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PHILADELPHIA - 1876 EXPOSITION MEDAL MARC FERREZ'S BRAZILIAN PHOTOGRAPHS

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

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THE FUTURE OF BRAZIL.

Two remarks are common respecting the future of Brazil: one, that "being a vast country, of unbounded natural resources, it is only a question of time, and of reasonable time, when these wonderful resources, being developed, this empire will rank high among the most favored nations;" the other, that "Brazil has no future," because her people cannot or will not develope her resources; whatever they may be. generally lies between such widely discrepant opinions.

Probably, the available resources of Brazil have been overrated by many sparkling writers; and on the other hand, those who prognosticate "no future for Brazil," on the ground mentioned, have not perhaps taken into account the natural difficulties of developing this extensive country.

It is undoubtedly of great size, and em braces nearly torty degrees of latitude, beginning five degrees north of the equator, and extending to nearly thirty-four south; though not sufficiently far south to encounter a cold region. The whole of Brazil has substantially a warm climate though modified materially in many places by the elevation of the land above the sea; so that in some of the higher regions frost, and even a little snow and ice occur sometimes:

The topography of Brazil is too varied to be spoken of as a whole. Many parts are mountainous, regged, and quite unfitted for cultivation; other parts, not so mountainous, are subject to serious droughts, which render general farming either very precarious, or entirely out of the question while in some parts there are extensive plains, and numerous valleys well adapted to the growth of such products as are suitable to the climate. Although wheat and analagous grains will grow in some portions of the country, Brazil is essentially a nonwheat growing region, when compared with the great wheat raising countries of the world. Fruits, in great variety, abound in Brazil; but they are chiefly of a kind which will not profitably bear exportation to a distance. Coffee, sugar and cotton, are the staple products; and probably there will always be a foreign demand for coffee, sugar and tobacco; because there are yet large areas of virgin soil well adapted to these products, and they require peculiar climates and soils. In the future, cotton may be raised to advantage in conjunction with home factories in Brazil; yielding a larger profit than it is likely to yield abroad in competition with great cotton-raising countries. Tea, may yet become a valuable article of commerce from some of the southerly provinces.

Gold, silver and diamonds, are the mere poetry, so to speak, of any country. Gold, and diamonds, were undoubtedly the nucleus-the foundation of the earlier interior settlements in Brazil, and wealth, among certain individuals and families, followed, or attended the workings of these mines, by means of slave labor; but to the national wealth, or to the national greatness of Brazil, they have added but little. Providence seems to have placed these tempt-

ing treasures in out of the way places as an inducement to human enterprize to pene trate through difficult regions in search of them. At all events, one of two things results: either the gold and diamond regions are in due time abandoned, as worthless or they become changed to agricultural districts. California is a marked case in point; at first, the pioneers thought of nothing but gold. They would rather pay ten prices for food, than undertake to raise it, in the face of the enormous profits of mining; yet, already, after the lapse of less than one third of a century since the discovery of gold in California, it has become a great agricultural region, and gold mining is entirely secondary in that state.

If Brazil should rely upon her gold and diamond mines as a principal or permanent source of prosperity, it might then be truly remarked, that "Brazil has no future;" but while these may not be altogether ignored since the world is likely to continue the worship of gold and diamonds for some time to come, other sources of wealth must

be encouraged.

It is not fair to compare Brazil to the United States of America as a general agricultural country; because the topography and the climates are essentially different. The only approach to a resemblance is in the extreme southern parts of the United States, where the climate is somewhat like that of southern Brazil. The circumstances in the United States, of soil and climate, are such-especially in the middle and north erly parts, as naturally to attract emigrants from nearly all of the Europeon nations. True, the laws and customs of the country are suited to the taste of emigrants anxious to get away from various oppressions which are still maintained in most European countries; but this latter is not the predominant inducement; because there has never been any large amount of immigration into the southern states. Indeed, scarcely any. Slavery, doubtless, had something to do with it, but climate has been, and still is a controlling element.

What would be the future of the extreme southerly states of the United States, if they should confine themselves wholly to the raising of cotton and sugar, to the entire neglect of manufactures? Their people would become the more "hewers of wood and drawers of water" to the enterprising people of the north, and they would deserve their fate. What will be the future of Brazil, if the people confine themselves to the production of coffee, sugar and cotton, and neglect manufactures? It is easy to forecaste it. The people of the interior will become the pecuniary slaves of the bankers and merchants of the sea ports. It matters not, in this connection, whether the labor be slave or free; and the only remedy is the introduction of home manufactories. It may be a slow process, but if Brazil is to have a future, it is a necessary one.

It is idle to talk about the future of any country, unless there can be shown some reason why it should have a future.

Brazil, excepting her magnificent Ocean front, is surrounded by Spanish republics, which are, as yet, little more republican

than in name; being still subject to control and change through the spasmodic action of a few individuals, with populations of uneducated people little more advanced than they were a century ago.

Brazil has nothing to hope, in the way of immigration, from any of these. On the contrary, she is compelled to be on her guard against inroads from them, and it so happens that the least populated portions of her provinces adjoin these republics. Brazil, though an empire, with an hereditary reigning Emperor, has the most stable, and actually the freest government in South America, because it is a constitutional government, and because the Emperor, who is its head, respects the constitution. The laws however are defective in many important respects, that is, if Brazil wishes to rank along with the most enlightened modern governments. If she desires to have people from other countries to become Brazilians, she must show it by laws which will encourage it. On the other hand, if she wishes to continue exclusive, it is easy to do so with little or no change in the present laws. It is her right to decide et ler way; but if she hopes for great future the can hardly expect to attain to it through an exclusive policy. Ever China is beginning to open her celestial eyes. to the importance of reciprocity. There can be no real reciprocity between nations where one is exclusive.

It would therefore seem that the future of Brazil, at least, the future of any reasonable period, depends more or less upon the action of the present rulers of this country. If that action favors immigration from other lands, and gives proper encouragement to the introduction of manufactories in Brazil, there is a future; but it is worse than folly to invite strangers into Brazil, and then, when they come, to mark and label them as "strangers," by laws of discrimination against There is a future for Brazil, but it depends upon present liberal and enlightened legislation, and not upon bundles of restrictions. There must be a broad foundation of agriculture, manufactures, and commerce, before there can be a towering future superstructure.

MINING LEGISLATION OF BRAZIL.

Among the resources of this country none occupied a more important place, in early times, than the products of mining consisting exclusively of gold and diamonds, the deposits of other minerals having been left untouched. For many years however these products have steadily declined to a point in which they can no longer be considered as an important element of national wealth. An inquiry into the causes of this marked decline with a view to its possible arrest is a subject worthy of the most careful consideration of the government, whose chief aim should be the removal of every obstacle in the way of the development of the national resources and the encouragement of all enterprises leading to an increase of national wealth.

The most apparent, if not a sufficient, cause for the marked decline in diamond mining

is to be found in the great fall of prices in consequence of the discovery and development of the South African diamond fields, a cause that is beyond all control, although its effects on the important diamond mining industry of Brazil might to a certain extent be mitigated by judicious measures to facilitate and encourage the working of the Brazilian mines.

The causes of the decline in gold mining are not so apparent and are more complex in their nature. The one commonly indicated, that of the exhaustion of the mines, may be put aside as improbable or, at least, as unproved. With regard to the surface mines or placers, this cause may have a basis of fact since many of the best known and most easily worked placers have been washed out, but according to the testimony of several experienced cool-headed men of many years practice in California there are still many placers untouched or only partially worked, that offer good prospects of successful results if intelligably worked with modern improved appliances. As regards the underground workings a sufficient number of the few that have been attempted have proved successful as to warrant the belief that deep gold mining in Brazil can be made to pay. A careful inquiry into the facts of the case will doubtless show that the numerous failures depose against reckless and ignorant management, ruinous speculations and lack of facilities for transportation rather than against the richness of the deposits. The last cause is being rapidly removed by the extension of the railway system of the country while the first two are beyond the province of governments to control and must be left to the good sense and judgment of the people who embark in such enterprises to select competent and honest agents and managers.

Without going into consideration of all the causes that may have conspired to produce the present depressed state of the mining industry, a very potent one, that of the unsatisfactory and onerous relations of the government to mining and the lack of settled and wise laws governing the matter may be pointed out as worthy of consideration, as being the first and most important that comes within the province of the government to correct. The race of Brazilian miners may be said to have died out, because when the antiquated methods, formerly in vogue, were proved to be insufficient proper facilities and guarantees were not held out to promote the introduction of improved methods which would have enabled the industry to live and would have continued the existence of a class of men educated in and devoted to this industry. At present the holders of the greater part of the many mining privileges are not miners in any sense of the term and they obtain their concessions to sell rather than to work. The practical miners who want to work rather than speculate find "the laws delay, the insolence of office," too great obstacles in their way in the necessary preliminary redtape business of securing a concession and they therefore direct their energies to other channels. A case in point is afforded by a recent dispatch of the minister of agriculture by which a petition for a mining concession is referred to the president of the province of Amazonas to inform in regard to it, after consultation with the municipal author ities of some remote town on the Rio Branco. In such a case a year is not too generous an allowance for the obtaining of the necessary licence and, of course, no active enterprising man really desirous of actually working a mine can subject himself to such delays.

The old theory of the Portuguese government that all mines belong to the crown seems to have been given up but as yet no laws or regulations have clearly established the new

relations of government to mining, and the practices followed show a queer mixture of the ideas of the old theory with those of the newer one that mines go with the soil or belong to the discoverer. If, as many fairly be supposed from the terms of recent concessions, the government is committed to this latter theory of its relations to the mining industry it would confer an immense benefit on that industry and remove many of the present obstacles to its development and the consequent increase of national wealth by clearly stating the fact and by enacting a mining law in accordance with these terms.

Once cleared of the regulations arising from the idea of minerals being crown property and those of a sort of paternal intervention of the government in all the industrial enterprizes of its subjects, the relations of the government to mining would be reduced to the protection and guarantee of the rights of third parties, the protection of the lives and health of persons employed in the mines to be secured by a proper instruction, and the collection of imposts and mining statistics. A carefully drawn law which would secure these ends and, at the same time, aftord such gurantees and special favors as it might be deemed proper to grant for the encouragement of the industry would undoubtedly have a very beneficial effect in stimulating it into new life,

That there is in the country a spirit of nterprise ready and willing to embark in mining operations is proved by the large number of privileges annually applied for, the majority of which, however, under the present defective system, only bring a vexatious loss of time, illusive hopes and unproductive outlay to the holders and, to the government, the paltry amount of the stamp tax on the multitudinous papers that are deemed necessary.

Whatever may be the view adopted by the government of its relations to this industry it is highly important that it be clearly enunciated and that the present cumbersome and vexations system be simplified, so that projectors of mining enterprises may know exactly what they are required to do to secure and guarantee their rights, to what restrictions they will be subjected, that they may be able to make some sort of calculation as to the amount of unproductive time and labor it may be necessary to devote to the purely red-tape part of the business

The present zealous and active minister of agriculture will find in the revision and simplification of the mining code of the empire a field well worthy of his attention and one in which he can greatly increase the important services he has already rendered the country.

HARBOR IMPROVEMENTS.

Col. W. Milnor Roberts has made a preliminary report to the Minister of Agriculture, of which we furnish our readers the following abstract:

PERNAMBUCO.

This port has been more frequently and more thoroughly examined and reported upon by competent engineers than any other in Brazil, and a great variety of plans, at different periods running through fitty-five years, have been presented which were designed for its improvement. A very condensed description of these plans occupies ten pag of the report of Sir John Hawkshaw dated 1875.

The principal recommendations that have been made are dredging of the harbor, to obtain greater depth, and more area for the shipping insinsive breakwaters outside of the reef, to transform the roadstead into a port; raising the submerged reef north of the Picao channel entrance, to protect that portion of the harbor, called the Poço anchor-age, from the swell of the sea; new quays along the city front, to be built in deep water, requiring drag ing; repairing, raising and strengthening the surf wall on the reef; cutting a new channel for the river south of Cinco Pontas; constructing culverts to create more waterway for the floods, closing the Picao entrance; leaving open and protecting the Picao entrance; closing the head or southend of the

end open; sheltering the Poço anchorage by a break-water on the submerged reef; prolonging the high reef from the lighthouse to the Tartaruga rock; destroying the submarine rock in the Barra Grande Antonio; improving the rivers where they are shal-low; cutting a new outlet for the river at Fort Brum; building extensive docks and quays near Fort Brum; constructing a curved dyle from the proposed new river channel to the Cabeça do Côco, a abmerged rock on the north side of the Barra Grande; excavating a deep ship-channel through the Passarinhos shoal and building wharves between Recife and Cinco Pontas; stopping the Barreta das Jangadas; deepening the Barra do Picão; building a quay from Cinco Pontas to the Caes do Collegio the benefit of the railway company; continuing Arsenal quay northward beyond Fort Brum reclaiming a large tract of land near the Recife railway station; canalizing the Capiberibe river up to the Magdalena bridge promision way station; canazing the capturing quays for vessels of all sizes, including the making of a quay on the outer reef, with a bridge near the Barreta das Jangadas at the southerly end of the port; building a floating basin between the quarters of Recife and St. Antonio; protection against damage from the floods of the Capiberibe and Beberibe by means of new outlets. Other schemes have been proposed.

I may state here that all of these various pla

have been carefully investigated by me, but the consideration and result of these studies can only be intelligibly given in the full report.

I think that the most needed improvements are dredging of the Breguede shoal and other dredg ing in the port, raising the submerged reef between the Barra Pieão and the Barra Grande, either closing or improving the Picao entrance, and im-proving the present shipping arrangements by means of short open-iron piers, at the quays, and

dredging in front of them. Explanatory maps and Explanatory maps and plans with estimates of cost will accompany my report. Respecting the probable cost of the works I shall recommend, I can only state at present that it will be much less than most of the plans heretofore offered.

An opinion was expressed some years ago by distinguished engineer, and has since been repeated, that "Pernambuco has a good harbor with a poor roadstead." I do not e-meur in this view of the roadstead for I regard it as an uncommonly good

The occurrence of any trouble to the large ves sels anchoring in the outer roads of Perns very rare. The port is perfectly secure but it is of hmited capacity, both in depth and area. The pri-mary object should be to increase its depth by mary onject should be to increase its depth by dredging and at at the same time to enlarge the shipping area for voccole depth in shipping area for vessels drawing 61/2 to 7 meters (23 feet).

Many of the former recommendations were very judicious, but so much was attempted to be em-braced in the schemes, as to render the estimated cost so formidable as to deter the government from undertaking them. Besides, for a very large pro-portion of all the vessels trading with Pernambuco, this port is already one of the safest and one of the convenient in the world, and for the very large vessels which cannot enter the port, there is m admirable roadstead.

Nevertheless, the business of the port is increas-ing, and still better and large shipping accomodations are desirable.

Pernambuco is situated near the most extreme easterly part of Brazil, and near the track of vessels sailing north and south, so that it is remarkably favorably placed as a calling port.

CEARA.

Several plans have at different periods been pro posed for the improvement of this harbor, or stead, which, if they had been executed, would have greatly augmented its facilities as a shipping port. In 1875, Sir John Hawkshaw recommended the ction of a breakwater, to be also arranged a a quay, to be connected with the shore by an open viaduct on screw piles.

Dr. Paulo José de Oliveira and Francisco Ferreira Borges, Messrs. Coimbra and Klingelheefer, Messrs. Zozimo Barrosa and Neate posed plans, embracing breakwaters, quays, a canal through the reef, piers, etc. The estimated cost of these projects varied from about 2,225,000\$ to 1,760,000\$. Sir John Hawkshaw estimate of the approximate cost of the works proposed by him was about 2 200,000\$. In 1866, a concession was granted to Messrs. Bar-

so and Foster for 50 years, for making a harbor a Mucuripe and a railway about 4 miles long from the shipping pier to the city of Ceará, but the work was n. This will be particularly referred to in my report.

I have carefully studied, on the ground, all of the plans that have been proposed, and I made a num-ber of soundings and examinations, to aid me in the study of this port, but the presentation of my views,

harbor by the dike do Nogueiro; leaving this south based on the facts, can only be intelligibly given in

a fuller report.

My-recommendations will, I think, be chiefly two: one, to raise the submerged reef, which nature has begun, so as to make it a breakwater, without attempting to arrange it as a quay, and then to build, at first, one open pier of iron from the shore out to 5 metres depth at low tide.

The plans and estimates of these works are not yet made, but the cost will be much less than that of the plans previously submitted to the government.

There is now a government pier—the only work of attempted improvement in the bay, but at low tide the sand at the end is bare, and at high tide the water is too rough there, so that it is useless for loading or unloading goods, or even for landing sengers.

commercial system in this bay is quite primitive, all articles are carried but only at or near low tide, to and from the lighters on men's heads, the men wading out through the surf up to their necks in water. Passengers are conveyed from the vessels and through the surf upon the jangadas, or vesses and through the san apost a post of the dry beach. Ordinary boats, excepting at certain favorable hours, cannot land without risk of injury both to the passengers and the craft.

At Ceará may therefore be seen a most remark.

able contrast, namely, that between the rude method of loading and unloading vessels in the harbor, with the roughest accommodations for passengers on the one hand, while, in the other hand, there is a commodious well laid-out, well-paved, well-lighted city, having all modern conveniences, with uncommonly clean streets, having also an ex-cellent railway in operation connecting it with the interior. Why should this contrast continue? Surely it is time that the shipping facilities of this

handsome port should the improvements that have the hand. With piers, or a pier, pro andsome port should correspond more nearly than ney now do with the improvements that have been tected from the swell of the sea by the proposed breakwater, the transfer of the products and goods may not all be made at the piers -though a conable portion will be, but the lighter system will be radically improved, inasmuch as under the pro-tection of the breakwater, the lighters can be loaded and unloaded either at the piers or near the shore, at all stages of the tide. These simple improvements will, at small cost, conduce materially to the comfort and convenience of all vessels visiting Ceará, as well as to the city itself and the province contributary to it.

The port of Maranhão is well protected, and has The port of Maranhão is well protected, and has an unusually great variation in the height of the water between high and low tides, usually about three and a half to four metres, rarely exceeding five metres at spring tides. On the lar, inside of Ponta d'Arêa, my soundings, December 6th, 1880, showed two metres above low water, spring-tide, or showed two metres above low water, spring-tide, or about six and a half metres below ordinary highwater of spring tides. Occasionally the depth is a little more, and I was assured by a commercial gen-tleman who has paid special attention to this subject, that he has known a vessel drawing twenty-two feet or about six and seven-tenths metres, to enter the port.

At low tide the anchorage is limited in extent, being for the most part quite narrow. In the ma anchorage just below the city it has been widened somewhat by dredging, so as to allow the larger vessels, especially the steamers, that enter, to swing, but very long vessels could not swing or turn at low tide. Vessels of twenty-four feet draught could not enter the port at high water spring-tide, or at any tide that I have ever seen there.

The anchorage is very well adapted to the vessels doing business at this port, most of which draw less than twenty feet.

Dredging has been going on for some years, and it has done good. The sandy material thus excav-ated has been deposited behind the quay wall where it has made useful land, and the material does not get back into the harbor.

The sand in the river, or estuary, as it really is, in front of the city is gradually, through slowly encroaching upon the commercial waterway of the harbor immediately in front of the city, so that cean vessels cannot now ascend as far as they could twenty years ago.

The piers in the river do not extend far enough out, so that at low tide there is little or no depth at the ends of the pier. I made numerous soundings, which show somewhat irregular depths, but a fair, navigable channel through the upper anchorage and thence to the lower anchorage where there is suf-ficient depth, with limited width in low water.

It is stated in some of the reports that there is a tidal rise of six metres between high and low water spring tides. I have seen a number of spring tides in the port of Maranhão, both in 1865 and in 1880, but I never saw a rise of even five metres. In Sin John Hawkshaw's report, page 71, it is remarked that title tidal rise at spring tides is 6 meters, and wkshaw's report, tidal rise at spring tides is 6 meters, tidal rise at spring tides is 6 meters. There seems to b at neap tides 3 metres." There seems to be an error in the height given for ordinary spring tides,

while the height stated for the neap-lides corresponds with my observations. In connection with the depth Sir John Hawkshaw remarks: "There is a deep thannel running from the Ponta d'Aréa up to the town, in which the vessels frequenting the port at present generally lie. This channel is narrow but, I think, at present [1875] sufficient for the commercial wants of the port."

Most of the way this is a deep, narrow channel, but between the Ponta d'Arêa and the anchorage, and the city, is a bar upon which at low tide the depth was only two metres, and not even sever metres at ordinary high tides, and at neap tides high water not over 6 metres.

Still there is sufficient depth of water on this bar at ordinary high tide for the vessels frequenting the

It may be well to refer in this resumé to the recommendations made by Sir John Hawkshaw, as my attention was particularly directed to them. were as follows

"A quay from near the provincial treasury pas-sing along the front of the old Arsenal to the Cot-Wharf."

"And, in front of and parallel to this quay, to "And, in front of and paratiel to this quay, to construct a jetty about 370 metres long, and at a distance from the quay of about 90 metres."

"To connect the jetty with the quay by an open viaduct at right angles to both quay and jetty."

vanuer at right angies to both quay and jetty."

"The ground outside the jetty, and for a width
of 30 metres inside should be dredged to 6 metres
below low water. The dredging adjoining the quay
might be carried to about 3 metres, below low

Respecting the partly built Graving Dock upon which work has been suspended for twenty years the report says: "I am inclined to recommend that the work should be completed." The estimate for the work should be completed. The schimacy completing it was about 6.00,00.5%. The report also recommended the finishing of the partly built Arapapahy canal, at the head of the estuary at an estimated cost of about 500,000\$.

Sir John Hawkshaw's estimate of cost was as

folloy (assuming a pound sterling to represent ten milreis):

Estimated cost of the new quav jetty and viaduct, including the

500,000 600,000

Groyne from Point Bomfim 500,000

In the report, page 81, he says "I have shown this work in the plan with a dotted red line, as I do not recommend that it be carried out until the necessity arises."

The discussion of these and of other plans proposed for the improvement of this port, can only be satisfactorily made in a full report, but my im-pression is that the most desirable are dredging and the extension of the piers out to the navigable

The finishing of Arapapahy canal, which Sir John Hawkshaw recommended, will increase the ship-Hawkshaw recommended, will increase the ship-ping facilities by means of small craft between the city and the interior, though it cannot, as some have imagined it may, make any perceptible diffe-rence either in the volume of flow, or the height of the water at Maramhão. This point was clearly presented in Sir John Hawkshaw's report.

The Aramanha egial is a way nogenilar work, and

The Arapapahy canal is a very peculiar work, and when finished it can only be used at or near high tide. When the tide falls, navigation will cease during the interval to the next high tide.

Itis important to consider that the whole of the It is amportant to consider mat the whole of the interor business of Maranhão in carried on by water. It is on an island, and there is no railroad or any transportation road leading from it; but it is considered by water he for 100. nected by water by five different rivers with extensive producing regions, the productions of which in this port.

business is carried on, chiefly with Europe A large A large business is carried on, therefy with Europe and the Brazillans ports; for this general conmerce by ocean steamers and sailing vessels, no works outside appear to be necessary. The vessels and steamers frequenting this port rarely draw as much as 20 feet, though vessels of 22 feet draught. is said, have been taken over the bar at high-water pring-tide. If it should ever be decided to deepen spring-tide. and enlarge the port so as to enable very long de draught steamers to enter and remain safely during low tide, it would then be necessary to deepen the channel across the bar, either by dredging or by

I made an examination of the partly constructed Graving Dock, located at the upper end of the city, and I think it could be completed for the sum estimated by Dr. André Rebouças, namely, 500

Since the suspension of the work, some twenty years ago, the river or estuary in front and above and below the dock, has silted up considerably; so that now at low-ti-le there is no navigation that now at low-tile there is no navigation for decoral vessels so far up, and a very short distance above it is nothing but an exposed sand bar.

At high-tide vessels of 4 to 5 metres draught can reach the locality of the dock; but if it were to be Silva.

completed the river below would have to be dredged. In my full report this dock will be more particulary referred to.

With the piers carried out to deep water, and judicious dredging, it is easy to secure and maintain the needed improvements in the port of Maranhão. (To be continued.)

PROVINCIAL NOTES.

-At Ceará copiuis rains fell from the 3rd, to the 8th, instant.

-The customhouse receipts at Pará in January were 530,801\$719.

-The revenue of the customhouse at Ceará in January last 130,116\$315.

-Antonio Sabino do Monte has been named chief of police for the province of Para.

—Deputy José Antonio de Souza Lima has been appointed president of the province of Pernambuco place of senator Florencio de Abreu who declined the post.

The Arauto de Minas, published in S. João d'El Rei mentions the death of D. Olympia de Oliveira Dalle, wife of professor Guilherme Dalle, which took place on the 13d. ultimo.

-The village of Maura, province of Amazonas, as attacked by a band of Uamirys Indians in the was attacked by morning of the 6th instant. They were driven back by the soldiers stationed there, who lost one killed and one wounded.

—The provincial assembly of Pernanbuco was opened on the 1st instant, the opposition or demo-cratic party securing the speakership to which the Baño de Hapissuna was elected. The presidents, report shows a halance in the treasury of 534. 000\$000.

-The Cearense of the 12th ult. states that slaves that could not be embarked at Ceará for the South owing to the opposition of the people, were sent to Aracaty and there shipped on board the coasting steamer Ipojuca to Parahyba in order to be there trans-shipped to Rio per s. s. Ceard.

-The Monitor Campista says that Dr. João José Carneiro da Silva, important fazendeiro of Quiss province of Rio de Janeiro, tounded on his gricultural establishment called Monte do Cedro an agricultural establishment careful andre to Cetar an elementary school which is being attended by 60 pupils, young and old slaves. A good example which, it is to be hoped, will find numerous imi-

—The Monitor de Iguape says that on the 5th ult. a woman named Adelaide, living in the chacara of Sr. Antonio Martins de Castro, gave birth to a male child which was, a few minutes after, barbarously strangled and thrown into the garden, wrap-bed in some linen, where it remained unburied until the 7th. The unnatural mother died on he 9th.

--- The Diario de Cambinas relates that Mr. Araujo de Almeida, a dealer in slaves, living in the rua do Portico, found himself in serious embarrassment at 8 a. m. on the 27th ult. About 40 slaves, armed with knives, razors and steicks revolted on the occasion of being ordered to change clothes; they were, however, subjugated, 18 of the most violent ones being carried off to prison.

—At Rio Pardo, province of Minas Geraes, 17 slaves have just been liberated by the emancipation fund for the sum of 12,371\$, to which the freedmen contribute for 850\$, the amount of their savings, and at Sta Rita do Paraizo, in the same province, two slaves with the sum of 1,622\$800. With the above the liberated in that province through the emancipation fund now an 1,008 for the sum of 902,465\$179.

-By decrees dated February 26th the presidents of the following provinces were exonerated from their posts at their request:

Pará—Sr. José Coelho da Gama e Abreu.

Ceará-Counselhor André Augusto de Padua

Pernambuco -- Sr. Franklin Americo de Menez

Bahia-Sr Antonio de Araujo de Aragão Buleão Rio de Janeiro -Sr. João Marcelino

Gonzaga. S. Paulo – Sr. Laurino Abelardo de Brito. Pedro do Rio Grande do Sul-Sr. Henrique

Francisco d'Avila. -Sr. Graciliano Aristides do Prado Minas Gerac The following appointments were made in their

Pará, Manoel Ainto de Souza Dantas Filho; Ceará, senador Pedro Leão Velloso;

Pernambuco, Josè Antonio de Sousa Lima; or João Lustosa da Cunha Paranaguá; Rio de Janeiro, Dr. Martinho Alvaves da Silva

Minas Geraes, senator João Florentino Meira

de Vasconcellos,
S. Pedro do Rio Grande do Sul, Dr. Francisco

de Carvalho Soares Brandão; S. Paulo, senator Florencio Carlos de Abreu e

-The president of the province of Rio Grande do Norte intends making an excursion to the valley of Ceará-Mirim, to examine this important part Norte in of the province and to ascertain what is required for its development.

RAILROAD NOTES.

-A decree dated 26th ultimo approves the statutes of the Carangola railroad.

.- The new time table on the D. Pedro II railroad went into effect on the 1st instant.

The receipts of the Santo Antonio de Padua railroad for the month of January were 17,31 7\$111.

-The Dutch schooner Hendrick Yoan, with the materia Ifor the Camocim railroad, has arrived from Rotterdam at the port of Fortaleza.

-On the proposal of the engineer in chief of the prolongation of the Bahia railroad Sr. Lycurgo José de Mello has been named resident engineer of the prolongation.

A section of the Santo Amaro railroad in the province of Bahia extending from Santo Amaro to Terra Nova was opened to provisional freight traffic on the 21st of February.

-The contract for the construction of the railroad between S. João d'El Rei and Oliveira has been signed by the provincial government of Minas and Dr. Candido José Coelho de Moura.

-The minister of agriculture will accompany his majesty the Emperor in his excursion on the 26th instant as far as Carandahy, in order to inspect the works on the extension of the D. Pedro II railroad.

-The directory of public works for the province of Rio de Janeiro has invited tenders for the reconstruction of the bridge over the Rio Negro on the Sta. Rita and Cantagallo railroad, estimated at 12. 390\$447. The allotment will take place on the 26th instant.

-The section of the Sobral railroad, between Granja and Angica, consisting of 191/2 kilometers will be opened to traffic during the present month. The works on the remainder of the line, to the terminal station of Sobral, are said to be in a forward states.

-The Correio Paulistano states that a was signed on the 22d ultimo between Barão do Pinhal and Major Benedicto Antonio da Silva for the construction of the railroad between S. João do Rio Claro and S. Carlos do Pinhal, with the capital of 1,500,000\$, of which the former contributes two thirds and the latter one third.

—A telegram from London to the superinten-dent of the Bahia and São Francisco railroad states that the directory have determined upon the construction of a branch line from Alagoinhas, the pre sent terminus of the English line; to Timbó in eastern part of the province to the north of the capital. We are informed that it is proposed to construct a narrow gauge line and that the construction will be very easy and comparatively cheap. The region traversed is very highly spoken of as regards productiveness, sugar and corn being the principal products. It is expected that the line will be self sustaining and that by bringing increased traffic to the English line it will materially reduce the burden on the government for guaranteed interest on that road.

-The receipts of the D. Pedro II railroad in

nber la	st we	re:								
showi Nove		:	:	:	:	:	:	:	:	From
showing an increase of 186,263\$441 as compared with the receipts in November 1879.	Total 1,207.323\$921	sundries	fines	telegrams	warehouse rent	carriages	animals	merchandize	luggage and parcels	From passengers
186,263\$441	1,207.323\$921	6,377 181	79 000	3.998 850	1,496 920	598 580	8,170 200	969,709 700	28.307 380	188,586\$110 against
as	- '	:	;	:	:	:	:	:	:	again
compared with th	1,021,060\$480	5,287 195	73 500	2,969 500	402 120	1,012 660	6,502 580	787,078 165	25.436 840	st 192,297\$920 in Nov. 1879
e receipts		:	:	;	:	:	;	:	:	in Nov. 18;

THE total interest-hearing debt of the United States on the 31st of December was \$1.075,265,400, and the grand total including matured bonds, interest and paper currency, was \$2,121,436,475,40. Deducting the amount of cash in the treasury (\$222.299,794.4) the debt is reduced to 1,509,181,735,99. The decrease in the debt during December was \$5,099,320,76, and during the half year ending Dec. 31 the total decrease was \$42.990,550.35.

RIVER PLATE ITEMS

-The port of Callao was thrown open to commerce by the Chilians on the 21st ult.

increased productions of the country are evidenced by the manifests of the steamers leaving for Europe; we are shipping this year to Europe exports that never before figured on our lists; the fine season and great prosperity of our agricultural colonies is telling on our export trade, whilst the very large arrivals of bar silver at Rosario from Bolivia point to the new trade starting up in that

-At no previous period in the history of the Plate has there been such a sudden expansion of the cattle and estanciero business, and this is due to the splendid lands passing from government to the hands of third parties who are stocking the same, as it is proven now that cattle on these new lands give from 25 to 40 per cent increase, and president Roca, who is himself an estanciero in the district of Rio Cuarto, is of opinion that in 6 or 7 years the Argentine Republic will have 23 millions of cows on its estancias, which will in that line place it ahead of every other country.

—In all respects the country progresses, and is rapidly, recovering from the effects of the political commotions of last year. The railway extensions in the interior are progressing rapidly and immigration is steady and constant. The nationalmigration is steady and constant. government is bent on attracting to this country some of the emigrant tide from northern Europe, especially Germans and Irish, and com-mittees of members of these nationalities are about to be named here to carry the matter through, while it is highly probable that the Ven-Dean Monsignor Dillon will go to Ireland, to see what can be done there. The climate of the Rio Negro is so admirably suited for northern Europeans, that, if even a lew hundred families can be brought out, the success they are certain to meet with will soon induce thousands to follow them, From Wales many new settlers have come lately, and others are coming, to the colony at Chuput, which is now in the full tide of success.

From the Buenos Ayres Heraid.

--- Captain Manton, who is the agent in this city for the Gower-Bell Telephone, has been commis sioned by government to connect all the publi offices by telephone apparatus, and many of principal merchants are having their places of b ness and their dwelling-houses connected in like

-From the Banda Oriental we are not, in a position to report anything certain concerning politics; in fact, things there seem to be at a stand poldies, in fact, things there seem to be at a stand-still, while the people are given up to the intellectual pursuit of bull-fighting. Meetings have been held, however, by the two great political parties, the Blancos and Colorados, which have been properly organized. In the country towns thing are looking pretty bad, and the unpaid and discontented soldiery, to be met almost wherever one goes, make it positively dangerous to go any distance in the country without being well armed and sufficiently

accompanied.
--From the West Coast we can hardly report the war to be at an end, even yet. Pierola, with the shattered reinnants of his army, seems disposed to give the conquerors of his country as much trouble as he possibly can, and the refusal of the Chilian general Baquedano to entertain proposals of peace made by him, is only likely to confirm him in this resolution. In the meantine, the people are paying dearly for the hopeless and obstinate resistence which is being made, and the distress prevailing in Peru and Bolivia is said to be something that

baffles description.

—The national government has 8,000 hayonets of the improved "Modelo Argen-

tino" Remingtons, from the United States.

—The Guadiana Royal Mail steamer touched at Rio, came thence to Montevideo, where she road out her allotted days of quarantine, and came up to this port with a clean bill of health from that port, and, having touched at Rio, was fined \$1000 under a law which prohibits an immigrant ship from touching at a Brazilian port. The same law defines the bringing of 40 or more third-class passengers as constituting an immigrant ship, but even so, the Guadiana had less than 40 such passengers; but the Immigration Office decides that once having had more than 40, and thus becoming an immigrant ship, she always continues of this character, and here the agents of all the lines unite in asking a definite explanation of the law, and protesting against the contention set up by the Immigration Office. It would seem that we are blessed with a class of officials who deem it their duty to make as many vexatious claims as possible, and to launch all manner of preposterous claims, and so out-rageous and barefaced have these impositions become, that all the steamer agencies will unite in an association for mutual protection. The necessity for this is discreditable to us, and we do not believe the President or his Ministers would suffer such scandals if they realized the facts.

THE RIO NEWS

PUBLISHED TRIMONTHLY

on the eve of departure of the American packet, the French packet of the 13th., and Royal Mail packet of the 24th. of the month.

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All subscriptions must run with the calendar year. Back numbers supplied at this office from April 1st, 1876. Subscriptions and advertisements received at the I.DITORIAL ROOMS: - 8 Rua São Pedro Agents in New York:

TIMES S. MACKIE & SON.

Rio de Janeiro, March 5th, 1881.

Mr. Garfield was in ungurated President of the United States on Friday March 4th. At the U. S. Legation in this city the American flag was displayed in honor of the occasion.

Mr. Blaine, in the United States Senate, advacates the policy of appropriating the sum of four millions of do'lars yearly to subsidies for foreign mail steamship lines, in the interest of export trade and home steamship building. "England" he says, "has paid £40,000,000 to steamship lines. She never abandoned subsidized lines except for those strong enough to go alone. France, Italy and Austria have also subsidized their marine."-This announcement has a peculiar significance because Mr. Blaine will, in all probability be the secretary of state to Mr. Garfield who was inaugurated President of the United States on Friday last, (March 4th 1881).

THE second number of the Imprensa Evangelica, in its enlarged monthly form has been received. The editors deserve praise for the earnestness with which they devote themselves to the work of evangelising a people for the most part perfectly indifferent to the ethics of religion, careless even in their observance of its forms. During the seventeen years of its existence it has achieved many good and some memorable results; we are glad to see it, under new auspices, advocating a broad teaching of the truths of Christianity rather than the merely sectarian tenets of a church hedged about by abstruse and musty formulas, necessary, perhaps, in a country where the people are well informed as to the great underlying, and accepted, facts, but puzzling to a primitive people who have known only one church, and are seeking for light in another

THE Ypiranga lottery of São Paulo, with a capital prize of nearly half a million of dollars was drawn on the 26th of February as announced. Everything connected with the drawing of the numbers appears to have been conducted with the utmost fairness. and, so far as this special feature is concerned with satisfaction to the most critical of the thousands interested. Telegrams were recceived and posted in the public places of the city, announcing the fortunate numbers, and as nearly "every body and his wife had one or more tickets, the interest in the drawing was universal—business was almost neglected during the day, and all eyes were eagerly scanning the rapidly coming numbers. Few of the larger prizes came to Rio; half of the capital prize is reported to have been drawn by a merchant in Rio ing now, unless by a system of severe and Grande—the other half is not yet heard earnest retrenchment he could re-inspire

from. The little good it will be to the drawers of these large sums will never compensate for the wide spread general harm and demoralisation which is the inevitable result of every scheme of this kind.

In the death of Senator Candido Mendes d'Almeida Brazil has lost one of her leading mch. He was not of those who sought, by the advocacy of popular measures, transient prominence, but by persistent devotion to maturely formed opinions, by a strong belief in his own convictions, an intrepid expression of his views, whenever cilled upon to utter them, he made an impression on public sentiment which was felt in every province of the Empire. That he was at variance with the spirit of the age in his ultri-montine opinions, we have several times called to the notice of our readers, but no one doubted his perfect and unselfish belief in every word he ever spoke in this That he was sometimes a partisan of the most one-sided churacter, never suggested to his enemies the remotest thought of his being personally interested in his opposition to or advocacy of any question. He was an exceptional character in national politics, one of the few men who may be quoted as coming up to the poet's ideal:

"An honest man, the noblest work of God." Senator Mendes d'Almeida, besides being the author of several historical works of great interest, was the author of the well known "Atlas and Geography of the Empire of Brazil," a publication which, at the time of its first appearance was equal to the best atlas, on the same comprehensive plan, then known in America.

The philosophy of the decline in exchang: has never had an exponent sufficiently studious to define it. Since 1875 exchange has slowly, but with unerring certainty, fallen from par (27 d.) to 21 d, while the crops of the country have increased, in quantity, in nearly the same ratio. Judged by the laws of political economy, exchange should have been maintained at par. There must be a cogent reason for this evidently incongruous state of things. A merchant with a gradually increasing income from the sale of a gradually increasing product, almost exclusively under his own control, is, under ordinary circumstances, conceded to be in a position to add to his wealth and gain credit. Should it be discovered, however, that his style of living is ostentatiously expensive, that his sons are expending the profits of their sire's business in the dissipations of Parisian life, or the no less expensive extravagance of what is called "high life" in Rio; that in addition the "Governor" is launching out in railway schemes, immigration projects, and inaugurating systems of public improvements of doubtful, because premature, utility, and undoubted profitlessness, say when all these facts are duly considered, as they inevitibly will be by the thinking man of the community, is it at all remarkable that his credit should suffer and that his non-interest bearing I. O. U's with no indicated date for their redemption, issued and re-issued time and again, in the most reckless manner, should fall below par, and be the plaything of trade and exchange, notwithstanding that meantime his "signed bills", acceptances and interest bearing paper with fixed date of redemption, should be bought and sold at par?

We do not say that this is a perfect illustration of the present state of affairs -but if a under the supposed conditions a business m in should raise money in emergencies by the issue of I. O. U's, and then was indifferent regarding their redemption, he would certainly suffer as Brazil is suffer-

confidence, and provide for calling in his floating indebtedness or make it redeemable in gold.

In the Atlantic Monthly, under the head of "Our commerce with Cuba, Porto Rico and Mexico," Mr. C. C. Andrews makes a few suggestions which are more or less pertinent to a question now under consideration in the columns of the city press:

"The importation of brown sugar into the United States in 1877 from Cuba was nine hundred and twenty-six million pounds of the value of filly-two million dollars; from Porto Rico sixty-two million pounds, of the value of three million dollars; and togeth r nine hun be I an I eight-sight million pounds, of the value of fifty fire million dollars. The total duty on that importation amounted to say twenty three million dollars, a tax which bears about equally on the American consumer and the West Indian producer. We could reduce this rate, in negotiating for mutual trade, to one cent a pound. If it be urged that the revenue cannot be dispensed with, then let the deficiency be supplied by transferring to coffee the tax taken from sugar. It is unreasonable to tax a necessary like sugar so much, and allow coffee to be imported entirely free of duty, as is now, and for a long time has been, the case. There may be some who will urge that this sugar tax must continue as a 'protection" to the sugar production of Louisiana. One cent per pound, however, should now be a sufficient protection.'

"Let us, then, offer the Spanish West Indies, at our very door, at least half as terms as we give to the distint Sandwich Islands. By the treaty of June 17, 1876, -a treaty well suited to the centennial year, -- the United States agreed to admit into their ports brown and all other unrefined sugar the product of the Hawaiian Islands (and various other articles) free of duty. Reciprocally, the Hawaiian Islands agreed to admit into their ports agricultural implements, cotton manufictures, provisions, flour, etc., free, of duty. If our government will only reduce the tax on brown sugar to one cent a pound, it will be an important inducement for Spain to remove her present exorbitant tax on our wheat flour, and to reduce largely her duties on the various articles of provisions which our markets are so well calculated to furnish to Cuba and Porto Rico. This accomplished, the way would be opened for a favorable increase of our exports of cotton manufactures, machinery, and the like to those islands.

THE Carnival, or three days delirium of the good people of Rio, was this year rather unanimated and uninteresting during the first two days for which full amends were made on the last day when the three leading societies appeared in procession with all the luxury and display that their means, which seem never to be lacking on these occasions, would pemit, or that the ingenuity of their members after several months of diligent application, could invent. The usual features of richly and fantastically caparisoned horsemen, of elegantly dressed, or perhaps we should say undressed, females, of noisy bands and more or less witty skits at promnent men or important political or social events were more than ordinarily brilliant, and as the other features of water-throwing and practical jokes of all kinds were not so prominent as they have been on many other occasions there is ground for the satisfaction manifested by the native press over what they are pleased to call the civilized carnival of the current year.

It is certainly satisfactory to be able to record that the barbarous entrudo was less

contemporaries that this barbarism had been finally banished from Brazilian society or relegated to the home circles where, being confined to friends and acquaintances, it is comparatively unobjectionable. The fact that during the three days of Carnival a woman, whether respectable or otherwise, cannot appear on the streets without being subjected to attentions from all classes of society which are in the highest degree rude and annoying, to say nothing of the risks to apparal and health, does not give a very high idea of Brazilian manners and is utterly inexcusable even on the plea of the unusual license, which in all eath die countries is permitted at this time.

Although the mode of celebrating the Curnival introduced by the societies is certainly preferable to the old system of the entrulo, it soundy a little odd to hear one spoken of as a type of barbarism and the other as a type of Christian civilization, Goethe in is description of the Roman Carnival states that it is the legitimate Christian successor of the heathen Saturnalia, a name which the Rio Carnival with its gross and flouting immorality most richly deserves.

If the character of a people is, as many contend, to be judged from the nature of their sports, we fear that an impartial observer would form a very low estimate not only of the morality but also of the Christianity and civilization of the Brazilian people from the scenes of the three days of

Turning to another aspect of the question very important lesson was taught by the late Carnival which if heeded and acted upon by our rulers may in a large measure compensate for all the objectionable features. For some weeks before anticipations of a bloody time were injulged in, which unfortunately had too much foundation in the boldness lately displayed by the criminal classes, and the known inefficiency, if not, as has been charged, the actual association of the police with the criminals. Yet the Carnival passed off without disagreeable incidents of the sort anticipated owing to the very simple expedient of withdrawing the regular police and calling in the troops to do their service. This measure while it is a disgraceful confession on the part of the authorities of the bad organization and utter insufficiency of the police, proved that all that is required to properly police the city is a corps worthy of the respect and confidence of the citizens. Few large cities have a population which can be so easily governed as that of Rio de Janeiro and this very fact renders the present system or lack of system more discreditable.

LOCAL NOTES.

-Senator Candido Mendes d'Almeida, senator for the province of Maranhão, died on the 1st inst. after a short illness.

-F. Clare Ford, Esq., Her Majesty's Envoy to Brazil, will leave for England per steamer Neva on the 11th of this month, thence to Athens to assume the duties of his new position.

-At about two o'clock in the morning of the 28th ult, the house n° 56 Rua do Rio Comprido was entered by thieves who succeeded in carrying off some chickens and various other articles. The inhabitants, witnessing the robbery, whistled for the police for the space of about 40 minutes and-may be whistling still for all the police care.

On the 27th ult. the minister of agriculture sent a dispatch to the commander of the fire brigade of this city requesting immediate information as to the accusation made against the said brigade of not having at once answered the appeal for their assistance made by the chief of police on the occasion of the disaster in the Rua do Ouvidor on the 25th ult. In his reply the commander of the fire brigade does not refute the accusation but proves that his action was prescribed by the existing regulations with which it was his duty to comply. It is to be prominent than usual, but it would be still more satisfactory if we could say with our delay.

-The American steamship City of Para will not sail for New York until the 10th of March. She take out a full cargo of coffee notwithstanding the decline in prices reported from the States.

From official returns it appears that during the five months from September 1st to January 31st the police of Rio captured 45 capecias and 14 navalhistas. What became of the other two thousand the returns don't say.

-The new line of telegraph between this city and Ceará was inaugurated on the 26th ult, in the presence of his majesty, the Emperor. The director general of telegraphs, Counsellor Schüch de Capaema, was on that occasion named Barão de Capa

The minister of agriculture has instructed the president of Pernambuco to send to Rio with all possible dispatch, by sailing vessel, ten to twelve tons of Phosphate of Lime of the island of Fernando de Noronha, with which experiments are to be made in the cultivation of coffee.

-The minister of agriculture visited on the 25th ult, the carriage manufactury of Messrs Robe e Irmãos of this city, remaining there about two hours and a half and carefully examining all the works in the various shops, more especially those in which railroad cars are being constructed.

-Decree No. 8005 dated February 10th, revokes that of May 17th, 1876 which ordered the disappropriation of the land on which the Mendicants Asylum and adjacent buildings are erected and of which Sr. Araujo Coimbra claimed proprietorship, the minister of finance having decided that this land is government property.

-The gross receipts of the Imperial land-lines of telegraphs during the last four years have been as follows

1875-76..... 292,842\$972 1876-77..... 369,569 424 1877-78..... 558,185 774 1878-79..... 709,300 140

The net revenue is still much below the expen-

-Luiz Antonio Gomes Ferreira, nick-named Russinho, one of the crew who murdered the policeman Paulo Fortunato by throwing him overboard from a boat with stolen jerked beef in the bay board from a boat with stolen jerked beef in the bay of Rio a few weeks ago, was arrested in the Rua da Saude on the 24th ult. *Russinho* confesses to having been one of the party in the boat but alleges that it was—the other man who committed the

-A daring and well planned robbery was comof F. J. de Oliveira Aguiar, jeweller, Rua dos Ourives No. 102. Whilst the clerk in charge of the store had gone out to take his bath the thieves broke through a wall into a corridor com-municating with the store, opened the door with a false key and ransacked all the drawers and a muse key marking away watches and jewelry to the amount of about 28,000\$000. The police have taking note of the facts, which must be a great comfort to the victim.

-From official statistics it appears that during rout omeat statistics it appears that during the year 1880, 22,859 immigrants arrived at the port of Rio de Janeiro, their nationalities being as follows: 9,404 Italians, 8,606 Portuguese, 2,385 Germans, 1,254 Spaniards, 384 Poles, 292 Austrians, 240 French, 45 English, 11 Russians, and whose nationality was unbaname. The total limit of the property of the propert whose nationality was unknown. The total immigra-tion at this port during the last four years is given as follows:

> 1877 29,029 1878..... 24.205 1879..... 22,189 1880 22,859 Total.... 98,282

When it is considered, however, that all third class passengers arriving at Rio from foreign ports are considered as emigrants, and that the number of the foreigners who left the empire during those years is not given, the above statistics scarcely deserve that name.

-A slave called Benedicto, perpetrator of a hor rible murder, was captured on the 28th ult. in a canoe at the Rua da Gamboa by three men who recognized him from description. Benedicto was for-merly a slave of F. C. Viegas Gomes, of S. José da Boa Morte, who sold him nine years ago because he had attempted to assasinate him. Now after this long space of time, his thirst for revenge unabated, he resolved to make a second attempt on his former master and for this purpose he fled from his present one on the 12th ult. On the 23rd, lying in wait at S. Joséda Boa Morte, he encountered Viegas Gomes was on horse-back with his little son before him, who was on horse-back with in-stude son leavee in and, disregarding the pitful screams and protests of the child, committed the murder with a scythe stoten for the purpose. He then fled to Rio where he was captured a above stated; he also confesses his crime and declares he is not sorry for what he

-Its a serious matter to face, but New York telegrams may quote coffee at ten cents per

The first steamer of the new Canadian line be nut on the berth in Halifax on the 1st of May

-The academy of medicine at Paris verified 189 cases of madness from love during the year 1880, 152 being men and 37 women.

-Decree No. 7,895, dated February 5th, approves the statutes of the life-insurance company, called "Caixa Geral das Familias."

-The Brazilian beneficence society at Paris —The Brazinan beneficence society at Paris, founded on the initiative of his highness Conde d'Eu, its honorary president, has already a fund amounting to 28,000 francs.

—The Datch corveta Koningen Emma der

Nederlanden, captain Baron Rensselaar de Bowier, arrived at this port from Texel on the 2nd instant, on her voyage to the Dutch Indies and Japan. She is of first class, 3,268 tons, 3,000 horse-power, and carries 14 Krupp guns and a crew of 275.

-On the first inst. a boatman, called David Hernandes, went from the IIba das Enxadas to the city leaving a little boy of 8 years, Manoel Fernandes, alone on the island. Not finding the child on his return there in the evening, it is presumed that it accidentally, felt into the water and was drowned. The body was found floating in the water near the fort S. Ioão on the following day.

—A very lamentable accident occurred at half past four in the afternoon of the 25th instant at the three story building in course of erection in the Rua do Ouvidor, destined for the city-library. While a number of men were at work on the upper floor of the scaffoldings the cornice, the mortar of which the scallodings the cornec, the mortar of which had got softened by the late heavy rains, and on which a large quantity of building material was deposited, gave way, and the whole mass of stone and timber, carrying with it the heavy scaffolding and the wen upon it, was hurled into the street and against the houses opposite. Three of the labourers were bured in the dibris and killed, and two young men, who were passing at the time, were severely migured, one having a leg broken. For the space of half an hour after the accident none of the local authorities nor a single policeman appeared on the scene and the two wounded young men had to be carried away on improvised litters by some of the gentlemen present. When at last the minister of justice, accompanied by the chief of police, appeared, the lattr at once sent for the fire-brigade, as most expert in the work necessary in such an emergency, but received the reply that—a written requisition was required! This formality complied with, the fire-brigade at last ere bured in the debris and killed, and two formality complied with, the fire-brigade at last arrived and soon cleared the street and did what was needful for the publicsafety. Sad as is the result of this accident, we shudder at contemplating how frightful would have been the consequences had it occurred a few days later, during the carnival!

THE export of cotton fabrics from Great Britain to Brazil in the month of December amounted to 16,026,900 yards against 27,706,000 yards in the me month of 1879, and 15,724.500 yards in

THE new American locomotive, with drivingwheels on the top, has had a trial, and is reported to be a success. It accomplished 40 miles in 40 minutes, with a light train—no great performance —but it ran very steadily; and through it needed some "slight repairs," it may be that the new type will create a revolution in locomotive. According to the driver, it travels "like the wind;" but it is extremely doubtful if English engineers will care to risk their reputation by adopting the novelty.— Manchester Courier.

THE United States leaves no industry untried. From one town on the coast of Maine, during the last year, there was exported more than half a million dollar's worth of sardines.

THE Dixon Crucible Company, Jersey City, is re ported suspended in consequence of the failure of Fowler, Crampton & Co. The suspension is said to be only temporary and the ossets are thought to be equal to the liabilities, which are estimated at \$1,000,000. Fowler, Crampton & Co. hold the Dixon Crucible Company's paper for a large amount, and the company will be unable to meet these notes

at maturity.

The assets of the concern consist of the business property at a low valuation, \$250,000; machinery property at a low valuation, \$450,000, in hand and saleable \$200,000; good materials on hand and saleable \$200,000; collectable accounts \$300,000; property at Ticonderoga \$500,000; total assets \$1,350,000. The capital stock of the company is \$1,350,000. The capital stock of the company is \$750,000 and it paid dividends of 10 per cent for a number of years up to 1870 when the dividends were reduced to 7 per cent The Crucible Company owns the American Graphite Company of New

In the assignment for the benefit of creditors of B. G. Arnold & Co., importers and jobbers in coffees and teas, the assignce, J. Lawrence McKeever has filed the schedules, which state the firm's liabilities to be \$2,254,869 60, the contingent liabilities, \$135,000, and the total assets \$1,549,433 32. The total stock of coffee included in the assets is \$835,982 42; tea, \$389,830 21; total amount due banks and bankers, \$1,312,935 47; bills payable unsecured, \$688,000. Of the assets, \$1,019,069 08 is held by banks and brokers as collateral security. assets in excess of the amounts secure are \$205,743.

DIED .- On February 22nd, in this city, Mrs. Adelaide Surez Franco, wife of Mr. Charles Wallace. in the 35th year of her age.

(COMMERCIAL

| Par value of the Brazilian mil reis (1\$\frac{1}{2}\text{oo}\text{oo}\text{ glot}\text{ 27}\text{ do do do in U. S. } \\
\text{do do do in V. S. } \\
\text{do \$\frac{1}{2}\text{do 1}\text{ \$\frac{1}{2}\text{ glot}\text{ \$\frac{1}{2}\text{ \$\frac{1}{2}\text{ glot}\text{ \$\frac{1}{2}\text{ \$\frac{1}\text{ \$\frac{1}\text{ \$\frac{1}\text{ \$\frac{1}\text

Bank rate of exchange on London to-day....

Present value of the Brazilian mil reis (paper)
do do in U. S.
coin at \$4.85 per £1. stg.,

Value of \$1.60 (\$4.85 per £1. stg.) in Brazilian
currency (paper)......

Value of £1 sterling 42.00 cts

EXCHANGE

February 23.—There was no alteration to-day in the rates of the banks which remain at 21½ on London, 444 on Paris and \$50 and \$50 on Hamburg, but the market was very firm, especially in the aftermon. Private paper was nego-tated at 21½ and 21½ on London, 436-438 on Paris and 544 on Hamburg. Sovereigen 11\$20 sellers, 11\$480 lutyers.

34 or riamong. Sweetings (1959) selers, [14] for injective experience of the transactions in the rates of the banks. Market very from but next to nothing doing. Small transactions in private paper on Paris at 436. Sovereigns (1\$40 sellers, 17\$ do larges. For delivery on 28th inst. 1,000 sovereigns were sold at 11\$240.

were sold at 11\$\frac{1}{2}40.

London, 444 on Paris and \$50\to 55 on Hamburg.
market continues firm but inactive. Small transaction private poper on London at 21 \$916 and 21\$\frac{1}{2}\$. Sovere sold at 11\$\frac{1}{2}40 \cap cash*

Soot at 17440 cissiv

Private paper, which is scarce, was passed at 21½—916 on
Landon, 440—442 on Paris and 544—545 on Hamburg. Sovereigns sold at 175-pc cash.

Pib. 28.—The market continued firm but inactive without any
alternation in the rates. Small business on London at 21½
hank and 21½ private paper. Sovereigns 11\$5000 sollers
11\$250 buyers.

March 1 ... The New London and Brazilian Bank lowered its rates to-day to $21\frac{14}{4}$ on London, 446 on Paris and 554 on Hamburg, the other banks remaining without rates. The market was paralized on account of the carneval.

March 2.—The rates adopted yesterday by the New London 2 and Brazilian Bank became general to-day but were with-drawn later in the afternoon. Private paper on London was passed at 21 \$/16---21\frac{1}{2}\$. Sovereigns 11\frac{8}{4}\frac{8}{2}0 \text{ sellers, 11\frac{8}{3}\text{ fourth of buyers.}

March 3.—In the morning some transactions took place on London at 21½ bank and 21½ private and on Poris at 44+— 444 private paper. In the afternoon the banks adopted the rates of 21d on London, 451 on Paris and 559 on Hamburg, Sovereigns sold at 11¼48 and 11⅓510 cash and at 11¾400 for April 3rd.

April 3rd.

April 3rd.

April 3rd.

April 4—The Emglish Bank and the New London and BraJilian Bank adopted today the following rates: London 21

Paris 451, Hamburg 559. The Banco Commercial did not
draw. Limited transactions in private paper at 21%—% on

London and 446–446 on Paris. Large sales of sovereigns at

11\$470, 11\$460 and 11\$450 cish.

BANK OF BRAZIL

BALANCE SHEET FEBRUARY 28, 1881. ASSETS.

Commercial Defartment:

13,462,483 299 3.749,196 981 bilis secured by collaterals: By commercial documents
By Government bonds and shares.
Securities in liquidation
Sundries, balances of various accounts
Bills receivable
National Treasury account carrent Mortgage Department : 25,439,123 925 2,191,123 349 Accounts Current, guaranteed:

11,029,901 656 676,308 402 2,870,141 445 Government Bonds: General, 6 % interest, of nominal value 5,705,500\$000 ...
Ditto, National loan of 1879, nominal value 17,640,703 780 18,164,500\$000 ... Ditto national loan of 1868, nominal value 107,268 000 04:000\$000. 363 debenture bonds of Sorocabana Rail-way Co.... 181,500 000 1,458,000 000

640,521 000 41,250 000 7,936,372 605 São Paulo Reauche 800,000 nno

Rural, at long dates..., short ,,
City, at long dates..., short ,,
Accounts in liquidation... Cash account: In cash. Hypothecary notes. 67,517 195 66,222,130 772 LIABILITIES. Commercial Department: Capital: 165,000 shares @ Rs. 200\$000.... Reserve Fund: New reserve fund... Special , , , Reserve Fund.

New reserve fund.

Special

Notes in circulation:
In notes of Head Bank.

In 10, "parable for fixed deposits.

Accounting Special Speci 3,950,035 777 4,357,778 478 22,950,400 000 989,600 000 29,966,655 931 31,858,584 728 6,709,320 210 229,463 253 Mortgage Department: supplied by the commercial depart-25,439,123 925 2,191,123 340 3,947,800 000 108,720 622 166,222,139 772 E. & O. E. Bank of Brazil, March c, 1881.

-The suspension of Messrs, Charles Spence Sons & Co. of Manchester and Rio de Janeiro was announced on the 24th ultimo

Eduardo Brava, Chief. Accountant

Tosé Machado Coelho de Castro, President.

—At a meeting of the creditors of Messas, Charles Durham & Co. of Manchester, London and Rio de Janeiro, held in London, a composition of ten shiftings in the pound payable by four instalments, was offered and accepted.

...The February returns of the custom house at this port tows the total receipts to be 3,377,674\$779 as follows:

Imports		 	2,646,048\$	60 r
			712,865	546
	naritimo		12,048	502
Interior ta	xes	 	4,992	620
Other som	ces	 	1,719	510
			3,377,674	779
Deposits .		 	25,626	915
Restitution	as	 	37,601	888

February 22, reurany 2-.

Six per cent apolices. 1,033\$000
\$\frac{1}{2}\$ Provincial apolices. 200\$\$ 92 \(\frac{n}{a} \)

English Bank. 120 000

Banco Commercial. 236 000

do Pretial 127 000

do Runal 250 000 do Rural

S. Paulo and Rio without subsidiary...

Banco Predial, hyp. notes with int. (out.s.)

Sorocabana debentures of £50 (outs sale) 4.500\$ 422 006

do do do do do do

Previdente Insurance Co. (outs. sale)...

Carris Urbanos (outs. sale) February 21. February 25. Six per cents applices (40 outs, sale) . . . 1,037 000

do (outside sale)...

Carris Urbanos ...
do
do

Navegação Amazonas ...
Villa Isabel (outs. sale) ...
do do do (without int).
do do do (without int) February 26. Six per cent apolices (65 outs. sale...... 484 vina isanei, for 10th Alareh
Navegação do Amazonas
Macahie Campos
Garantia Insurance Co.
Carris Urbanos 233 50 Locomotora (in li-puidation) (outside sale) February 28.

March 1. 50 Banco Mercantil de Santos (outside sale) 200 occidenage closed on account of carneval. March 2.

6	
CONTRACTOR OF THE STATE OF THE	То
March 3. 118 Six per cent apolices	
33 Banco Industrial	
33 do Nacional 5 030	
20 Carris Villa Isabet	New Balti
50 Integridade Insurance 60 000	Han Rich Char
7516 Oto 1	Sava
91 40 41	Mob New
40 Carangola R. R. debent, (outs. sale) 2°5 000	New Galy St.
March 4. 47 Six per cent apolices	
20 do	Cha
18 National loan of 1879 (8 mils saie) 109 70 12,000\$ Provincial apolices of 200\$ 94 "7"	Ant Nor
37 BancoIndustrial	Live Bor List
20 Patropolis R R	List Por Mo
3 Macahé e Campos debentures 70 %	Me
184 Banco do Brazil hypoth—notes (13 and 4c) 92 % 50 Macahé e Campos (outs. sale)	
30	Cap Riv
MARKET REPORT.	Riv
Rio de Janeiro, March 5th, 1881.	
CoffeeOur last report was on the 23rd ultimo. Since then	Un
our dealers have been gradually reducing their prices, the total	Eur
mance of heavy receipts and the discouraging advices from	т
decline amounting to 250 reis per 15 km so in the bartet games and 150 reis on the lower ones. But, in view of the continuance of heavy receipts and the discouraging advices from consuming countries, the market remained quiet until the and	
inst, when renewed activity set in which, notwith day, has in-	-
creased since then and still continues, about 90,000 bags maring	
been sold during the last three days. The sales since the 23rd ult, amount to 155,650 bags viz:	Ne
78,880 bags for United States	Ne Ba Ha
62,440 , , , Europe 5,700 , , , Cape of Good Hope	Ri
5,700 ., ,, Cape of Good Hope 8,630 ,, , Elsewhere.	Ri- Ch Sa Mi
Total 155,650 bags.	No Ga
and the total sales for the month since the 4th ultimo amount	St
to 424,010 bags, viz: 192,310 bags for United States	
202,700 ,, ,, Europe	Ch
5,700 ,, ,, Cape of Good Hope 23,270 ,, ,, Elsewhere	Ai No
	Li
424,010 bags. Receipts in February have averaged	Bo
14,627 bgs per day	Pe M
,, 10,285 ,, ,, 1879	
,, 6,939 ,, ., ., ., ., .,	C:
and the total receipts for the 8 months since the 1st July am-	R
ount to 3,212,063 bags. against 2,367,214 bags in same period of February, 1879-80	
2,525,556 ,, ,, ,, 1878-79	Ų
., 2,099,343 1877-78 ., 1,940,347 1876-77	E
The clearances since the gand alt, have been :	
United States: lings.	
Feb. 22 Baltimore, Am bk Gamallel. 9,164 24 New York, Br str Biela 30,802	
24 New York, Br str Biela 30,802 26 do Port bk Triumpho de Caya 5:371	
- o8 Galveston, Am bk Osser	ŀ
28 New York, Am bg Annie R. Storer 10,038	
Feb. 23 Southampton, Br str Elbe	01
24 Falmouth f o., ., bg Hebc	l
24 do Sw bg Charlette 4,000	
24 do 3 wug Cantoda 4,010 24 Marseilles, Fr str Polton 4,010 26 Channel f. o., Nor bg Cuba 4,100 26 Gibraltar t. o., Port lug Tosé Estevão 4,030	
 Gibraltar I. o , Port lug José Estevão 4,000 Hamburg, Gr str Valparaiso 15,506 	
28 Liverpool, Br str Valparaiso 2,000	
28 Oporto, Port bk Amazona	
2 Bordeaux, Fr str Gironde	
Elsewhere:	
None. The total clearances in February have been:	
for United States 177,141 bags, against 95,892 in Feb. 1885	
, Europe 161,030 ,, 134,051 ,,	
River Plate and	
AND ADDITION TO THE PERSON NAMED IN COLUMN NAM	ve
total 340,966 235,394	1
and the total clearances during the 3 months since the 1st July have been:	-
bags lags	
1,545,924 for United S. against 1,463,742 in same per. of 1879-90 1,223,053,, Europe ,, 703,914 ,	
1,535,924 for C intent 8, against 1,507,42 in suite per to 10,793, 1,223,033 ; Europe , 703,914, 16,509 ; C of G. H. , 45,257, 33,076 , R. P.&WC , 9,310	
2,867,745 bags ", 2,224,223 showing an increase of 643,522 bags, viz. 85,182 bags more to	
United States and 558,340 bags more to Europe and elsewhere.	
We quote, per to kilos:	n
Washed	.,

Rio de 9	aneiro. A	farch 5th,	881.	
Coffee.—Our last report was our dealers have been gradually decline amounting to 250 reis p	on the 23rd	l ultimo. S	ince then	U E
and iso reis on the lower ones mance of heavy receipts and consuming countries, the mark instanton renowed activity se-	the disco	uraging adv ed quiet und a notwithsta	rices from	7
unfavorable result of the Dute creased since then and still con	ch auction tinnes, abo e days	on that da ut 90,000 ba	gs having	-
The sales since the 23rd ult. 78,880 bags for U	amount t Inited Stat	.es	ags viz :	NBH
5,700 ,, ,,	Europe Cape of G Elsewhere	ood Hope		CS
Total 155,653 bags. and the total sales for the mo			o amount	NEHROSANGS
to 424,010 bags, viz: 192,310 bags for	United Sta	ates		
5,700	Enrope Cape of G Elsewhere	ood Hope		H
424,010 bags.				NLE
Receipts in February have a 14,627 bgs per o	lay			1
against 4,697	in Fel	ruary 1880 , 1879		,
,, 10,285 ,, ,, 6,939 ,,		, 1378		
and the total receipts for the 8	months	since the is	a July am-	Þ
ount to 3,212,063 bags.				
against 2,367,214 bags in sa ,, 2,525,556 ,,	me period	or repruary	1878-79	li
., 2,099,343	"		1877-78 1876-77	1
The clearances since the 22	nd ult. ba	ve heen:	10/0-//	
United States:			boore	1
Feb. 22 Baltimore, Am bk 6	Tamaliel		bags 9,164	
24 New York, Br str B. 26 do Port bk 3	iela Vaisanklas	dr Caya	30,802	
26 do Port bk 2 28 Galveston, Am bk 28 New York, Am bg	Osseo		500	1
	Annie R.	Storer	10,038	
Enrepe:			9	
Feb. 23 Southampton, Br st	r Elbe		8,915	
	r Hehe		3,500	
24 Falmouth fo., ,, by 24 do Sw b	g Hébe g. Chavlot		3,500	
24 Falmouth f o., ,, by 24 do Sw b 24 Marseilles, Fr str .	g Hébe g. Chavlot		3,500	
24 Marseilles, Fr str . 26 Channel f. o., Nor l 26 Gibraltar f. o., Port	g Hebe g Charlot Poitou og Cuba lug José	te Estevão	3,500 4,000 4,010 4,100	
24 Marseilles, Fr str . 26 Channel f. o., Nor l 26 Gibraltar f. o., Port	g Hebe g Charlot Poitou og Cuba lug José	te Estevão	3,500 4,000 4,010 4,100	
24 Marseilles, Fr str. 26 Channel f. o., Nor l 26 Gibraltar f. o., Por l 28 Hamburg, Gr str 28 Liverpool, Br str l 28 Oporto, Port bk An	g Hebe g Charlet Poiton og Cuba lug José Valparaise Valparaise valparaise	Estevão	3,500 4,000 4,010 4,000 15,506 2,000	1
24 Marseilles, Fr str. 26 Channel f. o., Nor l 26 Gibraltar t. o., Port 28 Hamburg, Gr str. 28 Liverpool, Br str i 28 Oporto, Port bk An Mar. 2 Falmouth f. o., Nor	g Hebe g Charlot Poiton og Cuba lug José Valparaiss Valparaiss vazona bg Nords	te	3,500 4,000 4,100 4,100 15,506 2,000 1,083	1
24 Marseilles, Fr str. 26 Channel f. o., Nort 26 Gibrattar t. o., Port 28 Hamburg, Gr str. 28 Uverpool, Br str. 28 Oporto, Port bk An Mar. 2 Falmouth f. o., Nor 2 Bordeaux, Fr str Gin	g Hebe g Charlot Poiton og Cuba lug José Valparaiss Valparaiss vazona bg Nords	te	3,500 4,000 4,100 4,100 15,506 2,000 1,083	1
24 Marseilles, Fr str. 26 Channel f. o., Nor. 26 Gibraltar l. o., Port 28 Hamburg, Gr str. 28 Liverpool, Br str. 28 Oporto, Port lik An Mar. 2 Falmouth f. o., Nor 2 Bordeaux, Fr str Gir Elsewhere: None.	g Hebe g Charlot Poiton og Cuba lug José Valparaise Valparaise talparaise bg Nords	Estevão	3,500 4,000 4,100 4,100 15,506 2,000 1,083	1
24 Marseilles, Fr str. 26 Channel f. o., Nor 1 26 Gibraltar f. o., Port 28 Hamburg, Gr str. 28 Liverpool, Br str. 28 Oporto, Port bk. Av. Mar. 2 Falmouth f. o., Nor 2 Bordeaux, Fr str Gin Elsewhere: None. The total clearances in Febr	g Hebe g Charlet Poiton lug Cuba lug José Valparaisa Valparaisa tapana bg Nords mde	Estevão	3,500 4,000 4,010 4,100 15,506 2,000 1,083 3,661 3,089	1
24 Marseilles, Fr str. 26 Channel f. o., Nor 1 26 Gibraltar I. o. Port 28 Hamburg, Gr str. 28 Liverpool, Br str 6 28 Opoto, Port bk. 4) Mar. 2 Falmouth f. o., Nor 2 Elstewhovz: None. The total clearances in Febr for United States 177,144 bk. Europe 161,479	g Hebe g Charlet Poiton lug Cuba lug José Valparaisa Valparaisa tapana bg Nords mde	Estevão	3,500 4,000 4,010 4,100 15,506 2,000 1,083 3,661 3,089	1
24 Marseilles, Fr str. 26 Channel f. o., Nor 1 26 Gibraltar f. o. Port 28 Hamburg, Gr str. 28 Liverpool, Br str is 28 Oporto, Fort bk An Mar. 2 Falmouth f. o., Nor 2 Bordeaux, Fe str Gin Fletewhere: None. The total clearances in Feb for United States 177,144 h , Europe fictions C. of Good H. —	g Hebe g Charlot Potton gg Cuba lug José Valparaisa talparaisa talpa	Estevão; jerneu been:	3,500 4,000 4,100 4,000 15,506 2,000 1,083 3,089	1
24 Marseilles, Fr str. 26 Channel f. o., Nor 1 26 Gibraltar I. o. Port 28 Hamburg, Gr str. 28 Liverpool, Br str 6 28 Opoto, Port bk. 4) Mar. 2 Falmouth f. o., Nor 2 Elstewhovz: None. The total clearances in Febr for United States 177,144 bk. Europe 161,479	g Hebe g Charlot Poiton pg Cuba pg Cuba lug Yosé Valparaise tatparaise tatpa	Estevão	3,500 4,000 4,010 4,010 4,020 15,506 2,000 1,083 3,661 3,089	
24 Marseilles, Fr str. 26 Channel f. o., Nor 1 26 Gibraltar t. o., Port 28 Hamburg, Gr str. 28 Liverpool, Br str 1 28 Oporto, Prot bk An Mar. 2 Falmouth f. o., Nor 2 Bordeaux, Fe str Gin Elevehere: None. The total clearances in Feb for United States 177,144 h., Europe 161,030 (C. of Good H. — River Plate and West Coast 2,825 total 340,966	g Hebe g Charlet Poilou lug José Valparaise Valparaise Valparaise tazona bg Nords made	been: 195892 in 134-051 4,000 1-451 235-394		
24 Marseilles, Fr str. 26 Channel f. o., Nor 1 26 Gibraltar f. o. Port 2 28 Hamburg, Gr str. 28 Liverpool, Br str is 28 Opoto, Port bk. Jr. 28 Palmouth f. o., Nor 2 Bordeaux, Fr str Gin Elsewhere: None. The total clearances in Febr for United States 177,141 br. Europe 161,193 c. River Plate and West Coast 2,805 c. Total 340,666 and the total clearances for the strength of the strengt	g Hebe g Charlet Poilou lug José Valparaise Valparaise Valparaise tazona bg Nords made	been: 195892 in 134-051 4,000 1-451 235-394		
24 Marseilles, Fr str. 26 Channel f. o., Nor 1 26 Gibraltar I. o. Port 28 Hamburg, Gr str. 28 Liverpool, Br str 68 Opton, Ports k. J. Mar. 2 Falmouth f. o., Nor 2 Bordeaux, Fr str Girs Eltewhore: None. The total clearances in Febr for United States 177,144 br. Europe 164,199 C. of Good H. River Marseille	g Hebe g Geharled Poiton og Cuba lug José Valparaise tazona bg Nords made unry have unry have unry have unry have the 3 mentions bags	been: 134.051 4,000 1451 235.394 eaths since t		A STATE OF THE PERSON NAMED OF THE PERSON NAME
24 Marseilles, Fr str. 26 Channel f. o., Nor 1 26 Gibraltar I. o. Port 28 Hamburg, Gr str. 28 Liverpool, Br str 28 Optor) Port bk J. Mar. o Falmouth f. o., Nor 2 Bordeaux, Fr str Gin Elsewhere: None. The total clearances in Febr for United States 177,144 br, Europe 160,000 , C. of Good H. River Plate and West Coast 2,853 West 120 340,966 and the total clearances daria have been	g Hebe g Charlet Poilon og Cuba hug Yosé Valparaise valpa	te		A STATE OF THE PERSON NAMED OF THE PERSON NAME
24 Marseilles, Fr str. 26 Channel f. o., Nor 1 26 Gibraltar I. o. Port 28 Hamburg, Gr str. 28 Liverpool, Br str. 28 Operto, Port bk. J. Mar. 2 Falmouth I. o., Nor 2 Bordeaux, Fr str Gir Elterebore. None. The total clearances in Febr for United States 177,141 br., Europe 1,000 for John Medical Constant Consta	g Hebe g Charlet Poilon og Cuba hug Yosé Valparaise valpa	te		A STATE OF THE PERSON NAMED OF THE PERSON NAME
24 Marseilles, Fr str. 26 Channel f. o., Nor 1 26 Gibraltar f. o. Port 28 Hamburg, Gr str. 28 Liverpool, Br str. 28 Oporto, Port bk An Mar. 2 Falmouth f. o., Nor 2 Bordeaux, Fr str Gin Elterobore. None. The total clearances in Febr for United States 177,144 br., Europe 10, C. of Good H. — River Plate and West Coast 2,805 total 340,966 and the total clearances daria have been: bags 1,545,023 for United S. against	g Hebe g Charlet Poilon og Cuba hug Yosé Valparaise valpa	been: st 95,892 in 14,003 14,014 205,394 baths since terms ame per	3,500 4,010 4,010 4,010 4,020 15,506 5,000 1,083 3,661 3,089	A STATE OF THE PERSON NAMED OF THE PERSON NAME
24 Marseilles, Fr str. 26 Channel f. o., Nor 1 26 Gibraltar I. o. Port 28 Hamburg, Gr str. 28 Liverpool, Br str 68 Opton, Ports k. J. Mar. 2 Falmouth f. o., Nor 2 Bordeaux, Fr str Gir Etherehover. None. The total clearances in Febr for United States 127,144 hr. Europe 164,190 (c. of Good H	g Hebe g Charles g Charles lug Yosé Valparaise Valparaise valparaise valparaise bg Nords mde g the 3 mae bags t 1,462,742 703,914 45,25 9,311	been: 1 95,892 in 134,031 4,000 1,451 235,394 enths since t	3,500 4,010 4,010 4,020 15,506 2,000 1,081 3,661 3,089 1,Feb. 1885 " " " " " " " " " " " " " " " " " "	A STATE OF THE STA
24 Marseilles, Fr str. 26 Channel f. o., Nor 26 Gibraltar I. o. Port 28 Hamburg, Gr str. 28 Liverpool, Br str is 28 Opoto, Port bk. J. Mar. 2 Falmouth f. o., Nor 2 Bordeaux, Fr str Girs Elsveihovz: None. The total clearances in Febr for United States 177,141 br, Europe 161,109 . C. of Good H River Plate and West Coast 2,805 total 240,066 and the total clearances darin bave been: bags 1,545,974 for United S. agains 1,223,053, Europe 65,692 ., C. of G. H. 3,30,76 R. P.&W. 3,867,745 bags showing an increase of 43,57 United States and 5,85, pto	g Hebe g Hebe g Charville Poiten g Cuba lug José Valparaise valpa	been: st 95,892 in 134-051 4,000 1451 235,394 onths since t	3,500 4,000 4,100 4,100 4,100 5,500 1,5,506 1,083 3,661 3,661 3,089 Feb. 1885 " " the 1st July	
24 Marseilles, Fr str. 26 Channel f. o., Nor 1 26 Gibraltar I. o. Port 28 Hamburg, Gr str. 28 Liverpool, Br str 28 Liverpool, Br str. 28 Oporto, Port bk. J. A. Mar. 2 Falmouth f. o., Nor 2 Bordeaux, Fr str Gir Elevenberr. None. The total clearances in Febr for United States 177,141 bc 1, Europe 161,193 C. of Good H. — River Plate and West Coost 2,825 total 240,966 and the total clearances darin bave been: bags 1,545,924 for United S. agains 1,232,033 f. Europe 6,6562 g. C. of G. H 33,076 g. R. P. R. W. C. 2,867,745 bags in increase of 643,57 United States and 358,310 ba We quote, per to kilos: United States and 358,310 ba We quote, per to kilos:	g Cheisel ge Charled Politon	been: st 95,892 in 131031 4,000 -1451 -205,304 auths since to the same per 122, 85,182 bx Europe and	3,500 4,000 4,100 4,100 4,100 5,500 1,5,506 1,083 3,661 3,661 3,089 Feb. 1885 " " the 1st July	
24 Marseilles, Fr str. 26 Channel f. o., Nor 1 26 Gibraltar I. o. Port 28 Hamburg, Gr str. 28 Liverpool, Br str. 28 Liverpool, Br str. 28 Oporto, Port bk. Jd. Mar. 2 Falmouth I. o., Nor 2 Bordeaux, Fr str Gir Eltewhere: None. The total clearances in Febr for United States 197,144 hz , Europe 161,039 (C. of Good H. — River Plate and West Coost 3,263 total 340,966 and the total clearances darin have been: bags 1,545,924 for United S. agains 1,232,033 (Europe 6,6562) (C. of G. H 3,3076 (R. P. R.WC) - 8,667,745 bags in increase of 643,57 United States and 538,30 ba We spote, per to kilos: Wesheel	I flow. g Charlet Polita. lug José Politagensis Politagensi	been: st 95,892 in 134-231 4,000 1451 205,394 enths since 1 in same per 17 18 18 18 18 18 18 18 18 18 18 18 18 18	3,500 4,000 4,010 4,100 4,100 15,506 15,506 15,506 1,000 1,083 3,661 3,089 Feb. 1885 " " " " " " " " " " " " " " " " " "	
24 Marseilles, Fr str. 26 Channel f. o., Nor 1 26 Gibrattar t. o. Port 28 Hamburg, Gr str. 28 Liverpool, Br str is 100 port 28 Hamburg, Gr str. 28 Oporto, Port bk. 40. Mar. o Falmouth f. o., Nor 2 Bordeaux, Fr str Girs Elevebere: None. The total clearances in Febr for United States 177,147 br. Europe 161,193 c. Europ	L Hole. g Charlette Poilsu. lug Yose Follyne follow follow	been: 1 95,892 in 134,031 4,000 1/451 225,394 in same per 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		
24 Marseilles, Fr str. 26 Channel f. o., Nor 26 Gibraltar I. o. Port 28 Hamburg, Gr str. 28 Liverpool, Br str e 28 Optot, Port bk. J. Mar. 2 Falmouth f. o., Nor 2 Bordeaux, Fr str Gir Eltereblove: None. The total clearances in Febr for United States 177,144 bk. Europe 164,199 C. of Good H. River Plate and West Coast 2,3625 total 240,066 and the total clearances daria bave been: bags 1,515,074 for United S. agains 1,231,033 . Europe 6,5622 . C. of G. H. 2,867,745 bags showing an increase of 44,52 United States and 5,58,70 ba We spote, per to kilos: Washed. Superior. Good first. Regular first. Regular first.	L Hote. g Charlet Pollon. lug Tase Infparitie Infpari	been: Esteroio Es		
24 Marseilles, Fr str. 26 Channel f. o., Nor 1 26 Gibrattar t. o. Port 28 Hamburg, Gr str. 28 Liverpool, Br str is 100 port 28 Hamburg, Gr str. 28 Oporto, Port bk. 41 port 28	I flow. g Charlet Pollon. lug June (higherital rapherital rapherit	been: t 15,892 in 11,1451 -1451 -22,35,182 in Nominal 2500 = \$\$500 = \$\$700 = \$\$400 = \$		
24 Marseilles, Fr str. 26 Channel f. o., Nor 1 26 Gibrattar t. o. Port 28 Hamburg, Gr str. 28 Liverpool, Br str. 28 Liverpool, Br str. 28 Optool. Port bk. 40 Mar. a Falmouth f. o., Nor 2 Bordeaux, Fr str Girs Elsewhere: None. The total clearances in Febr for United States 177,144 hr Europe 160,000 Col Good H. River Plate and West Coast 2,825 Votal 340,966 and the total clearances dariahave beent bags 1,345,004 for United S. agains 1,233,003, Europe 65,602 c. C. of C. H. 33,007 for United S. agains 1,234,074 for United States and 548,70 bag We quote, per to kilos: Washed. Superior. Good first. Regular first. Good second. Ordinary first. Good ascond.	g the 3 mu unry have g the 3 mu unry have g the 3 mu t t t t t 0,7 p 3,9	been: Esteroño		
24 Marseilles, Fr str. 26 Channel f. o., Nor 1 26 Gibratlar I. o. Port 28 Hamburg, Gr str. 28 Liverpool, Br str 28 Liverpool, Br str 28 Oporto, Port bk. 4) Mar. 2 Falmouth f. o., Nor 2 Bordeaux, Frstr Girs Elsewhere: None. The total clearances in Febr for United States 177,141 br, Europe 161,179,171 br, Europe 161,179,171 br, Europe 161,179 ctotal 249,196 and the total clearances darin have been: bags 1,545,074 for United S. agains 1,233,073 a. Europe 65,602 a. C. of G. H 3,3076 a. R. P.&WC . 8,67,745 bags . Shwing an increase of 64,55 United States and 5,85, pt by We quote, per to kilos: Washed	g the 3 mm. bags 5 colors again to the 4 mm. g the 3 mm. bags 5 colors again to the 4 mm. g the 3 mm. bags 5 colors again to the 4 mm. g the 3 mm. bags 5 colors again to the 4 mm. g the 3 mm. bags 5 colors again to the 4 mm. g the 3 mm. bags 5 colors again to the 4 mm. g the 3 mm. bags 5 colors again to the 4 mm. g the 3 mm. bags 5 colors again to the 4 mm. g the 3 mm. bags 5 colors again to the 4 mm. g the 3 mm. bags 5 colors again to the 4 mm. g the 3 mm. bags 5 colors again to the 4 mm. g the 4 mm. g the 4 mm. bags 5 colors again to the 4 mm. g the 4 mm. bags 5 colors again to the 4 mm. g the 4 mm. bags 6 colors again to the 4 mm. bags 6 colors again to the 4 mm. bags 7 colors again to the 4 mm. bags 6 colors again to the 4 mm. bags 7 colors again to the 4 mm. bags 8 colors agai	been: Leen: 1 19590: 1		
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24 Marseilles, Fr str. 26 Channel f. o., Nor 26 Gibraltar I. o. Port 28 Hamburg, Gr str. 28 Liverpool, Br str. 28 Liverpool, Br str. 28 Opto, Port bk. J. Mar. 2 Falmouth I. o., Nor 2 Bordeaux, Fr str Gir Eltereblove. None. The total clearances in Febr for United States 177,141 br. Europe 164,199 C. of Good H. River Plate and West Coast 2,38-3 total 240,066 and the total clearances daria bave been: bags 1,545,074 for United S. agains 1,234,033 . Europe 6,5692. C. of G. H. 2,867,745 bags showing an increase of 64,15 United States and 5,58,70 ba We quote, per to kilos: Washed. Superior. Good first. Regular first. Ordinary first. Good second. Ordinary second and on this basis cargoes may	g the 3 mm to 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1,	been: 1 95892 in 19582 in 195		
24 Marseilles, Fr str. 26 Channel f. o., Nor 26 Gibraltar I. o. Port 28 Hamburg, Gr str. 28 Liverpool, Br str 28 Liverpool, Br str 28 Opto, Port bk. J. Mar. 2 Falmouth I. o., Nor 2 Bordeaux, Fr str Gir Eltereblove. None. The total clearances in Febr for United States 177,141 br Europe 164,199 . C. of Good H River Plate and West Coast 2,38-3 total 240,066 and the total clearances daria have been: bags 1,545,074 for United S. agains 1,234,033 . Europe 6,5692 . C. of G. H 2,367,745 bags showing an increase of 64,15 United States and 5,58,70 ba We quote, per to kilos: Washed Good first Good second Ordinary first Ordinary first Ordinary first Ordinary first Ordinary first Good second Prime United States Good 2 Prime United States Good second Prime United States Fair opport Fair	g the 3 mm lags g the 3 mm lag	been: Esteroia Es		
24 Marseilles, Fr str. 26 Channel f. o., Nor 1 26 Gibrattar t. o. Port 28 Hamburg, Gr str. 28 Liverpool, Br str is 10 Fort 28 Hamburg, Gr str. 28 Oporto, Port bk. 47 Mar. o Falmouth f. o., Nor 2 Bordeaux, Fr str Girs Elizewhere: None. The total clearances in Febr for United States 177,144 br. Europe 161,179 , C. of Good H. River Plate and 30 Hamburg, Gr str. Nest Coast 2,805 total 340,906 and the total clearances daria have beent bags 1,545,924 for United S. agains 1,223,053, Europe 65,692 g. C. of G. H. 3,30,76 g. R. P. &WC 2,867,745 bags showing an increase of 64,35 United States and 5,35,70 by We quote, per to kilos: Washed. Superior. Good first. Ordinary first. Ordinary first. Ordinary first. Ordinary first. Ordinary forst. Good second. Ordinary forst. Good second. Prime United States Prime United States Prime United States	I blobe. g Charled Pollon. In g Fand The property of the prope	been: t 55.892 in in same per t 35.832 in in same per t 25.954 in in same per t 25.504 in in same per t 25.505 in sa		

	T	ΗE	RIO
TOTAL clearances of coffee for the 8 months from July	om Rio o	ie Janeiro bruary 28th	during
DESTINATION	1830-81	1879-80	1878-79
UNITED STATES. Jahlimore. Jampton Roads f. o Gichmond Jardeston Javannah Judile.	Bags. 936 803 345 189 3 212 3 508 4 680 14 516 13 350	Bags, 879-736 335-181 26-365 3.600 14-922 16-700 149-180	Bags. 806 754 399 370 36 590 7 000 10 492 19 285 107 558
New Orleans	13 350 199 872 20 800 4 000	149.180 22.258 12.800	37 094
Total. EUROPE. Channel 1. 0. Havre North of Europe & Bahis. Liverpool, Loudon & Sout'pton Bordeaux. Lislom 1. 0. Portugal. Mediterranean.	15 200 201 289	7 500 62 652 55.865 206 653 146 172 17 710	11 541 120 308 107 355 226 720 154 515 43 684 102 049
Total	1.223 053	708 914	925 338
Cape of Good Hope River Plate & West Coast Total	65 69: 33.076 98.76	54.56	104.836
United States Europe	1 545 92 1 223 05 98 70	1 . 460 . 742 708 91- 8 54 56	1 424 143 925 338 1 100 836
Total Total. clearances of coffee from January 1st 1			2 450 317 2 months
from January 1st i	rebruar	y 28th. 1880	1879
UNITED STATES New York		Bags. 6 97,30 7 80,99	Bags. 2 193,040 7 47,395 5,271
New YOFK. Baltimore Hamptou Roads 0 Richmond Charleston Savannah Mobile New Orleans. Galveston	: =		7,045
St. Thomas 1. 0	273,03		10,777
Total. EUROPE Channel f. o Havre. Antwerp North of Europe & Baltic Liverpool, London & South o Bordeaux Lisbon 1. o Portugal Mediterranean	19,10	7,50 6 24,62 12 33,49 72,63 13 43,39 10,45 10 19,12	2,800 6 24,614 4 34,070 55 60,891 9 52,095 12 8,860 17 13,519
Total ELSSWHERE Cape of Good Hope River Plate & West Coast Totals		31 235,35 00 10,88 76 2,13	9,019 32 5,114
United States. Europe. Elsewhere.	. 295,0		19 (4,133
Total Flour —The arrivals since 250 bags. River F 2,500 barrels America 2,000 , do 4,840 barrels. The total arrivals during tonly 12,010 barrels, viz. 2,120 bir	our last re late per st an ,, h ,, h	port have by Elbe k Amazon g Mary R.	i been: ke
9,090 ;; 800 ba 	, Americ gs River l ls.	can Plate	
46,224 , 5,100 ba Stock in first hands to-day	rrels Tries , Amer gs River	te rican r Plate and 20,010 barr	Chili.
2,600 1,400 2,510 700	,, Gall ,, Has ,, O'E ,, McC	ego	
Total 20,010 barr The demand being at pre-	els. sent far i	n excess of	the supply,
very firm and prices have ad- We quote : Trieste	Nomi	nal	

and	being at prese	ent far in excess of the supply
ck	being much re	duced, the market has become
ıd s	orices have adv	anced.
	Trieste	Nominal
	Gallego	23\$000-22 500
	Haxall	22 500-23 000
	Dunlop	22 500-23 000
	O'Dance	20 500-21 000
	McCance	20 500-21 000
	Baltimore	19 000-21 000
	St. Louis	19 000-22 000

Chili 18 000
River Plate 18 000—19 000
PitchPine....During the month of February there have been

no arrivals.

On the 1st instant the *Junulla* arrived from Pensacola
with 276, 892 feet which are not yet sold. The market is firm
and we quote 33\\$\cdot\com_3\\$\\$\com_3\\$\ \com_3\\$\ \c

With Pine.—No arrivals since our last. Market very firm and sales of recently arrived lots have been effected at 112 reis per foot.

Total arrivals from January 1st to February 28th: 824,635 ft. Sybnet Pine.—There have been no arrivals. Market steady at 33\$500—34\$000 per dozen.

33\$000--34\$000 per dozen.

Total arrivals from January 1st to February 28th: 283,946

Low ,, (f. o. b. ex freight and co

an gold.) Stock is estimated to-day at 230,000 bags. et.
Swedish Pine.—No arrivals and market firm at 33\$000-

Steedid Tim.—NO artivals and masses and space space space space.

Total arrivals from January 1st to February 28th: 541 dozen Kernszee.—No artivals. Market very firm at 78600—78800 per case for Devoe's Brilliant.

Arrivals in February, 26,695 cases.

.....

otal arrivals from January 1st to February 28th: 37,795

rd .-- In view of the continuance of short supply prices

and in view of this short supply and the entire absence of transcrions it is impossible to give quotations. We believe, hower, that 236000-235000 per ton would be paid for Cardiff.

Since the and instant the following cargoes have arrived:
1439 tons per i igo from Cardiff
1438 ... Mary Durkee from Cardiff
340 ... Reven from Swansea
447 tons and too tonscoke per Dirklin from N. Castle tons per I anban from Cardiff

arly all on order.

nearly all on order:

| Beer.-Quotations:
Bass (Ihlers & Bell)	7\frac{2}{1}600-7\frac{2}{2}700
Tennent	5 200-7 400
Gininess Stout	7 300-7 400
German sundry brands 7 500-7 500	
German sundry brands 7 500-7 500	
Cement.-There is no alteration in the market. We quote:	
English & 6\frac{2}{2}600-7\frac{2}{2}800	
Cement.-There is no alteration in the market. We quote:	
English & 6\frac{2}{2}600-7 000-7 000	
Cedelat.-The arrivals in February have been only 6\frac{2}{2}600	
Cedelat.-The arrivals in February have been only 6\frac{2}{2}600	
Cedelat.-The arrivals in February have been only 6\frac{2}{2}600	
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Cedelat.-The arrivals in February have been only 6\frac{2}{2}600	
Cedelat.-The arriva	

PORT OF SANTOS.

March 4th, 1881. Coffice.—The market continues inactive and prices are no-minal. The sales during the month of February amounted to 111,515 bags, of which 22,000 were for United States. Receip-ists for the month average 3,82 tags per day agoinst 1,140 in February 1850. Stock on 1st. was estimated at 1,5,000 logs.

	Shipments of coffee from Santos in February, 1	881.
		bags
	3 Fr bk Perseverant, New York	4,000
	4 Am bg Jane Adeline, do	4,500
	6 Br str Kare, do	2,365
	6 Gr str Salier, Antw Hamburg	17,746
	7 Br str Tagus, London, Havre	6,119
	8 Gr str Santos, Hamburg	19,523
	9 Br str Grecian, Havre	14, 198
1	, Imbro, Marseilles	4,335
1	14 Fr str Fille de Bahi i, Havre, Antw , Bordx	15,639
	5 Nor bk Nori, Baltimore	4,007
	B) Str Bessel, New York	7,028
	7 Gr str Paranagua, Hamburg	4,783
	18 , America, Hamburg, Antw	16,127
. :	Br str Elbe, London, Antw., Rott'm	4.925
. :	27 Gr str l'a'paraiss, Hamburg	7,658
		133,003
	Coastwise	1,792
	Total	134,795
	PORT OF MARANHÃO.	

February 20th, 1881.

February 20th, 1881.

Cotton —Is selling at 480—310 reis per kilo. The demand is good, for Portugal as well as for Liverpool.

Sugar.—Eatries have fallen off considerably and sales are ready at 100—130 reis per kilo. No stocks.

Fright:—Yel and 10 % and 23 and 10 % C.

Exchange.—Drawers are open at 21½—21¼ but takers are keeping back for 20d.

Discounts.—S %0—97h. Money not at all plentiful.

SHIPPING NEWS.

ARRIVALS OF FOREIGN VESSELS.

FEBRUARY 23.

MONTEUDRO—Sp pol Cataluna: 151 tons; Sanjuan; 12 ds; jerked beef to Freitas & Miranda.

FEB. 28.

KARSKILLSS—Fr bk. Lacydon; 689 tons; Serêc 63 ds; sundiriesto H. N. Dreyfas.

FEB. 28.

CAPT OF Grown Hore—Br bg SErer Cloud; 131 tons; Watt: 45 ds; rice to Norton Megaw & Co.

MARCH 1.

MARCH 1.

Boston—Am lug C. S. Bushuell, 179 tons; Robinson; 44 ds; ice to B. F. da Costa e Souza. SWANSIA—Br bg Raven; 188 tons; Bentley; 90 ds; coal to Watson Ritchie & Co. Watson Ritchie & Co.

Hamburg.--Gr bg Lon;se Meyer;: 297 tons; Waack; 64 ds; sundries to Brandes & Co.

Sundries to Brandes & Co.

LAVERGOL.—Russ bg Cigana; 240 tons; Carl; 100 ds; sundries
to John Moore & Co.

New CASTLE—Br lug Dahila; 372 tons; Mochett: 121 ds; coall
to order.

to order.

BALTIMORE.—Am bl: *Vamoyden*; 487 tons; Oliver, 44 ds: flour to Phipps Bros. & Co.

——Am bg: *Mary Kite*; 278 tons, Duffy: 45 de: flour to order.

no rimportanes, etc. 278 tons, Duffy: 45 der flour to briefler.

—Ann by Mary Riee; 278 tons, Duffy: 45 der flour to briefler.

Ann Duffer Standard Standard

New York...Br bg Rapid; 325 tons; Johnson; 50 ds; sundries to A. Moss & Co. to A. Moss & Co. Layrerpoor.--Gr bk *Edward*, 602 tons; Push; 56 ds; coal to Norton Megaw & Co.

DEPARTURES OF FOREIGN PRSSELS.

FERRUARY 22.

New South Walts-Belde C. A. Belgor: 838 tons; Flynn: Indiast.
FEB 25.

FALMOUTH 0.—Sw bg Charlotti: 135 tons; Skanter; coffee.
— The bg Hebe: 236 tons: Finelic coffee.

Matthewa — Matthewa 186 tons: Finelic coffee.
Persynner—Am bk Gamaliel: 356 tons; Antony; coffee.
Persynner—Port bk Nova Gar; 714 tons; Oliveing stand.
FEB. 27.

NOTTIMEN PORTS—Sp pol Antonila; 149 tons; Maymins; sundries.
FEB. 38.

sundries.

FEB. 28.

GIBRALTAR f. 0 ---Port lug **Jose' Estevão; 288 tons; **Pereira; **afficial de la companion de la co

PERNAMBUCO...-Port by Vas.o de Gama; 516 tons; Sampaio; sundries.

sundries
——Gr hls Georg Holtz; 314 tons; Meinhardt; ballast.

M. I.KCH 4

FALMOUTH—Nor by Nordstjörnen; 132 tons; Buckholdt; coff.

Northern Ports—Br by l'alem, 415 tons; Smith; ballast.

FOREIGN SAILING VESSELS IN THE PORT OF RIO DE JANEIRO, MARCH 4, 1881.

CONSIGNEE shp Allendra...
shp Allendra.. by Mary Kie. 276

BRUTISH

MG Grecian. 276

BK Cyof Manch' 16

MG Grecian. 276

BK Grecian. 277

BK Grecian. SWEDISH bk Jorgen Bruh bk Felicia lug Ines..... 45 des rice to Norion Megaw & Co.

MARCH 1.

BALTIMORE—Am bl. Amazon; 430 tons; Myrich: 42 des flour and lard to Wright & Co.

LIAN TERCHRA—Port hig Flow de Angen; 356 tons; Sense 44 des sundries to M. J. de Oliveira Costa.

PENSACOLA—Sp. bg. Janualia: 425 tons; Maristany; 39 de pitch pine to J. Saure & Co.

MARCH 2.

LONDO—I hig Vinite, 624 tons; Dergman: 60 de; sundries to Burnett Wright & de Castro.

ANTWERT—Bb. Orean Benaty; 538 tons; Thompson; 73 des sundries to Morton Megaw & Co.

MARGHILES—Fb. Kere C. 444 tons; Dergman: 60 de; sundries to Burnett Wright & de Castro.

ANTWERT—Bb. Orean Benaty; 538 tons; Thompson; 73 des sundries to Bernett Origin & Co.

Expression of Fibus, 12 des Castro.

ANTWERT—Bb. Orean Benaty; 538 tons; Thompson; 73 des sundries to Bernett Origin & Co.

Expression of Fibus, 24 des control of Fibus, 24 des control of Fibus, 25 des from to Friburge & Fibos.

—Fr bl. Fig. 7 st. tons; Rabin; 74 de; coal to D. Penro II rajicool.

—Br b. Mary Durker, 880 tons; Nexcomb; 120 des coal to D. Penro II rajicool.

—Br b. Mary Durker, 880 tons; Nexcomb; 120 des coal to D. Penro II rajicool.

—Br b. Mary Durker, 880 tons; Nexcomb; 120 des coal to D. Penro II rajicool.

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—Br b. Mary Durker, 880 tons; Nexcomb; 120 des coal to D. Penro II rajicool.

—Br b. Mary Durker, 880 tons; Nexcomb; 120 des coal to D. Penro II rajicool.

—Br b. Mary Durker, 880 tons; Nexcomb; 120 des coal to D. Penro I ... A telegram from Rio Grande do Sul on the 22nd ultimo nounced the inauguration of the lighthouse da Marca.

--The coasting steamer Canova, who lost her screw near the bar of Paranaguá, arrived here on the 27th ult. in tow of the coasting steamer Calderon.

ARRIVALS OF FOREIGN STEAMERS.

DATE	NAME	WHERE FROM	CONSIGNED TO
,, 24 ,, 27 ,, 27 ,, 28 ,, 28 Mar 1 ,, 1	Elbe, Br Poiton, Fr Delambre, Br Valparaiso, Br Hohenz Ilera, G Valparaiso, Gr Henry IV, Fr Gironde, Fr Pas: d, iilg Newton, Br Argentina, Gr Neva, Br	Valparaiso* 16 Bremen* 22d Santos 17h Havre* 37d River Plate 3½ Lenos Ayres* 8 London* 60 Hamburg* 25d	Royal Mail E.J. Albert & Co Norton M'w & C Wilson, Sons & G Brandes & Co Ed. Johnston & Co. Messageries Mar Norton M'w & C Norton M'w & C Ed. Johnston & Royal Mail

	DEPA	RTURES	OF FORI	EIGN S	TEAMERS
=	TE	NAME	WHE	RE TO	CARGO

DATE	NAME	WHERE TO	CARGO
, 24 , 25 , 25 , 28 ar 1	America, Gr Elbe, Br Poitou, Fr Biela, Br Valparaiso, Br Pascal, Blg Gironde, Fr Valparaiso, Gr Delambre, Br Hohenzollern, Gr	Bremen ^o Southampton ^o Marseilles ^o New York Liverpool ^o South'pton Bordeaux ^o Hamburg ^o Santos Santos Santos	Coffee Coffee Coffee Sundries Sundries Sundries Coffee Sundries Sundries Sundries

· Calling at intermediate ports.

FREIGHTS :

Steamers:	Sailing-Vessels:
London	Channel f. o 50/—55' Lisbon f. o 50/—60' Gibraltar f. o. 50/—60' U. S North 22/6—30 Do South. 22/6—40

GOVERNMENT BONDS

EMISSION	CIRCULATION	DENOMINATION	INTEREST	NOMINAL VALUE	QUOTATION
3 39,069, 100\$000	225-397, 100\$000	General Apolices, currency	6 %e	1,000\$000 800 000 600 000 500 000 400 000 200 000	1,048\$000 1,045 000
2,151,600 000	1,007,400 000	y n y	5 %	1,000 000 600 000 400 000	90 %
119,600 000	119,600 000	,, ,, ,, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	4 %	1,000 000 600 000	
7,489,500 000 2,722,600 000 21,600,000 001 8,400,000 001 44,820,000 000 7,005,000 000	5,267,000 000 2,722,600 000 16,582,000 000 7,000,000 000	Provincial apolices of Rio de Janeiro National Loan of 1868, gold	41/20/0	500 000 200 000 1,000 000 500 000 1,000 000	94 % 94 % 1,195\$000

BANKS AND PUBLIC COMPANIES

	1 2	1 .	7	a 1	â				AST	LAST DI	VIDÉNE	
CAPITAL	SHARES	ISSURID		VALUE	PAID	NAMES	RESERVE FUND		ION	AM'T	PAID	
	i .	1	Ť-			BANKS			0,000	10\$000	Jan 1	1881
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— 1881 —

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Commercial Department,

where every effort has been employed to gather reliable infor-mation and statistics and to so digest and arrange them as to best meet the needs of commercial men. In its

Financial Department

the News will continue to report fully the movements and state of the stock and exchange markets, thus making it a faithful induce of the year's transactions. The sale of housed and stocks will be given for each day. It will also carefully note every legistative, aubinisistative, or private act which may ju any sense affect the profitableness or security of investments. In its

News Department

it will aim to give a full resumé of all the occurrences in this entipire, and in so doing will be governed by no private interest or fear. In its news gathering it will seek to represent things just as it finds them; in its comments it will aim to present its own opinious for which it will be willing to be held responsible at all times.

The following are a few selections from the comments with hich we have been honored by our contemporaries:

From the Monitor Campista, Campos, Rio de Janeiro

From the Atoutor Computal, Campos, Ruo de Janeiro.

Since its inauguration Tire Rio Naws has become important
and useful not only for the importatiny and high standard with
which it treats all the topics of the day, but also for the almost
ance of local and provincial notices of Brazil, and of commercial
information of the Rio de Janeiro market, the knowledge of
which basecome to be unexpected more than the provincial torices. information of the Role of Janese Interest one in our own or which has come to be necessary to every one in our own or try and the United States who would follow the discussion public affairs and the news in Brazil.

From the Echo Municipal, Cachoeira, São Paulo.

From the Iceae Alanicipal, Cachociera, Não Paulo.

Besides the important articles of real interest which we find in the text, it contains an abundance of new items, which are largely devoted to this province. It contains also a special department in which the railways of the empire are exclusively treated.

From the Gaseta da Tarde, Rio de Janeiro.

From the Gueda da Tarale, Ris de Jameiro.

This interesting organ of the Ris press has constituted itself a resolute champion of the cause of emancipation, rendering the most decided and efficient support to the glorious inicantive of our illustrious friend, Deputy Joaquin Nabuco. The root of the interests fell by the inmont raffic in human flesh does not righten this independent sheet which sees every day an increase in the number of its readers and earnest panegyriss. The whole English colony of Rin de Janeiro prize Time Rio Nixws, and there are afready many Haralitians who seek it for its very sacet appreciation and judicious commentaries on all suections relating to the prosperity of Hrazil.

We wish Time Rio Nixws success and congratulate ourselves in seeing that it fights, with great valor and excellent judgment, to save Brazil from the disgrace of possessing slaves in the last quarter of the interestent century.

The existence of this important organ of the press is a splendid proof that it is not alone by the support of the slave-holders that a journal can live.

From the Auxiliador da Industria Nacional, Rio de Janeiro.

From the Anxiliadar da Industria Nacional, Rio de Janeiro, Brasil, which happily knows what is passing in the European and American social world, can not however make known what is occurring within her interior and the progress under way, impelled rather by the active forces of a splendil nature than by the independent eff-ar and infusive of her sous. From this point of view, we can not fail to render homage to the distinguished edition of Thus Rto Navs who so faithfully transmits to the great American Union and to the European world the state of our social life, the political and economic questions which we are now discussing, the administrative and financial life of our provides, and many other items of news which are worthy of all appreciation because of the discrimination and judgment which has presided over them.

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