

THE RIO NEWS.

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NUMBER 3

OFFICIAL DIRECTORY

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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
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Agencies

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,—which are kindly
permitted,—will demonstrate the unequalled facilities they pos-
sess and have successfully employed for this purpose.
Further agencies, suitable to their lines of business, hand-
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.

THE NEW RAILWAY LAW.

It must be confessed that the new law governing railway concessions which was recently promulgated by the minister of agriculture, falls far short of what the public had a right to expect. Himself an engineer of high standing and experience, the minister must have known that the needs of railway enterprises do not lie in the minute supervision and regulations of the government, but rather in the security of corporate rights and a greater degree of liberty in locating and carrying out their schemes. Of all men, those men who employ their capital in enterprises of this character are least dependent upon government guidance. The very system through which the government grants aid and assumes control weakens private enterprise and destroys personal responsibility, and the result necessarily follows that lines are constructed with the least possible dependence upon the natural aids which private enterprises are always compelled to consult.

In the new law, an abstract of which we give elsewhere, the main purpose seems to be to gather all the control possible into the hands of the government and to leave nothing whatever to the discretion of the companies. How the government can expect foreign capitalists to tie up their capital in enterprises over which they have no discretionary control, is an enigma which it will be difficult to solve. And yet, the minister of agriculture considers it politic and just to exact definite plans and specifications in advance, to be carried into execution and to be afterwards modified or changed only with his express consent. As an engineer he must know that this regulation is wholly wrong. A railway corporation should be allowed to manage its own business, in its own way, just the same as an individual—subject always to such general regulations and restrictions as its public character may render necessary or advisable. If the chief engineer finds that a modification in the plans will make the line more effective or less expensive, it should be his privilege to make the changes without the delays, annoyances and expense of securing official consent. No one who is familiar with the formalities and tiresome delays in getting the simplest matter of business through a public department, will deny the adverse influence which they have upon private enterprise. Instead of minimizing the evil, however, the minister of agriculture has deliberately increased it.

In granting railway privileges there can be no objection to such general conditions and regulations as will define the route, work and service, but in determining that so many plans shall be presented, that such and such specifications shall be in red ink, that one shall be drawn on this scale and the other on a different scale, that the radii of curves, the grades, the distances, the works, etc., etc., shall be determined for each and every part of the line in advance, to be afterwards changed only with ministerial consent, is certainly an unwarranted exaction. Then, too, the minister exacts specific information regarding population, industries, commerce, wealth, and the mineral deposits of

the zone through which each line runs—a tax which should not be imposed upon an enterprise of this character. The legitimate business of railway engineers is the construction of railways; they have nothing to do with the gathering of official statistics, nor with departmental lobbying to get a curve changed or a grade reduced.

The conditions imposed by Articles VIII, XV, XVIII, XIX, XX, XXIII, XXXI, together with the conditions with regard to traffic charges, are highly arbitrary and unjust. The government reserves to itself the right to make additional, official surveys and to modify the plans, at the expense of the company, and to oblige their adoption after the concession has been granted. This is not only arbitrary, but it destroys all security for the investment of capital. It also leaves the way clear for a minister to nullify a concession at will, simply by imposing impossible or unprofitable modifications.

By Article XV the government reserves the right "to oblige the company to make the alterations, or new works, that experience may prove necessary for the traffic, security, or police of the road." In the hands of an unscrupulous minister—and such a man does sometimes get into power—this provision may be made highly injurious, if not ruinous, to any railway company. It should be remembered that in Brazil there is practically no appeal from an unjust decision or act. In the United States such questions can be referred to the Supreme Court which is above personal or political considerations; here the administration is supreme and the individual has no alternative but submission. To specify, therefore, that alterations and new works are to be made at the will of the government means nothing less than expenses and vexations to which no company can conscientiously submit.

Under Article XVIII the company is obliged to accede to certain police regulations now in force, together with such others as the government may hereafter promulgate. This provision, though there is much in it that is unobjectionable, has the same fault of indefiniteness. No private enterprise is safe when overshadowed by possible legislative regulations which may seriously interfere with its management and profits. The general laws and courts of justice ought to be sufficient to meet all possible infractions of good order or guarantee the security of life and property. There is no need whatever for a reservation for special legislation, the import of which can not be strictly defined at the outset. In the case of Article XIX there is the same general defect. It is necessary, of course, that railways shall be kept in good repair and shall be well managed. Were the government to hold every company strictly responsible for all losses of life or property, occasioned by neglect or mismanagement, the same results would be attained without any of the vexatious interferences authorized by this provision. Under this law the condition of the railway is left to the decision of petty officials, and the penalties which the government may impose at will are fines, suspension of privilege, and the execution of the work by the government and at the company's ex-

pense. This regulation is capable of great abuse.

As to Article XX, it is simply intolerable. The government proposes to confiscate the use of the company's telegraph posts at will, and then to hold the company responsible for all mishaps either to the posts, or to the government wires and apparatus. Under such regulations no company will have one single right in property which the government is bound to respect.

Our space will not permit a further consideration of this new law. In general terms it leaves little to the company beside the privilege of furnishing the money and the slim prospect of profits from an enterprise in which there is no discretionary and business-like administration. The petty interference of government officials in every detail of construction and administration, from the fixing of rates to the purchase of a tin water cup, never can be conducive to the good management of a railway.

THE COFFEE TRADE.

An effort is making on the part of some of the coffee merchants here to induce the merchants in Brazil to sell their coffee to us in American instead of British currency as at present; and it is said that several shipments have been offered in "dollars and cents" by Rio shippers. Among others who have received these offers is the firm of Messrs. Cazade, Crooks & Reynaud; and Mr. Reynaud, in conversation with a *Bulletin* reporter, says that it only requires concerted action on the part of New York merchants to secure the change, which would be of immense advantage to them in saving of trouble and expense. According to the present system, merchants here are required to buy the coffee in shillings and pence, and it is necessary to open a credit in London. All this entails, it is said, a possible loss caused by a rise in foreign exchange, and at any rate obliges the buyer to keep a watch on the rates of exchange and to go through a troublesome system of computation. By the proposed change therefore, our merchants would be rid of the trouble and peril of foreign exchange. Other firms, however, do not look upon the matter as one of particular importance. The head of one of the largest houses in the trade said that, while he thought the change would probably come about gradually he did not think a concerted action on the part of New York merchants would accomplish it. In the first place, Brazilian merchants wish to draw their money at London, because most of their purchases are made in England. On the other hand, they buy little here, and have no use for their money in the United States. The one-sided nature of our trade with Brazil, caused in part by the latter's tariff system, and by which we are receiving much but sending little to that country, is against the establishment of the proposed change. When our export trade to Brazil equals the import trade, the change in currency will naturally follow. The gentleman suggested that if we changed to dollars and cents, a further change from the Brazilian system of weights to the American would probably be necessary. He did not think, however, that the matter was of very great importance. Every trade is obliged to enter into a scheme of computations, and he did not think that of the coffee trade more difficult or expensive than that of any other.—*Commercial Bulletin*, New York, Nov. 15.

ACCORDING to the revised census returns the population of New York is 1,206,577, an increase of 28 per cent. over 1870; that of Philadelphia 846,980, an increase of 25.66 per cent; and that of Boston 362,535, an increase of 44.7 per cent.

THE San Domingo Congress has decreed a tax of \$1 a ton on all vessels entering the port of the capital for the purpose of keeping the harbor clean.

THE YEAR 1880.

In a brief resumé of the past year the *Journal du Recife* says:

What judgment ought we to pronounce upon the year 1880?

We have opened several sections of railway; the harvests of coffee and sugar were abundant; the public receipts have been improved; and in consequence an exclusively material progress, although slow, can not be said to have been paralyzed. Unfortunately, however, in a social, political and economic point of view we only find facts which denote a stationary state.

For this reason the great question of slavery was not advanced, nor that of its correlative, free labor; neither was any advance made in that of the circulating medium, nor in that of indispensable credits to our chief industry to enable it to meet the new conditions imposed by the law of September 28th, the legislation of 1860 still remaining intact.

The law of 1850 is still in complete vigor, which, under the pretext or with the end of regulating the state of landed property, has inutilized the openings which, with a more liberal legislation, the unsettled lands offer to our poor countrymen of the interior, and which at the same time impedes colonization and the creation of small estates. So also the legal dispositions remain in force which incite a resort to fire as a means of liquidating embarrassed affairs, which, classifying theft as a private crime, assure the impunity of robbers, and many others whose repeal or partial repeal is imposed upon us with every appearance of urgency.

On this point we have nothing to add, considering that we have seen the attempts on the life and property of citizens multiply, and also those—and they appear to us more grave—which aimed at the magistrates in the central districts.

The occurrences at Victoria and those which have taken place on a lesser scale at Ceará and other parts of the empire demonstrate the increase of political demoralization; the numerous abstractions from the public coffers practiced by employees of the collector's departments, treasuries and warden's offices; and the scandalous award which three high employees of the government gave against the national treasury in the question of disappropriating the Rio S. Pedro lands, prove that on this side immorality has so increased that from the excess of the evil the remedy is to-day awaited.

It is thus seen that stagnation or retrogression are the dominant phases of the past year.

We have ardently wished to find in the electoral reform project, which has been passed by the Senate in third reading and of whose conversion into law there is no longer any doubt, a compensation for the defects above enumerated; unhappily we have no right to preserve any delusion as to the practical results of that panacea which has cost us three thousand contos, if not more. While the government continues to control the police and the courts, the election will be its own, here as in Spain, in Greece, and in all the republics about us, even as in France herself in the fair days of the second empire.

The new reform has in its favor the suppression of some incapacities and inequalities which had no longer any reason to exist and which were blots on our political organization; but on the other hand it brings along with it, with more or less delay, universal suffrage, and if we have no fear whatever of such a form of the exercise of political rights which will for a long time give no results different from the actual ones, we are grieved at the perspective of the struggles which will be necessary in order that this new evolution may be verified and which might

perhaps be fatal to the integrity of the empire.

We cannot, therefore, inscribe the reform on the credit side of the year 1880, and with the most ardent wish that we may not so soon see realized the predictions we have above made, we pray that the year 1881 may be to us more propitious than the year 1880.

THE NEW RAILWAY LAW.

(Continued from our last.)

Article x establishes that the road may be of a single line of rails with the sidings and switches necessary for the movements of trains, of the gauge of 1m.60, 1m.00, or of the line of which it is a branch or extension (measured between the inner faces of the rails); that the dimensions of the transverse profile should be subject to the approval of the government, and that the side ditches shall have the dimensions and slope necessary for the ready flow of the waters, and the slopes of the cuttings and embankments shall be determined in view of their height and the nature of the ground.

Article XI relates to the relations of the road to the water courses and roadways. The company shall be obliged to execute the works necessary in order not to obstruct the flow of the waters and to provide for the passage of those utilized for the supply of towns or for industrial and agricultural purposes, and shall give its bridges and viaducts across navigable streams or canals the proportions necessary in order that navigation may not be obstructed. Crossings shall be on a level only in cases of absolute necessity and shall be at an angle never less than 45° with the axis of the road; the company having the right, with the previous consent of the government or municipality, to alter the direction of roads and streets for the purpose of improving the crossings or of diminishing their number; it cannot, however, collect toll at such crossings. In the case of crossings above or below the government shall have the right to mark the dimensions of the viaduct in accordance with the needs of public communication. In the crossings on a level the rails shall not be above or below the level of the road; the company shall make at its own expense the necessary works and maintain day and night guards and signals, establishing gates and, when the government considers it necessary, a guard house.

Art. XII.—Tunnels and underground viaducts shall have a free space never less than 1m.50 on each side of the rails and the former shall have niches at proper distances, and shall have the pits for their construction and ventilation guarded by a parapet of masonry of a height of two meters.

Art. XIII.—The company shall employ only materials of good quality for all the works which must be built according to the prescriptions of art. The dimensions and system of the foundations of the *obras d'arte* shall be determined by an accord between the company and the government on the occasion of their construction, having in view the nature of the ground and the pressure to be supported, the company furnishing the instruments and men for the studies required. In the superstructures of bridges, timber can be employed only temporarily and the use of cast iron in beams is prohibited. Before the opening of the line to traffic all the works shall be submitted, at the expense of the company, to running and standing tests by a train composed of locomotives or loaded cars.

Art. XIV.—The company shall construct the edifices and dependencies necessary to insure the regularity and safety of the traffic. The stations and stopping places shall have the dimensions required by their importance, shall be properly furnished and have a covered platform by the side of the line. The stations should contain waiting-rooms, ticket-office, accommodations for the agent, ware-rooms for merchandise, water-tank, water-closets, inclined planes for loading and for the embarkment of animals, scales, clocks, lamps, sidings, crossings, switches, signals and fences. The government may require the enlargement of the edifices when demanded by the needs of agriculture, commerce, or industry.

Art. XV.—The government reserves the right to oblige the company to make the alterations, or new works, that experience may prove necessary for the traffic, security, or police of the road.

Art. XVI.—The rolling stock shall be constructed in such a manner as to insure the security of traffic and the convenience of passengers. The government can forbid the use of material that does not fulfil this condition.

Art. XVII.—All indemnities and expenses for the construction, preservation, traffic and repair of the road shall, without exception, be on account of the company.

Art. XVIII.—The company shall be obliged to observe the dispositions of the regulation of April

26th, 1857, as well as any new ones that may be promulgated for the security and police of railroads, provided always that the new dispositions are not contrary to the clauses of this contract.

Art. XIX.—The company shall be obliged to preserve its rolling stock, road and dependencies during all the time of its concession, in a state to perfectly fulfill its purpose under penalty of fine, suspension of privilege, or of having the necessary work done by the government at the expense of the company. In the case of the interruption of traffic for more than 30 consecutive days without just cause, the government may impose a fine for each day equal to the net receipts of the previous day and reestablish the traffic at the expense of the company.

Art. XX.—The government can construct telegraph lines along the road, making use, if it sees fit, of the posts of the company's line, and the company shall be responsible for the safe keeping of the wires, posts and electrical apparatus belonging to the government, and shall before the establishment of such a line transmit the government messages with an abatement of 50 per cent. from its established rates.

Art. XXI.—The government cannot, during the time of concession, concede other railroads within a zone of 20 kilometres in the maximum, limited by two lines parallel to the axis of the road, but can concede roads that starting from the same point and taking different directions, may approach or even cross the line, on the condition that the new line shall not receive merchandise or passengers within the privileged zone.

Art. XXII.—The faithful observance of this contract shall be enforced by the fiscal engineer and his assistants appointed and paid by the government, and the government can at any time send its engineers to accompany the studies and construction of the road to see that they are executed with the necessary proficiency, method and activity.

Art. XXIII.—If during the construction or after the conclusion of the works it is found that any work is not in accordance with the rules of art, the government can oblige the company to rebuild wholly or in part, or may do it by administration at the expense of the company.

Art. XXIV.—Within a year after the termination of the work the company shall furnish to the government a property map of the road with a list of stations and *obras d'arte*, together with a table showing the cost of the road, and also furnish maps of all ulterior alterations and acquisitions.

Art. XXV.—The rates of transportation shall be fixed by a table approved by the government and shall not exceed those of the ordinary means of transportation at the time of the organization of the tables which shall be revised at least every five years.

Art. XXVI.—The company shall be obliged to transport constantly and with care, exactness and promptness, all kinds of merchandise, passengers and their baggage, domestic and other animals, and valuables, at the rates fixed in these tables.

Art. XXVII.—The company may without the previous consent of the government and by giving due notice posted in the stations and published in the newspapers, reduce the established rates, but it must be done in a general manner and without exceptions in favor or prejudice to any person whatsoever. If reductions are made without previous consent, the government may make them extensive to all rates of the same class, and the rates thus reduced cannot be again increased, as in the case of previous consent, without express authorization and by giving a month's public notice. This article does not apply to reductions granted to indigents.

Art. XXVIII.—The company is obliged to make a reduction of 50 per cent. for, 1st, the authorities and the police force with their respective baggage when in legal service; 2nd, munitions of war and any number of soldiers of the army, national guard or police with their officers and baggage when sent by the competent authorities to any part of the line; 3rd, colonists and immigrants with their baggage, tools, utensils and agricultural instruments; 4th, plants and seeds gratuitously distributed to farmers by the government or provincial presidents; 5th, all objects sent by the government or provincial presidents for public relief.

All other government passengers and freight not above specified, general or provincial, shall be transported with an abatement of 15 per cent., and all material destined for the construction and running expenses of branches or extensions of the road, and of municipal works in the municipalities served by the road, shall have the same abatement of 15 per cent.

In extraordinary circumstances and on requisition, the company shall put at the disposition of the government all the means of transportation it can command. In this case the government may, if it prefers, pay a stipulated sum for the use of the road and all its material, never exceeding the mean income

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xxx.—As soon as the dividends exceed 12 per cent. the government may require a reduction of the rates which shall be made principally on the differential rates for long distances and on those of articles destined for agriculture and exportation.

Art. xxx.—The government may, on consultation with the company, grant branches for private use starting from the stations or any point of the line, without the company acquiring the right to indemnification except in the case of a resulting increase in the cost of conservation. In this case all works, provisional or permanent, requisite to insure security in the traffic, shall be without onus to the company.

Art. xxxi.—At the expiration of the term fixed for the duration of the concession, the road and its dependencies should be in a good state of preservation, and if during the last five years of the privilege the conservation is not properly cared for, the government can confiscate the receipts and apply them to this service.

Art. xxxii.—The government shall have the right to purchase the road after a term of — years from the date of concession. The price shall, in absence of an accord, be determined on the basis of the mean net receipts of the preceding five years, taking into consideration the value of the works, material and dependencies in the state in which they are found at the time. If the purchase is effected after the expiration of the privilege of — years the government will only pay the value of the works and material in their actual state, provided that the sum to be paid shall not exceed that effectively employed in the construction of the road. The amount of the redemption may be paid in bonds of the public internal debt of 6 per cent. annual interest. The present clause is only applicable to ordinary cases and does not appropriate the right possessed by the state to disappropriate on the ground of public utility.

Art. x. xiii.—The company cannot without previous authorization of the government alienate the road or any part of it. It can however, with the consent of the government, lease the road and fixed material to another company or enterprise to which the proprietorship of the rolling stock and the right and obligation of this contract shall pass.

Art. xxxiv.—The company binds itself not to own slaves and to only give employment to free persons.

Art. xxxv.—In case of disagreement between the government and the company relative to the meaning of the present clauses, the matter shall be referred to arbitrators nominated by —. The section of empire of the council of state shall serve as the odd member in the arbitration.

Art. xxxvi.—For the non-observance of any of the present conditions the government may impose fines from 200 to 5,000\$, doubling the fine in case of repetition.

Art. xxxvii.—The grantee shall, before the signing of the contract, deposit in the national treasury in money or bonds of the public debt the sum of — as a guarantee of the execution of the contract.

Art. xxxviii.—If at the expiration of the terms fixed, the government does not prorogue them and the contract is declared lapsed, the grantee shall revert in benefit of the state.

The guarantee shall be made good whenever fines are deducted from it.

A SYNDICATE of American capitalists has been formed for the completion of the Northern Pacific railroad, which, it is expected, will be accomplished in three years. The *Philadelphia Times* says that a contract for 25,000 tons of steel rails has already been made and negotiations are pending for 10,000 tons more. The estimated cost of the work is \$40,000,000.

A MOVEMENT has been started in English commercial circles with the view of putting an end to the system of renewing bills now so prevalent in the Manchester goods trade with Australian firms. The *London Times*, referring to the subject, says: "To so great an extent has the practice of carrying on liabilities in this way been developed that it has become like an established trade custom. Colonial firms accordingly buy goods in larger quantities than they can pay for, trusting to the wholesale houses here to renew and renew again the bills accepted in acknowledgment of the debt. By such a system it becomes impossible to tell who is a solvent trader and who not. In time the wholesale houses even cannot tell whether they themselves are solvent."

PROVINCIAL NOTES.

American consul at Pernambuco, Mr. Sheraton, took charge of the consulate on the 1st inst.

Papa correspondent of the *Journal do Recife* says that the cotton crop in that locality will not exceed one-fourth of the average.

—The Vpiranga lottery machine "functionated" experimentally at São Paulo on the 17th inst. It did it successfully. The city, at last accounts, was tranquil.

—The president of Pernambuco has approved a contract with F. H. Carls for the lithographing and printing of a sketch map of that province for the sum of 3,400\$.

—Late advices from Currallinho, province of Bahia, announce the assassination of Capt. Anselmo José Coelho on the 2nd inst. on his own plantation. No particulars are given.

—Some time toward the close of last month Clemente Catta Branca was murdered at Congonhas, Minas Geraes. A letter to the *Provincia de Minas* from Sabara, dated the 3rd inst., says that up to that time the police authorities had made no inquiries whatever into the crime.

—A measure was introduced into the São Paulo provincial assembly on the 17th inst. by Deputy Francisco Queiroz imposing a tax of 2,000\$ upon the registry of every slave introduced into the province through purchase. The measure was signed by a majority of the deputies present.

—A correspondent of the *Journal do Recife*, writing from Quiçapa, Pernambuco, says that a slave woman, Luiza, who was freed by the will of her mistress, is kept in slavery by a man named Mesquita. All the facts are known to the *juiz municipal*, who does nothing to insure the freedom of the woman.

—On the 8th inst. José Fernando de Amorim was brutally killed with a club at Serra, Espírito Santo, by Herculano da Costa Muniz. The murderer was captured. As the criminal was not a slave, the *Cruzeiro* will probably exempt that unfortunate "half dozen" young abolitionists from all responsibility.

—According to Bahia papers the late trial of the new gunboat *Traripe*, built at the Bahia marine arsenal, was a ridiculous failure. The vessel proved to be utterly unmanageable, and was finally towed back into the harbor. An exchange says that the *Traripe* would take six months to make a voyage to Rio de Janeiro, either by sail or by steam.

—The *Nação*, of Ouro Preto, Minas Geraes, says that 140,000\$ have already been raised at that place to celebrate the anticipated visit of the Emperor in April next. The municipal authorities are going to borrow a sum of money for this purpose equivalent to the receipts of the municipal treasury for three or four years. On such conditions an imperial visit will be a long remembered event.

—A meeting of agriculturists, merchants and manufacturers was held in São Paulo on the 16th inst. to take into consideration the question of labor and colonization. The results of the meeting were resolutions to organize an association to be known as the "Associação Paulista de Agricultura, Commercio, Industria e Colonização," the appointment of a committee to draft statutes for the association, and a committee to study and prepare a report on contracts with colonists.

—The *Município*, of Laguna, Santa Catharina, relates that a two hours' conflict took place there on the 3rd inst. between the police and a man whom they wished to arrest. The man was finally killed, having received several gun-shots in various parts of his body. Before death he said that his name was Modesto, and that he was a native of Bahia. It was afterwards stated by the police that he was the well-known cutthroat Manuel Tesouras who had escaped from the jail at Laguna, and had wounded several parties in the attempt.

—On the 29th ult. a slave named João belonging to Sr. Miguel Tolentino Pires Falcão, of the "Todos os Santos" (all saints) plantation in the parish of Ipojuca, Pernambuco, undertook to run away in search of some one to buy him and release him from brutal treatment. He had been whipped almost daily and was then threatened with another as soon as the holidays were ended. In escaping he was discovered and pursued. On finding that he would be captured the unhappy wretch tried to kill himself with an old file, but without success.

—The December receipts of the Pernambuco post-office amounted to 12,366\$980, and the total receipts for the year were 107,787\$439. The receipts for the month and year, as compared with corresponding periods of the preceding four years, were as follows:

	December	Year
1880.....	12,366\$980	107,787\$439
1879.....	7,353 300	98,563 050
1878.....	9,407 500	96,905 210
1877.....	7,741 800	94,390 093
1876.....	7,274 910	94,383 090

—In 12 municipalities of Rio Grande do Sul 142 slaves have been emancipated lately at a cost of 101,270\$ to the emancipation fund and 24,359\$060 to the private savings of the slaves themselves.

—Reports from the interior districts of Paraná state that the Argentine steamers ascending the Paraná and Igussú are engaged in obtaining pine, maté, and other products, which are carried away with impunity.

—The Guarany theatre association of Santos has contracted with Manoel Garcia Ferreira Redondo for the construction of the building for the sum of 96,000\$. The work is to be completed within one year.

—A cowardly murder occurred at Ponche Verde, Rio Grande do Sul, on the 20th ult., in which an Uruguayan was murdered at the table by one Antonio Lopes whom he had just invited to sit down and dine with him. The murderer escaped.

—The *Journal do Recife* holds 30 Vpiranga lottery tickets which it has set apart as a premium to all subscribers for the present year who paid their subscriptions before the 20th inst. The proceeds of these 30 tickets will be divided equally among the subscribers.

—The *Imprensa Evangelica* of S. Paulo, formerly published in Rio de Janeiro, will be published monthly hereafter, instead of weekly. With all due respect for the gentlemen who are publishing this journal as a part of their missionary work, we would suggest that a further change be made and that the *Imprensa* be issued semi-annually. We have often looked in its columns for some expression of opinion on current evils, but in vain. The *Imprensa* might do a good work in Brazil, but it never will through discussions on antiquated, doctrinal subjects.

—A Santa Catharina correspondent of the *Cruzeiro* describes the affairs of that city to be in a very depressed state. The exports are very limited; consequently there is no money in the province. Great difficulty in collecting accounts is experienced everywhere and business is almost at a stand-still. Several business houses have closed their doors. As might be expected, however, the blame is attached to the wrong cause—the correspondent believing that this state of affairs is due to the failure of the government to help the province with railway and industrial subsidies.

—The following table, which we take from the *Gazeta de Porto Alegre*, shows the deposits and withdrawals of the Porto Alegre savings bank from the date of its opening, May 3, 1875, down to the end of 1880:

	deposits	withdrawals
1875.....	149,415\$249	16,669\$181
1876.....	258,123 844	102,477 145
1877.....	304,265 104	168,377 366
1878.....	429,653 959	200,653 245
1879.....	487,697 596	337,190 298
1880.....	446,738 910	423,217 111
	2,075,891 671	1,247,984 346

—The *Correio Mercantil* of Pelotas, Rio Grande do Sul, relates that the master of the British brigantine *Sarah Ann*, left that port on the 5th inst. without the usual police visit and after having insulted the police authorities. It is charged that he broke a contract with one of his seamen, whom he afterwards whipped. The seaman escaped and complained to the police. A police *delegado* called on him on the 5th, when, it is charged, the master treated the official in a very disrespectful manner, and finally threatened to depart without the usual police permit, which he afterwards did. Information was then given to the chief of police of the province, who at once obtained an order from the provincial president for the arrest of the vessel. The gun boat *Araguay* was dispatched from Rio Grande on the 11th to stop the *Sarah Ann* at the bar. The master, Capt. Johnson, afterwards reconsidered his conduct and wrote an apology to the Pelotas police authorities, after which the *Araguay* was recalled and the *Sarah Ann* was permitted to depart in peace.

—A planters club was organized at Juiz de Fora on the 12th inst. There was much enthusiasm and a general defiance to all those who are seeking to "disorganize labor." The club voted felicitations to Martinho Campos, Moreira de Barros, Barão de Cotegipe and Martin Francisco. The platform under consideration embraced nine points: (1) maintenance of the general principles of the law of September 28, 1877; (2) reinforcement of the emancipation fund so as to liberate more slaves annually; (3) assistance to voluntary immigration and the introduction of colonists by private parties, together with social reforms to animate immigration; (4) establishment of colonies of *ingenhos* and freedmen; (5) extension of railways in agricultural localities; (6) adoption of a law regulating labor, both for the employer and the laborer; (7) establishment of agricultural banks, with moderate interest and long terms for redemption; (8) creation, if necessary, of a journal in the interests of the club; and (9) the preservation of a calm, prudent, tolerant, but firm attitude, before this great question.

—William A. Preller has been appointed and recognized as United States vice consul for P'io Grande do Sul.

RAILROAD NOTES.

—It is designed to hold an international railway exhibition at Berlin in 1882.

—The number of passengers carried by the Barra tramway of Santos during the year 1880 was 173,451, against 146,609 in the year previous.

—The December receipts of the Carangola railway amounted to 38,380\$720. The receipts for the half year ending December 31 were 258,573\$240.

—Sr. Antonio Pereira da Rocha, assistant traffic superintendent of the Dom Pedro II railway, has tripped against the new diploma order of the minister of agriculture. Not having a "sheepskin" he makes room for one.

—In a telegram to the minister of agriculture from Paris on the 17th inst. the Compagnie des Chemins de Fer Brésiliens announces that it is ready to issue four-fifths of the capital necessary for the construction of the Bagé railway in Rio Grande do Sul.

—The chief of the first section of the Dom Pedro II line, Sr. Henrique Sheid, has been dismissed because he does not possess an engineers diploma. His successor is Dr. Arthur Alvim. Sr. Sheid is an old and efficient official; he has been consoled with a temporary situation as conductor.

—The chief of the Dom Pedro II railway telegraph department, Sr. Felipe de Barros e Vasconcellos, has been discharged from that position because he does not hold the required scientific degree. There is no complaint that he is inefficient, or that he does not understand his business; the new regulations require all the official positions for the "doctors" and Sr. Felipe must go. It transpires that this gentleman is an official of 22 years standing, and is known as one of the most efficient men in the employ of the road.

—A Santa Catharina letter of the 8th inst. announces the arrival at Laguna of the D. Theresa Christina railway construction staff consisting of Messrs. James Perry, contractor, Henry Gale, chief engineer, J. E. Hartley, Frederick Perry, Charles Perry, C. Roberts, F. Somers and Dr. Cavalho. The railway company is represented by Mr. J. E. Hartley. It is designed to complete the construction of the road in three years.

—There are not a few lamentations among the "un-diplomated" railway men over the untimely overthrow of the great University of Philadelphia. Had not the benevolent career of Dr. John Buchanan been cut short a few months ago, many a good man would still continue to retain his official position, regardless of the new crusade of the minister of agriculture against the untitled trespassers into the technical engineers' official preserves.

—Concerning the Paulo Afonso railway the *Locomotiva*, of Penedo, says: The construction works of the railway are making notable progress. The works of the 1st section are completed and those of the 2nd are nearly finished. The bridge over the Lucú rivulet is now placed in position and is used by the service and construction trains of the road. The permanent way is laid for a distance of 23 kilometers from Piranhas. We are informed that the works will be completed in January next.

—The *Gazeta* of the 20th says that some prominent London capitalists have proposed to purchase the Mauá railway and the concession for a line up the *sertão* to Petropolis, but that the proposal will not be accepted because it is hoped to make the two lines the property of the state. In case the reported proposal is true, it will be a great mistake to decline it on the grounds named. This absorption of railway lines by the state is very far from being a good omen for the future.

HIGH DUTIES AND SMUGGLING.

The Liverpool Chamber of Commerce have this week had brought under their notice what some people are disposed to regard as an inevitable result of the high duties imposed on British exports by foreign countries, namely, a systematic course of evasion of these imposts by means of unscrupulous false declarations and bills of lading. The firms who complain that a refusal on their part to follow so dishonest a course has led to a great falling off in their business are engaged in the Spanish and Spanish West Indies trade. They state that silks are packed and passed through the customs as barrelled beer, several ordinary hundred-weight packages of tin are made up together and declared as one hundred-weight package, and that altogether this trade bids fair to fall into the hands of the cleverest and most unscrupulous swindlers. The Chamber have decided to represent the matter in the right quarters, in the hope of obtaining some remedy. The talk which this revelation has given rise to in commercial circles is such as would lead one to infer that the Spanish trade is not the only

one in which such things are known. In fact, it is stated that whenever it is possible the customs officers abroad are suborned, and that there are very few ports where the duties are heavy where the attempt has not been made by such firms as have been alluded to "get at" the needful officials. The firms engaged in these malpractices are said to be well known. If so, it cannot but be regretted that some one could not be found with the moral courage to publicly proclaim them.—Liverpool correspondence (Oct. 30, 1880) of the N.Y. Commercial Bulletin.

THE WINE CROP IN FRANCE.

The wine crop in 1879 was about twenty-five million hectolitres, or thirty million hectolitres below the average of the last ten years. The annual consumption in France is forty to forty-five million hectolitres. Every body expected a rise in the price of wine, and some conscientious dealers held in a stock from abroad. The rise in price, however, never came, and the market remained well supplied. The reason was that the nature's deficit was compensated for by artificial means. Wine was manufactured out of *cy grapes*. All the raisins to be found in the eastern ports were bought up, and wine manufacturers sprang up all over the country. Around Paris alone there are seven steam power wine manufactories. The cost of a cask of raisin wine is about fifty francs, and it was sold at one hundred francs, thus giving a profit of a hundred per centum. But the competition has now become such that the price of raisins has risen from twelve francs to seventy-five francs the one hundred kilograms.

The consequence is that raisins have been abandoned, and wine is now manufactured out of *glucose*, a sugary matter obtained from the potato, out of rotten apples, dried prunes, dates, figs, and all kinds of refuse fruit, and even out of beetroot. These abominable liquids are colored artificially, and coupés more or less with Spanish wines or white wine. The adulteration and manufacture of wine has attained such vast proportions that the principal dealers, who had taken measures to supply the market royally with harvest wine from foreign countries, have taken steps to put a stop to the gigantic fraud. The imposture had reached such a pitch that not one-third of the wine drunk at Paris is real grape wine.—Parisian.

THERE are 50,000 acres cultivated in rice in the state of Louisiana, United States, and the crop is estimated at 250,000 barrels of clean rice.

BUSINESS in Guayaquil at last accounts was lively, and the amount of produce handled was exceptionally large. The cocoa crop is largely in excess of the previous year, the amount exported for the first 9 months of last year being 312,140,133 quintals, as against 315,000 qtls for the whole of 1879. Three hundred thousand quintals of ivory nuts have added to the value of exports during the period more than \$1,000,000. According to custom house figures, the exports for 1880 will reach \$8,000,000, and from the whole of the republic about \$11,000,000. The balance of trade was largely in favor of the country.

The Paris Chamber of Commerce is about to found a high school, in which young men will be prepared for trade, industry, banking, manufactures, etc. The plans and programmes are already prepared, and according to them the school will include lecture rooms, chemical laboratory, cabinet of physics, exhibition of raw materials, library, etc. The classes will comprise general bookkeeping, commercial geography, exchanges, the elements of the civil and commercial codes, comparative commercial legislation, the study of manufactured goods, freights, etc., and modern languages. Diplomas and certificates will be given according to the merits of the students, and these will undoubtedly be of great value to the holders in the commercial world. The school is to be founded on the principles of the Antwerp Commercial Institute.

WHEN Solomon said there was nothing new under the sun he had not visited our Patent Office. The applications for patents are larger and larger in number yearly. For the first six months of 1880 there were almost 13,000 applications, and to the 6th of November they amounted to 20,118, or a monthly average of 2,012. For the year the number will probably be 25,000. The number of patents granted this year to date, irrespective of reissues, designs, etc., amounts to 10,900, a weekly average of 250. The greatest number for any one week was 310. It is probable that 13,000 will be issued during the entire year. The report of Commissioner Paine at this time last year shows that during the preceding fiscal year there had been 19,300 applications and 12,471 patents issued. Thus it appears that the applications have increased twenty-five per centum in a single year.—New York Evening Post, Nov. 12.

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RIO DE JANEIRO, JANUARY 24TH, 1881.

ONE of the important anti-slavery reforms, which will be hailed with the greatest satisfaction by all just men, is the recent order of the Pernambuco chief of police abolishing the office of *capitão do malto* in that province. The *capitão do malto* is an official who holds a special commission to hunt and arrest fugitive slaves; in other words, he is a commissioned slave-hunter. His position is in fact an extra-official one, and is capable of the gravest abuse. His duties are of an irregular, irresponsible character; they are limited by no process of law, reviewed by no judicial inquiry, defined by no explicit statutory law, and are even restrained by no provisions for submitting his captures and acts to a magistrate. The office was established in the latter part of the last century and grew out of fears of a servile insurrection. The men usually employed are of mixed blood, and generally form a distinct class by themselves. Their irregular commission leaves them free to come and go at will; they are in fact nothing less than guerrilla policemen, as desperate and lawless an organization as ever disgraced a civilized country. Whatever may have been the necessity for these men at the time of their organization, that necessity long since passed away. It is a disgrace to the country that such men have been for so long a time commissioned to hunt fugitive slaves like wild beasts, to capture them dead or alive, and to collect payment for their services from the masters for whom the services are rendered. In the north these men have been employed to catch and enslave Indians; in all parts of the empire they have been the trained instruments of cruelty and oppression. Like hangmen they form an outcast class, a class encouraged for its usefulness but feared and shunned for its lawlessness and desperate occupation. In suppressing the *capitão do malto* the Pernambuco chief of police deserves the highest credit, not only in the province to which he has rendered this important service, but from all humane men whose sense of justice and humanity has long been outraged by this barbarous practice. The good example of Pernambuco should not be lost upon the other provinces, and we shall soon hope to hear of the *capitão do malto* as a thing of the past.

THE noteworthy example of the province of Rio de Janeiro in imposing a prohibitive tax upon the inter-provincial slave traffic has made a deep impression upon the adjoining provinces and promises to influence a general adoption of this measure throughout the whole empire. In this respect the provincial assemblies are showing more courage and wisdom than the national assembly, as the latter dodged the issue and laid the whole question upon the shelf as "inopportune." The provincial assembly of Minas Geraes

has also adopted a tax upon the registry of slaves, introduced from other provinces, similar to that adopted in Rio de Janeiro, the tax to go into effect on and after the 1st of July next. And now the wealthy and influential province of São Paulo proposes to adopt the same repressive measure. On the 17th inst. a project of law was introduced into the provincial assembly imposing a tax of 2,000\$ upon the registry of every slave from another province, excepting those inherited and those already belonging to São Paulo slave-holders, but which have been employed outside the province. As this bill was signed by a majority of the deputies present, and is supported by the most influential men of the province, its passage at an early day may be considered certain. This last act is a death blow to the inter-provincial slave traffic of Brazil. More than that it will make the final abolition of slavery far more easy, and will bring it about at an earlier day. The three great coffee-producing provinces of São Paulo, Rio de Janeiro and Minas Geraes are now the chief slave markets of the empire—the only provinces where slave labor can be made really profitable. If these provinces refuse to permit the purchase of slaves from other parts of the empire, the value of slaves in the exporting provinces will soon decline and they will become strongly in favor of abolition, in order to be rid of an unprofitable institution and to make way for free labor. The pressure thus brought to bear must certainly produce the desired effect, and that, too, at no distant day. The planters have opposed all direct steps toward abolition, but they have wholly over-looked the simple fact that this repression of the slave traffic is sure to accomplish the same results.

THE present increase of small pox in the city and the possibility of its becoming epidemic merits the prompt attention of the government. We do not say that the disease has yet attained sufficient proportions to warrant alarm, but it certainly does warrant immediate measures for its restriction and treatment. To this end we would call the attention of the minister of empire to a method of treating epidemic diseases which has been successfully adopted elsewhere, and which promises to become general. In the case of infectious diseases the necessity of strict isolation has long been recognized, and in this no means have been found more efficient than the establishment of hospital camps outside the city limits. The advantages of this system are: the complete isolation of the patient; the acquirement of pure air and quiet, which are as necessary for the nurse as the patient; and the prevention of infection absorption by the houses and furniture. In a camp everything of this description is completely under control, and while the patient loses nothing in care and treatment the community at large gains much by the removal of a dangerous infection from its midst. In this city, the necessity for some such system is clearly evident. The old city is situated upon low grounds and is very densely populated. The streets, with a few exceptions, are narrow and badly kept. The houses are either poorly ventilated, or not ventilated at all; and in the case of those of the lower classes they are generally overcrowded and are often without floors. The diet of these poorer people is of a meagre description and is largely deficient in vegetables. Then, too, the customs of these people who crowd together in tightly-closed sleeping rooms and who are notoriously unclean in their persons and habits, tend to increase the danger from infectious diseases and to make the suppression of an epidemic very difficult. It will take time to reform all these things, and there is need, therefore, that there should be no relaxa-

tion in efforts toward that end. At the same time that measures are taken to suppress all disease-producing nuisances, steps should also be taken for the better care of the sick, and the more perfect isolation of those attacked by dangerous epidemics. However good the hospitals of this city may be there is always more or less danger in introducing infectious diseases into them, and it becomes necessary for this reason to treat such diseases by themselves. To this end, we are confident that the system of hospital camps, which are inexpensive and perfectly under control, will commend itself to the minister of empire as one which should be adopted without delay.

AN overseer on the plantation of Manoel Pereira da Silva, parish of Sapé, Ubu, Minas Geraes, was assassinated by slaves on the 3rd inst. The *Cruzeiro's* correspondent calls it "one more fatal result of the unseemly propaganda initiated in the capital by a half dozen thoughtless and insensate young men." Thoughtful and intelligent men, however, call it the inevitable result of the accused institution itself which subjects men to a degrading slavery and to the treatment of mere brutes. We want to hear of one single case where a slave has killed a good master or a kind overseer. We want to hear of one single case where a slave has been ungrateful for humane and considerate treatment. We want to hear of one single case where contentment, and cheerfulness, and profitable results have not followed closely upon a better administration of labor. We do not say that the slaves are wholly free from all these vicious traits of character; that can not be said of any class of people. We do say, however, that in view of their servile condition, their debasement, and the general ill treatment to which they are subjected, they are remarkably obedient and trustworthy. What class of white men, under the same conditions and treatment, would be as free from crime? No man whose life is so heavily weighted and fettered, who is under-fed and over-worked, who is denied every thing that men value most, who is punished cruelly and unmercifully for every slight offence, whose wife and children are taken from him and sold like cattle, whose every affection is outraged and repressed with studied malignity—no man who suffers all these can repress feelings of resentment and revenge. That the black race has submitted to their hard lot so long and with so little insubordination is more a matter for wonder, than that an occasional murder should be committed. Put the Brazilian planter himself under such degrading restraint and how long would his knife be idle? It is all very well to now endeavor to throw the blame for these crimes upon the abolitionists whose organized effort in behalf of emancipation began but a few months ago—but upon whom rests the blame for the same class of crimes which has been occurring for years, from the very beginning? Are these "half dozen thoughtless and insensate young men" responsible for the murders of one, ten or twenty years ago? Are they accountable for the irrepresible feelings of revenge growing out of harsh treatment, which will ever arise in the breast of the slave? Are they responsible for murders in places to-day were the word "abolition" is unknown, and where the names of the illustrious "half dozen" were never heard? In the conflict which is now inevitable, it is more than likely that the Brazilian abolitionists will have enough to answer for without meeting such idle charges as these. The assassination of the master by the slave is no new crime, nor is it one which any conscientious abolitionist will defend. It is a crime, however, for which there are certain, definite causes, and it is these causes which the abo-

litionist seeks to blot out, rather than to continue them with all their consequences.

THERE is unquestionably much good reason for the course which the minister of agriculture is now pursuing in regard to the employment of graduated engineers. It is always desirable that only men of acknowledged standing in their profession shall be employed in positions of trust and responsibility, and that those men who have had advantages of a special and technical training, shall be preferred over those who have had them not. And further, this course is always advisable as an incentive to the attainment of a thorough education and a special training in each and every profession. In this latter sense the requirement would be largely of a political character, and would be carried into effect more in the interests of society and the state than in those of a special class of work. It must be admitted that there is no higher function of government than the judicious encouragement of both general and special education among the people; such a course not only tends directly toward a nation's development but it also builds up conservative forces within itself which contribute to its stability. On such grounds the government is right in placing a premium on education and in bestowing its favors upon those who have devoted themselves to a special and thorough training, but in so doing there should be no hard and fast lines drawn lest a wise policy of encouragement should be diverted into one of repression and favoritism. At best, the regulations governing such a policy can be only of the most general character, particularly in the professions of civil, mining and mechanical engineering. All other things being equal, the advantages are decidedly with the engineer who has had a thorough technical education, but it does not follow from this that all graduated engineers are competent men, nor that all those who do not possess diplomas are incompetent. The true test lies outside of all this, and it is that—a practical acquaintance with principles and details—which should be considered, rather than the certificate that a certain course of study has been pursued. It is a well known fact that only a very small proportion of graduates ever attain high positions; and it is equally well known that very many of the best professional men never had the advantages of a college curriculum. It follows, therefore, that while a government may wisely do all in its power to encourage collegiate training, it can not implicitly depend upon the results of such training, nor can it justly ignore the claims of competent, self-trained men to whom adverse circumstances denied the advantages of defined courses of study. In the profession which the minister of agriculture is now seeking to regulate, particularly in mining and mechanical engineering, this is eminently true. What is most needed, as illustrated by many a failure in the plans and construction of public works in and about this capital, is a practical knowledge of details, a thorough familiarity with the work in hand. No one will assume that a diploma affords this, and no one will deny that it is lacking in the man who has worked his way up to position without the diploma. The sweeping regulations of the minister, which are now being rigidly enforced, must necessarily work great injustice. No one charges that the men who are being dismissed from the government railway lines and from the new water works, are incompetent or untrustworthy; their occupancy of official positions is sufficient proof to the contrary. Their dismissal on such grounds is not only an act of injustice, but it is highly impolitic because of the risk of filling their places with incompetent men. A measure of this

character should never be made retroactive, nor should it be made so rigid as not to admit future exceptions. In enforcing this new policy the minister can not fail to deprive the state of the services of many good engineers, particularly those whose contracts and long service entitle them to high consideration, and to discourage the highly commendable aspirations of many young men whose circumstances will not permit their attending engineering schools. In this latter case the loss to the state and to the profession will be greater than the gain. It is well to encourage study, it is well to establish standards of proficiency; but through it all it is highly unjust to discourage and discard the men who have acquired proficiency in their profession through self-culture and practical work. In the interests of justice it is to be hoped that the minister of agriculture will modify the arbitrary regulations which he is now enforcing.

A REGULATED DOMESTIC SERVICE.

The city of Rio de Janeiro is indebted to its new and efficient chief of police for a project of municipal law of the highest importance. The need of a special law defining and regulating domestic servants has long been felt; the absence of such a law has been a serious check to the material prosperity of the city. There are provisions of the general law, of course, to which a defaulted servant can appeal, but such provisions are practically worthless for the simple reason that they are not sufficiently minute, and were not dedicated specially to this class. In this country every class and occupation needs and demands special legislation, and in this respect the domestic servant feels himself just as much entitled to legislative attention as the planter, the engineer, the freedman, or the immigrant laborer. And he is right. The domestic servant belongs to a highly important and useful class—we may add, to an indispensable class. It is his pleasure and privilege to minister to our every-day wants, to wear our old clothes, and to aid in keeping up household appearances. He shares in our prosperity and basks in the genial influence of our happiness; and in our adversity he leaves us with visible regret. He is the confidant of our troubles, the herald of our successes. He has ambition and a genuine *esprit de corps*. He is a companion and friend.

The imperfectly-defined relations between masters and servants has heretofore been the cause of many misunderstandings, of wordy conflicts, and sometimes of physical violence. If left to himself the servant naturally and unavoidably trespasses upon the rights and privileges of the master, sometimes even to the verge of disputing the ownership of various articles of portable property. In this the fault lies in the absence of explicit regulations of law, rather than in any moral defect of the servant. No servant has ever been known to dispute the ownership of a house and lot, nor of a suit of clothes some sizes too small for him; in such cases the title of ownership is perfectly clear. It is in the smaller matters, however, the intimate relations of the household, the hiring and discharging, and the interests of a kitchen and cupboard police service, that the trouble lies, and it is just this need that the chief of police now proposes to meet.

In the first place, the new law—if we may anticipate its adoption by the municipal legislature—defines just what persons shall be considered as servants. This is a timely provision; its absence has occasioned many a dispute in the domestic world which arose from no other cause than a misunderstanding as to relative positions. The law then requires the reg-

istry of all servants at the bureau of police, and the purchase of a pass book in which shall be written the servant's official number, name, family record, nationality, age, state, speciality, and the name and residence of his employer. Such a record is invaluable. At the police station it will afford rare diversion to those officials who are now so heavily afflicted with unoccupied time; and in the household it will be an unending and ever-changing romance. The only defect in this provision is the absence of a requirement for the transcription into the pass book of the family record of every household into which a servant enters, and the final archiving of the completed pass books in the national library.

Among the other provisions—and the new law contains only fifty-five articles, consisting of eighty-four sections, the whole of which is to be pasted in each pass book—are the following: the employer must enter his name and residence in the book of every new servant, together with the date and terms of the contract, and when the servant leaves the date and cause must also be recorded; the servant must then take his book to the police before entering other employment; no one shall employ a servant who does not possess a book and duly-certified record; every employer shall sign a formal declaration stating the wages and occupation of the servant; no servant can leave his employment without giving eight days notice, except for four specified reasons; no employer can discharge a servant without the same notice except for six specified reasons; the immediate discharge of a servant without these six reasons entitles the latter to thirty days' pay; the servant is required to be obedient, and willing, and careful, and responsible for all damages occasioned through his own fault; the employer is required to feed and shelter the servant, to care for him in slight illness, to give him time to go to church, and to exact no unauthorized service; both are expected to be moral and considerate of each other's feelings; every wet nurse must be examined by a police surgeon three times a month; a nurse can be discharged for a lack of zeal and an excess of insolence; a nurse is absolutely prohibited from caring for more than one child; employment agents must have a good character and obey all police regulations; the fines for infraction of this law vary from 20¢ to 60¢; and the city council will furnish the pass books at 15¢ each.

Now all this is eminently satisfactory. To be sure the law does not specify just how beef-steaks shall be cooked, nor what commission a cook may charge on his marketing, but all this will come in time. No law is perfect at the outset; it takes time and unlimited cerebral evolution—all of which our city fathers possess in an eminent degree. With the happy issue of this law, we will in good time have all the modern improvements, even to a corseted policeman who will reside with us and regulate all our private affairs. There is nothing like parental government—and plenty of it. It saves time and trouble on the one side; it affords a pleasing occupation on the other. And in all its varied manifestations, this new domestic service law is its best and most characteristic result.

LOCAL NOTES.

—The Brazilian corvet *Vital de Oliveira* left Montevideo for this port on the 18th inst.

—The chief of police, Dr. Corrêa de Menezes, submitted to the city council on the 19th inst. the draft of a by-law regulating domestic service in this city.

—The *Gazeta* of the 20th says it is rumored that the Emperor is considering another trip abroad. This time he will go to the River Plate to attend the continental exposition, and thence up to Paraguay and Mato Grosso. The *Gazeta* then adds that he will visit the Pacific republics, Mexico, and probably will go around the world.

—It is announced that the Princess Imperial and the Comte d'Eu will arrive here about the end of June.

—Decree 7,967, of the 15th inst., concedes a ten years' privilege to Dr. Otto Linger for a new sugar-making process.

—The Riachuelo abolitionist club has conferred an honorary membership upon the American minister, Hon. Henry W. Hilliard.

—At the examinations of the Imperial College of Dom Pedro II on the 18th inst., the only premium awarded was to the Emperor's grandson, the Prince D. Pedro Augusto.

—The president of the city council has organized some kind of a service in connection with the new slaughter house at Santa Cruz. We are not informed of the character of the service any further than that it is equal to the best known in Europe.

—The minister of marine has detached 1st Lieutenants Victor Candido Barreto and Rodrigo Nuno da Costa for special service in Europe in studying naval construction and the manufacture and use of torpedoes.

—The minister of finance has directed that the "50 per cent additional" tax on dry and common wines will be resumed on and after the 5th of February next. This tax was abolished on the 26th of November, 1879, but was reimposed by the budget law of the 5th of November last.

—Dr. Antonio Augusto Monteiro de Barros has been appointed inspector-general of public works in this city in place of Dr. Jeronymo Moraes Jardim. The latter is now trying to make it clear just why he went out.

—It is said that the government has received a copy of the treaty between Brazil and China, which was drawn up on the 5th of September last at Tientsin. The name of the great exchange financier, Alfonso Celso, is suggested as the minister resident and permanent at the Chinese court.

—In response to various inquiries the minister of finance has issued a circular to the effect that the impost on tobacco was abolished by Art. 11, of the law of November 5th, 1886, to count from the second collection of the present fiscal year which takes place in March or April next.

—We learn from our American exchanges that 200 of the bandits who attacked and sacked the town of Januaria, on the Rio S. Francisco, early last year have been pursued and defeated by a government force, 60 being killed and nearly all the rest captured. It's the first we have heard of the event down here, but we are glad to hear of it nevertheless.

—The chief of police has informed the *delegados* and *subdelegados* of the various parishes in this city, that there are a great many burglaries taking place, and that there seems to be organized gangs of thieves and burglars who are actively engaged in this business. He advises that vigilance should be used not only against these outlaws but also against the vagabonds who infest the streets and public squares in such numbers.

—In accordance with an act of General Assembly and imperial decree No. 3,026, of the 26th ult., the government has issued instructions that Vicente de Paula Vifoso Pimentel shall be admitted into the second year of the medical school of this city. We do not know why the faculty of the college is not competent to decide such matters, but we do know that a half of the time of the legislature is taken up with just such trivial details.

—It is announced that the Hamburg and South America steamship company is about to build three new steamers for this service of the size of the *Volparitico* and *Argentina*. The purpose is to run three steamers a month each way between Hamburg and Brazil (Rio and Santos), and one a month between Hamburg and the River Plate touching at this port. Should this arrangement be carried out, there will be four of these steamers a month leaving this port for Europe.

—We are indebted to Dr. Joaquim Teixeira de Macedo, director in the department of foreign affairs, for a copy of an important educational work entitled *Novos Aparentamentos de Origen Alemã para o Estudo das Questões Relativas a Educação Nacional*. The work contains some important translations from German authors on normal and industrial school systems, all of which form an invaluable addition to the study of popular instruction in Brazil. The work has been carefully edited, and is published by order of the minister of empire.

—The *Gazeta* is informed that the government designs to erect the new building for the medical school on the Praia da Saudade, Botafogo bay. This the *Gazeta* believes to be a mistaken choice of locality because of its distance from the Misericórdia hospital, and from the libraries and offices of the city, and because of the expense involved in traveling between them. As many of the students are poor and as the professors are meagerly paid, this expense and loss of time can not be borne without great hardship.

—It is said that a naval commission will soon be sent to make an examination of the marine establishments in the Southern Provinces.

—A telegram of the 21st inst. announces a great battle at Churrillo, Peru, in which the Peruvians were defeated with great loss. The same telegram announces the fall of Lima.

—The health of the city and port continues exceptionally good. There has been no increase in the number of deaths from yellow fever, and the threatened outbreak of small-pox has not assumed proportions sufficient to warrant alarm.

—The new president of the city council has arranged with the city engineer for the organization of a corps of 80 laborers, divided into ten gangs, for the repairing of the street pavements. The step is eminently praiseworthy.

—Owing to the admission of Joaquim da Silva Guimaraes into the *Cruzeiro* publishing association as managing and responsible partner, the firm title has been changed from J. Pinto & C. to that of J. Mello & C. No change of policy is announced.

—The minister of agriculture has advised the supervising engineer of the new water works that all civil and mechanical engineers on the works who do not possess scientific diplomas must be dismissed. This order, applies to the assistants also, who should have the degree of land surveyor.

—Decree 7,968, of the 15th inst. grants a five years' concession to Leopoldo Augusto Rodrigues da Silva and Francisco Marques Teixeira for a liquid of their invention, designed to extinguish insects and disinfect drains. The extinguisher is known as *agua soldada*—and is said to be highly effective at long range.

—Communication on the Western and Brazilian cable between this port and Bahia was reopened on the 18th. The repairs have been made with care and the company now feels confident that the line will work without further interruption. The Western and Brazilian lines are now open from Montevideo to Pará.

—The minister of agriculture has applied to the minister of finance for an order upon the treasury agency in London in favor of the Brazilian minister at Washington for the sum of 500 to be expended in the acquisition of an Australian tree, entitled the "wattle tree" whose bark is employed in the tanning of leather. The ultimate object is to cultivate the tree in the province of Rio Grande do Sul.

—The Commercial Association of this city has authorized the registry of the articles of partnership between Frederico Montandon, Frederico Montandon Filho, Henri Augusto Leuba and Georges Boissard under the title of Augusto Leuba & Co., of this city, and Montandon, Leuba & Co., of Paris. The firm will carry on an import and export business, and its capital is fixed at 1,300,000 francs.

—A telegram from New York on the 17th announced that the first cargo of goods for the Permanent American Exhibition is ready to sail. But where are the goods to be put? and who is to take charge of them? Should it transpire that this telegram is not one of John Kip's usual precautions, there will be some interesting complications ere long, and not a few confiding manufacturers will have purchased a burnt finger to tell how hot a fire is.

—Articles of association have been registered with the Commercial Association by Antonio Luiz da Cunha Bahiana and 43 others, under the title of Cunha Bahiana & Co., for the establishment, among other things, of regular communication between this city and Theropolis. The project includes two steamers between this city and Piedade at the head of the bay, a railway from Piedade to Barreira, a distance of 12 miles, and a diligence line up the *sera* between Barreira and Theropolis. The project ought to succeed. The capital is fixed at 250,000.

—The police made a furious raid on the water-pipe dormitories at the Campo da Acclamação on the morning of the 17th and captured a number of confiding loggers. The problem now arises, where are these vagabonds to sleep if not in the water pipes? What better protection could they find against the inclemencies of the weather, and exposure to the night air? In our opinion the practice should be encouraged until every available pipe is filled, and then let the authorities seal them at an early hour some morning and deport the whole business to Patagonia.

—The export of cotton fabrics from Great Britain to Brazil during the ten months ending October 31 amounted to 198,443,400 yards, against 153,536,800 yards in the same period of 1879.

—The director of the United States mint, in his report to Congress, estimates the mineral production of the United States for the last fiscal year to be: gold, \$36,000,000; silver, \$37,700,000.

THE protective duties in Italy have induced the Austrian sugar manufacturers to take measures for disposing of their extra production.

THE North German Gazette states that the house of C. Woermann has sent out an agent to Gabon, Africa, to begin coffee-tree planting on an extensive scale.

THE export of breadstuffs from the United States during the ten months ending October 31 amounted to a total valuation of \$231,338,030, against a total of \$208,005,344 during the same period of 1879.

THE spontaneous combustion of silk in a New York warehouse has excited a great deal of attention among insurance people in Europe.

MONTHLY SUMMARY.

Meteorological observations taken at Braz, in the city of S. Paulo, during the month of December, 1880, by the

Companhia Cantareira e Esqotas.

Lat. 23° 32' 38" S. Long. 46° 36' 46" W. (Greenwich). Height of barometer: 2,932 ft. above mean sea level.

HENRY B. JOYNER, A.M.I.C.E., F.R.G.S. & F.M.S. Engineer in chief.

Erratum: Lowest reading of Grass minimum thermometer last month should have been 49° instead of 48.1°.

COMMERCIAL

January 22nd, 1881. Par value of the Brazilian mil reis (18000) gold 27 d. do do coin at \$4 3/4 per £1. 54 4/5 cents.

EXCHANGE.

January 14.—Rates unchanged, market quiet, but firm. London 2 1/2% bank, 2 1/4% private; Hamburg 2 1/2% bank, 2 1/4% private.

Jan. 18.—The banks adopted to-day the rates of 15th instant, viz 2 1/2% on London, 4 1/2% on Paris and 5 1/2% on Hamburg.

Jan. 19.—The banks remained without rates till 1 o'clock when the New London and the Commercial adopted the following: London 2 1/2%, Paris 4 1/2%, Hamburg 5 1/2%.

SALES OF STOCKS AND SHAPES.

Table with columns for date, item, and price. Includes entries for Six per cent apolices (35 outside sale), Banco do Comercio, and Seguros Garantia.

Table with columns for date, item, and price. Includes entries for Banco Industrial, Banco do Comercio, and Nacional (outside sale).

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Table with columns for date, item, and price. Includes entries for Banco Industrial, Banco do Comercio, and Nacional (outside sale).

The Guarany theatre company of Santos has made a second call on the stockholders for 15 per cent. of the value of the shares.

MARKET REPORT.

Rio de Janeiro, January 22nd, 1881.

Coffee.—Our last report was on 14th instant. On that date dealers reduced their prices for the medium and lower grades.

On the 17th instant an animated demand set in, resulting in large sales, principally for the United States, but on the 19th the former quiet tone returned, and still continues.

Table with columns for item, quantity, and price. Includes entries for 44,330 bags for United States, 21,720 for Europe, and 9,370 for Cape of Good Hope.

Table with columns for item and price. Includes entries for Washed, Superior, Good first, Regular first, Ordinary first, Good second, and Ordinary second.

and on this basis cargoes may be quoted: Prime United States 5,550 606 13.14 cts. Good 5,050 558 12.09 "

The clearances since 14th instant have been:

Table with columns for item and price. Includes entries for Baltimore, Am. bk. Mendota, New-Orleans, Gr. bk. Stephanis, and New-York, Br. str. Lassell.

Table with columns for item and price. Includes entries for Porto, Port. bg. Judith, Boudaux & Marselles, Fr. str. Orenouque, and Havre, Fr. str. Sully.

Flour.—There have been no arrivals since our last report. The sales amount to about 12,000 barrels and stock in first hands to day consists of about 40,000 barrels.

Prices have advanced 500 rs. per barrel.

Table with columns for item and price. Includes entries for Trieste, Gallego, Haaxell, Dunlop, Crenshaw, O'Dance, McCance, Baltimore, St. Louis, and Chili.

Market steady.

Cement.—German 65000-75000. English 6 000-6 800. Portland 7 000-7 500.

Bier.—Bass (Hiers & Bell) 75000. Tennent 5 300-5 400. Christiania 6 000-6 200. Guinness' Stout 7 300-7 500. American 5 000-5 500.

Coal.—The arrivals have been: 1,260 tons per David from Cardiff, 310 " " Charlotte " New-Castle, 1,102 " " Nevada " Cardiff, 1,102 " " Gauloise " do, " " C. A. Belyon " do.

We quote: New-Castle 175000. Cardiff 19 000. Sundries 14 000-16 000.

Pitch Pine.—There have been no arrivals and the market is unchanged at 365000-395000 per dozen.

White Pine.—No arrivals. Market well supplied and quiet at 100 reis per foot.

Swedish Pine.—No arrivals. We quote 235000-285000 per dozen.

Kerosene.—In the absence of fresh supply the market is somewhat firmer.

No arrivals. We quote 75000-78500 per case for Devoe's & Brilliant.

Lard.—There have been no arrivals and the demand has improved.

We quote: Tubs 195000-215000. Cases 16 000-18 000.

PORT OF SANTOS.

January 21st, 1881.

Coffee.—The market continues quiet and business is restricted by the firmness of dealers.

Superior 48500 per 10 kilos. Entries last week averaged 3,057 bags per day and stock is estimated at 135,000 bags.

Clearances of coffee from Santos during the 6 months from 1st July to 31st December 1880.

Table with columns for item and price. Includes entries for Hamburg, Antwerp, Havre, Southampton, Channel f. o., Lisbon f. o., Marcellis, Gibraltar f. o., Nantes f. o., Genoa, Rotterdam, Mediterranean f. o., Liverpool, Bremen, Bordeaux, London, Stockholm, New York, and Bahmore.

River Plate & West Coast.

Table with columns for item and price. Includes entries for Buenos Ayres, Montevideo, Valparaiso, and Coastwise.

Total 586,251

The clearances since the 10th instant have been: 12 Fr str Sully; Hamburg and Antwerp 10,888.

PORT OF MARANHÃO.

January 17th, 1881.

Cotton.—The market is pretty firm and sales are effected at 500-530 reis per kilo—7 1/4-7 1/2 per lb. to sell, freight 1/2 and 10 per cent., exchange 2 1/2%. Enties fair.

Sugars.—Are firmer and 130-135 reis per kilo is now being paid; the transactions have been small. Enties have fallen off.

Freights.—1/2 and 10 per cent and 2 1/2- and 10 per cent cargo plentiful.

Exchange.—Little doing at 2 1/2%; larger takers keeping back for 2 1/2%.

Discounts.—8 1/2% 90 days, money somewhat scarce.

PORT OF RIO GRANDE DO SUL.

Export of hides during the 12 months from January 1st to December 31st.

Table with columns for item, U. States, and Total. Includes entries for Europe, U. States, and Total for various years.

—During the month of December 13 vessels left River Plate ports for Brazil with cargoes of jerked beef aggregating 58,300 quintals. Two vessels remained loading at the end of the month.

—The Artista, of Rio Grande, gives the shipments of jerked beef from the River Plate to Brazil for the last six years as follows:

Table with columns for year, quintals, and Total. Includes entries for 1875, 1876, 1877, and 1880.

—The December receipts of sugar and cotton at Pernambuco for the last three years were:

Table with columns for year, sugar, and cotton. Includes entries for 1880, 1879, and 1878.

The total annual receipts for the last seven years were as follows:

Table with columns for year, sugar, and cotton. Includes entries for 1880, 1879, 1878, 1877, 1876, 1875, and 1874.

SHIPPING NEWS.

ARRIVALS OF FOREIGN VESSELS.

JANUARY 13. CARDIFF—Br bk David, 947 tons; Lindgaard; 66 ds; coal to Wilson Sons & Co.

NEW CASTLE.—Sw bg Charlotte, 119 tons; S. Kanter; 71 ds; coal to Correo Pacheco & Co.

CONCORDIA.—Sp bg Maria Rosa, 218 tons; Emari; 20 ds; jerked beef to J. M. Frías & Sons.

S. NICOLAS.—Sp bg Esperanza, 125 tons; Meoz; 30 ds; jerked beef to J. M. Frías & Sons.

CONCORDIA.—Sp pol Mercet, 160 tons; Pagés; 13 ds; jerked beef to order.

JAN. 15. CETTE.—It bk Adèle; 395 tons; Busetta; 68 ds; salt to order.

JAN. 18. CARDIFF.—Br bk Nevada; 530 tons; Smith; 70 ds; coal to Norton Mearns & Co.

SALTO.—Sp bg Océano; 174 tons; Pagés; 23 ds; jerked beef to J. M. Frías & Sons.

MONTEVIDEO.—Port bk Nova Sympathia; 393 tons; Lobo; jerked beef to F. de Figueiredo & Co.

JAN. 19. ANTWERP.—Brbg Indiana; 258 tons; Evans; 59 ds; rails and sleepers to Magalhães & Veiga.

JAN. 20. GENOA.—It bg Concettina; 370 tons; Mareco; 60 ds; sundries to L. Zingano.

CARDIFF.—Fr bk Gaudoise; 332 tons; Blyson; 60 ds; coal to Watson Ritchie & Co.

—Br bk C. A. Belyon; 824 tons; Flynn; 60 ds; coal to order.

GASPE.—Br bg Homely; 239 tons; Muret; 55 ds; codfish to J. Moore & Co.

DEPARTURES OF FOREIGN VESSELS.

JANUARY 13. NEW ORLEANS.—Br ship Lillian; 1,145 tons; Bennett; ballast.

TALCAHUANA.—Br ship Saint James; 1,346 tons; Barrow; U. T.

PENAMBUCO.—Sp pol Pillar; 190 tons; Pagés; ballast.

SANTOS.—Nor bk Noli; 489 tons; Christoffersen; ballast.

JAN. 14. NEW YORK.—Br lug Jennie B.; 473 tons; S. Kinner; coffee.

BALTIMORE.—Am bk Mendota; 530 tons; Whittier; coffee.

JAN. 15.

NEW-ORLEANS-Ge bk Stephanis; 308 tons; Boer; coffee.
ORONTO-Port bk Yndick; 370 tons; Fishery; sundries.

JAN. 16.

FALMOUTH-Br bk Blanchard; 264 tons; Le Brocq; coffee.
NEW ORLEANS-Br bk Cavalier; 1,263 tons; Jackson; ballast.

JAN. 18.

NORTHERN PORTS-Br bk Sir R. C. M. Chure; 201 tons; Ed-
ward; ballast.

JAN. 19.

BARBADOS-Br bk Aida; 420 tons; Ford; ballast.
PERNAMBUCO-Am bk Murena; 433 tons; Hamond; ballast.

JAN. 20.

TURK ISLAND-Br bk C. R. C.; 252 tons; Oliver; ballast.
MEXEL BAY-Gr bk Helios; 206 tons; Thiemo; ballast.

The lightship on the dangerous Banco Chivo at the River
Plate is to be substituted by a new and improved light now be-
ing constructed by Messrs. Wilkins & Co., of London.

ARRIVALS OF FOREIGN STEAMERS.

Table with columns: DATE, NAME, WHERE FROM, CONSIGNED TO. Includes arrivals from Santos, Bordeaux, Valparaiso, Buenos Ayres, etc.

DEPARTURES OF FOREIGN STEAMERS.

Table with columns: DATE, NAME, WHERE TO, CARGO. Includes departures to London, New York, Havre, Liverpool, etc.

FREIGHTS:

Table listing freight rates for various destinations including London, Liverpool, Hamburg, Havre, Bordeaux, etc.

FOREIGN SAILING VESSELS IN THE PORT OF RIO DE JANEIRO, JANUARY 21, 1881.

Table listing sailing vessels with columns: NAME, TONNAGE, ENTERED, WHERE FROM, CONSIGNER. Includes vessels from Cardiff, New York, London, etc.

Advertisement for C. McCulloch Beecher & Company, Import and Commission Merchants, 47 Rua do General Camara, Rio de Janeiro.

Advertisement for a new invention for hand printing, useful in every business office, featuring metal-bodied rubber type.

Advertisement for noiseless and print perfectly rubber type, suitable for business purposes.

Advertisement for S. T. Longstreth, manufacturer of rubber printing and dating stamps.

Advertisement for John L. Whiting, manufacturer of brushes for export, located at 132 Oliver St. Boston, Mass.

Advertisement for John Stephenson & Co., Ltd., tram-car builders, New York, highlighting superior elegance and durability.

Advertisement for B. S. Pray & Co., General Commission and Shipping Merchants, India Building, 80 State Street, Boston, Mass.

Advertisement for James S. Mackie & Son, Export Agents, 194 Broadway, New York, for various agricultural and industrial machinery.

Advertisement for Binghamtoan Oil Refining Co., manufacturers of steam refined lubricating oils, featuring cylinder oil as a specialty.

Advertisement for Battle Creek Machinery Co., of Michigan, providing asbestos board, packing, and materials for asbestos patent fibre.

Advertisement for American Fencing Co., providing barbed wire fencing and other fencing materials.

Advertisement for boys wanted by the Telephone Company of Brazil, and for F. W. Jones, Gen. Supl., Rio de Janeiro.

GOVERNMENT BONDS

Table of government bonds with columns: EMISSION, CIRCULATION, DENOMINATION, INTEREST, NOMINAL VALUE, QUOTATION. Includes General Apolices, Provincial apolices, and National Loans.

BANKS AND PUBLIC COMPANIES

Large table listing banks and public companies with columns: CAPITAL, SHARES, ISSUED, VALUE, PAID UP, NAMES, RESERVE FUND, LAST QUOTA-TION, LAST DIVIDEND. Includes Banco do Brasil, Caixa Economica, etc.

Advertisement for London and Lancashire Fire Insurance Co., with a capital of £2,000,000.

Advertisement for Watson, Ritchie & Co., No. 25, Rua de Theophilus Ottoni, providing insurance services.

Advertisement for Binghamtoan Oil Refining Co., manufacturers of steam refined lubricating oils, featuring cylinder oil as a specialty.

Advertisement for boys wanted by the Telephone Company of Brazil, and for F. W. Jones, Gen. Supl., Rio de Janeiro.

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Export and Commission Merchants.
41 AND 43 WALL STREET
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Facilitate the introduction into Brazil of American products, Machinery, Agricultural Implements, Rational Supplies, Manufacturers' goods, Hardware, Dry Goods and specialties generally suitable for or adaptable to the requirements of that country, by furnishing reliable information regarding the special modes of preparing and packing merchandise, so essential to their profitable acceptance there, and by means of their Rio de Janeiro house, bringing the American Producer and Manufacturers into direct communication with the Brazilian merchants.

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HEAD OFFICE: LONDON
BRANCHES: LISBON, OFORTO, PARÁ, PERNAMBUCO, BAHIA, RIO DE JANEIRO, RIO GRANDE DO SUL, AND MONTEVIDEO.

Capital..... £ 1,000,000
Capital subscribed..... " 900,000
Capital paid up..... " 450,000
Reserve fund..... " 140,000

Draws on:
Messrs. GLYN, MILLS, CURRIE & Co., LONDON,
Messrs. MALLET FRERES & Co., PARIS,
Messrs. J. H. SCHROEDER & Co., HAMBURG.

ENGLISH BANK OF RIO DE JANEIRO (LIMITED)

HEAD OFFICE IN LONDON
BRANCHES: RIO DE JANEIRO, PERNAMBUCO AND SANTOS
Capital..... £ 1,000,000
Ditto, paid up..... £ 500,000
Reserve Fund..... £ 140,000

Draws on the London Joint Stock Bank and transacts every description of banking business.

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The Consecutive Rubber Dating Stamp
Self-Inking Hand Stamp,
The Pocket Pencils Stamp,
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For Merchants, Bankers and Professional Men and for all business purposes, these stamps are superior to any kind of hand stamp in use. They are simple, durable, elastic, and they print easily and perfectly. They are absolutely noiseless.
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THE TELEPHONE CO. OF BRAZIL.

Henry Surgis Russell, President, Boston, Mass., U. S. A.

Chas. Paul Mackie, Vice President, Rio de Janeiro.

Frank W. Jones, General Supt., Rio de Janeiro.

CAPITAL \$300,000.

BOARD OF MANAGERS:

Henry Surgis Russell, Boston, U. S. A., President, Continental Telephone Co.—Wm. H. Forbes, Boston, U. S. A., President, American Bell Telephone Co.—Chas. Paul Mackie, Rio de Janeiro, C. P. Mackie & Co.—Theo. N. Vail, New York, General-Manager, A. B. T. Co.—Jas. H. Howard, Boston, U. S. A., Treasurer, Continental Telephone Co.

This company proposes to establish in this city and its suburbs, and in Niteroehy, the same system of General Telephonic Communication which is to-day so prominent a feature of commercial intercourse in New York, London and Paris. Under this system immediate and confidential verbal communication is had between any two residents of the territory covered, who may be subscribers.

The company will furnish all the apparatus, build the lines and maintain them at its own expense. Subscribers will be charged a fixed rental for the use of the lines, depending upon the distance from the central stations. The general basis of charges will be approximately that ruling in New York and London, making due allowance for increased cost of construction and operation.

The tariff and regulations will be published at an early day, and the company expects to invite the signatures of intending patrons about the 1st of January, prox.

Besides its general system, the company is prepared to erect, equip and maintain at its own cost, subject to the payment of a fixed annual rental, Private Lines between any two edifices whose occupants may prefer to possess independent wires.

Any information desired will be promptly furnished upon application to the temporary office of the company.

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Steamers will arrive and clear at this port as follows:

Steamer	Commander	Arrive	Depart
City of Rio de Janeiro	Capt. Lewis	Jan. 28	Feb. 5
City of Pará	Capt. Carpenter	Feb. 28	Mar. 5
City of Rio de Janeiro	Capt. Lewis	Mar. 28	Apr. 5
City of Pará	Capt. Carpenter	Apr. 29	May 5

Fare between New York and Rio de Janeiro, 1st. class \$150.

General and Passage office,
WILSON, SONS & Co., Limited.
No. 2 Praça das Marinhas.

ROYAL MAIL STEAM PACKET COMPANY

Under contracts with the British and Brazilian Governments for carrying the mails.

TABLE OF DEPARTURES,
1881

DATE	STRAMER	DESTINATION
Jan. 24	Minho.....	Southampton and Antwerp via Bahia, Maccó, Pernambuco, and Lisbon.
Feb. 9	Tagus.....	Southampton and Havre via Bahia, Pernambuco, St. Vincent and Lisbon.

For freights and passages apply to
E. W. MAY, Supt.,
Rua 1º de Março No. 49.

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Engineers, Machinists
Importers of Machinery and Material for Agricultural and Industrial Establishments, and Cotton and Woolen Mills.
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