

# THE RIO NEWS.

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VOL. VII.

RIO DE JANEIRO, AUGUST 15TH, 1880

NUMBER 23

## OFFICIAL DIRECTORY

AMERICAN LEGATION—27, Rua do Marquês d'Arantes  
HON. HENRY W. HILLIARD,  
Minister.  
BRITISH LEGATION—No. 1, Rua de Leão, Laranjeiras.  
J. P. HARRIS-GASTRELL,  
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AMERICAN CONSULATE GENERAL—No. 30 Rua do  
Visconde de Inhumas. THOMAS ADAMSON,  
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Services in Portuguese at 11 o'clock, a. m., and 7 o'clock,  
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M. Ferrez was photographer to the Geographical Survey of  
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RIO DE JANEIRO

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## THE EMANCIPATION LAW.

The early slave emancipation legislation of Brazil is chiefly comprised in seven legislative acts beginning with that of 1831 which was enacted for the suppression of the slave trade, and ending with the act of 1870 regulating the conversion of the estates, including slaves, of religious establishments into government bonds.

By the slave trade act of November 7, 1831, all slaves brought into the empire after that date were declared free and the parties introducing them were declared guilty of reducing free men to slavery and liable to criminal prosecution. This law, however, remained a dead letter for many years as the slave trade was carried on for fully thirty years thereafter.

On the 4th of September, 1850, a second act was passed establishing "measures for the suppression of the African traffic in this empire." This law specified what should constitute the introduction or attempt to introduce slaves into Brazil, what parties should be held amenable either as principals or accomplices, and declared the traffic to be piracy. Both of these laws declared that the blacks thus illegally introduced should be returned to their native country, and that they should be put out to service for a term of years in order to earn the means for such return passage.

Out of these mistaken provisions grew the shameful history of the *emancipados*—the men who were declared free under these laws but who were held in slavery under labor contracts beyond the specified fourteen years. "This term of service was specified in the act of December 28, 1853. The flagrant evasions of this law led in part to the troubles between Great Britain and Brazil in 1861-64. The act of June 5, 1854, simply provided for the execution of the foregoing laws. On September 24, 1864, thirty-three years after the passage of the slave trade act the legislature passed an act declaring free all the *emancipados* whose services had been contracted under the foregoing laws. This act grew out of the difficulties with Great Britain and declared those Africans free to whom the government in previous laws had guaranteed freedom and whom it had promised to send back to their native country.

By an act of September 15, 1869, the public sale of slaves and the separation of husband and wife and children under 15 years, was prohibited. This act also provided for the liberation of slaves of intestate estates who shall pay their valuation in the official inventory. The act of June 28, 1870, provides for the conversion of the property, including slaves, belonging to religious orders into government bonds, but excepts the slaves of convent communities whom these orders declare free and the slave mothers whose children they declare to have been born free.

Under the lead of the Visconde do Rio Branco and during the regency of the Princess Imperial, the General Assembly passed an act on the 29th of September, 1871, which granted freedom to all children of slave mothers born after that date. As the gradual emancipation of slavery in Brazil originated in this act, and in the interests of a better understanding of its provisions, we give it in full. We shall also give, at some future time, an abstract of all subsequent legislation for the execution of this law.

LAW NO. 2040, OF SEPTEMBER 28, 1871.

Declares the freedom of the children of slave women after the date of this law, the liberation of the slaves of the nation and others, the measures for the raising and care of those minor children, and the annual emancipation of slaves.

The Princess Imperial, Regent, in the name of His Majesty the Emperor, Sr. Dom Pedro II, makes known to all subjects of the empire that the General Assembly has passed and she sanctions the following law:

ARTICLE I.—The children of slave women who shall be born in the empire after the date of this law shall be considered free.

Section 1.—The said children while minors shall remain in the power and under the authority of the masters of their mothers, the said masters being obliged to rear them and care for them until they have completed the age of eight years. The child of the slave woman having arrived at this age the master

of the mother will have the option of receiving an indemnity of 600\$ from the state or of using the services of the minor until he shall have completed the age of twenty-one years. In the first case the government shall receive the minor and treat him in conformity with the present law. The pecuniary indemnity fixed above shall be paid in government bonds bearing interest at six per cent. per annum, which bonds shall become extinct at the end of thirty years. The declaration of the master shall be made within thirty days from the day on which the minor reaches the age of eight years, and if he does not do so within the specified time it will be understood that he chooses to avail himself of the services of the minor.

Sec. 2.—Any minor may be released from the obligation of this service by pecuniary indemnity offered to the owner of his mother by himself or by other parties, his services for the remaining time to be estimated in case there should be no agreement in the amount of the said indemnity.

Sec. 3.—It is also the duty of the master to rear and care for the children of the daughters of his female slaves which may be born during the time they are in his service. Such obligation, however, shall cease as soon as the term of service of the mother shall have expired. In case the mother dies during this period, her children may be placed at the disposition of the government.

Sec. 4.—Should the slave mother obtain her liberty, her children under eight years of age who may be in the power of her master by virtue of § 1 shall be delivered to her, except in case it is preferred to leave them and the master consents to their remaining.

Sec. 5.—In case of the alienation of the slave mother her free children under twelve years of age shall accompany her, her new owner assuming the rights and obligations of his predecessor.

Sec. 6.—The services of the children of slave women shall cease before the expiration of the term marked in § 1 if by decision of the criminal judge it appears that the owners of the mothers maltreat them by inflicting excessive punishments.

Sec. 7.—The rights conferred upon masters in § 1 shall be transferred in cases of necessary succession, it becoming the duty of the child of the slave woman to serve the person to whom the said slave woman belongs by inheritance.

ART. II.—The government may deliver to authorized associations the children of slave women, born after the date of this law, who shall be ceded or abandoned by the master or taken from their control by virtue of Art. I, § 6.

Sec. 1.—The said associations will have a right to the gratuitous services of the minors until they have completed the age of twenty-one years and may hire them out, but will be obliged:

1. To rear and care for the aforesaid minors;
2. To constitute a savings fund (*penção*) for each of them consisting of the quota which may be reserved for this purpose in the respective statutes;
3. To find proper employment for them at the expiration of their terms of service.

Sec. 2.—The associations mentioned in the preceding paragraph shall be subject to the inspection of the judges of orphans in regard to the minors.

Sec. 3.—The disposition of this article is applicable to the foundling hospitals and to the persons to whom the judges of orphans may entrust the education of the said minors, in default of associations or establishments created for such purpose.

Sec. 4.—The government reserves the right to place the aforesaid minors in public establishments, the obligations imposed upon the authorized associations by § 1 being transferred, in such case, to the state.

ART. III.—There shall be annually liberated in each province of the empire as many slaves as correspond to the quota annually disposable from the fund destined for emancipation.

Sec. 1.—The emancipation fund shall be derived:

- 1.—From the tax on slaves;
- 2.—From general taxes on the transmission of slave property;
- 3.—From the product of six annual lotteries, exempt from taxation, and from the tenth part of those conceded hereafter to be drawn in the capital of the empire;
- 4.—From the fines imposed in virtue of this law;
- 5.—From the sums set apart in the general, provincial and municipal budgets;
- 6.—From subscriptions, gifts and legacies for such purpose.

Sec. 2.—The sums set apart in the provincial and municipal budgets, as also the subscriptions, gifts and legacies with local designation, will be applied for emancipation in the provinces, counties (*comarcas*), municipalities and parishes designated.

ART. IV.—The formation of a savings fund (*penção*) can be made by a slave with what falls to him from gifts, legacies and inheritances, and from that which, with the consent of his master, he may obtain from his own labor and economies. The government shall provide regulations for the investment and security of such savings fund.

Sec. 1.—By the death of the slave, one half of the savings fund shall go to the surviving consort, if there be one, and the other half shall be transmitted to the heirs in accordance with civil law. In default of heirs the savings fund shall revert to the emancipation fund, treated in Art. III.

Sec. 2.—A slave who, through the medium of his savings fund, may obtain the means for the

indemnification of his value, has the right to his liberty. If the indemnity is not agreed upon by common accord, it shall be fixed by adjudication. In judicial sales or inventories the price of freedom shall be that appraised.

Sec. 3.—The slave is also permitted, in behalf of his liberty, to contract with a third party for the rendering of future services for a term not to exceed seven years, subject to the consent of his master and the approval of the judge of orphans.

Sec. 4.—A slave who belongs to joint owners and who has been liberated by one of them, shall have a right to his freedom, the other masters being indemnified for that part of his value which belongs to them. This indemnity may be paid by services contracted for a time not exceeding seven years, in conformity with the preceding paragraph.

Sec. 5.—Freedom granted under the condition of services for a specified time will not be annulled by a fault in the fulfillment of the said condition, but the freedman will be compelled to fulfill it through labor in public establishments or by contracts of services to private parties.

Sec. 6.—The emancipations, whether gratuitous or conditional, shall be exempt from all imposts, fees, or expenses.

Sec. 7.—In any case of sale or transmission of slaves, the separation of husband and wife, or of children under 12 years from father or mother, is prohibited under the penalty of nullification.

Sec. 8.—If the division of property among heirs or partners does not permit the keeping together of a family, and no one of them wishes to retain it in his possession by making good the quotas of the other interested parties, the whole family will be sold and the product divided.

Sec. 9.—That part of Ord. Lih. 4, title 63, which revokes liberty for ingratitude, is hereby repealed.

ART. V.—The emancipation societies now organized and which may hereafter be organized, shall be subject to the inspection of the judges of orphans.

Sec. 1.—The said societies will be entitled to the services of the slaves they liberate for the indemnification of their purchase money.

ART. VI.—The following are declared free:

Sec. 1.—The slaves belonging to the nation, the government giving them the occupation it judges convenient.

Sec. 2.—The slaves given in usufruct to the crown.

Sec. 3.—The slaves of intestate estates.

Sec. 4.—The slaves abandoned by their masters. If they are abandoned as invalids the masters shall be obliged to maintain them, except in case of poverty, their maintenance being levied by the judge of orphans.

Sec. 5.—In general, the slaves liberated in virtue of this law will be under the inspection of the government for five years. They are obliged to contract, if they are living in illness, to work in public establishments. This obligatory labor, however, shall cease as soon as the person exhibits a contract for service.

ART. VII.—In trials in behalf of liberty:

Sec. 1.—The process will be summary.

Sec. 2.—There shall be *ex-officio* appeals where the decisions are against liberty.

ART. VIII.—The government shall execute a special matriculation of all the slaves in the empire, with a statement of the name, sex, condition, aptitude for labor, and lineage of each one if it shall be known.

Sec. 1.—The time when the matriculation will begin and close shall be announced with the greatest possible antecedence by means of repeated notices, in which shall be inserted the disposition of the following section:

Sec. 2.—The slaves who, by the fault or omission of the parties interested, are not reported for matriculation within one year after its closing, shall be by this fact considered free.

Sec. 4.—For the matriculation of each slave the master shall pay one single fee of 500\$ rees if he does within the specified time, and of \$5000 if it exceeds that time. The product of this fee shall be devoted to the expenses of matriculation, and the excess to the emancipation fund.

Sec. 5.—The children of slave women who are freed by this law, shall also be matriculated in a separate book. The masters omitting this through negligence will incur a fine of 100\$ to 200\$ repeated as many times as the individuals are omitted, and, through fraud, the penalties of Art. 179, of the criminal code.

Sec. 6.—The parish priests shall be obliged to keep special books for the registry of the births and deaths of the children of slave women after the date of this law. Each omission will subject the parish priests to a fine of 100\$.

ART. IX.—In carrying out these regulations the government may impose fines up to 100\$ and simple imprisonment up to one month.

ART. X.—All dispositions to the contrary are hereby revoked.

(Signed) PRINCESS IMPERIAL REGENT.

The Canadian revenue receipts for the first nine months of the present fiscal year were \$16,167,563 as compared with \$18,277,855 for the corresponding nine months of last year—a decrease of \$2,110,292.

The customs receipts fell off for the nine months of the present fiscal year about \$218,000. These figures make a bad showing for the working of the new protective tariff in the Dominion.

## THE MINISTRY AND THE BOTANICAL GARDEN RAILROAD COMPANY.

Senate Proceedings July 16th, 1880.

*Banque de Macdo* (Minister of Agriculture)—Mr. President: The illustrious senator asked if the government sustains the official note of March 1st directed to the Botanical Garden Railroad Co. Gentlemen, in the decisions given by the government we cannot but attend to the nature of the subject to which these decisions refer. It is my opinion that in the question of a contract between the government and the reclaiming party, the decision of the government, if accepted by the other party, involves an acquired right; it implies a modification of the contract and the acceptance by both parties of this decision, and, therefore, the government cannot revoke it without the accord of the other party. The note in question is not an ordinary one; it is a simple decision; the government intervened in the matter as a contracting party.

*Senador Junqueira*.—You are mistaken.

*Banque de Macdo*.—The interpretation of a contract is in question, the party claims one interpretation and the government conforms to it; it is accepted by both parties and therefore the contract becomes modified. I am not an authority but it seems to me that this is the true doctrine. I do not believe that on the hypothesis there being so to speak, a renewal of the contract, at least in this point, the government can revoke its decision without the accord of the other party. I think not because this interpretation becomes a part of the contract.

*Senador Cruz Machado*.—Not if it is the injured party?

*Banque de Macdo*.—There are other means. The law provides for such cases.

*Senador Silveira da Mota*.—Contracts are not made by official notes.

*Banque de Macdo*.—This seems to me the true doctrine. The government makes a contract with a company, an explanation of a clause of this contract is asked. The government and the company having arrived at an accord, the company to this day has not left. Can the government thereupon, without itself alone revoke this interpretation without the accord of the other party? I think not because this interpretation becomes a part of the contract.

*Senador Silveira da Mota*.—This is not properly that sort.

*Banque de Macdo*.—In the article of the *Diário Oficial* referred to by the illustrious senator from Bahia, the expression *anomalous* is employed in regard to the fact of a decree of the government having been modified by the statutes of a company. The expression *anomalous* is good Portuguese, is well known and does not signify anything to these gentlemen. I ask the government thereupon, without itself alone revoke this interpretation without the accord of the other party? I think not because this interpretation becomes a part of the contract.

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THE RIO NEWS

PUBLISHED TRIMONTHLY

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All subscriptions must run with the calendar year. Back numbers supplied at this office from April, 1879. Subscriptions and advertisements received at the EDITORIAL ROOMS:—8 Rua São Pedro. Agents for the United States:—C. McCulloch Beecher & Co. 41 Wall Street, New York

RIO DE JANEIRO, AUGUST 15TH, 1880.

The policy of continuing the concession of subsidies to private enterprises is one which should receive the thoughtful attention of every Brazilian legislator. Stripped of all the sentimental considerations which have thus far furnished the excuse for such concessions, it should not be difficult to determine whether the anticipated benefits have yet been realized, whether it is possible to realize them by further grants of money, whether the imperial treasury is prepared to meet these large and increasing expenditures, and whether the same results could not be attained by other and less expensive means. In such an inquiry there can be no breach of faith with those enterprises to whom the government has already pledged itself, for in all such cases the only wise policy is to conform strictly to the requirements of every agreement unless by mutual consent some modification can be made which will lighten the burdens now pressing upon the treasury. If such an inquiry shall be thoroughly made we are confident that the results will show the present policy to be not only expensive but comparatively unnecessary and fruitless. In the budget estimates now before the legislature the two items of steamship subsidies and guaranteed interest to various railways foot up to over 5,000,000\$. Add to this the interest guaranteed to various private enterprises, such as mills, factories, etc., the large expenditure of public money on certain government railways, the subsidies granted in aid of colonization, and the sum total reaches a proportion which is clearly and largely beyond the present resources of the country. Add still further the many subsidies and interest guarantees granted by the provincial governments throughout the empire and, at a rough estimate, the grand total of public aid to private enterprise will be not less than 15,000,000\$ per annum. That means an annual tax upon the people, in a large measure upon the productive industries of the country, of fifteen thousand contos. It is simply robbing Peter to pay Paul. And yet, the minister of agriculture announces that the government is ready to pay a reasonable kilometrical subvention on an enormously expensive railway to Mato Grosso, whose only use at present is the conveyance of troops in case of war. In view of the necessities of the treasury it is full time that the wisdom of continuing this policy should be taken into consideration. In this sense the words of Deputy Joaquim Nabuco, in his speech of the 10th inst., have in them the true ring, and bespeak the policy which must sooner or later be adopted. In discussing the department of agriculture budget he said: "I am opposed to this policy of developing the material progress of the country at the cost of the public treasury. I am opposed to the idea that in countries where the initiative is delayed the state has to perform the part of a great initiator of public development. I am opposed to the concession of public aid for many reasons, but principally for one, because this industry which lives at the cost of the treasury, this industry whose centre of gravitation is in the department of agriculture, this industry which has opened up every avenue which immorality can invent for securing access to ministers of state and obtaining contracts, is not an indication of the development of a country; it is the sign of decadence, or national auction, or public liquidation. I am and it is impossible for me not to be of that policy for the material development of the country, but of the development secured by one course only: through the

work of the legislator, destroying all the obstacles, which are not natural, to the incorporation of associations, to the expansion of capital, to confidence in the public credit. But the policy of subventions, of subsidies, of guarantees of interest, of roads built through wildernesses, enterprises on which intelligent capital does not venture, these are a real opening up not of the service of transportation, but of the service of interest on the public debt."

IN THE course of his eloquent speech on the budget of the department of agriculture, on the 10th instant, Deputy Joaquim Nabuco took occasion to place himself squarely and frankly against the policy of granting subsidies to private enterprises. Commendable as this position certainly is, and just as are his reflections on the policy of Brazil in subsidizing foreign steamship lines, his failure to discuss one important question in this connection is a matter for sincere regret. Admitting his position that it is not for Brazil to subsidize a line of steamers between Brazil and the United States, especially when all needed service is and has been performed without such subsidy, and when the line in question has thus far not been able to secure a similar subsidy from the American Congress, there still remains one important point whose consideration he has clearly and unmistakably avoided. That point is the breach of contract in the case of the American line and the manifest purpose of the government to avoid the fulfillment of its formal engagements. This point surely can not have escaped Deputy Nabuco's attention, and in such case his failure to denounce an act of bad faith—for we feel certain that he would have taken no other course—is a matter not only for regret, but for severe criticism. We are convinced that Deputy Nabuco does not underrate in the least the binding force of contracts and the obligations resting upon nations as well as individuals to maintain them in full force and vigor until every condition shall be complied with. He will admit that a contract is a voluntary and mutual agreement between two parties, in which they stand on equal terms as contracting parties no matter what may be their relations or station outside. A government is just as firmly bound to fulfill its part of a contract as is the private citizen upon whom its laws may be administered to compel such observance. In such case, how is it possible to overlook this deliberate breach of contract on the part of the Brazilian government? Whether the subsidy was wisely granted or not, the plain facts remain that a certain contract was drawn up and signed in which it was stipulated that no alterations should be made by one party without the consent of the other, that a tax was levied and collected on the total amount of the subsidy for the whole ten years' duration of the contract, that one million of dollars was invested on the strength of its promises, that the service stipulated was performed over a year according to its conditions and without any notification of dissatisfaction on either side, and that the first year's subsidy was voted and paid according to its conditions. The stipulation that the contract should be subject to the ratification of the General Assembly could therefore be nothing more than a formal confirmation, as it had always been before this time, of a completed and accomplished agreement. Every act both of the government and the legislature up to the time of the Maranhão amendment, was a reiterated confirmation of the contract, every provision of which the government is in honor bound to observe. Had the American company been required to await the decision of the General Assembly before entering upon the stipulated service, the case would be quite different and no loss would have resulted; but it was required, on the contrary, to enter upon the service within a period of six months, and to do this it was compelled into a large permanent investment. With the policy of requiring legislative sanction to such contracts we are in entire accord, and were it not that a foreign company had been deliberately led into a large investment of capital and into a performance of a stipulated service before such confirmation could be secured, we should have nothing to say. In justice no contract should go into effect until such a ratification is

made, but in this case the contract went into effect at once, one of the parties being required to accomplish his part within six months and the other voluntarily performing his after the lapse of a year by paying the subsidy. In equity the contract was not only sanctioned, but was effectively ratified. The subsequent inclusion of an objectionable, if not impossible condition, and the suspension of the subsidy are therefore gross breaches of the contract, and acts of bad faith. As these points are important factors in the case, their omission in discussion is wholly inadmissible, and for this Deputy Joaquim Nabuco must be held responsible.

LEGISLATIVE NOTES

The attention of the Senate has been employed mainly since our last issue in discussing private bills and unimportant questions. The large number of private bills constantly before the house makes it impossible to give much attention to weightier matters. The election disputes have been up several times but without solution. The Chamber bill granting an extraordinary credit of 6,880,819\$379 to the department of agriculture passed its 3rd reading on the 3rd inst., with several amendments and was returned to that house. The bill authorizing the sale of six kilometers of unsettled land each side of the "Philadelphina e Caravelas" railway, Minas, to that company was passed on the 4th. The bills fixing the land forces and providing for the police of the Rio S. Francisco are now in 3rd reading.

In discussing the budget of the department of agriculture on the 3rd inst., Minister Barque de Macedo announced that it was the purpose of the government to create loan banks for the aid of agriculture at the first opportunity offered. The aid now granted to central factories will be continued. The government will aid colonization only within the budget appropriations, but will encourage it by using its influence for the adoption of civil marriage, eligibility of non-catholics, and general naturalization. The government approves the measures now taking on the Chinese question, but will concede no privilege for the importation of coolies, nor import them on its own account. As to emancipation the government does not intend either to fix a time nor indemnity. It desires to see the traffic extinct but can promote it only by indirect means—the savings fund, manumissions, etc. As to railway aids the government will enter into no new obligations beyond the sum total of 100,000,000\$ fixed by the law of Sept. 4, 1873, of which some 15 or 16,000,000\$ still remain unapplied. The government is about to proceed to a revision of the Dom Pedro II railway tariffs on a liberal basis but can not reduce them to the prejudice of the treasury.

The record of the Chamber of Deputies since our last has shown more work and better work than the upper house. Deputy José Mariano of Pernambuco, has been constantly employed in quarreling with the government and has succeeded in creating several scenes which reflect no credit on the Chamber. The budget for the department of agriculture has been constantly before the house and has occasioned several interesting debates, notably that of Minister Barque de Macedo on the 3rd and 11th, and of Deputy Joaquim Nabuco on the 10th. The latter made an eloquent plea against the present policy of granting subventions and in favor of the emancipation of slavery. The authorization to grant a subsidy to the Canadian steamship line, should the minister find it advantageous, was included in the bill on the 6th. The American contract is to be discussed separately. The minister announced on the 11th that the government would not sell the Dom Pedro II railway. The bill passed its 3rd reading on the 12th. In its discussion on the 7th, Deputy Pompeu stated that the indebtedness of agricultural estates in the empire exceeded 300,000,000\$. The navy budget passed its 3rd reading on the 11th, the appropriations being reduced from 10,086,496\$726 to 10,066,116\$729. The war budget is in 3rd reading.

On the 10th the minister of agriculture asked for a supplementary credit of 90,000\$ as a subvention for the Amazon steam navigation company for navigating the Madeira, Parais and Rio Negro during 1880-81. The minister of finance also asked for supplementary and extraordinary credits on the 11th to the amount of 3,360,549\$966, of which 2,812,981\$011 was to be applied to the interest and redemption charges on the internal debt. The finance budget was amended in 2nd reading on the 11th, the interest and redemption charges on the external debt being reduced from 14,374,088\$ to 12,429,307\$ and the cost of exchange from 3,929,961\$815 to 3,829,961\$815. Bill 54 A, granting exemption to building materials for the projected American exhibition edifice, was rejected in 3rd reading on the 10th. A bill granting an annual subsidy of 4,000\$ to José Lino de Almeida Fleming to enable him to study music in Milan passed its 1st reading on the 11th.

LOCAL NOTES

Ricordi, the publisher of the operas of Carlos Gomes, has been made an official of the order of the Rose. It is reported that the Emperor will make an excursion into the province of Minas Geraes some time during next month. Baron Robert Heath, president of the "Santos a Jundiá" railway, São Paulo, has been decorated with the order of the Rose. Paymaster Albert W. Bacon, U. S. N., sailed for Europe in the Guadiana on the 9th inst. Paymaster Daniel F. Wight succeeds Mr. Bacon as United States naval storekeeper at this port.

—Decree 7,784, of the 3rd inst., grants a privilege to José Maria Ferreira Franco for the manufacture and sale of a sewing machine motor. —Diogenes is said to have discovered the great inventor of sulphureted carbon, Guilherme Schuch de Capaneira, and has extinguished his candle in despair. —Decree 7,770, of July 20, grants a privilege to Henry Delforge for the manufacture and sale of a moveable axle designed to avoid the friction encountered on tramway curves. —A committee of the law faculty of this city left for S. Paulo on the 10th to take part in the reception festivities of the composer Carlos Gomes. Even the Solons have lost their heads! —The professors of the polytechnic school are still making affirmative responses to the invitation of the minister of agriculture to prepare a vocabulary of technical engineering terms. A few still remain to be heard from, after which the work will be seriously considered. —It is the opinion of Deputy Candido de Oliveira that Counselor Capaneira is entitled to an exclusive privilege for the manufacture of sulphureted carbon, because 'he is the inventor of the manufacture in Brazil.' That opens up a very fertile field for invention. —The minister of agriculture visited the Dom Pedro II railway station on the 10th inst, at which time he recommended the adoption of some measures for the improvement of the freight carrying service. He directed, also, that the coffee sweepings should be no longer stored to the account of the road. —By a circular of the 21st ult. the minister of finance instructs that no violated stamps shall be sold in any agency throughout the empire, as they can neither be used nor admitted in the payment of imposts. The surprising part of this circular is that it should have been found necessary to issue such instructions. —On and after to-day, the 15th, the postal department of this city will issue postal orders on the postoffices of Pernambuco, Alagoas, Bahia, Espírito Santo, Minas Geraes, S. Paulo, Paraná, Santa Catharina and Rio Grande do Sul. The maximum is 300\$. The remaining provinces will be included on the 1st of September. —The committee in charge of the project for placing the Sailors' Mission of this port on a permanent basis are meeting with very gratifying success—a large sum having already been subscribed. In July, Mr. Curran visited 75 vessels in port besides making regular visits to the hospitals and boarding houses. He reports that much interest is felt in his work both among merchants and in the shipping. —The efficiency of the police force of this city is amply illustrated by the fact that a Frenchman named Jean Denny was captured by a band of armed highwaymen on the morning of the 7th inst. and carried to the Papa-Couve hill, suburb of Catumbury, where he was robbed of 1,000\$ and left with two dangerous wounds from a dagger. The robbers escaped without detection. Denny's state is considered serious. —The minister of marine has directed the Barão de Teffé to examine the Rio Macacé and other streams discharging into this bay for the purpose of finding a fresh-water anchorage for the navy, especially the ironclads. The selection of the Barão de Teffé for this work is singularly happy, as there is not an engineer in Brazil who can find deep water better than he. His work in this line now covers the ports of Santos, Antonia, Cape Rio and Maranhão, to which we shall soon add that of the Rio Macacé. —The residents in Russ Marquês de Olinda and Baniânia are petitioning to have a branch of the Botanical Garden tramway laid in those streets. The service would certainly be of great advantage to the petitioners, but how can the company be expected to go to the expense of meeting their wishes when senators, deputies and aldermen are all clamoring for the cessation of its privilege? If the city is to confiscate the line to-morrow the company will hardly wish to increase the amount of its invested property to-day. —The government savings bank report for July is as follows: Balance June 30 9,821,605\$772 Amount of deposits (7,917) in July 332,225\$000 10,153,830\$772 Amount of deposits (1,821) withdrawn in July 448,734\$743 Balance, July 31 9,705,096\$029 Diminution of deposits in July 116,507\$743 As there is no indication of a loss of popular confidence in the institution, this shrinkage of deposits means that the people are now consuming their savings. It is a very large "straw" in the economic career of any nation. —As will be seen by the announcement in another column the British Amateurs propose to hold another trial of skill and strength on the 7th proximo. The success of the last meeting has induced them to give this second one—the first time that two meetings have ever been held in the same year. This is a matter for sincere congratulation, not only for the opportunity it gives for a day's entertainment, but for the increased interest in physical culture which it evinces. We are informed that a "ladies prize with the list of signatures" will be given to the winner of the half mile race or steeple chase. The married men's race will not be limited as to age and the children's race will not be confined to boys. The success of two Brazilians at the last meeting will probably lead to renewed efforts on their part to carry off some of the honors again. We trust that our São Paulo friends will make a note of the contest and send in their names at once. The more, the merrier, and the Rio amateurs will not feel at all envious to see some of the silverware going up country on the morning of the 8th.

—The minister of agriculture has ordered the use of large scales for coffee weighing at the Dom Pedro II station. —It is said that Counselor Capaneira has actually had a conference with the director of the postoffice about a telegraph station in the postoffice. —The transport Adelaide left this port for Parangá on the 12th inst., to locate and mark a rock in that bay which is not noted in the Barão de Teffé's chart. —The provincial assembly of Piahy has suppressed the subvention granted to the Pernambuco navigation company for extending its service north to the port of Anararaja. —Counselor Simião and Dr. Passos have been made honorary members of the Jockey Club. These gentlemen, when government officials, caused an imperial premium to be paid at the Club's races. —Romantic mothers will find the following name peculiarly adapted to favorite sons. It is the name of a *juis municipal*, and when spelled out in *extenso* reads "Lindalpo Chelidonio Calafane da Assumpção Santiago." —A trial of a new model street car took place on the S. Christovão tramway on the 8th inst. The inventor is Mr. Morris N. Kuhn. The car contains two longitudinal seats facing outwards in the centre of the car, is open at the sides, and the light is composed of two bull's eyes placed at an angle midway at each end. —Assembly bill No. 54 A, granting exemption from duties to the building materials for the projected American exhibition edifice, was rejected in 3rd reading on the 10th inst. This will be disagreeable news to Mr. Kip Hopper, as he has repeatedly informed his friends that the concession has already been granted. —A Brazilian river packet, the Rio Ana, was boarded by some Argentine officials at La Paz on the Paraná river, about the middle of last month, and three Corrientes deputies were removed by force. The deputies were charged with disaffection toward the national government and were on their way home from Buenos Ayres. La Paz is in Argentine territory. The captain of the Rio Ana, who it seems is also an official of the imperial navy, protested against the act, and afterwards sent a formal statement of the affair to the Brazilian minister at Buenos Ayres. —The *Cruciro* says that the marine "corporation" has an idea about the creation of a military port at Ilha Grande, similar to those of Toulon, Cherbourg and Plymouth. The idea is certainly a grand one, but what is to be done with it? and how is it to be created? The *Cruciro* speaks of its advantages, of the building of a new city on modern, hygienic plans, and the fortification of an important point of the coast—but where's the money to come from? and what use has Brazil for such a costly military station? We would suggest to our colleague that a wet towel is very good for such attacks.

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COMMERCIAL

August 14th, 1880. Par value of the Brazilian mil reis (1000), gold 27 d. do do do do do in U. S. 54 cents. do \$1.00 (U. S. coin) in Brazilian gold 189 3/4 do £1. sig. in Brazilian gold 888 3/4 Bank rate of exchange on London to-day 23 1/2 d. Present value of the Brazilian mil reis (1000), gold 269 1/2 do do do do do in U. S. 54 cents. Value of £1.00 (10/16 per cent. in Brazilian currency paper) 28 3/4 Value of £1 sterling 28 3/4

MOVEMENT OF THE STOCK MARKET FROM AUGUST 1st TO AUG. 14th INCLUSIVE.

Table with columns: Shares, Company, Price. Lists various stocks and their prices, including Banco do Brazil, Banco Nacional, and various foreign and local securities.

Aug. 5.—No alteration in rates. Market dull and inactive. Six per cents 1.068 and 1.038; loan of 1868, 1.148.

Aug. 6.—No change in the market. Transactions light. Aug. 7.—Market unchanged and inactive. Navegacion Braz. shea shares 18 1/2.

Aug. 9.—The Banco do Brazil and Banco Commercial elevated their rates today to 2 1/4. On London, 49 1/8, on Paris, and 50 1/8, on Hamburg. The two English banks had not issue schedules. Business very restricted. Loan of 1868, 1.148.

Aug. 10.—Market unchanged from yesterday's quotations, but somewhat weaker. Six per cents, 1.068 and 1.038. Banco Nacional shares 17 1/2; Banco Industrial 21 1/2. Sovereigns 10 1/2.

Aug. 11.—The two English banks today adopted the schedule of 2 1/4. On London, 49 1/8, on Paris, and 50 1/8, on Hamburg. There was very little business done. Sovereigns 10 1/2.

Aug. 12.—No change in bank rates on London, but the rates on Paris and Hamburg were somewhat weaker—the quotations being 49 to 41 1/4 on Paris and 50 1/2 to 50 1/8 on Hamburg. Mercantile rates 2 1/4. On London, 49 1/8, on Paris and 50 1/2 to 50 1/8 on Hamburg. Six per cents 1.068, sovereigns 10 1/2.

Table with columns: DESTINATION, 1880, 1879, 1878. Rows include UNITED STATES, EUROPE, and ELSEWHERE.

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Receipts have continued increasing and the daily average since the 1st instant is now 12,300 bags.

SHIPPING NEWS.

ARRIVALS OF FOREIGN VESSELS.

PHILADELPHIA—Gr. bk. Ernst Ludwig Hoff; 470 tons. Esping: 57 ds salt and pig to McMillan Beecher & Co.

PARANAGU—Dan brig Harriet; 175 tons. Lindner; 17 ds salt to J. Domingos Santos.

PARANAGU—Br. ship Ganche; 337 tons. Brown; 10 ds ballast to order.

PARANAGU—Am ship John Watt; 1,166 tons. Sweetser; 57 ds coal and bricks to order.

PARANAGU—Gr. bk. Henry Hancock; 460 tons. McQueen; 55 ds sundries to A. Moss & Co.

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BANKS AND PUBLIC COMPANIES.

Large table with columns: NAME, CAPITAL, SHARES, DIVIDEND, etc. Lists various banks and public companies.

PROVINCIAL NOTES.

The city council of S. Paulo has changed the name of Rua da Constituiçao to that of Carlos Gomes.

The Provincia of São Paulo, of the 4th inst., contains a full page map of the postal routes of that province.

The June custom house receipts at Pernambuco were 798,714\$873 against 557,335\$014 in the same month of 1879.

The provincial president of Rio Grande do Sul, successfully contracted a loan of 100,000\$ for six months about the middle of last month.

The engineer in charge of the locomotive on the Paulo Afonso railway at the time of the late disaster was at once placed under arrest by the engineer-in-chief of the road.

According to the Monitor Fideles, of S. Paulo, the jail of that place now contains 35 prisoners, 11 of whom are charged with homicide and 2 with the infliction of serious wounds.

Late mail advices from Fernando de Noronha report great heat there since the 1st ult. The legume crops had all been destroyed by the caterpillars, but the maize and mandioc crops were in good condition and promised an abundant harvest.

The Pato, of Maranhão, complains of the Santa Anna light at that port. The Spanish brig Pato which was trying to enter that port was placed in great peril on the 27th of June because the light was not in operation, though it had been seen the night previous.

The juiz de direito of the comarca of Santo Antônio, Pernambuco has issued a writ for the arrest of Dr. Nicoláo Rodrigues da Cunha Lima, the juiz municipal who took so prominent a part in the Victoria election fight. Dr. Nicoláo, however, has drawn his money and is now safely out of the country.

The Diario de Notícias, of Bahia, of the 5th inst. says: "We know, through a private letter, that the electoral law will not be passed this year; the Senate will present the customary report and will vote the budget." The retention of the bill in committee certainly gives reason for the correctness of this statement.

The Diario de Santos of the 4th inst. complains of the wretched state of the police at Santos. It states that no protection has been afforded to the cargo of the British bark Halwood which had been landed on the beach, it having been destroyed and stolen to a shameful extent.

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The July receipts of the Carangola railway were 20,975\$120.

The June receipts of the Cantagallo railway were 76,834\$980, as against 80,457\$372 for the same month of 1879. The number of passengers carried was 3,141½.

The station of Belém on the Carangola railway, 106 kilometers from Campos, was inaugurated on the 4th inst. The total extension of that railway is now 128 kilometers.

The Locomotora, a small journal published at Pirauaras, says that in the late disaster on the Paulo Afonso railway, 12 persons were killed, 2 gravely wounded and 5 lightly wounded.

The construction of the projected railway to Matto Grosso is again agitating. The cost of a narrow-gauge extension of the "Paulista" road from Araraquara to the Paraná river (532 kilometers) is estimated at 10,640,000\$.

The provincial government of Rio de Janeiro recently received a proposal from an English house for the sale of the Cantagallo railway and Rio Bonito branch. The proposal was rejected as the offer was below the first cost of the two roads.

The Feira de Sant'Anna branch of the Bahia Central railway makes the following return for the month of June: passengers carried 2,637, of which 678 were first-class and 1,959 second-class; gross receipts 12,408\$230, expenditures 11,922\$650.

The July receipts of the "Macalé de Campos" railway were 93,266\$309. The number of passengers carried was 2,274, of which 623 were first-class and 1,651 second-class. The freight traffic included 1,580.7 tons of coffee and 1,147.2 tons of sugar.

The June receipts of the Dom Pedro II railway were 744,116\$243 against 719,000\$649 for the same month of 1879. The number of passengers carried was 217,740 of which 61,363½ were first-class and 156,376½ second-class. The freight traffic included 4,884.3 tons of coffee.

In reply to an inquiry about the proposed railway to Matto Grosso Minister Buarque de Macedo recently stated that "if it had the means, the government would spare no sacrifice for the construction of that road. In the meantime, if a company should appear and wish to construct the railway to Matto Grosso the government would not hesitate to give a reasonable kilometrical subvention."

A company is said to be nearly organized for the construction and operation of the proposed "Alto Muriaé" railway, Minas Geraes. The line is to start from Recife on the Leopoldina line, and run through the valley of the upper Muriaé river. The concession is held by Dr. Custodio Cruz. The province of Minas has granted a subsidy of 9,000\$ a kilometer to it, and a privileged zone of 60 kilometers. The privilege is for 50 years.

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