

# The Anglo-Brazilian Times

POLITICAL, LITERARY, AND COMMERCIAL

EDITORS AND PROPRIETORS, WILLIAM SCULLY AND JAMES SCOBELL

## COMMERCIAL BANK OF RIO DE JANEIRO

Capital subscribed.....	Rs.	5,632:000\$000
Paid up.....	"	4,000:000\$000
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Reserve fund.....	Rs.	543:294\$516
Net profits not divided.....	"	849:531\$013
	Rs.	1,392:825\$529

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 The London & County Bank..... London  
 The Bank of Portugal, payable in Lisbon and in London..... Lisbon  
 The Branch Bank of Portugal, payable in Oporto and in London..... Oporto  
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77 RUA PRIMEIRO DE MARÇO 77

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 Capital paid up . . . . . £. 450,000 »  
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The Steam Packet

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expected from EUROPE about the end of this month, will sail for the RIVER PLATE after the necessary stay at this port.

The Steam Packet

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will sail for SOUTHAMPTON and ANTWERP, calling at BAHIA, PERNAMBUCO, St. VINCENT, LISBON and VIGO, and taking passengers at through rates for Havre, Cherbourg and Paris, December 9th, at 10 A. M.

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RUA DO VISCONDE DE INHAUMA NO. 20

### Imperial visit to the Water Works

On the 14th inst. the Gabrielli Works were honored with a visit by H. M. the Emperor, accompanied by his Chamberlain, Conde de Iguassú, Conselheiro Sinimbu, President of the Council of Ministers, and Dr. Jardim, Inspector of Public Works, who were received at the Quinta do Cajú by Dr. H. Bicalho, the Engineer-in-Chief, and took places in a special car of the tramway serving for the laying of the mains. In another car went Dr. Monteiro de Barros, 1st Assistant of the Inspector, Dr. Tiburcio de Magalhães, Government Engineer, Dr. Vieira, doctor to the Works, Sr. Ribeiro Chaves, manager of the telephonic line, and various other engineers and persons of distinction.

The train left Rio at 7 a. m. and made an excellent trip, the line being in perfect order despite the preceding days' rain.

At 10 the train arrived at the 3d kilometer of the mains, where the first connection of their two lines takes place, and where it was at first intended to effect a junction of the waters of the S. Pedro with those of the Ouro and S. Antonio, an intention now abandoned in consequence of the exaggerated price demanded by the owners of the S. Pedro's lands and of its waters not being required.

There H. M. the Emperor alighted, together with the President of the Council and all the rest of the party, to examine the special parts of the connection and their mode of operating. Dr. Jordão, and his Assistants, Engineers Simonet and Henninger, who have charge of the laying, worked the junction and discharge valves, showing that the mains were being filled to be tested that day.

Two kilometers farther on a sumptuous breakfast was served to H. M. the Emperor and the party and at a little after 11 the train arrived at the terminus of the Rio do Ouro tramway.

Alighting, all the party passed along the works in progress, His Majesty and the President of the Council making a minute examination of the Rio S. Antonio tunnel, then completely perforated and in process of lining, the Rio do Ouro dam, the junction tank of the two rivers, the aqueduct and viaduct, the already finished sand tank, and the great reservoir, with two compartments, which is nearly completed.

Dr. Jardim and Engineer Bicalho gave His Majesty and the President of the Council full information upon the works, which are now in a satisfactory state of progress and execution.

At noon the train returned to the 7th kilometer of the mains, the lower end of the section which was to be tested. At the request of the President of the Council the stopcock was put in action, and, on opening an inch cock replacing one of the airholes, the escaping water, which was then with a head of 90 metres, shot up in a jet fully 80 feet high and losing itself in spray.

This first regular test of the mains proved excellent, not the least accident occurring and no imperfection showing itself in the work; for the first time in any of the kind, even of less importance, constructed as yet in the Empire, and demonstrating, aside from the zealous government inspection, that no work has been more scrupulously executed here either by contract or administration.

At the 14th kilometer of the mains H. M. the Emperor and the President of the Council alighted again from the train, to observe the work of lowering the great pipes into the trench and the calking of their joints.

At 3, 30 p. m. the returning train reached the Quinta, where Mr. Gabrielli's financial agent and Dr. F. Bicalho, the 1st Engineer, were in waiting, and His Majesty retired, satisfied with the state in which he found the works.

Conselheiro Sinimbu remained and, accompanied by Dr. Jardim and Engineer Bicalho, went through the deposit of pipes in the Quinta and witnessed the recoaltarization and testing of pipes. On withdrawing, H. Ex. the President of the Council declared to Mr. Gabrielli's representative that he was highly pleased with the progress made in the work and the manner in which it was being executed.

We understand that the Engineer-in-Chief, Dr.

H. Bicalho, promised the President of the Council that on the 2d of December 1879 the great mains should be completed and the waters of the Ouro and S. Antonio be in one of the compartments of the great Pedregulho reservoir, ready to enter at once into the City Supply. And, although this engagement to anticipate the contract by more than a year may appear bold, its realization may be expected from the proved energy of Dr. Bicalho and from the zeal and activity of the Engineers of the Works, who form undeniably one of the most brilliant Engineering Staffs within the Empire.

### Rio Thespians

We are glad to announce that this excellent Amateur Dramatic Corps will give another of its popular Entertainments, at the Gymnasio Theatre, on Monday evening the 25th inst. The Performance is to commence with the well known and amusing Comedietta in one act, by John Maddison Morton, entitled « A Regular Fix », to be followed by the Operetta in one Act, by H. B. Farnie and Offenbach, entitled « The Blind Beggars, » and concluded with the laughable farce, by John Oxenford, entitled « Retained for the Defence. »

As we thoroughly enjoy a hearty laugh we intend to go and we recommend all our friends to do the same.

The proceeds of the Performance are to be devoted to the British Benevolent Fund, an additional reason for supporting the efforts of the talented Rio Thespians.

### The British Benevolent Fund

The last Annual Report of the British Benevolent Society showed that the subscriptions received during the year 1877—8 amounted to Rs. 5:760\$, and the donations during the same period reached the large and exceptional sum of Rs. 4:137\$540, including Rs. 1:000\$ received anonymously through W. Scully, Rs. 1:000\$ as a legacy from the late W. Whittle, and Rs. 1:592\$500 from the Amateur Theatrical Entertainment in November last. Besides gratuities, passages, etc., the Society is now paying pensions at the rate of Rs. 6:825\$000 per annum.

### The Reform of Credit

« PARTURIENT MONTES NASCETUR RIDICULUS MUS. »

The great credit reform movement which we reported upon in two of our last numbers seems to have come to an untimely end. Public and private meetings, reports and speeches, discussions and articles in the public press, all have come to nothing; the present abominable system is to be maintained in the drygoods market.

Did we not know too well the Rio market and the Rio merchants, we might feel surprised at the tremendous fiasco which those «innocents» are now suffering who thought themselves gifted with herculean strength, able to clean the stable of Augeas.

Commercial matters in Rio are in most cases not ruled by common sense; it may be taken for granted that generally the absurdest result will overthrow the soundest calculation.

Selling goods, which have been bought in Europe cash down, and which have been burdened, on their arrival in Rio, with a preposterous amount of duties, against «cash» payable only after a lapse of 5, 6, 8 or more months, and this without the slightest acknowledgment on the side of the purchaser; or against a «signed account,» nominally fixing a term of 12 months for payment, but virtually granting an unlimited term, a document which in many instances does not even permit financial operations, is a system so glaringly insane, and more so in view of the present unsatisfactory economical position of this country, that there cannot exist any person, calling himself a merchant, who does not feel and see the whole recklessness of such a state of things. There may, as is only natural, appear a few who, from want of principle or moral courage, do not dare to confess their conviction and who will persist in remaining blind against the broad daylight, even at the expense of good faith.

Had the «innocent» promoters of the reform, practical men as they ought to be, reflected for one moment on the elements they were to deal with, they would assuredly have abstained from trying to fill the barrel of the Danaids and they would not have lost their precious time.

It is true they may plead that it was only reasonable to believe that the heavy losses lately sustained by importers would have rendered a reform acceptable; but at any rate they ought to have well remembered the former fiascos and the many cases in which utter want of principle and good faith wrecked even the soundest attempts.

Even the first step they took, in order to ascertain the disposition of their colleagues, might have shown them that they were building on sand. The simple and uncompromising declaration that the prevailing system was a bad one did not meet universal approbation; many signatures were obtained with great difficulty, and in some cases flat refusals were offered under the most cynical pretexts.

Truth does not easily gain the victory when it has to conquer fear, indifference, jealousy, egotism, inconstancy and, last but not least, ignorance.

We do not doubt that the first document submitted to importers, declaring the worthlessness of the present system, was signed by the majority in perfect good faith; others, however, signed it on account of its uncompromising character, firmly resolved, at the same time, to desert at the first opportunity, and fully convinced that the movement would come to nothing and that their signing would thus have no effect.

We are informed that the promoters worked hard to save the sinking ship containing their hopes and plans, that a great many good wishes were gradually given up and thrown overboard, and that at last only a shadow remained of what in the beginning was deemed reasonable and acceptable. We hear, moreover, that even this shadow was at last rejected and that the reform movement has foundered definitely.

One of the great cries against reform was that *everybody should govern his own house* and that *conventions were unnecessary*. It is evident, however, that in many cases this cry was meant only to hide very different motives: want of character, on one side, and barefaced egotism, on the other, were hidden under the mask of a high-sounding principle. Besides this, the cry forms a direct denial of that great moving power which has developed so rapidly the wealth of the present generation—the tendency to association. This cry, denying general interests, proclaims a war of everybody against everybody and raises selfishness to rule supreme.

However unlikely it seemed to us that the reform movement should lead to a happy result, we cannot but regret its tremendous fiasco and this for two reasons.

In the first place, we apprehend that much good and hard working having been lost, discouragement will paralyse many a useful hand and prejudice future efforts.

Secondly, we feel convinced that the persistence in a bad system will in no short time lead to the greatest commercial disasters and teach the severest lessons, chiefly to those who to-day, instead of fostering sounder rules, have thought proper to oppose all measures of reform. We are afraid the day will come when the general cry will be: «*Too late!*»

CASSANDRA.

### Eucalyptus versus Fever

Mr. S. P. Johnston, of the Pernambuco firm of Messrs. S. P. Johnston & Co. and one of the former «old residents» who still cherish warm feelings towards Brazil and desires for its welfare, has enclosed to us an article in the «Daily Telegraph» of October 27th and called our attention to the remarkable evidence existing as to the febrifugal influence of the Eucalyptus, suggesting its systematic planting in large numbers in the swampy grounds around Rio, Pernambuco and other cities in Brazil where fevers seem to have domiciled themselves.

The planting of Eucalyptus in Algeria by the French government and companies has been by the

million and still goes on vigorously, stimulated by the large monetary return of the outlay and by the wonderful sanitary results which have been derived from it. In his report for 1877 Mr. Playfair, the English Consul at Algiers, deals with the sanitary and anti-febrile virtues of these vast plantations and, as an instance of those virtues, he states that a mining company had lately planted as many as one hundred thousand trees near the great iron mines at Mokta-el-Hadid. Down to that time the workmen employed at the mines had found it absolutely impossible to remain in the district during the summer months, so unhealthy was the place. Those who attempted to do so died, and it was at length found necessary to take the labourers to and from the mines by train every morning and evening. Since the planting of the eucalyptus the men have been able to live on the spot all the year round.

### Edison's Electric Light

To the Editors of the *Anglo-Brazilian Times*.

Dear Sirs,

As this is one of the subjects exciting great public interest all over the world it will no doubt be satisfactory to you to learn that, in pursuance of instructions from Mr. Edison's Agents in New York, we have presented to the Ministry of Agriculture an application for the exclusive privilege for this invention in the Empire of Brazil, and that His Excellency Senator Sinimbu, with the promptness which distinguishes him in all his official acts, has despatched it in the following terms:

« On the presentation of the proofs that you are Edison's Agents the privilege will be conceded up to the end of the period for which the Patent may be granted in the United States. »

As we have telegraphic advices that these documents are now on the way the question of the public and private lighting of this important and flourishing capital may soon enter upon a new phase.

We Remain, Dear Sirs,  
Your most obedient Servants

John Moore & Co.

### The conversion rumors

On the 15th the *Diario Official* made the following declaration officially :

« The government has not authorized anyone, capitalist, merchant or broker, to propose to the Bank of Brazil, or any other bank of the same kind, the conversion of the apolices from 6 to 5%.

« The Minister of Finance ordered the calculation, in the Treasury, of the time in which, supposing conversion, the internal funded debt would be extinguished by applying the profits of the operation to annual amortizations.

« The government, however, has as yet taken no resolve, and will not take any that is not equitable and within its attributes. »

## THE ANGLO-BRAZILIAN TIMES

### The Financial Situation

Public opinion has been calmed by the declaration that the Minister of Finance is engaged merely on the study of a project upon the reduction of the cost of the internal funded debt from 6 to 5%, and that nothing is contemplated which shall not be equitable and within the attributes of the Government. The country, therefore, can now tranquilly await the result of the Minister's calculations, which, when matured, will, there is no doubt, be communicated at the earliest possible moment to its representatives.

Some of the writers upon the question of conversion have expressed themselves in language of wild exaggeration, as though the Minister's purpose were to set at nought the financial traditions of Brazilian governments and force the holders of the 6% apolices to receive for them others bearing only 5% interest. Such a supposition however, is, as insul-

ting to the intelligence as to the good faith of the Minister and of the Government of which he forms a solidary member. Such a course never entered, we feel assured, into the conceptions of Conselheiro Gaspar Martins, whose measure, as the public has already been officially informed, will be nothing if not equitable and lawful.

We do not pretend to be in the secret of His Excellency's projects, but, among the various ways in which conversion could be practically effected without injury to any rights, we may suppose one in which the Minister, having obtained, say by the sale of some great public property, ten or twelve millions sterling in hand, should redeem at par, or the market value, 6% internal stock and issue 5% apolices to whatever amount would voluntarily seek investments in them. This would be perfectly equitable and none could reasonably cavil at a procedure which is identical with that adopted by England and the United States to effect a reduction of the cost of their national debts as soon as their financial circumstances permitted.

Exchange, also, has suffered in value from the extravagant suggestions and suppositions of both the advocates and the opponents of conversion, but still more from the fear that the Government is issuing the whole of the 60,000 contos of paper money, in payment of the Cearense relief operations and of other pressing liabilities. Such, we are authorized to declare is not the case, and we are glad to say that the issue does not exceed 32,000 contos. As to the remaining 28,000 contos, it is certain that they will not be emitted so long as the Treasury is able, as now, to obtain money at low rates and to receive from the custom houses of the Empire large sums in excess of the local needs.

It is not creditable, however, to the patriotism of the country to find some of its public men working actively to «bear» exchange for partizan ends, and to observe the national bank of the Empire assisting in these ends, by enabling persons, notoriously without the needs or means, to effect heavy purchases in Exchange, with the mischievous purpose of further depreciating the currency of the nation, to bring disparagement and difficulties on the administration.

### The Coast Cable

The charge of the coast cable has been a trying one, owing to the nature of the sea bottom in which the cable lies, a bottom rugged with coral reefs and sudden great heights and hollows, causing frictions and strains fatal to telegraphic continuity. Mr. France and his able staff, however, have been indefatigable in their labors to remedy these unavoidable accidents and improve the conditions of the cable, and in the recently completed labors on the section between Rio and Bahia both the *International* and the *Norseman* were employed, under the direction of Mr. King, in repairs and work of a comprehensive nature, including the substitution of a large quantity of new cable for that first laid. This section is now in splendid working condition and both vessels have been placed upon the Bahia and Pernambuco section, to put it in thoroughly good order, and, as Mr. France himself is on the spot, we may expect any day to find the line open hence to Pernambuco.

The line from Pará to Maranhão is laid and a few days of favorable weather would suffice for its attachment to Pernambuco, but it was rightly judged best to employ both vessels upon the repairs of the more important middle section, after whose completion the finishing of the northern one will speedily be effected.

Throughout the whole of these delays, due to unavoidable accidents which science could neither foresee nor control, the illustrious Minister of Agriculture has shown the utmost consideration for the difficulties and trials of the Company, avoiding harrassing it with the grave fines and penalties that might legally have been inflicted, and saying, with his usual kindly feeling towards struggling enterprise, that whenever it is seen to be exerting itself to its utmost to perform its engagements the course of the government towards it will ever be a benevolent one.

And in point of fact the exertions of the Company and its officers have been energetic and unwearying to improve the conditions of the Brazilian coast cable and prevent further interruptions of its service.

### Railway Items

Decree 7,049, of October 18th, 1878, approves of the definite surveys of the D. Thereza Christina railway, in the province of Santa Catharina, of which railway Visconde de Barbacena is the concessionary, and concedes 7% guarantee of interest to 2,151:008\$, raising to 5,451:008\$ the amount of capital with guarantee and warranty for the construction of the railway. This line is intended to serve the Tubarão coal mines, belonging to the same gentlemen, by connecting them with a good seaport on the Santa Catharina mainland.

— The petition of the S. Paulo and Rio de Janeiro Railway Company for the State gold guarantee of 7% interest on the sum of 1,460:400\$, representing the 7,302 shares deposited in London, the purpose being to raise a loan thereon in London, has been referred to the provincial government of S. Paulo, for its consent, the State being merely the warrantor of a provincial guarantee in the case of the railway.

— The provincial assembly of Minas Geraes has authorized a 30 years concession to Major Dutra of a narrow gauge railway from the União Mineira railway's branch terminus at Mar d'Españha to Piedade, in the valley of the Rio Pardo and municipality of Leopoldina. The concessionary proposes to cede his rights gratuitously to any company got up to construct the line.

— The União Valenciana railway company has obtained alterations in its statutes. The directory has proposed to increase the capital from 800:000\$ to 1,600:000\$000.

— The official inauguration of the completed 16 kilometers of the Rio Doce railway will be postponed until full completion of the Cataguazes and Ubá section, which is expected to be ready in April. The section from Ubá to Ponte Nova is said to be in hand and we hear of contracts being made for the bed from Presidio on. Messrs. W. Bird & Co, of London, have, it is alleged, undertaken to carry out the Rio Doce line and even extend it to the Jequitinhonha, but the monetary question does not seem solved and a State guarantee does not appear probable.

— The president of Minas Geraes, Senator Silveira Lobo, resigned, being offended at the government's declaring the Porto Novo do Cunha to the Jequitinhonha railway imperial, thus setting aside the provincial law which ordered the Rio Doce railway to start from the União Mineira railway, and which he was enforcing by stopping work on the Cataguazes to Ubá section. In this quarrel both sides had good arguments to adduce. By the União Mineira route the distance would be greatly shortened, but, on the other hand, the Leopoldina railway is already constructed and working to within a short section from the projected Rio Doce railway, while the União Mineira has not a mile open and its line in construction is still far distant and passes over very heavy ground.

— The Minister of Agriculture has consented to allow the S. Paulo railway to enter into arrangement with the Paulista packets relative to giving through tickets between S. Paulo and Rio at a reduction of 5%.

— The provincial assembly of Minas Geraes has passed a bill conceding to Engineer Miguel de Teive Argollo right to construct and work a railway from Philadelphia to Santa Clara, on the frontier with Bahia, in the direction of the port of Caravellas. The same undertaker purposes applying to the province of Bahia for the right to continue the line to Caravellas, whose port is said to be deep and accessible, and therefore proper for the port of northern Minas Geraes. The line would traverse the valleys of the Mucury and Parahybeba to get to that of the Caravellas, but the terrain is said to be favorable to the construction of a railway, and the soil fertile.

The legislature of Minas Geraes has changed the name of Philadelphia to Theophilo Ottoni.

The general assembly of Minas has represented to the general government in favor of the Philadelphia and Caravellas line, as preferable to the projected one making S. Matheus its port, although the latter is considerably shorter.

—A contract for the construction of the Pelotas to Bagé railway, conceded last month to Messrs. James Gracie Taylor and Cunha, has been entered into by the concessionary of the Candiota coal mines, also reconceded last month, through which mines the line will pass. The course taken is not direct, owing to the nature of the ground, but goes south west, through Arroio Grande, to Jaguarão, whence it runs to the northwest to Bagé. By the surveyed line the coal mines are about 170 miles from Rio Grande do Sul. They crop out in the banks of the Candiota and an eleven feet seam of good steam coal was reached at a moderate depth, in the borings made.

—The net receipts of the Paulista railway during the quarter ending September 30th were 313,751\$000.

—The net receipts of the Sorocaba railway in the same quarter were 23,535\$000.

—The fusion of the four narrow gauge tramways of Rio has been consummated and on the 13th the new directory and the fiscal council took possession. The title is Companhia de Carros Urbanos.

—The President of Rio de Janeiro, on petition of the townspeople of Macahé, has ordered the Macahé and Campos Railway Company to reestablish goods traffic at the Parada station in that town.

—Approval has been given to the definite trace of the Sobral railway (Ceará) as to the 26 kilometers between Camossim and Granja and to 22 1/2 kilometers between Granja and Sobral.

—At the end of October 49 kilometers of field surveys had been executed on the Paulo Afonso (Alagoas) railway and the office work was well advanced.

—The Pará to Bragança railway survey has been completed and the president of Pará conceded the line to Engineer Joaquim Gomes de Oliveira. The Minister of Public Works, however, has informed the president that the government cannot take any steps in regard to it in the absence of studies and statistics showing its urgency, especially in the present financial circumstances of the country.

—In accordance with the equitable decision of the Minister of Agriculture and Public Works, instructions have been sent to the Treasury to receive from the contractor of the Pernambuco extension, apolices of the public debt to the amount of 148,000\$ and to pay to him in money the same sum, arising from the discounts from payments due to him under the contract.

—The province of Rio has passed a law authorizing the president to purchase, with 6% bonds at par, from the Companhia Ferro-Carril Nitherohyense, the section of railway between Nitherohy and the Cantagallo railway, at not over 28,000\$ the kilometer, exclusive of rolling stock. Should the company undertake to carry on its line to the Macahé and Campos railway, the province will grant 7% guarantee for 20 years, or the kilomeric subsidy of 9,000\$, and the company will be excused restitution of paid guarantee and payment for breach of the contract of June 9th 1873. The president may redeem all the company's line, paying 28,000\$ per kilometer for the constructed part from Nitherohy to Tanguá, and the value of the work done beyond Tanguá. He is authorized to resell it, or to complete it to Bonito. Likewise to lease it for 20 years, or for 50 if the lessees undertake to carry on the line to junction with the Macahé and Campos railway. Under former laws the president has power to lease the Cantagallo railway also.

—The provincial assembly has passed the bill authorizing renewal of the expired concession of the S. Fidelis to Santo Antonio de Padua railway, but rejected the clause requiring the gauge to be the same as that of the Campos and Macahé railway instead of 0,955 metre. The company has 26 kilometers of the line graded and six railed, while a vessel at Macahé has just discharged material for the road.

—The August gross receipts of the D. Pedro II railway were 121,761\$ more than in August 1877.

The total receipts were 1,013,079\$, against 981,318\$ in August 1877.

—In regard to the S. Paulo and Matto-Grosso railway, the government intends to have another examination made before deciding on the trace to be adopted. For this reason no decision has been given upon the concession sought for a railway from Rio Claro, via S. Carlos do Pinhal, to Araraquara.

—Decree 7,048, of October 18, fixes definitely at 5,496,052\$ the capital which receives the State warranty of the provincial guarantee of 7%, for the construction of the Natal to Nova Cruz railway, in the province of Rio Grande do Norte. Five years time, counted from the above date, is given for the completion of the works, and the rolling stock is fixed at 12 locomotives, 10 1st class passenger carriages, 15 2d class do., and 200 waggons of various kinds. The concessionaries accept all the conditions of the decree of August 10th 1878.

The works were inaugurated on the 1st of October.

—The Minister of Agriculture has decided that the Bahia and S. Francisco railway Company has no right to restoration of the import duties paid from 1871 to 1877, the term of ten years having expired which was mentioned in clause 8th of the decree of December 19th 1853.

—The same Minister has declined to accede to the petition of the dissident shareholders of the former Companhia Paulista de Jundiaby a Campinas, now Companhia Paulista das Estradas d'Oeste, appealing

from the decision of the President of S. Paulo, the ground for the refusal being that the road being a provincial line the imperial government cannot annul the contract duly authorized by a provincial law. The dissidents were opposed to undertaking the new lines contracted with the province and now in construction.

—2,219 rails have arrived in the Eldra for the Ypanema ironworks, intended for the short tramway making to connect the works with the Sorocaba railway.

Major Mursa's salary has been raised to 1,000\$ a month.

—The Paulista railway company has raised £ 150,000 in London, on 7% bonds with 5% annual amortizations.

—The debt of the Ytuana, S. Paulo, Company has been reduced to 727,423\$, being part of the debt contracted for the construction of the branch.

—The contract for the prolongation of the Sorocaba railway to Bacaetuba was signed on the 21st. The company receives no guarantee from the province. The prolongation will pass through lands of the Ypanema ironworks and between the Tatuhy and Tieté. Work is to be commenced in three months and finished within 12 months.

### Editorial Items

**ALL ELECTRICITY.**—The great discovery of Edison was hardly known in his own electrical workshop than the electric wire conveyed the news to Brazil, where, though the electricity terminated, intelligence and energy came into play and within a few hours after the receipt of the news Messrs. John Moore & Co., the Agents of Mr. Edison, placed in the Minister of Agriculture's hands the application for the patent, and in a very short time after received the Minister's assurance of the granting of the patent. Who can say now that Brazil is a « Sleepy Hollow ? »

**QUICK DISPATCH.**—The American brig « Flora Goodale » consigned to A. C. Nathan & Co., arrived here on the 6th, with a full cargo of nearly 300,000 feet of White Pine from New-York, and cleared again on the 15th for Baltimore, with 1,541 bags Coffee, having spent but 9 days in port discharging and loading two large cargoes.

This is the quickest dispatch in our remembrance.

**A MOUNTAINOUS LABOR.**—By telegram from London we learn that on the 14th, after a three years' labor, the English Bank of Rio de Janeiro has brought forth successfully the projected loan of £ 150,000 for the Paulista railway company.

The bonds pay 7% and are amortizable at par within 20 years by drawings on the 30th of September of each year.

The floating of this loan and the having to draw for it come to explain the endeavors of the Bank to run down Exchange here, and shows that the « Reign of Law » prevails even in Exchange.

**WOODEN PAVEMENT.**—A section of wooden pavement in accordance with the Nettleship patent is now being laid down in Rua Direita. The bed for the blocks consists of 6 inches of concrete in cement and their joints will be filled up with blue lias hydraulic lime. This pavement has the advantages of durability, noiselessness, small radiation of heat after exposure to the sun, and causing great diminution in the ordinary wear of vehicles.

### Publications

« A TRANSVIADA; » « UM EPISODIO. » BY CONSELHEIRO CRPISTRANO BANDEIRA DE MELLO.

Conselheiro Bandeira de Mello has published two more gems from the repertoire of his brilliant and charming poetic muse, the first of which delighted the readers of the «Diario da Tarde» when it appeared in that journal, and the second has received the warmest encomiums from such denizens of Parnassus as Cardozo de Menezes and Augusto Emilio Zaluar.

We thank Conselheiro Bandeira de Mello for his remembrance of us.

DIREITO E LETRAS. EDITED BY TRISTÃO DA FONSECA AND AFFONSO CELSO JUNIOR.

We have received Nos. 2 and 3 of this S. Paulo periodical, in which a galaxy of our future bachelors commingle sweet draughts from Pierian springs with those of somewhat bitter flavor they extract from the arid dugs of their Alma Mater.

PROGRESSO MEDICO. EDITED BY DR. MARTINS COSTA.

This valuable medical fortnightly periodical has now entered on its third year of progressive acceptance. Among the valuable contents of the last number are the continuation of two important papers, possessing especial value from their opportunity: Study of the Epidemics of Rio from 1871 to 1878, by Baron de Lavradio, and Yellow Fever in 1877, by Dr. José Pereira Rego Filho.

### Summary of News

On the 14th of November H. M. the Emperor, with the President of Council and other gentleman of distinction, made an excursion to the Rio do Ouro waterworks, constructing by Mr. Gabrielli for the government.

On the 21st their Imperial Majesties, accompanied

by the Ministers of Agriculture, Empire, Finance and Marine, started for Campos, arriving at Imbetiba next morning, to inaugurate the Barcellos sugar factory and the Campos and Carangola railway.

The Quissaman sugar factory, visited by their Majesties last year, has received 7% guarantee on 1,000,000\$ of capital.

The State lotteries have been reorganized, the tickets divided only into tenths, and the sale of any other lotteries in Rio prohibited.

The ex-treasurer of State Lotteries has been committed for trial, without a jury, on the charge of embezzling the 270,000\$ deficit in his accounts.

The government has decided that telegrams over its lines are to be paid by the St. Petersburg convention rates in every case.

On the 15th the «Diario Official» declared the Minister of Finance was merely considering a project of conversion of the 6% internal debt into 5%, and had authorized no proposals to banks.

The decree raising the guaranteed capital of the S. Christina railway (S. Catharina) to 5,451,008\$ has been published.

The suspension of duties on imported beef and wool cattle has been prolonged a year.

The Sorocaba (S. Paulo) railway is about to be prolonged, under provincial contract, to Bacaetuba, in the direction of the Mato Grosso navigation, but the government has resolved on making a further examination before deciding on the route from the city of S. Paulo to Mato Grosso.

The new Chamber of Deputies has in 120 members 95 lawyers and 19 medical doctors. Of 51 senators 37 are lawyers and 2 physicians.

The health of Rio has been ameliorating, despite the hot weather, the mortality from small pox having considerably decreased and only occasional cases of yellow fever occurring.

Montevideo will impose from December 1st 15 days quarantine on vessels from Brazil.

The low state of the Upper Amazon and its tributaries has nearly stopped their navigation and, consequently, there is no news from the Madeira railway.

An Amazonas law offers a drawback of 3% on provincial products exported directly abroad.

The Bishop of Pará and the laity of his diocese continue at loggerheads, the one forbidding his clergy to officiate at the popular festivals and the laity holding them despite his prohibitions. The temporal power preserves neutrality.

The provincial assembly of Rio de Janeiro has passed its budget, authorized the purchase of part or whole of the Nitherohy Ferro-Carril Company railway and the prolongation to Macahé, and has renewed the concession of the S. Fidelis and Padua railway, partly constructed.

The Minas Geraes legislature has conceded a railway from Philadelphia, in Northern Minas, to the Bahia boundary, in direction to the Bahia port of Caravellas.

The French packet Hoogly, which left here on the 13th, for the River Plate, went on the Castillos Islands, off the Uruguay coast, and has become a total loss, only the mails being got out. No lives were lost.

The announcement, on the 11th, by the «Ferro-Carril» of Montevideo, that an Argentine squadron of two ironclads and two gunboats had left for the Straits of Magellan, in consequence of the Chileans having strengthened their squadron there, was premature, but the Montevidean correspondent of the «Jornal do Commercio» reports on the 16th that a squadron had just left for Patagonia. The last telegrams from Chile, however, appeared to indicate a wish to settle the «Devonshire» incident quietly, and it was said the vessel would be given up upon the charterer's bond.

## GEORGE BUCKERIDGE

FOR ALL ENGLISH PERIODICALS, NEWSPAPERS AND PUBLICATIONS FOR TERMS APPLY TO THE LIBRARIAN 48 RUA DO OUVIDOR 2ND FLOOR 48

## COMMERCIAL

NOVEMBER 7 to 22

Exchange opened on the 9th inst. at 22 1/2 Bank, 22 11/16 and 3/4 private, but became gradually weaker until the 14th, when a panic set in and private bills were passed to a limited extent at 22 1/4 whilst the Banks withdrew entirely from the market.

On the 16th a better feeling prevailed and private bills were negotiated at 22 1/2. On the 18th Banks opened at 22 3/8, but small sales of coffee ensuing

Since then the Banks have done a trifling business at 22 1/8 and 22 1/4, and private bills have been negotiated at 22 3/8 and 22 7/16, at which rates the market closes firm.

On Paris the closing rates are 430 to 431 reis Bank, 423 to 425 reis private bills.

Business from 1st to 15th  
 £ 610,528 at 22 to 23d.  
 Fcs. 1,655,96 at 415 to 433 reis.  
 M. R. 158,970 at 514 to 522 reis.

**MONEY, STOCKS AND SHARES**

DISCOUNTS continue weak and unaltered at:  
 2 to 2 1/2 % per ann. for short dates  
 3 to 5 % " " " 2 to 3 months  
 4 to 6 1/2 % " " " 4 to 8 "

Market very inactive and requirements of money very small.

6 % APOLICES GERAES (Government six per cent. currency stock) is slowly recovering from the shock referred to in our last report. Sales comprise 310 contos at 1:055\$, 107 contos at 1:053\$, 112 contos at 1:054\$, 78 contos at 1:052\$, 31 contos at 1:050\$, 41 contos at 1:051\$, 36 contos at 1:056\$, 50 contos at 1:058\$, 26 contos at 1:057\$ and 163 contos at 1:060\$.

In small apolices 3 1/2 at 1:030\$ 4 at 1:045\$, 6 at 1:040\$, 62:600\$ at 1:047\$, 5 at 1:035\$, 3 at 1:040, 1:100\$ at 1:045\$, 6:900\$ at 1:045\$, 1 of 500\$ at 530\$000.

The transfer Books close 1st December for January dividend.

6 % Provincial Apolices were very strong. 50 S. Paulo sold at 1:050\$ and 25 of 200\$ at par.

6 % GOLD BONDS of 1868 in demand. Sales 160 at 1:195\$, 106 at 1:200\$000.

5 % LETRAS HYPOTHECARIAS do Banco do Brazil were wanted. Sales confined to 100 Bills at 92\$500, 200 at 93\$500 and 40 at 93\$, all 8 coupons off.

6 % PREDIAL : 76 Bills at 88\$, 10 at 87\$000 and 37 at 86\$500.

SHARES.—Bank of Brazil stock dull. Sales 170 at 266\$, 332 at 268\$, 268 at 267\$ and 66 at 266\$500.

Banco Rural : 247 at 240\$, 30 at 238\$, 15 at 242\$, 20 at 243\$000. Market rising.

Banco Industrial : 201 at 207\$000, 100 at 208\$000, 584 at 210\$000.

100 Banco Commercial at 145\$000.

Banco do Commercio shares improving. 120 at 85\$, 25 at 86\$, 20 at 88\$, 230 at 87\$000.

Railways and Tramways little done. 100 Villa Isabel sold at about 170\$. S. Christovão improved : 189 at 250\$, 10 at 252\$ 27 at 250\$000.

46 S. Paulo and Rio at 175\$000.

10 Fluminense at 130\$.

20 Locomotora at 152\$500, 72 at 150\$000.

20 Macabé e Campos at 58\$, 30 at 55\$.

402 Sorocabana at 80\$000.

200 Leopoldina at par, 80 at 198\$, 30 at 190\$000.

Debentures : sales : 215 Leopoldina at 221\$000.

Sorocabana 50 of 50 at 82 % , 7 of 100\$ at 78 %.

Insurance : 25 Fidelidade at 129\$, 36 at 128\$, 11 1/4 at 130\$000. 10 Garantia at 145\$, 10 at 140\$, 15 at 138\$000. 12 Integridade at 56\$, 100 at 60\$000, 100 at 58\$500. 20 Previdente at 7\$000.

In Gas nothing done.

Navigations active : 35 of the Northern Company sold at 200\$, 58 at 198\$, and 200 at 197\$000,

20 Amazonas at 100\$000.

Miscellaneous : 21 Carruagens Fluminense at 158\$000.

GOLD.—The sales of sovereigns have been :

2,000 Sovereigns at 10\$650 each
10,200 " " 10\$630 "
1,000 " " 10\$620 "
4,000 " " 10\$630 "
1,300 " " 10\$650 "
2,000 " " 10\$700 "
2,000 " " 10\$800 "
2,000 " " 10\$750 "
2,000 " " 10\$750 "
5,000 " " 10\$600 "
1,000 " " 10\$830 "
3,000 " " 10\$650 "
1,520 " " 10\$800 "

The stocks of coin are not large at present.

The Bank of England rate is now at 5 %, a fall of 1 % this week.

Coffee in a very weak state in both Europe and the United States, the prices realized being very low

**ALE AND PORTER.**—In good demand : Bass's Ale, bottled by Ihlers & Bell at 7\$800, by Foster at 7\$200, by Atkins at 6\$800 Tennant's is worth 5\$300 to 5\$500, Christiania 6\$ to 6\$200; and Guinness's Porter 7\$000. Arrivals regular.

**BUTTER.**—The market is well supplied and dull. Regular sales have been made of Demagny kegs at 1\$080 per lb. of 459 grammes and of tins at 2\$200 per kilogram. Arrivals continue good.

**CEMENT.**—Arrivals 4,067 barrels. Current price 7\$ to 7\$500.

**COALS.**—Arrivals : 381 tons Newcastle, per «Arabine», to order; 5718 tons Cardiff to order; 2,215 tons from Liverpool and Glasgow to order. We quote Newcastle 18\$500, Cardiff 18\$, Smithy 17\$ to 17\$, Sundries 14\$ to 18\$000.

**FLOUR.**—The arrivals during the fortnight have been 23,612 barrels, all from America.

The sales amount to 28,283 brls, namely : 26,940 barrels American and 1,343 brls River Plate.

Stock in first hands to-day is 52,372 brls., or 48,872 brls American (13,000 Gallego, 3,672 Haxall, 700 Crenshaw, 27,000 Baltimore, 4,500 Western) and 3,500 bags River Plate.

The market closes flat at a reduction of about 500 réis per brl., and we quote :

Richmond.....	18\$500
Baltimore.....	15\$500 to 17\$500
Western.....	15\$ " 16\$
River Plate (200 lbs).	12\$ " 14\$

**KEROSENE.**—The heavy arrivals have paralysed the wholesale market, as they are either to order or were sold to arrive, and only a retail business is doing at 8\$500 to 9\$.

**LARD.**—The 5,000 kegs arrived sold at once at 370 reis. The market being clear, and large sales have been made to arrive at 360 to 370 reis.

**LUMBER.**—Of White Pine lumber the arrivals have been : 275,000 feet per «Flora Goodale», from New York, sold at 122 reis; 6,000 feet per «David Stewart» from Baltimore, sold at 120 reis; and 5,000 feet per «Watch», from New York, very wide, sold at 125 reis per foot. The market remains firm, but heavy supplies are advised as on the way.

Of Pitch Pine deals no arrivals. Market firm.

Of Swedish two cargoes of white and one of red and white pine, the last badly assorted, have been sold at reserved prices. We quote White 28\$ to 30\$ and Red Westerwyk 32\$000.

**RICE.**—Arrived 1,200 sacks. We quote 10\$200 to 10\$600. Market firm but well supplied.

**ROSIN.**—Selling at 9\$500 to 10\$ per barrel of 280 lbs.

**SALT.**—We quote coarse 570 to 600 réis, fine 600 to 640 réis, per 40 litres. Arrivals 3 cargoes, which, with two remaining over at last report, have been sold.

**TEA.**—Fine Hyson is worth from 3\$200 to 4\$500. The market keeps well supplied.

**COFFEE.**—Since the date of our last review of 6th ultimo, 149,700 bags have changed hands.

Until the 17th instant, Business was brisk, though somewhat irregular, demand being of a rather spasmodic character (days of comparative inactivity being followed by others of great animation), and the bulk of transactions were effected in that interval.

The continuous receipt, however, of accounts of constantly falling markets abroad, soon told its tale on exporters, and enquiry fell off, and finally became completely arrested.

Prices have been unsteady and, notwithstanding the decline in Exchange, currency rates in last transactions ruled 100 to 200 reis per arroba below those quoted per «Guadiana».

Present value, owing to suspension of business, must be reported as quite nominal.

Receipts for the fortnight average 12,500 bags per diem, against 8,200 at corresponding period of 1877. Stock in all hands is about 140,000 bags.

Quotations : *Nominal.*  
 November 7 to 21.

Sales 149,700 bags, viz :	
North of Europe	
Mediterranean	53,718
Cape of Good Hope	
United States	81,990
Various ports	13,992

**FREIGHTS.**—With about 20 sailing bottoms seeking cargo, and complete paralysation of coffee export for the moment, our freight market is at present in a very prostrated condition.

Rates demanded are as follows :

Antwerp	50/
London	50/
Liverpool	50/
Hamburg	60/
Havre	fs. 60
Bordeaux	" 60
Marseilles	" 90
New York	40 cents
Baltimore	40 "
New Orleans	50 "

**SAILING VESSELS:**

Channel f.o.	32/6 to 35/
Mediterranean	35 " 40/
United States, North	15/ " 20/
" " South	17/6 " 20/

**Rio Grande do Sul.**

NOVEMBER 16

**EXCHANGE.**—During the fortnight the business done on London was regular, amounting to £42,000, at 23, 22 5/8, 22 1/2, 22 1/4, 22 1/8 and 21 7/8, for Bank paper, and 22 7/8, 22 3/4, 22 5/8, 22 1/2 and 22 3/8 for Commercial paper. The fluctuations of the Rio market were closely followed and restricted business. Closing rate for Bank 21 7/8.

On France only 100,000 francs were done, at 416, 425 and 430 reis per franc for Bank.

On Rio some amounts were passed at par for 5 and 8 ds.

**GOLD.**—An active demand for sovereigns, mostly for the interior, and large sales were made at 10\$700 to 11\$, closing at the latter.

**FREIGHTS.**—Many arrivals, and little employment as yet. A large number will leave in ballast, some to load sugar por home ports.

**Sailing arrivals**

NOVEMBER 5

Cardiff.—Nor. Sch. «Nordstjerna», Breckholdt, coal, Hartwig, Wittamsen & Co.

6

Greenock.—Br. Sch. «Ringleader», Lewis, coal.  
 Lisbon.—Port. Sch. «India», Lessa, wine etc., Oliveira Junior & Co.  
 New York.—Am. Sch. «Flora Goodale», pine, A. C. Nathan & Co.

7  
 Lagos, Africa.—Port. Sch. «Aguia», Leal, palm oil, J. J. F. Magalhães.  
 8  
 Maio Island.—Ger. Sch. «Catharina», Braesch, salt, Miranda Leone.  
 9  
 Buenos Ayres.—Nort. Sch. «Rio», Luethen, beef.  
 10  
 Denia.—It. Bg. «Nuevo San Michele», Scotto, sund.  
 11  
 New York.—Am. Sch. «C. H. Forster», Combs, sund., Arthur Moss & Co.  
 12  
 Baltimore.—Arg. Sh. «David Stewart», Holt, flour and lard, J. M. Wright & Co.  
 13  
 Azores.—Br. Bk. «Imogene», Bolim, sund., Wright, De Castro & Co.  
 14  
 Gaspe.—Br. Sch. «Firm», Querec, cod.  
 15  
 Cape Verde.—Port. Bk. «Amazonas», Fernandes, salt, J. A. G. Santos.  
 16  
 Marseille.—Nor. Sch. «Resolut», Hottenger, sund, H. N. Dreyfus.  
 17  
 Richmond.—Br. Sch. «Ida», Smith, flour, C. Durham & Co.  
 18  
 Salt Island.—Port Bk. «Africa», Santos, salt, M. Braza & Sons.  
 19  
 Baltimore.—Am. Sch. «Agnes Barton» Knight, flour, Phipps Bros.  
 20  
 —Br. Bk. «Campanero», Walker, flour, Phipps Bro..  
 21  
 Marseille.—Br. Bk. «Courier», Le Page, sund., H. N. Dreyfus.  
 22  
 Gaspe.—Br. Sch. «Robin», Sarre, cod, P. S. Nicolson & Co.  
 23  
 Newcastle.—Nor. Bg. Aabine, Bix, coal.  
 24  
 Paysandu.—Ger. Sch. «Elisabeth Schwade», Brecholdt, beef, Souza & Rocha.  
 25  
 Fray Bentó.—Sp. Sch. «Indio», Pages, beef, Souza & Rocha.  
 26  
 Stockholm.—Sw. Bg. «Sigrid», R-fund, deals and iron.  
 27  
 Neustad.—Dan. Bg. «E. E. Sukr», Rosnussen, pine, Hamann & Co.  
 28  
 Richmond.—Am. Sch. «Norah», Hall, flour, Korn Havn & Co.  
 29  
 Gaspe.—Br. Sch. «Jentury», Romerit, cod, John Moore & C.  
 30  
 Copenhagen.—Nor. Sch. «Alfred», Martsen, pine.  
 31  
 Liverpool.—Br. Sh. «Astracana», James, coal, Rio Gas Co.  
 —Br. Sch. «Nellie», Cove, coal, Norton Megaw & Co.  
 Cardiff.—Br. Bk. «Adria», Weiss, coal.  
 2  
 Mars-ile.—Fr. Bk. «Amelia», Got, sund., Lartigue & Co.  
 3  
 Montevideo.—Sp. Sch. «Ana Christina», Fabregas, beef, Souza & Rocha.  
 4  
 Penedo.—Port. Sch. «Angelina», Coelho, sund., Evaristo & Co.  
 5  
 Hamburg.—Br. Bk. «Star of Jamaica», Hoodless, sund, Brandes Kramer & Co.  
 6  
 Greenock.—Br. Sch. «Harry Kestake», Weeks, coal.  
 7  
 Cardiff.—Br. Bk. «Bina Campbell», Knight, coal, D. P. II railway.  
 8  
 London.—Br. Bk. «Tarsus», Bertolaca, cement, Burnett & Co.  
 9  
 Newfoundland.—Br. Bk. «Elisa», Cox, cod, P. S. Nicolson & Co.  
 10  
 New York.—Br. Sch. «Watch», Robin, sund., Arthur Moss & Co.  
 11  
 New York.—Am. Bk. «Anna», Miller, pine, Wright, Do Castro & Co.  
 12  
 Maio Island.—It. Bg. «Amelie», Muledo, salt, L. Zignago.

**Sailings**

NOVEMBER 5

New Orleans.—Br. Sh. «Mary Stewart», Wright, cal.  
 Nort Ports.—Br. Bg. «Georgie», King, bal.  
 Desterro.—It. Sch. «Zio Antonio», Badano, bal.  
 6  
 Cape Good Hope.—Ger. Sch. «Margaretha», Deut, coffee.  
 7  
 Buenos Ayres.—Sp. Sch. «Marcellina», Sunol, sund.  
 8  
 Rio S. Francisco do Sul.—Port. Bk. «Heraila», sund.  
 9  
 New Orleans.—Am. Sch. «Ruth Robinson», Backer, coffee.  
 10  
 Santos.—Br. Sch. «Casique», Browning, coal.  
 11  
 Cape Good Hope.—Br. Sch. «Sedwell Jane», Baronden, coffee.  
 12  
 Pernambuco.—Br. Sch. «Sparkling Foam», Smith, sund.  
 13  
 Baltimore.—Br. Bk. «Geneveve», Keith, bal.  
 14  
 Pernambuco.—Sp. Sch. «Joven Rosalia», Mirambell, sund.  
 15  
 Galveston.—Nor. Sch. «Okonom», Pedersen, coffee.  
 16  
 New York.—Br. Sch. «Shefferdessa», Cook, coffee.  
 17  
 Maranham.—Port. Bk. «Harmonia», Soares, sund.  
 18  
 Mobile.—Ger. Sch. «Heinrich», Reineck, coffee.  
 19  
 Callao Br. Sh. «Curlew», Jones, bal.  
 20  
 New Orleans.—Nor. Bk. «Gier», Amundsen, coffee.  
 21  
 New York. Br. Sch. «Leader», Partridge, coffee.  
 22  
 Baltimore.—Br. Bk. «Rialto», Owens, coffee.  
 23  
 Bahia.—Br. Sch. «Alexandra», Bood, bal.  
 24  
 Paranaguá.—Sp. Bg. «Salvador», Horta, sund.  
 25  
 New Orleans.—Br. Bg. «Alpha», Bull, coffee.  
 26  
 Barbadoes.—Br. Bk. «Captain Dan», Hughes, bal.  
 27  
 Pensacola.—Br. Bk. «Glasgow», Moore, bal.  
 28  
 Pernambuco.—Ger. Sch. «Salier», Meyer, coffee, etc.  
 29  
 —Br. Bk. «Cricket», Crauch, bal.  
 30  
 Galveston, f. o.—Ger. Sch. «Amor», Brenmond, ioffee.  
 31  
 Pensacola.—Sw. Bk. «Elonor», Johnson, bal.  
 Falmoud.—Br. Bg. «O Blancard», Le Brocq, hides.  
 Bull River.—Br. Bk. «Coomassie», Taylor, bal.  
 2  
 Lisbon, f. o.—Br. Bg. «Union», Le Dain, coffee.  
 3  
 United States.—Br. Bk. «East», Hatton, bal.  
 4  
 Ceará and Maranhão.—Port. Bk. «Firmeza», Rosas, sund.  
 5  
 Baltimore.—Am. Bk. «Maggie V. Hugg», Dill, coffee.  
 6  
 Havre.—Fr. Bk. «Claire», Deliens, sund.  
 7  
 United States.—Am. Sch. «Osseo», Enoury, bal.  
 8  
 New York.—Br. Sch. «Fairfield», Norris, coffee.  
 9  
 Valparaiso.—Am. Bk. «Tasis», Lord, bal.  
 10  
 Montevideo.—Sp. Sch. «Guadalupe», Fever, bal.  
 11  
 Trinidad.—Br. Bk. «Hampton Court», Boig, bal.  
 12  
 Pernambuco.—Port. Sch. «Fanny Pinto», coffee.  
 13  
 —Arg. Sch. «Bahia Blanca», Vieira, sund.  
 14  
 New York.—Am. Bk. «Cardenas», Wilkinson, coffee.  
 15  
 Baltimore.—Am. Sch. «Flora Goodale», Goodale, coffee.  
 16  
 New York.—Sw. Bg. «Framat», Eckman, coffee.  
 17  
 Callao.—Am. Sch. «Heroules», Berry Junior, bal.  
 18  
 United States.—Am. Sch. «Screamer», Bennet, coffee.  
 19  
 Valpraiso.—Am. Bk. «General Fairchild», Kelley, bal.  
 20  
 River Plate.—Sp. Sch. «Presidente», Reis, sund.  
 21  
 Pernambuco.—Br. Sch. «Brunette», Alexander, bal.  
 22  
 Paranaguá.—Sp. Sch. «Selas», Femenia, sund.  
 23  
 Rangoon.—Sw. Bk. «Frederick», Nordlander, bal.  
 24  
 New York.—Sw. Sch. «Dockan», Carlson, coffee.  
 25  
 Pernambuco.—Br. Sch. «Dewdrop», Romerit, coffee.  
 26  
 Havre.—Fr. Bk. «Val de Saire», Quegan, sund.  
 27  
 Lisbon.—f. o.—Nor. Sch. «Zariza», Bayr, coffee.  
 28  
 New York.—Br. Sch. «Guisborough», Casen, bal.  
 29  
 New Orleans.—Am. Sh. «John Watt», Sweetzer, bal.

**News items**

—The Minister of Finance has issued a circular declaring that the Presidents of provinces have no power to authorize free import, even with security given, of articles for companies, enterprises etc., or of those of art. 6 of the preliminary provisions of the Tariff, the clearance of them depending on express order of the Ministry of Finance.

— Decree 7,077 prolongs for another year the provisions of the decrees suspending the collection of consumption duties on beef cattle and sheep from abroad.

— By decree the state lottery tickets are divided solely into tens of 2\$ each and the sale of all other lotteries, even of the province of Rio de Janeiro, is forbidden in Rio. A machine, dispensing with persons to extract the tickets, has been introduced into the State drawing. It is said that H. Ex. Conselheiro Gaspar Silveira Martins has resolved on proposing to the legislature the total prohibition of lotteries in the Empire, he considering them the source of much evil.

— It is said that the frauds discovered in the coal supply to the Ministry of Marine in Rio during the three last years amount to 125,000\$.

— The Minister of Agriculture has sent a commissioner to S. Paulo to organize the colonies established in the neighborhood of the capital.

— By the last reports the 47 various colonies in the Empire, exclusive of private colonies not subsidized, had the population of 104,743. Twenty three had about 1,500,000 acres of land in cultivation, with exports of 3,261:691\$ and imports of 2,236:477\$.

— The Minister of the Empire cancelled on the 9th the contract for the construction of the new shambles at Santa Cruz, the concessionary failing to continue the works, after being notified to do so, owing, it appears, to pecuniary straits. They are to be finished by administration.

— At the close of October the valuation of the Rio Gas Works was presented to the department of Public Works by the valuers. These were authorized on the 30th to require from the Company a list of the material and of the pipes still laying.

We understand the Company complains that the plant has been greatly undervalued.

— By decrees of November 9th patents have been granted:

To Thomas A. Edison for the introduction of his Phonograph, during not over 20 years.

To Fernandes & Company's improvements in their patent carriages, to June 15, 1883.

To José Francisco de Oliveira's wine from sugar cane; for 10 years.

To João Conrado Eugenberg's coffee cleaner, for 10 years.

To M. F. de Castro Nascimento's hoes; 8 years.

Two years longer to Dr. P. E. Albuquerque de Oliveira's Mechanical Elevator.

The Low Moor iron company has registered its trade mark in Brazil.

— The Minister of Finance has extended to June 30th 1879 the term for exchanging without discount the 200\$ notes of the 5th estampa.

— The Coast cable reopened between Rio and Bahia on the 14th, after a stoppage of exactly six months.

— Lieutenant Adolpho Pereira Pinheiro, inventor of the Sondograph, left on the 10th for Santos and S. Catharina, to take part in the astronomical coordinations of Desterro and Santos with Rio by the telegraph cable, which has been freely placed at the disposal of the commission.

— Conselheiro José Pereira da Costa Motta was sworn in and took his seat in the Supreme Tribunal of Justice on the 9th.

— Sr. Saturnino da Veiga, ex-treasurer of the State lotteries, was committed for trial November 9th, on the charge of embezzlement of the 270 contos deficient in his cash. The case is one of those which are decided without a jury.

— The Minister of War has declared himself satisfied with the reply of the French government in regard to the complaint made by Major Senna Madeira against the action taken towards him on board the French packet *Hoogly* by the commander and the mail agent.

— Conselheiro Francisco M. de Freitas Albuquerque is reported retiring on superannuation from the Supreme Tribunal. The vacant seat would belong by right to Desembargador José Ignacio Accioli de Vasconcellos, of the Pernambuco Relação.

— In the «Cruzeiro» the composition of the new Chamber of Deputies is given as follows: 94 bachelors in law and 1 practitioner, 19 physicians, 3 engineers, 2 military, 1 journalist and 1 agriculturist; that of the Senate as: 37 bachelors in law, 2 physicians, 2 engineers, 4 military, 4 agriculturists and 2 proprietors; that of the Council of State as 7 bachelors in law, 3 military, 1 agriculturist and 1 proprietor; and that of the Cabinet as 6 bachelors in law and 1 military. Commerce is not represented in the legislature or any department of government.

— In the last 16 days of October the mortality of, Rio was 665 (209 from small pox), against 445 in the same time of 1877, 449 in 1876 and 449 in 1875. Among the 665 deaths 5 were from yellow fever, 138 from diseases of the respiratory organs, 32 from heart diseases.

— On the 13th died Dr. João Pedro Carvalho de Moraes, Director of the 3d Section of the Secretariat of the Empire, a gentleman having several native and foreign decorations and greatly respected.

— Retired Chief of Squadron Francisco da Silva Lobão died in Rio on the 13th. The deceased officer held several decorations and medals for services

and in 1843 had the honor of being attached to the squadron which brought Her Majesty the Empress to Brazil.

— By decree 7,062 7% guarantee on 1,000:000\$ has been granted for 25 years, upon the additional capital to that amount authorized by decree 7,052 to the Quissaman central sugar factory constructed in the municipality of Macahé, in the province of Rio de Janeiro. The Araruama family have already invested 1,600:000\$ in this factory, which has been at work over a year, producing sugar of very high quality. Hitherto, however, it has not paid a fair return on the capital, owing in great part to the very high salaries paid to the foreign manager and workmen required at the outset.

— Last month the Minister of Agriculture instructed the President of Amazonas to appoint a commission of enquiry into the condition of the steamers employed by the Amazon Steam Navigation Company on the Purus, Madeira and Negro lines. The commission is to consist of the Commander of the flotilla and the Inspector of subsidized Navigation, and the Company's representative has the right to attend. This enquiry is in consequence of representations of the president and of the Port-Captain of Amazonas.

## Rio de Janeiro stock list

STOCKS AND SHARES	PAID UP	LAST SALES	LAST HALF-YEARLY DIVIDEND	RESERVE FUND	NO. OF SHARES	SHARES ISSUED	NOM. VALUE	AUTHORIZED CAPITAL	ACTUAL CAPITAL
<b>Government Stock</b>									
5% Currency bonds..	1:000\$	820\$ to 800\$	2 1/2% Jul. 78						1,978:000\$
6% Currency bonds..	1:000\$	1:060\$	3% " 78				1:000\$	30,000:000\$	295,397:100\$
6% Gold bonds 1868..	1:000\$	1:195\$ to 1:200\$	3% Oct. 78				1:000\$		26,580:500\$
6% Cur. do. of province of Rio de Jan.	1:000\$	1:020\$ to 1:080\$	3% July 78						6,428:900\$
7% Prov. Pernambuco	1:000\$	900\$	3 1/2% " 78						2,086:400\$
8% " " "	1:000\$								1,071:000\$
<b>Hypothecary bills</b>									
Bank of Brazil 5%	100\$	93\$ to 92\$500	2\$500 Jun. 78				100\$		2,580:000\$
Banco Predial 6%	100\$	88\$	3\$ Oct. 78				100\$		1,474:800\$
<b>Banks</b>									
Brasil.....	200\$	266\$ to 268\$	9\$ July 78	7,483:870\$	165,000	all	200\$	33,000:000\$	all
Rural and Hypothecary.....	200\$	238\$ 243\$	9\$ " 78	2,306:744\$	40,000	all	200\$	8,000:000\$	all
Commercial do Rio...	140\$	145\$	4 1/2% " 78	1,450:425\$	60,000	28,160	200\$	12,000:000\$	3,395:160\$
English Bank of Rio..	L. 10	120\$ to 130\$	8\$ April 78	116,944 L.	50,000	all	L. 20	L. 1,000,000	L. 500:000
Industrial and Mercantile.....	200\$	207\$ to 210\$	9\$ July 78	750:000\$	30,000	all	200\$	6,000:000\$	all
Mercantil of Santos...	200\$	190\$ to 200\$	5\$400 " 78	158:598\$	20,000	5,000	200\$	4,000:000\$	1,000:000\$
Predial.....	200\$	120\$ nominal	7\$ " 78	4:512\$	20,000	10,200	200\$	4,000:000\$	2,004:000\$
New Lond. Brazilian..	L. 10	90\$ to 100\$	7\$ April 78	L. 65:000			L. 20	L. 1,000,000	L. 450:000
Banco do Commercio..	100\$	85\$ to 88\$	4 1/2% " Ju 78	238:624\$	60,000	18,852	200\$	12,000:000\$	1,985:200\$
<b>Railways</b>									
Petropolis.....	200\$	200\$	10\$ " 78	34:783\$	5,000	all	200\$	1,000:000\$	all
Macahé e Campos....	200\$	55\$ to 58\$			37,500	15,000	200\$	5,000:000\$	3,876:000\$
Paulista.....	190\$	190\$			25,000	all	200\$	5,000:000\$	4,500:000\$
Leopoldina.....	200\$	198\$ to 200\$	7\$ " 78		12,000	all	200\$	2,400:000\$	all
7% Debentures.....	200\$	220\$ nominal							
Campes and S. Sebast. S. Paulo and Rio de Janeiro.....	200\$	175\$			53,325	30,000	200\$	10,665:000\$	6,000:000\$
Debentures.....									
Sorocabana.....	200\$	80\$			20,000	all	200\$	4,000:000\$	all
6% Gold Debentures	L. 50	82 to 83%	Sept 30 78						
6% Currency do..	100\$	78\$ to 80\$	Sept 1, 78						
<b>Tramways</b>									
S. Christovão.....	200\$	250\$ to 252\$	13\$ July 78	64:276\$	20,000	16,500	200\$	4,000:000\$	3,300:000\$
Botanical Gardens....	200\$	nominal 750\$			10,000	all	200\$	2,000:000\$	all
Pernambuco.....	200\$	nominal 55\$		7:471\$	6,000	all	200\$	1,200:000\$	all
Villa Isabel.....	200\$	170\$	6\$ " 78	30:163\$	10,000	all	200\$	2,000:000\$	all
Niterohyense.....	200\$	20\$			30,000	7,500	200\$	6,000:000\$	1,500:000\$
Locomotora.....	200\$	150\$ to 152\$500	6\$ " 78	20:973\$	12,000	all	200\$	2,400:000\$	all
Fluminense.....	150\$	130\$	7\$ " 78	14:700\$	8,000	626 1/2	200\$	1,600:000\$	940:000\$
Carioca-Riachuelo...	200\$	215\$ to 220\$	6 1/2 qu. " 78	10:000\$	5,000	all	200\$	2,000:000\$	1,000:000\$
Santa Thereza.....	1:000\$	1:200\$							
<b>Carriage Road</b>									
União e Industria....	300\$	nom. 100\$	15\$ Aug. 78	180:000\$	6,000	all	300\$	1,800:000\$	all
<b>Steam Nav. Comp.</b>									
Brazilian Navigation..	200\$	197\$ to 200\$	20\$ July 78	96:467\$	20,000	all	200\$	4,000:000\$	all
Espirito Santo & Campos.....	160\$	100\$ nominal	7\$ Dec. 76	300:000\$	3,000	all	200\$	600:000\$	480:000\$
Un. Niterohyense....	110\$	do.			1,000	912	200\$	200:000\$	100:320\$
Paulista.....	200\$	70\$ to 80\$ nom.		89:172\$	5,000	all	200\$	1,000:000\$	all
Amazon Steam Navigation.....	L. 20	100\$	9\$ Dec. 77	L. 21,321	50,000	42,500	L. 20	L. 1,000,000	L. 850,000
<b>Insurance</b>									
Fidelidade.....	125\$	128\$ to 130\$	10\$ July 78	186:214\$	8,000	4,000	1:000\$	8,000:000\$	500:000\$
Argos Fluminense....	250\$	330\$	20\$ " 78	292:251\$	3,000	all	1:000\$	3,000:000\$	750:000\$
Garantia.....	100\$	138\$ to 145\$	5\$ " 78	156:500\$	2,500	all	1:000\$	2,500:000\$	250:000\$
Nova Permanente....	250\$	350\$	30\$ " 78	162:600\$	800	all	1:000\$	800:000\$	200:000\$
Nova Regeneração....	100\$	95\$ nominal	6\$ " 78	35:593\$	500	all	1:000\$	500:000\$	50:000\$
Confiança.....	20\$	25\$ to 28\$	15% " 78	55:000\$	30,000	17,500	200\$	6,000:000\$	350:000\$
Integridade.....	50\$	56\$ to 60\$	5\$ " 78	200:044\$	40,000	20,000	200\$	8,000:000\$	1,000:000\$
Providente.....	10\$	7\$5000	none	122:690\$	50,000	25,000	100\$	5,000:000\$	250:000\$
Popular Fluminense.. (for investments)	100\$	50\$		184:426\$	5,000	all	all	1,000:000\$	500:000\$
<b>Gas companies</b>									
Rio de Janeiro.....	L. 20	230\$ nominal	5\$ July 78		37,500	36,000	L. 20	L. 750,000	L. 720,000
Niterohy.....	L. 10	65\$	6\$ Dec 77		7,500	all	L. 10	L. 75,000	all
<b>Miscellaneous</b>									
Transportes Maritimos D. Pedro II docks....	200\$	150\$ to 200\$ nom.	73\$ June 78	96:544\$	3,000	all	20\$	600:000\$	all
Brazil Industrial....	200\$	50\$			30,000	all	20\$	6,000:000\$	3,000:000\$
Platino Brasileira Telegraph Co.....	L. 20	70\$ nominal			5,000	all	200\$	1,000:000\$	1,000:000\$
Economia (Laundry)..	100\$	5\$			20,000	all	L. 20	L. 400:000	all
Commercial Associat. Petropolitana.....	120\$	30\$ to 40\$ nom.	4\$800 July 78		6,000	all	500\$	3,000:000\$	720:000\$
Construction Material. Caçapava Minés.....	100\$	nominal			5,000	all	100\$	500:000\$	213:000\$
Caçapava Minés.....	50\$	2\$	5\$ July 78	132:870\$	6,000	2,180	100\$	600:000\$	all
Carruagens Flum.....	200\$	158\$	7\$ Jun 30, 78	58:793\$	16,000	all	50\$	80:000\$	all
Commercio e Lavora Industria Fluminense..	100\$	110\$	11\$ " 78	37:866\$	8,000	4,400	50\$	2,500:000\$	750:000\$
	50\$	56\$	5\$ " 78					400:000\$	220:000\$





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