

# THE RIO NEWS.

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NUMBER 2

## OFFICIAL DIRECTORY

AMERICAN LEGATION—Rua do Marquês d'Avranches  
HON. HENRY W. HILLIARD,  
Minister.

BRITISH LEGATION—No. 1, Rua de Leão, Laranjeiras.  
FRANCIS CLARE FORD,  
Minister.

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BRITISH CONSULATE GENERAL—No. 20 Rua de  
S. José. GEORGE THORNE RICKETTS,  
Consul General.

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Services in Portuguese at 11 o'clock, a. m., and 7 o'clock,  
p. m., every Sunday; and at 7 o'clock p. m., every  
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## PHILADELPHIA — 1876

EXPOSITION MEDAL  
MARC FERREZ'S  
BRAZILIAN PHOTOGRAPHS

M. Ferrez was photographer to the Geological Survey of  
Brazil and received a medal at Philadelphia for the views  
taken while in that service.

Brazilian scenery a speciality

88 RUA DE S. JOSÉ

## W. R. CASSELS & CO.

AGENTS  
RIO DE JANEIRO  
in the principal towns of the surrounding provinces.

The introduction of goods of American manufacture into this  
market for competition with those of European origin, has been  
for many years a speciality of their business, and references to  
the various manufacturers they represent, and the facilities they  
permitted, will demonstrate the successful facilities they pro-  
cess and have successfully employed for this purpose.

Further agencies, suitable to their lines of business, hard-  
ware, machinery, domestic goods, specialties, etc., etc., are  
respectfully solicited, a cash basis being readily conceded  
whenever special and exclusive conditions are tendered by  
manufacturers.

## STATISTICS OF THE CHINESE TREATY PORTS.

The fourteenth issue of the Chinese  
report concerning trade at the treaty ports,  
that for the year 1878, has just been issued.  
An abstract of the more important records  
is given as follows:

In the report from Newchwang it is stated  
that the cultivation of the poppy in south-  
eastern Mongolia and central Manchuria has  
greatly extended since 1862. In 1871 native  
opium competed with Indian, and to-day  
Chinese merchants believe that it will entirely  
supplant the foreign product. Poppy cultiva-  
tion is more remunerative than that of beans  
and grain, and, notwithstanding that occa-  
sional proclamations are issued against  
growing it, such edicts are usually dis-  
regarded. One of the curious medicines  
used by the Chinese is ginseng, the best of  
which grows in Manchuria. The stem  
somewhat resembling the head and neck,  
and the roots the shoulders and arms of  
a man, the Chinese believe that the plant  
must be of great value as a medicine. The  
value of ginseng in no way depends upon its  
length, thickness or color, but has special  
marks which the Chinese appreciate. The  
upper portion of the root possesses the great  
healing qualities, but the stem is supposed to  
be "baneful rather than beneficial."

In Hankow is made the brick tea, out of  
teadust, which seems to have been quite in  
demand in the London market. Steam  
machinery has been called upon, and the  
brick tea manufacture very much expedited  
thereby. "The steam brick tea" is much  
better than when produced by a hand-press,  
is more compact and firm, withstands the  
difficulties of transportation better, ultimately  
arriving at its destination—Siberia—little, if  
any, the worse for the journey. Six brick  
tea manufactories at Hankow supply the  
demand. The operation in making the  
brick is quite simple. The dust is sifted,  
and sand and rubbish taken out. Coarse  
tea is trodden until broken fine. The dust  
is then steamed and pressed by hydraulic  
power. The coarser leaves are inside, while  
the finer dust is used for facing. A very  
common brick tea is made of the stalks only,  
which finds a market in central Asia, and as  
far as the Amoor river, passing through  
Tientsin.

Among the manufactories of porcelain  
those at Kinté-chên, in Kiükiang, must be  
of great importance. Curious to state, none  
of the clay employed is found in the neigh-  
borhood of the factories. It is imported  
from districts in the neighborhood of Nan-  
kung-fu. The reason why Kingtê-chên is  
selected as a site is on account of the water,  
which is clean and clear, and contains certain  
salts which seem to unite the particles of  
clay. The Chinese wish to make foreigners  
believe that clay must temper through a pe-  
riod of 300 years before becoming plastic. Mr.  
E. T. Howell, the assistant in charge of the  
customs at Kiükiang, states that this is not  
worthy of credence. The clay is a kind of  
white soft stone, and is brought to the  
factories in junks. It is washed, then brayed  
to powder. A paste is formed and kneaded  
and heated. It is shaped on a wheel, the  
vessel hung exposed morning and evening

to the sun, but in the intense heats it is  
covered to prevent warping. The various  
articles are then dried by degrees, and as  
soon as the ground is considered proper to  
receive colors they are painted. In order to  
give the vessels a lustre or enameled appear-  
ance, a very fine layer of the same porcelain  
is made wherewith to wash the whole work.  
Then the articles are put in the furnace and  
baked with a gentle heat. The process  
of annealing seems to be thoroughly under-  
stood. The value of this chinaware depends  
very much upon fancy, but three things seem  
to combine to make an article excellent:  
fineness of material, finish and shape. The  
fineness is discovered by the transparency  
which is discernible chiefly about the brims  
of pieces that are thinnest, or by joining  
together again if broken, this being a certain  
sign of hardness, and, consequently, of the  
fineness of the matter. Whiteness should  
not be confounded with the glare; for in  
time the glare may tarnish, while the  
whiteness should remain. The coloring is  
one of the chief beauties of this chinaware.  
Imperial yellow, white, red and gray being  
favorite grounds, on which appear figures in  
turquoise blue, pale pink, mazarine blue and  
sage green. The finest specimens are selected  
by an official for the court of Pekin, and  
are called Kuan Yao, each article being  
stamped with the year of the dynasty. All  
others are called Min Yao (meaning for the  
people).

In Wuhu are extensive paper manufac-  
tories. The paper is made from the bark of  
the paper mulberry and wheat straw. Bark  
and straw are taken and boiled with lime,  
then washed and exposed to the air for a year.  
Then it is washed again, and pounded with  
wooden hammers on stones. Then it is  
soaked until it is pulpy, and boiled with a  
liquid glue. It is thrown on sieves made  
of bamboo, and by great dexterity made into  
layers, which are the sheets of paper. The  
paper is dried in rooms with heat.

The omnivorous tendency of the Chinese,  
who eat everything that comes out of the sea,  
may beshown by the cuttle-fish trade of Ning-  
po. A good catch is estimated at 150,000  
piculs, or about 20,000,000 pounds of dried  
squid. The price is about \$10 per 133 1-3  
pounds in seasons of scarcity, and \$3 when  
the cuttle-fish is plentiful. Ningpo cotton, though  
of very short staple, has peculiar characteris-  
tics, which cause it to be exported to Europe  
for the manufacture of gun-cotton and  
lampwicks. "Owing to its shortness of staple,  
China cotton, unless mixed with Egyptian or  
American cotton, is almost useless in making  
piece goods by machinery; but for mixing,  
there is no doubt that if prices in China  
were in unison with prices in other countries,  
a very large business might be opened up."  
Chinese cultivators, though the cotton is clean  
and free from seeds, have a bad trick—they  
wet the cotton to increase weight.

In examining these reports note must be  
made of the evident care bestowed on this  
compilation by the various officers of the  
imperial maritime customs of China; and, in  
looking over the nationalities on the staff, we  
find that, after Englishmen, Americans are  
next in number. Of course, Chinamen are  
in the larger majority. There are 134

Europeans and Americans on the staff, while  
the native element engaged in collecting the  
revenue in the treaty ports amounts to  
1,456.

## A VACUUM BRAKE TRIAL.

Messrs. Editors:—In accordance with a  
previous announcement a public trial of the  
Eames vacuum brake took place on the  
Leopoldina railway on the 4th instant, at  
which the directors and Superintendent  
Lynch of the line, Mr. E. D. Eames repre-  
senting the manufacturers, and a number of  
prominent railway men were present.

The experimental train consisted of two  
first-class passenger coaches, one second-  
class coach, one baggage car and one freight  
car. It was drawn by a Baldwin passenger  
locomotive, with 42-inch drivers. The  
brakes were applied to eight wheels each of  
the baggage and freight cars, to the tender,  
and to the driving wheels of the locomotive.

The train left Porto Novo da Cunha at 2  
p. m., the locomotive being in charge of the  
regular engineer who was wholly unac-  
quainted with the brake. The first stop was  
made at the old town of Porto Novo, the  
locomotive being stopped short, opposite the  
platform.

The second stop was made on a level track,  
the train running at its usual speed of 45 to  
50 kilometers an hour, and the train was  
brought to a stand in 41 metres. A second  
trial produced a result of 40 metres.

The brakes on the driving wheels were  
then cut off and only the train brakes were  
used. The stop was then made in 58  
metres, showing a difference of 17 metres  
in favor of the driver brakes. An experiment  
was then made on a 2 1/2 per cent. up grade,  
and the train was stopped in 29 metres.

On arrival at the station of Pantano the  
party received an invitation from Dr. Joaquim  
José Alvares dos Santos Silva to lunch at his  
*fazenda*, which was accepted. The lunch  
was a pleasant and enjoyable affair, and was  
suitably terminated with toasts to the Eames  
brake, and the Leopoldina railway and its  
directors and officers. The visitors then  
inspected the handsome new chapel of the  
place which has just been completed, and  
all admired the fine frescoes and interior  
finish which would have done credit to any  
city.

The trip up the line was then resumed,  
with an addition to the party of several ladies  
and gentlemen from the *fazenda*. Several  
very satisfactory stops were made, with the  
same results before given.

On the return trip an inquiry was made as  
to the results of an injury to the rubber  
diaphragm, or connecting hose. As a practical  
response the air pipe at the rear of the  
train was left *entirely open*, and the train was  
stopped on a 2 1/2 per cent. down grade,  
running at a speed of 40 kilometers, in a  
distance of 104 metres. At one of the  
stations a coupling pin was drawn and the  
train started, which resulted in an easy separa-  
tion of the hose and the stopping of the  
forward section of the train in 3 metres.

The tests were all highly satisfactory, and  
Superintendent Lynch expressed his un-  
qualified approval of the system for the  
following reasons: its extreme simplicity,

both on the engine and cars; the absolute certainty of its action which is owing (1) to the certain formation of a vacuum whenever there is steam in the boiler, and (2) to the absence of complicated mechanism to get out of order and impede action; the device governing the use of the driver brakes, or not, at will, the change being effected immediately; the extremely simple coupling between the cars which in case of accidental separation closes the air pipe instantly, thus allowing the brakes to be used at once on the rest of the train; and the very low price at which it is furnished thus enabling its use on freight as well as passenger trains. In this last sense it is peculiarly adapted to the railways of Brazil, owing to the steep grades and sharp curves of these lines, which renders the use of power brakes on freight cars quite as necessary as those of passenger trains.

It is designed to fit the entire rolling stock of the Leopoldina railway with these brakes, thus testing the system on an extended scale as this is the first road in Brazil to adopt this improvement. The other roads, especially those of the metre gauge, will undoubtedly watch the result with interest.

NORMAN.

THE NEW RAILWAY LAW.

The following general regulations for the government of railways which shall procure concessions from the government, have been adopted by the minister of agriculture. The decree confirming these regulations was promulgated on the 29th ult. and is numbered 7,959. Owing to the great length of the regulations, and the great mass of detail which possesses but slight interest for the general reader, we append only an abstract of the important provisions, taking care to preserve the order and subject treated in each article so that reference can easily be made to the law itself for the details. The general provisions of the law are as follows:

DECRETE NO. 7,959, OF DECEMBER 29, 1880.

Article I treats of the privileges and favors granted to railways including the gratuitous cession of the national or unoccupied lands necessary for the road bed, stations, warehouses and other works specified in the contract, with the right of disposing according to law of private property that may be necessary for the same purpose; the use of timber and other material indispensable for the construction of the road that may exist on public or unoccupied lands; exemption from import duties on rails, machinery, instruments, and other objects destined for the construction of the road, including coal for the shops and traffic, on the presentation of a detailed list of the objects, the company being subject to a restitution of the duties and the payment of a fine equal to twice their value if without permission of the government and payment of the respective duties it alienates any of the objects thus imported; the preference in equality of circumstances in the working of mines in the privileged zone, the government in the contract marking the number of favors to be conceded and the conditions to which the company will be subject; the preference in the acquisition in alternate lots and, during the construction of the road, of public lands along the road, at the minimum price fixed by the law of Sept. 18th, 1850, if the lands are distributed to colonists at a price not exceeding that which may be fixed by the government, the company to pay the maximum price fixed by the same law if the lands are not distributed to immigrants within five years from the conclusion of the road.

Article II establishes that the privilege shall lapse if the company is not incorporated within the term fixed in the privilege.

Article III establishes that the company shall be organized in accordance with the laws and regulations in force, shall have a representative or legal domicile in the empire, and questions that may arise aside from those provided for by the clauses of the privilege shall be resolved in accordance with Brazilian legislation.

Article IV fixes a term for the commencement of the work after the approval of general plan and profile and for its interrupted continuance until the term fixed for its conclusion.

Article V determines that duplicate plans of all works shall be submitted to and approved by the government before the work of construction can be commenced.

Article VI fixes a term after the incorporation of the company for the presentation of a general plan and profile which may be presented in sections extending from one obligatory point to another. The general plan, on a scale of 1 to 4,000, shall have the road marked in a continuous red line with the distances in kilometers from the starting point, the length of the straight portions, and the origin, end, development, radius and direction of the curves; it shall also give the configuration of the surface by means of three-meter profile curves for a zone at least 50 meters wide on each side of the line, with indications of campos, forests and stony ground, and as far as possible of the divisions of property, unoccupied lands and mines. The profile, on a horizontal scale of 1 to 4,000, and a vertical scale of 1 to 400, shall show by black and red lines, the natural ground, and the levels of the cuttings and embankments, showing by means of three horizontal lines below: 1st, the distances in kilometers from the starting point; 2nd, the extension and indications of the grades, counter-grades and the extension of the levels; 3rd, the extension of the straight portions and the development and radius of the curves. On the general plan and profile shall be indicated the positions of the stations, stopping-places, *obras d'arte* and ways of transverse communication, and the profile shall be accompanied by a certain number of transverse sections including the type section of the road on a scale of 1 to 100.

Article VII fixes a term after the approval of the general plan and profile in which the company shall present complete plans and specifications of all works necessary for the road stations and dependencies; maps of all properties to be disapproved; lists of bridges, viaducts, small bridges and culverts with their principal dimensions, position in the line, system of construction and amount of works; table of the quantity of excavations with an approximate classification of the materials and mean distance of transportation; table of the alignments, radii of curves, authenticated notebooks of the topographical, geodesic and astronomical operations; designs on natural scale of rails and accessories, and the data and information that the company may collect regarding the population, industries, commerce, wealth and mineral composition of the zone traversed by the line. The plans of the *obras d'arte* shall consist of horizontal and longitudinal projections and horizontal and transverse sections on a scale of 1 to 100 and these of the most important stations and bridges can, with previous consent of the government, be presented at the time they are to be constructed.

Article VIII establishes that the government may, before approving the plans, make at the expense of the company the surveys necessary for their examination, may modify the plans as it judges expedient and indicate the position of the stations and stopping-places. The company cannot, without express authorization, modify the approved plans, but it may, notwithstanding the approval of the profile, make the necessary modifications for the establishment of the *obras d'arte*, crossings and sidings indicated in the approved plan, and the approval of the plans cannot be invoked to justify the revocation of any of these conditions.

Article IX fixes the minimum curve and maximum grade and the division of the line into sections of service for the locomotives in such a way as to secure the greatest possible utilization of the motive power. The curves should have the greatest possible radius and those in contrary directions must be separated by a tangent of at least 10 metres. The grades and levels shall be joined by vertical curves of proper radius and development, and grades in contrary directions must be separated by at least 30 metres of level; strong grades are to be avoided on sharp curves and tunnels, and short curves and grades on and at the entrance to metallic bridges and viaducts. Stations and stopping-places shall by preference be located on straight and level portions of the line.

(To be continued.)

THE FRENCH FARMER.

A very common type of farmer in France is the man who has received what we should call the education of a gentleman—that is to say, that he has been brought up at a first-rate public school, and has afterward learned farming scientifically at the Agricultural College of Grignon. Such a man is precious in the vine-growing districts, where new experiments have constantly to be tried to combat the phylloxera and to improve the quality of the vine-soil. A wealthy vine grower will pay a fine salary to a farmer capable of adding to the renown of his vintage, and it stands to reason that the farmer almost always ends by setting up for himself, when he marries a wife who brings him a *dote*. Another, pretty common type of the French farmer is the one who has been obliged to sell off lands of his own through pecuniary distress, but who continues to occupy his old dwelling, and farms the land that was once his for its new owners. This man is not likely to be very ambitious; failure has made him wise, and he is inclined to think that his lot as a farmer is, on

the whole, preferable to his former condition as a starveling peasant proprietor. For one thing, he has given up all idea of amassing money for his children. A large family springs up round him, but he has made up his mind that they shall shift for themselves, and what money he can make he spends on himself. Just for luck's sake, he keeps £20 or 50 invested in some municipal loan having *tirages d'onces* which give him a chance of winning a *gross lot* of 100,000 francs; and possibly one bright morning he ends by winning this *gross lot*, or an equivalent prize in a lottery, which enables him to laugh for the remainder of his days at the more parsimonious race of farmers, who pinch and screw all their lives long.

Generally speaking the French farmer is not a jolly soul. Whether he be a man of education or not, he settles down into a grab sort of life, faring frugally on soup and the simplest of ordinary red wine or cider. The stock of his soup is bacon, and he eats butcher's meat only twice a week, that is on Sunday and market day. When he attends market he makes a succulent *déjeuner* and drinks a good deal of beer afterward at the café. This is his only cheerful time; at ordinary seasons he is morose, troubled about the weather; the conscription which is going to take his son into the army, and about politics, of which he understands just enough to be in constant dread of revolutions. He is a conservative, that is to say that he upholds the government of the day, whatever it is, for fear of anarchy; but no government is popular with him, for every administration finds it necessary to lay on new taxes. Taking him all round, however, the French farmer ought to be more contented than his English brother, for he has a much less inclement climate to contend with. A bad harvest is not a common thing in France, and a succession of bad harvests never occurs. It is lucky for the French farmer that this is so, for there are few French landlords who would be in a position to remit any part of a year's rent after a bad harvest. The rule in France is that farmers' rent must be paid, as punctually as lodgers' rent. If it be not paid, ejection is resorted to at once, and nobody thinks of looking upon the tenant as an ill-used man.—*London Truth*.

THE ARGOSY SHIPWRECK.

An Alagoas correspondent of the *Crusoe* writes concerning the shipwreck of the British barkentine *Argosy* on the Barra Grande reefs that the vessel was abandoned by the captain and crew, and was then taken in charge by the authorities. The *Argosy* was bound for New York with a cargo of coffee. The correspondent calls attention to the circumstances that the captain did not wish to give explanations, that he did not seek aid from the people near by who are all accustomed to the sea, that only seven hundred and some odd bags of coffee were saved and that there was none left on board although the manifest showed a shipment of four thousand bags, that the shipwreck coincided with certain occurrences in the American market to which the cargo was destined, that the vessel was beached with its bow to the west and at right angles to the coast line, and that the captain is the owner of the vessel. The implications contained in this letter are such that nothing short of a rigid investigation will be satisfactory.

Another account of the occurrence is to the effect that the representatives both of the shippers and of the owners went to the scene of the disaster to save the cargo. A conflict of jurisdiction arising, the *juiz de direito* of Alagoas ordered all work on the discharge of cargo to be stopped until the conflicting claims should be settled. In the meantime the vessel and cargo became a total loss. Of course the vessel was in charge of the local authorities all this time, and upon them and the *juiz* rests a great part of the blame for the failure to save the cargo. The letter to the *Crusoe* seems to be designed to prejudice the case against the captain and to cover up the remarkable decision of the *juiz*.

The decrease in the debt of the United States during the month of October was \$7,103,754.68.

It is said that from \$15,000,000 to \$20,000,000 is invested in telephone enterprises in the United States.

The *American Dairyman* gives the information that the dairy industry of the United States represents an investment of over \$1,300,000,000, and an annual production of butter and cheese of over \$350,000,000 in value. Over 350,000,000 pounds of cheese and 1,500,000,000 pounds of butter are made annually. Of the total amount of butter made in the United States, New York produces 100,000,000 pounds yearly, and 100,000,000 pounds of cheese. Of this immense production of butter and cheese but a comparatively trifling amount is exported. During the year ending June 30, 1879, the total value of these two articles exported was only \$18,000,000.

RAILROAD NOTES.

—The gross receipts of the Pirapetings railway in December were 9,815\$500. The number of passengers carried was 1,849.

—Two regular trains a day are now running on the "Recife ao São Francisco" railway. The second was inaugurated on the 1st inst.

—The minister of agriculture, it is said, will visit São Paulo in April, travelling over its railways and investigating the state of its agricultural industries.

—The receipts of the Paulista railway during the five months ending November 30 aggregated 948,472\$140, and the expenditures 321,822\$604, leaving a balance of 626,649\$536.

—The minister of agriculture has extended the special rates recently adopted on the Dom Pedro II line in the transportation of milk, vegetables, etc., to all government and guaranteed roads in the empire. A reduction of 50 per cent. is required.

—Decree 7,918, of November 25, 1880, approves the tariffs and regulations for the transport of passengers and merchandise on the União Valeiana line, between Desengano and Rio Preto, province of Rio de Janeiro.

—The November receipts of the Feira de Santa Anna branch of the Bahia Central railway were 11,282\$850 and the expenditures 11,190\$320. The number of passengers carried was 2,714, of which 2,172 were second class.

—São Paulo papers of the 10th inst. state that the São Paulo and Rio de Janeiro railway sustained considerable damage from the heavy rains of the 9th. The bridge over the Guararema was carried away, and communication was interrupted for the day.

—The recent change of chief engineer which the minister of agriculture made on the Bahia railway extension has resulted in a large number of resignations on the part of the subordinates. The autocratic system of government does not seem to give unalloyed pleasure to railway men.

—The gross receipts of the Leopoldina railway in December were 112,982\$570, of which 23,609\$390 were received from 11,133 passengers and 69,109\$240 from 4,301½ tons of freight. The freight traffic included 2,000 tons of coffee. The gross receipts for December, 1879, were 79,176\$357.

—The *Tribuna do Povo*, of Macahé, Rio de Janeiro, says that the engineer of the "Macahé e Campos" railway has ordered the construction of a saloon car in the shops of that line at Imbetiba. The car will be built to accommodate 40 passengers and will be wholly of Brazilian materials except the wheels and flooring.

—The government has approved the following special rates for the transportation of milk, fruits, vegetables, eggs, butter, etc., over the Dom Pedro II railway, the rates being for each ton over one kilometer:

Under 100 kilometers ..... 60 reis  
Between 100 and 300 kilometers, per kilr. 35 ..  
Over 300 kilometers, per kilometer ..... 20 ..  
Allowance will be made for fractional tons above five kilogrammes.

—The 4th annual report of the Carrangola railway, just issued, gives the returns of that line for the year ending June 30, 1880. The gross receipts of the line for the year were 256,029\$730 and the expenditures 240,822\$285, leaving a balance of 15,207\$445. Applying this balance to past deficits reduces their total to 24,540\$298. The line has a total extension, including the Itabapoana branch, of 127 kilometers. The cost of construction thus far has been 3,714,358\$158, which gives an average of 29,247\$ per kilometer.

—In reply to complaints against the present acting director of the Bahia railway extension, Mr. Julius Pinkas, because of his nationality, the department of agriculture finds it necessary to announce that Mr. Pinkas is a naturalized Brazilian, that he was employed on certain specified works in Austria and Hungary, that he possesses competent diplomas, that he was recommended to the Brazilian government by the Institute of Vienna, that he had served on the Ceará *deca* commission, on the Baturité railway, and has been engineer-in-chief of the Santo Amaro railway of Bahia. Decorations were bestowed upon him by the government for his services on the Baturité line. As there seems to be no question as to Mr. Pinkas' fitness for his present position, would it not have been better if the government had disregarded this petty clamor against him because of his foreign birth?

THE agricultural and live stock returns from Australasia are very favorable this year. From various colonial accounts, it appears that 2,750,000 acres of land were under wheat in the last harvest, being two and a half times the area under wheat there ten years ago, and within 300,000 of the wheat acreage of the United Kingdom. The approximate number of live stock in the whole of Australasia for the present year was—of horses, 1,090,000; horned cattle, 7,510,000; sheep, 65,400,000; and pigs, 810,000.

PROVINCIAL NOTES.

—A scarcity of money in small denominations is reported from Piahy.

—The custom house receipts at Santos for the year 1880 amounted to a total of 5,902,782\$945.

—The first drove of cattle of the season for the Pelotas slaughtering establishments arrived at that place about the 20th ult. It was composed of 236 head.

—The December receipts of the Bahia custom house were: general 770,671\$643, provincial 106,782\$787; and of the internal revenue office 52,841\$162.

—The exportation of slaves from Pernambuco to Rio de Janeiro during the last four years amounted to 6,489, as follows: 1,271 in 1877, 1,677 in 1878, 2,212 in 1879, and 1,329 in 1880.

—The *Jornal do Recife* announces the arrival at Pernambuco on the 27th ult. of José Maria da Conceição, Jr., who is on his way to put up the Rocas light house. The structure has been deposited in the marine arsenal for several years.

—The proprietor of the Sant'Iago plantation, in Alagoas, Joaquim Maranhão dos Santos, was assassinated on the 16th ult. by his slave Manoel. The assassin was captured on the following day. The cause of the crime was the brutal treatment received by the slave, whose right ear had been cut off by the master.

—The Pernambuco provincial president has nominated a commission to carry into execution a law passed by the recent provincial assembly which appropriates 100,000\$ for the erection of a sugar mill at the Isabel orphan's colony. The sum mentioned is designed to purchase all necessary machinery, construct a suitable building and meet the expenses of the first year's crop.

—The provincial government of Minas Geraes has granted a thirty years' concession to João Borges Ferraz, and others, for the construction of gas works in the city of Juiz de Fora. The machinery will be exempted from provincial imposts and taxes and the works must be in operation within two years. The city council is authorized to contract for the illumination of the city on the terms of the recent contract imposed upon the Rio company.

—The customs and internal revenue receipts at Pernambuco during the year 1880, as compared with the four preceding years, were as follows:

Year	customs	consulado	int. rev.
1880,	12,273,040\$177	2,781,642\$998	702,213\$120
1879,	7,941,969 894	2,076,662 979	634,350 546
1878,	8,006,888 126	1,978,016 664	550,934 413
1877,	9,408,080 617	1,879,345 625	574,366 728
1876,	7,511,794 103	1,672,263 379	571,766 611
1872,	14,325,634 471	1,712,508 872	830,322 984

—The December receipts of the Pernambuco custom house and internal revenue office, as compared with the same month of preceding years, were as follows:

Year	customs	consulado	int. rev.
1880,	1,095,497\$332	371,999\$898	69,563\$647
1879,	1,005,859 963	317,014 059	76,540 156
1878,	791,543 640	251,717 698	49,902 184
1877,	806,325 842	236,325 688	52,970 787
1876,	773,276 897	200,231 019	74,058 092

—A letter to the *Gazeta*, of Porto Alegre, Rio Grande do Sul, from S. Leopoldo, states that a man named Rocha Gil entered that town on the 29th ult. with a slave boy tied to a vicious mule. After parading his strange team in front of a blacksmith's shop for a time, he had shackles and chains fastened on the boy, after which he drove him thus heavily weighted out of town. This brutal thing was done in sight of the whole town. The cause was an attempted flight by the slave. And still, slavery is the "corner-stone of our civilization."

—The Fortaleza, Ceará, correspondent of *Jornal* complains that the retiring city council of that place made a very scandalous contract just before the expiration of its term. It granted a 10 years' monopoly to a patriot for the supply of the city with beef on the basis of 540 reis per kilo. for fresh and 18000 per kilo. for salted or dried. We fear the *Jornal* correspondent is just a little too particular. If the capital of the empire can stand such little aldermanic jokes, certainly the capital of Ceará should submit without complaint.

—The Visconde do Livramento, of Pernambuco, has given 50 per cent. of the proceeds of the auction-sale of the cargo taken from the Italian brigantine *Vincenza*, amounting to 4,640\$700, to the Misericórdia hospital of that city. The cargo came into the donee's possession through a contract between himself and the French consul, against which the master of the vessel protested in vain. It is probable that the hospital has no "conscience fund," and the money will go into the general cash box. The vessel was also sold at auction, but the Visconde failed to get it through the sharp practice of his agent.

—The municipal debt of São Paulo amounts to 302,963\$620.

—The provincial assembly of São Paulo met in provisional session on the 11th inst.

—It is said that the Ypiranga lottery of São Paulo will be drawn on the 26th proximo. No takers.

—The provincial internal revenue receipts of the city of Rio Grande for the year 1880 amounted to 685,932\$880.

—São Paulo was visited by a severe wind and rain storm on the afternoon of the 11th inst. during which considerable damage was done.

—The Commercial Association of Rio Grande do Sul has resolved to place a life-size portrait of the minister of agriculture in its assembly room.

—It is announced that the São Paulo provincial assembly will pass a prohibitory tax on the introduction of slaves into that province within a very few days.

—An assassination took place at Itatiba, S. Paulo, on New Year's day, in which Joaquim José de Oliveira stabbed his brother-in-law, Daniel Lopes, in the public highway.

—The Rio Grande do Sul provincial government has recently contracted a new loan of 100,000\$ with Joaquim José de Assumpção at an annual interest charge of 8 per cent.

—A planters club was organized at Pindamonhangaba, São Paulo, on the 8th ult. There was great enthusiasm and vigorous demands for protection against the uncertainties of the future.

—An assassination occurred at Cordeiros, near Cantagalla, on the 2nd inst. in which João de Andrade, a Portuguese, was killed by Pascal Segredo, an Italian. The assassin escaped.

—A meeting of planters was held at Limeira, São Paulo, on the 6th inst. for the purpose of organizing a club. A commission was appointed to report on an organization on the 16th.

—It is reported that the province of Rio Grande do Sul will nominate two German-born Protestants for the next General Assembly, the elections for which will take place toward the close of the year.

—The aggregate emancipation fund quotas of the province of Parahyba for 1875 and 1880 is 147,718\$423, of which 88,324\$765 has been expended and 59,393\$658 remains. The total number of emancipations is 183.

—The *Gazeta de Porto Alegre* reports a bad outlook for the bean crop of Rio Grande do Sul this year. The heavy rains and cold weather has done much harm to the young plants, and also to the cereal crops, with the exception of rice.

—The number of emancipations in the province of Rio de Janeiro up to to-day, under the law of 1871, is 1,096. The quotas of the emancipation fund for 1875 and 1880 amount to 1,001,806\$842, of which 693,560\$622 remains unexpended.

—Eighty slaves belonging to the Messrs. Fontours, of Pelotas, Rio Grande do Sul, have been recently declared free through a failure to matriculate them in accordance with the law. In such case they have been legally free since September, 1873.

—The aggregate quotas of the emancipation fund for the province of Maranhão for the two distributions of 1875 and 1880, is 390,787\$412, and the amount expended is 254,838\$911, leaving an unexpended balance of 135,948\$501. The number of slaves emancipated in these two distributions is 459.

—We see by our Pará exchanges that the agent of the Edison Electric Light Co., Mr. John C. Branner, arrived in that city on the 20th ult. Mr. Branner proposes to first make a careful search for the desired fibre for the Edison carbon arch, in the near neighborhood of Pará, after which, should the season be favorable, he will go up the Amazon.

—Announcements are still made in São Paulo, that the new "Santa Cruz" lottery machine is about to be publicly tested. This wonderful machine seems to be afflicted with successive postponements very much like the lottery itself. If this hump goes on much longer there'll go up one long cry for an indefinite postponement in order to rid the country of its presence.

—The *Jornal do Recife* relates that the British bark *Petunia*, bound from Swansea to Alga Bay with coal, arrived at Pernambuco on the 31st ult. with one of the crew in irons. The prisoner, a Russian, seems to have become insane soon after leaving Swansea, and concealed himself in the hold. It was thought that he had fallen overboard. Some days after a sailor was sent into the hold to see what was the matter with the pump, when he was attacked by the crazy man, who not only inflicted severe wounds upon him but kept the whole crew at bay. A passing vessel was halted, and by uniting their crews the maniac was captured and ironed. He was delivered over to the British consul at Pernambuco.

—The corner stone of a new theatre was laid at Santos on the 5th inst.

—A temporary market place was opened at Santos on the 8th inst.

—The December customs receipts of the province of Paraná were 15,301\$053.

—The December customs receipts of the port of Rio Grande do Sul were 227,575\$580.

—The inauguration of steam navigation on the Rio Jequitinhonha, Bahia, took place on the 3rd inst.

—The republic of São Domingos has appointed Mr. Miguel Wolff as its consular agent at Pernambuco.

—A recent auction of donations at the public garden of Campinas resulted in a total product of 8,000\$.

—The government has appointed Dr. José Caetano de Andrade Pinto as engineer of the Dom Pedro II extension.

—Telegraphic communication between the city of Rio Grande do Sul and São José do Norte was opened on the 1st inst.

—Thirty slaves have been freed in Diamantina, Minas Geraes, at a cost of 25,450\$ to the emancipation fund and of 750\$ to the private savings of the slaves themselves.

—The number of deaths from yellow fever in the city of Rio de Janeiro from the 1st to the 12th inst. inclusive, was only six. During the same period of last year the number of deaths was 29.

—The *Tribuna* of S. Carlos do Pinal, São Paulo, relates that two masked men recently broke into the house of José Castilho, of that place, during his absence, and carried away 8,000\$ in money and papers to the value of 4,000\$.

—A recent letter from Santa Catharina to the *Crucero* says that the Argentine government is about to establish a naval flotilla on the upper Paraná. The enterprise of the Argentines in pushing their settlements into the province of Paraná is confirmed.

—The annual report of the Misericórdia hospital at Campos shows that the total number of patients received in 1880 was 666 and the number discharged 667. The number of poor patients received was 553, and the number of deaths 138. Of the deaths, 11 were from yellow fever.

—The mortality statistics of Campos, Rio de Janeiro, for the year 1880 shows that the total number of burials in the public and private cemeteries of the city was 910, of which 756 were free and 154 were slave. The number of births during the year was 666 and of marriages 79. There were no slave marriages during the year.

—The corvet *Príncipe do Grão Para* was placed at the disposal of Messrs. O. A. Derby and Monteiro de Barros, the commission sent by the government to examine the phosphate deposits on Rata island, one of the Fernando de Noronha group. The commission arrived at Fernando on the 27th ult., and returned to Pernambuco on the 1st inst.

—Two glorious expeditions into the wilds of Matto Grosso, according to a *Jornal* correspondent, have recently taken place under the direction of the president of that province, the Barão de Maracajú. They were sent out in pursuit of Indians who had been committing murders, and ravaging the frontier settlements, and were under the command of two army officers. The two parties returned to Cuiabá early in November and, amid great popular rejoicings, presented the fruits of their campaign. One party brought back 48 macaws and some rare curiosities for the president's private museum. The other, not finding any macaws and specimens, brought in 17 prisoners, 5 women and 12 children. There were great rejoicings over the prisoners—fireworks, music, and artillery salutes. The savages were at once "catechized" and baptized as a preparatory step to a new civilization under the penalty of being whipped—to which, after due explanation, they gratefully submitted. They were kept in jail for a short time and were then sent back to their savage companions to convert them to the manners and beliefs of civilization. A warm discussion has grown up over this step—some arguing that the prisoners—especially the females—should not have been returned to their savage state.

A COMMITTEE of the New York Board of Fire Underwriters has recently rendered a report on the origin of fires in which it is distinctly shown that certain kinds of black silk are subject to spontaneous combustion. Several cases are cited where fires are traced directly to this cause, not only in stores and warehouses, but on railway trains and steamships. The cause lies in the use of certain processes and chemicals by which the weight of the material is greatly increased—sometimes fourfold. These chemicals are highly combustible, especially in the compounds formed in the dyeing processes.

LEGISLATIVE NOTES.

—The extraordinary session of the General Assembly, convened on the 9th of October last for the consideration of the projected electoral reform bill, came to an end on the 10th inst. The greater part of this session has been occupied by the Senate in discussing the bill—the Chamber having held only 20 sessions in all. At the joint session at the Senate chamber on the 10th the Emperor closed the legislature with the following brief address:

*August and most worthy representatives of the nation:*

I feel the greatest satisfaction in communicating to you that the good relations of amity continue between the empire and foreign powers. Public tranquillity has suffered no disorder.

I thank you for the solicitude with which you have addressed yourselves to electoral reform, the object of the convocation of this extraordinary session.

*August and most worthy representatives of the nation:*

In decreeing this reform, with the end of assuring the liberty and honesty of elections, you have corresponded patriotically to the national will. This extraordinary session is closed.

—The Senate amendments to the electoral reform bill came up for concurrence in the Chamber on the 7th inst. and were at once adopted without discussion. The final editing of this bill was accomplished at the same session. The bill was sanctioned by the Emperor on the 9th by decree No. 3,029.

—Aside from the passage of the electoral reform bill no legislation of note has been accomplished since our last report. On the 7th, petitions from some German Catholics against Protestant representation were received in the Chamber, and Deputy Leoncio de Carvalho presented a project of law governing the admission of foreign-born citizens to full political rights.

MUNICIPAL BALANCE SHEET.

The municipal balance sheet for the year 1880 according to a report presented to the council on the 8th inst., shows the following receipts and expenditures:

RECEIPTS.	
Ordinary .....	1,139,667\$097
Deposits .....	214,77. 415
	1,354,438 512
EXPENDITURES.	
Public revenue .....	1,131,614\$582
Deposits withdrawn .....	85,010 246
	1,216,624 828
Balance remaining .....	137,813\$684
Consisting of Deposits .....	129,761 169
Public funds .....	8,052 515

AN ENORMOUS EXPENDITURE.

It is known that during the years from 1875 to 1880 the government has expended large amounts in the service of colonization, as follows:

1875-76 .....	4,385,684\$905
1876-77 .....	5,502,054\$682
1877-78 .....	9,773,667\$000
1878-79 .....	6,130,633\$800
Total, 4 years .....	25,792,039\$587

Very well. The province of Rio Grande has not expended in 30 years more than 800 contos upon provincial colonization, and with this sum it has founded the flourishing colonies of Santa Cruz (with a present population of 12,000 souls and an independent municipality, one of the richest and most prosperous in the whole province), Santo Angelo, Nova Petropolis and Mont'Alverne, in which about 30,000 colonists are living in real abundance.

This example proves that what could have been effected with the 25,000 contos which have been expended by the imperial government, has been thrown away purely through a lack of system and of competent employees.

Had the government ceded only 10,000 out of these 25,000 contos to the province of Rio Grande, we would have established with them 400,000 industrious colonists, who would have transformed the province into the granary of all South America. —*Gazeta de Porto Alegre*, Dec. 27.

The total transactions of the New York Clearing House for the fiscal year ending October 1, 1880, amounted to \$38,698,667,252.38—the largest amount for any year since its organization. The daily average for the year was \$126,466,232.85, and the largest transaction for any one day (Nov. 3, 1879) was \$202,558,252.11. The largest daily balance was \$11,208,025.20 on Nov. 13, 1879, of which \$8,300,000 was paid in gold coin—about 15½ tons in weight. The total transactions of the Clearing House since its organization—27 years—amount to \$574,849,719.103.

THE RIO NEWS

PUBLISHED TRIMONTHLY

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RIO DE JANEIRO, JANUARY 15TH, 1881.

THE installation of a new municipal council for this city has been one of the important events of the opening year. It has been an open secret for a very long time that the municipal administration of Rio de Janeiro has not been wholly free from grave abuses, and that its revenues and patronage had become the perquisites of individuals rather than a public charge. Contracts were entered into not in the interests of the public but in those of the council, and concessions were granted through favor and purchase rather than through an impartial observance of the law. As a result the city has been grossly misgoverned and robbed, and its citizens have been defrauded of every benefit growing out of a just and economical administration. What the new council will do to remedy this state of affairs time alone will tell, but it should be noted that several steps in the right direction have already been taken. At the meeting of the new council on the 8th inst., its first act was to dismiss the engineer-director of municipal works and to order his prosecution. Propositions were presented annulling the contract for repairing the city pavements as it has not been fulfilled; asking for a list of all existing contracts and specifying that no new contract not yet put into execution shall be valid without the approval of the present council; closing all the books of the city council; requiring hereafter that the books of registered contracts "shall be written consecutively, without blank lines;" providing that the accountant shall present monthly balances of the various accounts; requiring the amount of cash in the municipal treasury, and the amount already expended on this year's account; and requiring also a statement showing the amounts and character of the deposits now in the municipal treasury. Should all these measures be conscientiously carried out the result must be a great gain to the city. It may unmask not a little of "crookedness," but the discredit of all that can be more easily borne than a continuation of the system under which the city has long been governed. The new council has our best wishes.

THE course pursued by Counselor Saraiva and his ministerial colleagues in offering their resignations to the Emperor on the 8th inst. is one which will commend itself to all thinking men. At first sight there seemed to be no reason whatever for such a course. The ministry had been successful in carrying out its policy and in securing the adoption of its measures. There had been no vote of want of confidence in the assembly; there had been no expression of distrust and disapprobation either from the Emperor or from the people. In a marked degree the prime minister and his colleagues are enjoying a very large measure of public

confidence and esteem. There have been mistaken enunciations of policy and mistaken acts of administration, but on the whole and in comparison with preceding ministries, the present cabinet has many reasons to congratulate itself. There has been a conspicuous absence of the scandals which have marked many preceding administrations, and there has been an unquestioned effort to administer the laws in the interests of the whole country. In view of these circumstances there seems to be no cause whatever for the retirement of Counselor Saraiva and his colleagues; on the contrary there are many important reasons why they should remain in power, as it is evident that no change could possibly be made for the better at this time. The reason given by the prime minister for the tender of the resignations of himself and colleagues was that they had been chosen to carry through a project of electoral reform; in that task they had finally been successful, and their work was therefore finished. It is well understood that the special work for which Counselor Saraiva was called to perform was the preparation of a project of electoral reform. As this was the one task given him, it became expedient that he should seek either to retire or to attain a new confirmation of his tenure of office, and that too on general grounds. As might have been foreseen, the Emperor wisely declined to receive the tendered resignations, and expressed his wish that the present ministry should continue in power as it commanded his fullest confidence. From this time forward the ministry enters upon a new and confirmed lease of power, and without any known restrictions as to special legislation. It is now free to enter upon any policy which it may consider to be of prime importance. In securing this result, although it is known that he sincerely wishes to retire to private life, Counselor Saraiva taken a step which not only strengthens his position, but clears the way for any policy which he may choose to adopt.

IN VIEW of the increased costs and delays attendant upon the loading and unloading of vessels in this port under the new health regulations, it would certainly seem to be a matter of high policy for the government to give the subject its immediate and thoughtful consideration. Commerce is not a speculative enterprise which seeks to coin money at the expense of the country, but it is one of the great agencies which contribute directly to its development and wealth. It follows, therefore, that every thing which facilitates and extends commerce adds directly to the wealth-producing forces of the country. In what light, then, shall we view these restrictive health regulations of the port? It is essential, even absolutely necessary that every precaution shall be taken to keep down epidemic diseases and to preserve the good health of the city, but does this require all the vexatious, quibbling regulations which have been imposed? At the same time that all vessels are ordered away from the wharves and immediate neighborhood of the city, to prevent all possible communication of yellow fever, the very worst practices are permitted and continued in this city, out of which an epidemic—if we should have one—would unavoidably spring. The filthy and indecent practices which are here permitted in the open street, are enough in themselves to keep the germs of epidemic alive in our midst, and yet the board of health is oblivious to it all. At this very moment there is an impending epidemic of small-pox in the city, but not one word from our sanitary Rip Van Winkles and the press. On the contrary the vessels are ordered so far away that it now takes fully two months to discharge an ordinary cargo, and that

too at a very great expense. Literally there is not one particle of consideration and accommodation in the port authorities of this city. They seem to think that commerce can stand the strain, so they make the most of it. A few days since the Lamport & Holt agents in this city, Messrs Norton, Megaw & Co., asked permission from the customs authorities to place one of their steamers alongside a government hulk in order to discharge a heavy shaft consigned to the coasting line of steamers. The customs authorities referred the petitioners to the board of health, who in turn referred them to the minister of empire, who next passed them on to the department of marine. In the last case the agents altered the terms of the petition and requested permission to move the hulk to the steamer, but the marine wiseaces decided such a step would involve a risk for the hulk and it could never be done. And during all this temporizing and want of jurisdiction, important interests were being sacrificed and losses incurred for which there is no apparent remedy. Instead of building railways to the moon, why will not the government give a little of its time and attention to the practical and urgent needs of this port?

Now is the time to gird this devoted and heroic city with Dr. Maximiano's electric current, and to embellish its aquiline nose with Dr. Fort's anti-malarial muzzle. Let the streets be flooded with Augustus Cæsar's disinfecting fluid, and let the dwelling places of the *canalha* be rendered odoriferous with Dr. Rego Filho's "No. 1." The anchorage for merchant vessels should be immediately moved to the sprawn beds of Piedade, where commerce and crabs may lie down together in undisturbed repose and dream of the coming tide. The enforcement of wise and precautionary port regulations should now be doubly intensified; let no sea captain, nor seaman, come within one mile of the "Black Bottle" under the penalty of death; let no vessel discharge more rapidly than one lighter a week under the penalty of confiscation; and let no one go aboard on the waters at night, but thieves, boarding-houses runners and smugglers. Confine the water police within their homes, lest an excess of zeal should bring them to an untimely end. Announce to the world that this port is wide open for trade, that it wants to trade badly; but let it be known that there must be no undue haste, no favors and profits to outsiders, and plenty of "back-sheesh" to "grease the ways." As a customary precaution against the breaking out of dangerous epidemics let all future street cleaning operations be confined to the Rua do Ouvidor between nine and ten o'clock in the morning; let the number of fragrant cow stables in each block be doubled, for the breath of the kine is sweet with new-mown hay; let the streets and public places be rendered still more beautiful and primitive and balmy with an additional number of Fluminense urinals, as a token of our civilization and of our observance of sanitary laws; and then let the president of the board of health arise from his deep repose, like Rip Van Winkle, and tell us some good old stories of the years that are gone. Let peace and placidity rest upon the sun-kissed tiles and parallelepipeds of this devoted city; and let the winds and rains conspire together for its protection. Let the old city fathers retire into a well-earned repose and enjoy the fruits of their toil; and let their successors while away the summer hours in a faithful examination of inherited accounts and contracts. Rejoice that the toil and turmoil of the Chamber of Deputies has come to a satisfactory and well-paid end; and be glad that the nightmare of political and religious liberty will no longer disturb the peaceful dreams of Mendes d'Almeida

and Cotegipe. Shed bitter tears over the untimely fate of the great Brazilian Beaujeu, Affonso Celso, who sought to enrich his beloved country by taxes, and exchange tinkering, and coffee speculations at public expense, for had he reigned long enough and had there been money enough there might have been left some slight token of his once predominant influence in public affairs. Cherish the "corner-stone of our civilization" so that Martin Francisco may not perish, and Martinho Campos may not be "bulldozed" into drawing his revolver in defence of his property. Let liquid stucco be poured into the broken walls of Pedregulho, and solid balm upon the wounds of the discarded S. Pedro arbitrators. Let the city revel in the luxury of cheaply-transported Minas cheese and bananas, and let that cornucopia of bovine and porcine wealth at Santa Cruz be filled and emptied upon us with lavish hand. Let "essencialmente agrícola" be written in letters of gold above the broad entrance to the department which holds the fruits of the soil, of the mine and of the sea in the hollow of its hand. Let the coming year abound with immigrants and imported capital, and let the heart of the patriot rejoice that the future is unlimited. In short, let everybody subscribe for The Rio News.

IN a recent discussion of the interests and needs of Brazilian agriculture, the *Jornal do Commercio* mentions, among other things, the necessity of acquiring free laborers through immigration to replace the anticipated loss of labor through the abolition of slavery. It has now been a long time since this appeal was first made in behalf of agriculture, and its reiteration by legislators and journalists has been almost incessant. It has been the constant theme of the press and the pet theory of many a minister. It has been looked upon as the only salvation of Brazilian industry, the only resource of the country upon the final extinction of servile labor. In the position thus assumed there are two grave errors involved which will necessarily have an important bearing upon the final settlement of the question, and to which we would invite the thoughtful attention of Brazilian agriculturists. These errors are comprised in the belief that immigrants can be procured in anticipation of emancipation, and that in immigration lies the only hope of the existing agricultural industries. As to the first, it may be accepted as an economic axiom that no important influx of immigrants will take place as long as one single slave remains to curse Brazilian soil. Free and slave labor will not and can not exist together, and no intelligent free laborer, such as is needed here to-day, will voluntarily place himself in competition with a class whose servitude degrades the labor of the hand. As long as slavery exists, manual labor will be looked upon as the occupation of slaves; it will be degraded and despised; it will be meagerly paid and protected. This the immigrant knows full well, and with the possible exception of some few hundreds whose very indifference proves their worthlessness, he will take good care not to expose himself and family to any such ban. In proof of this we need only refer to any agricultural community in Brazil; to call attention to the contempt and repulsion which the dominant classes have for manual labor, even to the "poor whites" who live upon the verge of starvation rather than work. This state of affairs is a legitimate outgrowth of slavery; it has existed in other slave-holding countries; it exists here. Free labor never went from the northern to the southern section of the United States, although there was a constant stream of it into the young states of the West. And yet, the South offered some of the highest advantages that an enterprising agriculturist could

wish—a mild climate, fertile soil, and some of the most profitable products known. Besides that, European emigration never sought the Southern States, and shuns them even yet. There were efforts made to obtain immigrants long before the extinction of slavery, but they were marked failures. And even to-day, although emigrants are settling in various sections of the South, the great stream of free labor is flowing steadily into the Western States where the blight of slavery was never felt and where the curse of unrequited servitude never rested upon the toil of one's own hands. As to the second error—the theory that there must be an importation of labor to supply the places of the slaves—it entirely overlooks the existence of the freedmen as a laboring element, and takes no account of the time which must necessarily elapse before a million of immigrants can be procured to supply the places now filled by slaves. It is unquestionably true that there will be great difficulties encountered in retaining the freedmen upon the plantations; some of them will go wholly wrong, and all will instinctively seek to escape from the scenes of their bitter servitude. With the adoption, however, of a wise and humane policy in their treatment from this time forward, we believe that the great part of this anticipated exodus can be prevented and the ex-slave retained on the plantation as a free and paid laborer. The Brazilian planter can not possibly find a better and more faithful class of laborers than the blacks, providing he first wins and retains their confidence and regard. These freedmen now form not only the chief but the best laboring element in the southern section of the United States, and contrary to all predictions, they have proved themselves provident and faithful in the highest degree. They are acquainted with the methods of cultivation and with all the peculiarities of soil and climate; they are trustworthy and—what is far more significant and promising—they are ambitious to acquire property and to educate themselves. Such an element is always conservative and law-abiding. Under proper treatment and favorable circumstances we see no reason why the Brazilian slave should not pursue the same course. And even admitting that his success will not be so great nor so immediate, his employment as a free laborer can not be otherwise than beneficial. It will be a mistaken policy, a highly dangerous policy to adopt any other course. A million and more of ex-slaves can not be turned out upon society with impunity by every avenue to employment and position closed against them. There are idlers and vagrants enough in Brazil to tax her resources to the utmost; their number can not be increased without grave danger.

A GRAVE CHARGE.

The following circular from several well-known flour manufacturers in Richmond, Virginia, makes the grave charge that a certain brand of flour of a high grade has been falsified by Messrs C. McCulloch Beecher & Co. of New York, and that shipments of this counterfeit flour have been made to this city. The high standing of the manufacturers who bring this charge, and the extensive use of their brands of flour in this market, invests the question with unusual importance, the more so as the transaction tends to depreciate the value and unsettle the market of an article of prime necessity. It is well known that Richmond flour has long occupied a high place in this market, but that has not prevented the sale of very large quantities of other brands. Had Messrs. McCulloch Beecher & Co. wished to engage in the flour trade and to introduce new brands, the field was open, and the opportunity just as good as in the case of certain Western brands which have been successfully introduced on their own merits. It would

have taken time and good management, but those elements are necessary in all commercial enterprises.

It is due, however, to say that the manager of the Rio house of C. McCulloch Beecher & Co. is a gentleman who has been long and favorably known in this market, and no one here will believe that he knew anything of this illicit transaction. Whatever blame shall be attached to it—and it can not be too great nor too severe—such blame should justly rest upon the New York house where the falsification took place. It is an unpleasant task, at best, to expose and denounce any act of a business firm which has enjoyed a fair share of public confidence, but it is a duty nevertheless that can not and should not be avoided. This transaction is one which will throw no little discredit upon American houses and American trade, and it can not therefore be condemned too severely; and unless some explicit explanation can be given of it—which scarcely seems possible—it should alienate all further confidence in men who have risked their character and credit in such an enterprise.

The circular issued by the Richmond manufacturers, which we translate from the Portuguese, is as follows:

CAUTION.

Messrs. C. McCulloch Beecher & Co., of New York, have for some months remitted to Messrs. C. McCulloch Beecher & Co., of Rio de Janeiro, diverse parcels of wheat flour, marked as "Richmond Mills, Va.," which have been mentioned in circulars from Rio de Janeiro containing notices of their arrival and sale, as Richmond flour.

The flour in question was not manufactured in Richmond, Va. Messrs. C. McCulloch Beecher & Co. have purchased another quality of flour, scraped its own mark from the barrel heads at the place of shipment in New York, and stamped on the cleaned head "Richmond Mills, Va.," with the purpose of deceiving the purchasers of flour in Brazil and thus injuring our honestly acquired reputation.

At least 500 barrels of this spurious flour left for Rio de Janeiro by the steamer *City of Rio de Janeiro*, which sailed from New York on the 5th of November, marked as "Richmond Mills, Va., 196, Plumense, XX, Extra Family," but dispatched merely as "Plumense."

We, the undersigned, representing all the flouring mills of Richmond, Virginia, declare that we have never sold one barrel of flour to Messrs. C. McCulloch Beecher & Co., directly or by means of agents; by this we warn all our customers and friends to be on their guard against these fraudulent shipments of Richmond flour, and that they should be careful from this time forward in making their purchases only in houses which are in a position to purchase directly from our authorized agents.

For the HAXALL-CRENSHAW COMPANY,  
Philip Haxall, president.  
For the GALLEGO MANUFACTURING COMPANY,  
P. C. Warwick, president.  
DUNLOP & McCASKE,  
WALKER & SAUNDERS,  
Richmond, Virginia, November 8, 1880.

LOCAL NOTES.

—It is reported that the Emperor and Empress will visit the province of Minas Geraes sometime in April next.

—There was a break in the water mains a few meters below the new São Bento reservoir on the 12th inst. The pressure was sufficient to throw the water some 25 or 30 feet into the air.

—Decree 7,961, of the 20th ult., concedes permission to Antonio José Martins Tourinho and Francisco Osorio Novaes do Amaral to open mines of silver and other metals in the municipality of Tubarão, Santa Catharina.

—We are informed that there is a large number of cases of small pox now in the Gamba hospital, principally Brazilians and Portuguese, and that the disease is on the increase. The indications are that unless prompt measures are taken, we shall have another epidemic of it.

—We are indebted to Mr. Francis Curran, of the Sailors' Mission, and Mr. Luiz Liske, hospital interpreter, for the information that 33 cases of yellow fever were admitted into the seaman's hospital at Jurujuba between December 1st and January 12th, 12 of whom died. The hospital is reported to be in an excellent condition.

—A forgery was detected on the 12th inst. in which an individual (name suppressed) undertook to discount a bill at the Banco Rural with the forged endorsement of Monteiro Hime & Co. The guilty party was arrested and confessed that the endorsement was forged but that the signature to the document was genuine.

—The French packet *Equateur* left Lisbon for Brazil on the 9th inst.

—The next session of the General Assembly opens on the 3rd of May.

—The complaints of robberies committed on vessels at anchor in port have become alarmingly frequent. Will not some one investigate the water police?

—Decree 7,703, of the 14th of July last, extends the time conceded to the Nacional Brasileira mining association for working mines at Caethé, Minas Geraes, to 50 years.

—The Princess Isabel and her husband have sent 4008 to the sufferers in the Itajay inundation. The donations thus far received here aggregate 19,955\$.

—And now the *Diário Official* has undergone another change. Hereafter it will be issued in the afternoon, as before the meeting of the late legislature.

—Dr. Jeronymo Moraes Jardim has resigned his position as director of public works in this city. What will now become of Pelregulho and the water works, no one can tell.

—After several feverish sessions since the expiration of its term of office, the old city council gave way to the new on the 7th inst. The municipal loaves and fishes were given up with too evident reluctance.

—The minister of agriculture, Counselor Barque de Macedo, has accepted the honorary presidency of the "Companhia Zootecnica e Agricola do Brazil." The function of this society is the agricultural education of poor boys.

—The Visconde de Pelotas, minister of war, sailed for Rio Grande do Sul on the 12th inst. During his absence the portfolio of war will be in the charge of Barão Homem de Mello, minister of empire.

—The extraordinary session of the General Assembly came to an end on the 10th inst. The extraordinary labors of the Chamber of Deputies are now over. Between the 9th of October and the 10th inst. the deputies met the extraordinary number of twenty times.

—The balance remaining in the government savings bank of this city on the 31st ult. was 9,987,802\$850, which shows a decrease in deposits of 37,423\$242 during the last half of December. The total decrease in deposits during the year 1880 was 1,154,207\$912.

—The newspapers are informed that the department of agriculture is preparing a statistical work on emancipation and its results. It will contain statistics of the present slave population and of the number of liberations whether through the emancipation law or through private gift.

—Some burglars forced an entrance into the business house of Mr. Alexandre Wagner on the morning of the 10th inst. An attempt to open the safe failed, and the thieves succeeded only in securing 440\$ which had been left in the drawer of a writing desk.

—In response to the petition of Morris N. Kohn for approval of the statutes of a city and domestic telegraph company, the minister of agriculture has decided that the company must first be organized before the approval can be given. It is a little inconsistent, but then that's what the minister thinks about it.

—A telegram from Lisbon on the 10th inst. announces a brilliant reception to Deputy Joaquim Nabuco by the Portuguese Chamber of Deputies. The brilliant record of Deputy Nabuco, especially on the question of abolishing slavery, has made a very favorable impression on the other side of the Atlantic, and other no less flattering receptions for this one reason alone may be confidently anticipated.

—We would again call the attention of our readers in this city to the necessity of taking all precautions against thieves and burglars. Another epidemic of house-breaking seems to be just breaking out, judging from reports from various parts of the city. As the police never seem to be on guard, and as the difficulties in the way of conviction are almost insuperable, there is no alternative but constant watchfulness. "Eternal vigilance"—and a shot-gun—"is the price of safety."

—The *Através Franco* is a new weekly journal, which began its career with the opening of the year. It is of convenient size and is well edited. It is, of course, very liberal in its principles, and enters upon its work with an excess of confidence and energy which is highly refreshing to the older and somewhat conservative members of the press. We wish the *Através* all success. The need of a weekly journal is very apparent here, and if our new contemporary will devote special attention to the condensation of news so as to make it a complete record of current events, we see no reason why it should not prove a success in every sense of the term.

—The publication of petitions for the establishment of the "Grande Banco Hypothecario" still continues. As a rule these petitioners are agriculturalists who intend to borrow from the new bank as soon as it is started. Their zeal is therefore slightly interested.

—The great military review of the 12th came off at Copacabana as announced. There were fully 1,000 men engaged, who fought each other desperately, and covered themselves with dusty glory. There's nothing like a mid-summer review to bring out all the latent energy of a soldier.

EARLY IRON-MAKING IN ENGLAND.

In the reign of Edward III, iron was so scarce that the pots, spits and frying pans of the royal kitchen were classed among the king's jewels. Up to the end of the fifteenth century, English iron was not only dearer but inferior to that manufactured on the continent. During the fifteenth century the manufacture of iron began to be extensive in Sussex, where the ore and timber for smelting were abundant, and iron mills soon became numerous in the country. The land proprietors entered into the business eagerly, and not only were many ancient houses enriched thereby, but several new men acquired wealth and founded families. In the forest of Dean also iron was largely smelted, but the land soon became denuded of trees in consequence of the exclusive use of charcoal for smelting; people became alarmed, and many edicts were promulgated restricting the manufacture of iron. Eventually the feeling became so strong, that from the time of the restoration the iron manufacture of England rapidly declined. Coal, as then used, injuriously affected the quality of the iron, and it was not till the beginning of the eighteenth century that steps were taken to overcome this difficulty.

COMMERCIAL.

January 14th, 1881.

Par value of the Brazilian mil reis (1\$000, gold)	27 1/2
do do do in U. S.	54 3/4
do do coin at \$1.84 per £1. 50c.	54 3/4
do \$1.00 (U. S. coin) in Brazilian gold.	48 7/8
do of £1. 50c. in Brazilian gold.	48 7/8
Bank rate of exchange on London to-day.	2 1/2
Present value of the Brazilian mil reis (paper)	833 1/2
do do do in U. S.	166 7/8
do coin at \$4.50 per £1. 50c.	44 1/2
Value of \$1.00 (U. S. coin) in Brazilian currency (paper).	27 1/2
Value of £1 sterling.	10 1/2

EXCHANGE.

January 5.—Limited transactions on London at 2 1/2; bank paper, and 2 1/2 to 2 1/2 (gold), mercantile paper, in Paris at 4 1/2 and 4 1/2 (gold), bank paper, and 4 1/2 (gold), mercantile paper. Six per cent. 1,025\$ and 1,025\$.

Jan. 9.—Market opened with an advance of 3/8d. The following bank schedule was general: 7 1/2 d. on London, 4 1/2 d. on Paris, 20/15, on Hamburg. Transactions effected on a limited scale. Six per cent. 1,025\$ and 1,025\$; Sovereigns, 108,000, cash.

Jan. 8.—Market firm and with unchanged rates. Business limited. Six per cent. 1,025\$.

Jan. 10.—Market inactive. Light transactions only on London at 2 1/2; bank paper, and 2 1/2 and 2 1/2 (gold) for mercantile paper. Six per cent. 1,025\$.

Jan. 11.—Market continues firm, but inactive. Six per cent. 1,025\$; Sovereigns 108,720, cash.

Jan. 12.—Market again receded 3/8d. The following schedule was issued by the English Bank and Banco Commercial, all 2 1/2 d. on London, 4 1/2 and 4 1/2 (gold) on Paris, 20/15, on Hamburg. Business very limited. Six per cent. 1,025\$; Sovereigns 108,720, cash.

Jan. 13.—Yesterday's schedule general. Market inactive. Six per cent. 1,025\$ and 1,025\$; Sovereigns 108,720 and 108,720, cash.

MOVEMENT OF THE STOCK MARKET FROM JAN. 3rd, TO 14th, INCLUSIVE.

Shares.	Company	Price
25	Banco do Brazil	27 1/2
20	" "	27 1/2
60	" (ex-div.)	27 1/2
12	" (outside sales)	27 1/2
30	" hypothecary notes (4c)	90 1/2
10	" "	130 1/2
671	Special hypoth. notes	105 1/2
231	do Commercial	105 1/2
50	" Nacional	24 1/2
3	" Rural	238 1/2
60	" Industrial	218 1/2
21	" Commercial	235 1/2
50	Machete e Campos R. R. debts.	76 1/2
25	Petropolis R. R. debts.	170 1/2
42 1/2	Carris Urubans	200 1/2
128	de Pelotas	10 1/2
11 0/10	Fidelidade Insurance Co.	125 1/2
10	Garantia	125 1/2
10	" (outside sale)	125 1/2
12	Argos Plumense	431 1/2
8	Praga da Gloria	45 1/2
99	Six per cent apolices	1,025 1/2
60	" "	1,025 1/2
13	" "	1,021 1/2
229	" "	1,020 1/2
33	" "	1,020 1/2
47	" "	1,015 1/2
70	" (outside sale)	1,025 1/2
100	" "	1,023 1/2
400	" "	1,022 1/2
533	" "	1,022 1/2
20	" "	1,020 1/2
240	" "	1,020 1/2
80	Six per cents, Loan of 1868 (outside sale)	1,165 1/2
100	4 1/2 " " (1879) (outside sale)	1,002 1/2
128	Provincial Apolices (50c)	94 1/2
60	" (50c)	94 1/2
1,000	Sovereigns (for cash)	10 1/2
1,000	" "	10 1/2
1,500	" "	10 1/2



LISBON f. o. — Gr by Colmar; 235 tons; Willoughby coffee.
BALTIMORE — Br bk Hattaborn; 245 tons; Butter; coffee.
MADRID — Br ship City of Mobile; 1,797 tons; Jones; ballast.

ARRIVALS OF FOREIGN STEAMERS.

Table with columns: DATE, NAME, WHERE FROM, CONSIGNED TO. Includes arrivals from Liverpool, Santos, and Montevideo.

DEPARTURES OF FOREIGN STEAMERS.

Table with columns: DATE, NAME, WHERE TO, CARGO. Includes departures to Liverpool, Santos, and Montevideo.

FOREIGN SAILING VESSELS IN THE PORT OF RIO DE JANEIRO, JANUARY 13, 1881.

Table with columns: NAME, TONNAGE, WHERE FROM, CONSIGNEE. Lists various sailing vessels and their destinations.

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FREIGHTS:

Table with columns: Steamers, Sailing-Vessels, London, Liverpool, Antwerp, Hamburg, Havre, Bordeaux, Marseilles, New York.

GOVERNMENT BONDS

Table with columns: EMISSION, CIRCULATION, DENOMINATION, INTEREST, NOMINAL VALUE, QUOTATION. Lists various government bonds and their market values.

BANKS AND PUBLIC COMPANIES

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

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TABLE OF DEPARTURES, 1881. Table with columns: DATE, STEAMER, DESTINATION. Includes Jan. 29, Feb. 9.

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THE RIO NEWS Published three times a month for the American and European mails. In entering upon its eighth volume—the third under its present title and management—the publishers of THE RIO NEWS permit to state that the same policy which has thus far been so successful in its editorial management, will be continued in the future without change.

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