seems to me the true doctrine."

The speaker developed largely this idea, analyzing the decree of concession, that which approved the statutes on the 13th of November, 1862, and the statutes themselves in which it is said that the term of 25 years is counted from the date of the opening of the first part of the line. Both these acts are approved by imperial decree and consequently the second modified the first.

He continued; "How then can I proceed otherwise? There does not seem to me to be any basis for revoking the note therefore I have not thought of doing so. I will do it if the noble senator convinces me that the note is null and void but until he does so it is my duty to respect it."

RAILROAD NOTES.

—The June receipts of the "Niterohy a Campos" railway were 18,937\$260.

—The semi-centennial of the first railway inauguration in England is to be celebrated in Liverpool and Manchester on the 13th of September next.

—The first locomotive to run on the Paulo Afonso railway was the "Macciô" which ran over three kilometers of new track at Piranhas on May 30. There were great popular rejoicings "to see the wheels go round."

—According to the joint freight schedule which went into effect on the 14th of April last the rates per 100 pounds on freights from first to eleventh class from East St. Louis to New York were respectively \$1.39, \$1.04½, \$1.69½, \$8.52, 40½, 35, 70, 38½ and 46½ cents. The distance is 1071 miles.

—A private telegram from Bahia on the 19th inst. states that a frightful disaster occurred on the Paulo Afonso railway on the 17th. It is reported that 31 persons were killed, among them Dr. Novas the engineer of the line, and a large number wounded. Later reports state that the disaster was caused by a construction train jumping the track on a curve, going down grade. In the latest telegram the number of killed is stated as ten.

—A public trial of the Westinghouse air brake on the Dom Pedro II railway, to which the various Brazilian railway managers will be invited, will take place about the first week in August. The trial will run between this city and Barra do Piraty. We are informed that the trials on the suburban trains this far have resulted very satisfactorily.

—The receipts of the Carangola railway in June were 15,123\$70. The returns for the half year ending June 30 shows that the total receipts were 108,271\$70 as against 65,550\$70 for the same period of 1879. The number of passengers carried was 18,779, of which 160½ were first-class, 3,550½ second-class, and 15,068½ third-class. The freight traffic amounted to 7,436 tons and the total receipts from the *viagem* passenger tax were 4,024\$80.

In discussing the supplementary credit of 4,280,000\$ for the Dom Pedro II railway, on the 14th inst., Senator Cristiano Ottoni, himself an eminent engineer, expressed his opinion on the government control of the road as follows. "It should be understood that when the income of the road becomes superior to what is necessary for the payment of interest on the loans, the tariffs should be lowered, because the state should not draw an income from it." "The first and greatest evil [in the management of railways by the state] is in the development of functionalism; and the second, in the lack of personal responsibility, because everyone knows that the greater part of the employees are nominated on the petition of a deputy or a senator."

—The sealed tenders for the purchase or rental of the Cantagalo and "Niterohy a Campos" railway of this province were to have been opened on the 16th inst., but in view of the conditions of the call it is doubtful whether the provincial treasury had much to do that occasion. At the beginning of the year we called attention to the conditions of the call; since that time the date for opening the tenders has been changed until the 16th was finally chosen. To say nothing of the onerous conditions which the province imposes in the matter of paying a high price for the lines or a rental of seven per cent. upon that price, and the carrying free or at reduced rates the mails, postal officials, provincial officials, police, soldiers, immigrants and their effects, etc., there is still one other condition in the call which would prevent any careful business man from having anything to do with the matter. One of the first conditions of the call is that each tender shall be accompanied by a deposit of 20,000\$, which, in case the tender is accepted, will be forfeited if the party fails to sign the contract. In this no one could complain were everything fair and above board. In another part of the call, however, it is specified that "the government reserves the right to insert in the contract or contracts all clauses which it considers necessary or profitable for the protection of public interests and especially those of the provincial treasury." It is highly improbable that any honest capitalist will be found who will make a "blind jump" of this character.

TAXATION OF FLOUR AND FUEL.

The *Toronto Globe* thus shows how unjustly the Canadian high tariff is working with reference to the great body of consumers: "The position in which the flour consumers of the East and the coal consumers of the West now find themselves is a vast deal more interesting than agreeable. The people of the maritime provinces are either paying fifty cents a barrel tax, upon their flour or they are consuming Ontario flour and paying within a few cents a barrel of the price of the American *plus* the tax. The Canadian farmer does not benefit by this, inasmuch as the price he receives for his wheat is often less and never more than the market price in American cities situated at like distance from the sea. The people of Ontario are paying taxes of fifty and sixty cents per ton upon their fuel. The price of coal would be oppressively high without the tax just now. With the tax, coal is so dear that the people have great cause to be thankful that the summer is come. There is no possibility of these taxes doing any good either to the coal owners or the farmers, in whose interests they are said to be imposed. As revenue taxes they are outrageously sectional and unjust. Less arbitrary taxes have provoked riots and bloodshed. The time will come when the taxers of fuel and bread will be ashamed to show their faces in the streets."

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.

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RIO DE JANEIRO, JULY 24TH, 1880.

SOME days ago we were shown a few parcels which had been broken open in the custom house and their contents stolen. As this instance is only one in the many and as it is a recognized fact that theft has become an every-day occurrence in this public department, we shall take the liberty of bringing the evil to the attention of the inspector and asking that measures be taken to suppress it. In this there are two things to be considered, the interests of the business community who can not afford the loss, and the interests of the custom house which can not afford to permit such practices on the part of its employees. In the first place it is a recognized fact that commerce is now taxed to an excess, and that every additional burden, however light it may be, simply tends to cripple it and to reduce its productiveness. The abstraction of goods from packages stored in or passing through the custom house is a loss which can not be borne without protest. Then, too, the practice of removing the pictures attached to goods, the wrappings, and other necessary accompaniments of the goods, is another loss against which merchants have reason to complain. On the other score, the morale of the custom house is a matter which directly concerns the good name and business reputation of the country. It is a matter of paramount importance to the government that no public department shall suffer in reputation through the acts of dishonest employees, and in this respect we feel confident that both the minister of finance and the customs inspector will not hesitate to do all in their power to punish the offenders. If it be claimed that formal complaints are not made, it should be known that the reason lies in the power of the customs officials to obstruct, harass and fine any merchant who may incur their dislike, and that therefore the merchant has been compelled to submit in silence.

IN THE discussion of the interpellation of Deputy Saldanha Maranhão in the Chamber on the 16th instant, the position taken by the government was far from a satisfactory one, although in some respects its declarations were on the right side. We have at no time felt that Brazil is threatened with a special emigration of Jesuits, though it is possible that some of them will come if driven out of France. And, even admitting the danger, we do not believe that the ports of this empire should be closed against them. The declaration, therefore, of the minister of empire to the effect that the Jesuits would not be denied the privilege of coming is clearly right and satisfactory. The ground upon which this famous order should be met is not suppression, but strict and impartial religious toleration. Give them no special privileges and powers and prevent their meddling in political matters, and their influence will be reduced to that of other religious orders and sects. In his explanation of the late authorization of a religious establishment the minister failed to remove all doubts, though his statement that the matter had been referred to the imperial council of state by his predecessor and there favorably reported upon, considerably changed the appearance of the matter. The assertion that the ministry looks upon civil marriage as a necessity will be received with satisfaction on all sides, but not so the decision to postpone its consideration until after the electoral reform question is settled. If deputies and senators can find time to legislate upon the granting of petty privileges, the admission of students to examination in

opposition to faculty regulations, and to indulge in unending quarrels over petty political matters, they certainly can find time to consider a question so important as this. A reform or the repeal of an unjust law should never wait upon a legislature's convenience and pleasure. If the government wishes to make the Jesuits powerless in Brazil it should lose no time in passing laws for the complete secularization of the public schools, of public cemeteries, of marriage, and of civil registry. We might add, also, the complete separation of church and state, but the apparent effort of the ministry to avoid discussing this question leaves no hope for its present consideration.

IN renewing his attack on the much-coveted franchise of the Botanical Garden tramway company, Senator Junqueira made an assertion on the 15th instant which places him in an unenviable situation. In this mad scramble for the property and income of the only foreign tramway company in this city it is easy to understand how a man will be continually committing errors; we can therefore readily appreciate the situation in which Senator Junqueira has thus unguardedly placed himself. We now wish to know if he will stand by his words. In the course of his speech he says: "In my opinion this company has twice lost its privilege"—in 1861 and in 1867. "Furthermore these rights were given to a company and the company was not organized because the Visconde de Mauá passed the concession to a certain number of American gentlemen by means of a deed in his own name and which was not properly registered in the commercial tribunal. Thus the transfer becomes null by the law of October 22, 1860." We have here the deliberate assertion of a prominent senator that not only has the privilege lapsed twice before its sale to the aforesaid company, but also that the American company has no right to it because of an imperfectly-executed transfer. By consulting official records it will be found that the Emperor and his ministry authorized the transfer to a foreign company November 21, 1866, granted the necessary authorization to the said foreign company to transact business in the empire April 5, 1868, and has since repeatedly approved the articles of association and statutes of the same company, together with its official acts, in every way possible. Such being the case, it is incumbent on Senator Junqueira to explain just how it is that the Emperor and his cabinet have thus acted if the privilege had twice lapsed and if the transfer was null and void? Was it an oversight on their part? or was it a deliberate purpose to induce foreigners to buy a worthless privilege and then swindle them out of their money? Senator Junqueira must choose one or the other of these alternatives, or back down squarely from the position which he has taken. It is either a gross error or a swindle on the one side, or a grossly false and unsupported charge on the other. As to the senator's claim that the late decision of the government is keeping this valuable property out of the hands of the municipal authorities, we would ask by what right and title does or can this property ever belong to them? Where is the contract by which the company agrees to surrender its property? and if there be none, under what law or by what right can the city confiscate private property? If such a thing can be done there surely must be some justification for it.

THE SITUATION.

DURING the discussion on the extraordinary credit of 6,880 odd contos on the 20th instant Senator Corrêa asked the minister of finance if the treasury would be obliged to resort to credit operations to meet these extraordinary appropriations, to which it was replied: yes, sir; it will. In view of the straightforward sincerity of Counselor Sariva, this frank avowal furnishes food for serious thought. The several departments of the government are now seeking to obtain from the legislature extraordinary credits considerably in excess of 10,000,000\$, and all that in addition to the budget estimates also under discussion. If it is impossible for the treasury to meet the credits asked by the minister of agriculture it certainly will be still more embarrassed by the aggregate credits sought by all the departments combined. Besides that it has transpired in course of the debates in the Senate that over 1,000,000\$ have been expended on public relief in the north,

without any authorization, since the closing of relief credits, and that even the sums now asked for the various public works are insufficient to meet the expenses already incurred. It has transpired that in all these departments, notably in that of public works, the expenditures have been largely in excess of the appropriations, and that monies have been diverted from one purpose to another at will. This practice has been especially flagrant in the administration of the Dom Pedro II railway, where appropriations for specific purposes have been regularly diverted to other purposes as the director has seen fit. The result, as might have been expected, is such a confusion of accounts and deficits that no one can clearly understand just how matters stand. The government admits that its resources are exhausted and that it will be compelled to resort to extraordinary measures to meet these demands, but still the credits pour in and the expenditures go on. This state of affairs can not last much longer; it is full time—yes, long past the time when a halt should be called. With all due deference to the ministers of state who are now directing the affairs of the nation and to the legislators who are voting authorizations without end for the expenditure of vast sums of money, we submit that the fiscal administration and legislation of this country are all wrong, radically wrong. Appropriations are made from year to year, based upon preceding appropriations rather than upon actual expenditures, and the deficits arising are either met by extraordinary credits or by the diversion of monies from other purposes. The financial record of the country is one long list of deficits, with scarcely a break to show where a minister has had the courage to grapple with the real causes of the evil. And during all this time the public debt has gone on steadily increasing, and that, too, at a rate which long since outstripped the slowly increasing resources of the country to meet it. Instead of meeting the evil squarely and courageously ministries long since began to employ makeshifts both in their administration and in their reports, and this evil has grown into the life and methods of Brazilian finance that it has become one huge jumble of fictitious accounts and balances. The accounts, instead of being promptly settled and closed, are kept open for years, and through this the estimates for the two or three following years are nothing less than ridiculous specimens of guess-work. The expenditures are never confined to the appropriations, and the result is extraordinary credits. The treasury keeps a running account with a great banking institution through which its necessities are met by private loans to be afterwards liquidated by the issue of bonds. The debts of the nation—its issue of bonds and paper currency are regularly included in its statements of resources from which false yearly balances are struck. From such a trick as this the late minister of finance obtained a fictitious balance for the fiscal year 1878-79 of 49,248,103,823, when in fact the issues of bonds and currency that year amounted to nearly 100,000,000\$—and this balance not only served to allay the fears of creditors and deceive the public in general, but also to stimulate the continued expenditure of public funds on all sorts of costly public enterprises. This practice is not simply wrong; it is criminal. Through a false security and a false semblance of prosperity, it is bringing this empire face to face with bankruptcy—and that too with a speed which few will dare to admit. Strong as these assertions may seem, they are abundantly supported by facts which can not be disproved. We are not calling up bogies to frighten children; nor are we influenced by unfounded fears and conjectures. Our conclusions are drawn from this array of economic conditions: an overtaxed people, waning industries, an inelastic revenue, an enormous and increasing debt, a large deficit in the budget estimates followed by demands for extraordinary credits to be met either by loans or currency issues, irresponsible administration, great excess of expenditures over appropriations, a disproportionately large civil service, continued expenditures on costly public works, large and increasing interest burdens on the treasury through guaranteed profits to private enterprises, a large annual outlay in subsidies, an impending labor crisis through the evil effects of gradual emancipation, the strangulation of productive industries through export taxes, the desertion of laborious occupations for political and pro-

fessional callings, dependency on servile labor, the retention of political and religious disabilities to the injury of immigration, and the persistent refusal of public men to meet all these evils face to face. These evils can not all be met to-day; nor this year, but when we see the ministry checking unnecessary expenditures, cutting down the great army of civil employees who are now drinking the heart's blood of the nation, and rigidly confining expenditures within appropriations, we shall then have hopes for the rest.

LEGISLATIVE NOTES

—The discussions upon the various election troubles throughout the empire have continued to occupy much time and attention in the Senate, but less time in the Chamber. These difficulties have given good excuse for partisan discussion which the conservative opposition in the Senate has not neglected, though it is evident that both parties are equally to blame and that the present ministry has not been directly concerned in any of them. —In the Senate the extraordinary credits asked by the minister of agriculture at the opening of the session have been under regular discussion. The first, asking for 1,280,000\$ for the Dom Pedro II railway, called out many interesting disclosures as to the diversion of appropriations and to the expenditure of money in advance of appropriations. On the 19th Senator Cotegipe introduced an amendment reducing the amount to 405,000\$—300,000\$ for the rebuilding of the Santa Cruz (latinoir) branch and 105,000\$ for locomotives,—which was adopted. The second credit, 6,880,819,879, entered on discussion on the 19th and received some slight amendments on the 21st. The prime minister admitted in the discussion of the 20th that the treasury had no resources to meet these extraordinary credits and would have to resort to credit operations. On the 17th Senator Corrêa asserted that over 1,000,000\$ had been spent in public relief in the north without authorization. —In the Chamber the extraordinary credits of 218,400,535 for department of justice, 464,822,888 for that of war, and 301,681,826 for that of empire all received favorable committee reports on the 19th. A bitter personal altercation arose between Deputies Moreira de Barros and Costa Azevedo on the 19th and 20th in which the former was badly routed. The budget for foreign affairs passed its third reading on the 15th, reducing the appropriation from 861,302,899 to 811,026,866. The budget for empire also passed on the same day with large reductions. The budget for justice is still in its second reading. On the 20th the minister of agriculture advised that the government considered the Canadian steamship service as repulsive and would not oppose its subsidy. —In reply to an interpellation as to the position of the ministry on the contract between the late ministry and the gas company of this city, which is now before the Senate, Minister Buarque de Macedo said on the 15th inst.: "The government does not accept the contract as it stands, but with modifications; if, then, it does not arrive at an agreement with the company it will not give the contract its assent. If the government thought otherwise, I would not be a minister twenty-four hours." —The chief event in the Chamber on the 16th was the discussion on the interpellation of Deputy Saldanha Maranhão relative to the religious question. In a long and forcible address the speaker placed the various points of the subject before the house, and argued, as he had repeatedly done before, that there should be an entire separation of church and state and a restriction of the powers and employments of religious orders. In replying to the questions proposed the minister of empire, Baço Homem de Melo, stated that the government held that no papal bull, brief or decree could have force in the empire without the *placet* of the imperial government, but that no opposition could be made to the coming of exiled Jesuits because of their religious belief but that they would not be permitted to found establishments, orders, or proselyting societies, that "the government recognizes the institution of civil marriage as a necessity of our country" but can not consider it until electoral reform has been accomplished, that the law against the recourse of the clergy to *ex informata conscientia* would be maintained, and that the projected law for civil registry was still before a Senate committee. On other questions relative to the separation of church and state and the late authorization of religious orders the minister gave evasive and unsatisfactory replies. Deputy Joaquim Nabuco and Minister Pedro Luiz made eloquent appeals for religious freedom and against further concession of privileges to religious orders.

LOCAL NOTES

—Owing to the absence of Rev. J. J. Ransom, who left for São Paulo on the 20th inst., the Sunday morning services of the Methodist church in this city will be conducted by Rev. Wm. M. Brown. —Mrs. Annie Ransom, wife of Rev. J. J. Ransom of the Methodist mission in this city, died of cerebral peritonitis on the morning of the 18th inst., after a severe illness of ten days. Mrs. Ransom was the daughter of Rev. J. E. Newman of Santa Barbara, São Paulo, and had been married only a little over six months. She was formerly engaged in teaching in Campinas and São Paulo, where she leaves a wide circle of friends. —The Montevideo agent of the "Companhia Nacional de Navegação," Sr. Antonio Fernandes Braga, offers to send 50 barrels of seed wheat to the province of Paraná for an experiment in wheat-raising by the colonists. This generous offer should be accepted by the minister of agriculture, and every facility should be given to make the experiment a success. It is well known that some portions of Paraná will produce a fair quality of wheat, and it is highly important that its growth there should be encouraged to the fullest extent.

—The new emancipation law in Cuba has been officially proclaimed. —Joaquim José de Souza Coelho has invented a process for making shoe blacking and has obtained a ten years' privilege for it. —The two small war vessels now building at the marine arsenal have been named by the Emperor the *Abramo Barroso* and *Prinzessa de Maripá*. —We learn through the *Jornal* that a "perverse and savage" act was recently committed on the "Niteroihera Campos" railway. Some one cut the cane bottom of a first-class seat. —Owing to some reflections on two physicians of this city, a newspaper war has broken out between the French medical lecturer, Dr. Fort, on the one side, and Drs. Freire and Maximiano, on the other. The latter's son, Alberto de Carvalho, at present occupies the most bloodthirsty position. —Another musician arrived in this city on the 20th inst. His name is José Lino de Almeida Fleming, he came from Minas Geraes, and he is credited with great talents. The prayers of the outside world are respectfully solicited for the afflicted people of Rio de Janeiro. —In view of the circumstance that the obnoxious *vitium* tax is no longer enforced on the tramway lines would it not be well to withdraw it? It is well understood that there will be little opposition to such a step, and the Assembly should lose no time in taking it. —The exports from New York to Brazil for the week ending June 8 amounted to 236,793 dollars in value. Among the various items were 251 cases of rifles valued at \$60,084; 50 cases of carbines, \$105,000; 305 cases of cartridges, \$9,250; 4,205 barrels of flour, \$30,463; 170 packages of domestics, \$17,326. —The composer Carlos Gomes arrived in this city on the morning of the 18th inst., amidst great popular rejoicings. He was met at the harbor entrance by a large number of friends and admirers. The streets of the city through which he passed were decorated with banners, evergreens, etc., and the city was illuminated for two nights. —A meeting will be held at the British Consulate on the 27th inst. at 2 o'clock, p. m., to devise ways and means to give a permanent character to the Sailors' Mission of this city. The necessity of this step has long been recognized, and now that it has a good promise of realization it is hoped that it will receive so cordial and united a support that its future success will be placed beyond all question. —The military cadets of this city have taken steps to unite the students of all the schools in a petition to the General Assembly for a subsidy to enable the budding artist, José Lino de Almeida Fleming, to pursue the study of music in Italy. In view of the financial needs of the national treasury this petition is good. Won't some one instruct the aforesaid José Lino how to raise corn and beans! —The Emperor's steward has rented to the "Companhia Mutuação Heliográfica e Protectora" the crown property comprised between Rua S. José, D. Manoel, Cotovello and Fresca for the purpose of an American exposition. This ground is at present occupied by the imperial stables and a large number of *scudais* and rickety dwelling houses. It is proposed to erect an exposition building on the ground, for which the present tenants will be ejected. Some private lots in this space will probably command good prices. —Messrs. Manoel José Borges, José Pinto Monteiro de Almeida and José Apollonio da Silva Leite, retail merchants of this city, have issued a prospectus for the establishment of a new bank to be known as the "Banco Auxiliar." The capital is placed at 2,000,000\$, to be divided into 10,000 shares of 200\$ each. This bank is designed, according to the prospectus, to occupy the same position with relation to the retail business and small industries that the other great banks occupy toward the greater enterprises. —The *Gazeta de Notícias* of the 21st inst. relates the following interesting occurrence. In the second half of the fiscal year 1877-78 a proprietor paid a *diutina* tax of 115,820 for which he had been assessed by the government. Recently, however, it was discovered in the treasury that this amount was a little over one milreis less than what should have been assessed. Taking account of the interest on this balance to date the whole amount due the treasury was 18891. So far the transaction is beyond censure, but the treasury did not stop at this. In collecting this small amount the treasury added 4520 for stamps and 6838 for the *escrivo* and collection, which added to the tax due (18891) made 137029 which the proprietor had to pay in order to correct an error made in the treasury department itself. —A fine specimen of the book-binder's art has been on exhibition for some days at Messrs. Leuzinger & Sons, in the shape of a couple of subscription books for the projected American exposition company in this city. The elegantly made and ornamented cover, upon which the clasped hands trade mark occupies a conspicuous place, contains two well bound blank books which are destined to hold the names of the multitude who are scrambling for shares in this great scheme. It seems a great pity to soil such elegant books with common ink; it will be far more fitting to inscribe the names in liquid gold, and in so doing to symbolize the fond dreams of the two great men—the Siamese twins of the exhibition world—who are now gently leading the two great nations of the west into a peaceful conflict between prose and puff. The inscription of names will probably begin as soon as the new and costly exposition palace is erected on the site now occupied by the Emperor's stables. Photographs of the books will be sent to the American twin at an early day for the delectation of impatient American exhibitors and as ocular proof of the progress which is marking at this end of the line. A medal will be struck as soon as the Hercules' task of preparing the site is accomplished, on which the Brazilian twin will appear as Hercules engaged in—but we will not anticipate.

PROVINCIAL NOTES.

The receipts of the Uruguayana, Rio Grande, custom house in May were 20,256\$322. The public debt of the province of Rio de Janeiro on the 20th of April last was 15,773,500\$.

The Sao Paulo papers are complaining of the cost and quality of their illuminating gas. The balance remaining in the provincial treasury of Paris on the 30th ult. was 1,150,356\$68.

A plantation overseer named José Paraná was recently assassinated by slaves at Santa Rita, S. Paulo. The *juiz municipal* who was chiefly instrumental in bringing on the late conflict at Victoria, Pernambuco, is still at large.

An Italian merchant named Carlos Palmieri was found murdered in his own store at Uberaba, Minas Geraes, on the morning of the 9th inst. The assassin is unknown.

A Swiss planter in the municipality of I. Ineira, S. Paulo, named Jacob Veiller, was killed by a brother on the 19th inst. The cause was a quarrel over a debt.

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