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**PHILADELPHIA — 1876
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MARC FERREZ'S
BRAZILIAN PHOTOGRAPHS**

M. Ferrez was photographer to the Geological Survey of
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taken while in that service.

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the various manufacturers they represent, which are kindly
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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 develop her resources; whatever they may be. Truth 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 embraces nearly forty 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, rugged, 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 analogous grains will grow in some portions of the country, Brazil is essentially a non-wheat 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 enterprise to penetrate 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 northerly parts, as naturally to attract emigrants from nearly all of the European 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 forecast 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 manufactures. 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 either way; but if she hopes for great future she can hardly expect to attain it through an exclusive policy. Even 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 them. 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.

LIBERAL.

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 intelligibly 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 red-tape 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 authorities 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 enterprises 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, afford such guarantees 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 enterprise 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 vexatious 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 fifty-five years, have been presented which were designed for its improvement. A very condensed description of these plans occupies ten pages 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 inside; extensive breakwaters outside of the reef, to transform the roadstead into a port; raising the submerged reef north of the Picão channel entrance, to protect that portion of the harbor, called the Popo anchorage, from the swell of the sea; new quays along the city front, to be built in deep water, requiring dredging; 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 Picão entrance; leaving open and protecting the Picão entrance; closing the head or south end of the

harbor by the dike do Nogueiro; leaving this south end open; sheltering the Popo anchorage by a breakwater on the submerged reef; prolonging the high reef from the lighthouse to the Tartaruga rock; destroying the submarine rock in the Barra Grande; making a dock at the east side of the quarter St. Antonio; improving the rivers where they are shallow; cutting a new outlet for the river at Fort Brum; building extensive docks and quays near Fort Brum; constructing a curved dyke from the proposed new river channel to the Calêça do Coto, a submerged 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 for the benefit of the railway company; continuing the Arsenal quay northward beyond Fort Brum; reclaiming a large tract of land near the Recife railway station; canalizing the Capiberibe river up to the Magalena bridge; providing 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 Deberibe by means of new outlets. Other schemes have been proposed.

I may state here that all of these various plans 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 the dredging of the Breguete shoal and other dredging in the port, raising the submerged reef between the Barra Picão and the Barra Grande, either closing or improving the Picão entrance, and improving the present shipping arrangements by means of short open-iron piers, at the quays, and dredging in front of them.

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 a distinguished engineer, and has since been repeated, that "Pernambuco has a good harbor with a poor roadstead." I do not concur in this view of the roadstead for I regard it as an uncommonly good one.

The occurrence of any trouble to the large vessels anchoring in the outer roads of Pernambuco is very rare. The port is perfectly secure but it is of limited capacity, both in depth and area. The primary object should be to increase its depth by dredging and at the same time to enlarge the shipping area for vessels drawing 6½ to 7 meters (23 feet).

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

Nevertheless, the business of the port is increasing, and still better and large shipping accommodations 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.

CEARÁ.

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

Previously Dr. Francisco Antonio Pimenta Bueno, Dr. Paulo José de Oliveira and Francisco Ferreira Borges, Messrs. Coimbra and Klingelhefer, Messrs. Zozimo Barrosa and Neate, at different times proposed 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. Barroso and Foster for 50 years, for making a harbor at Macuripe and a railway about 4 miles long from the shipping pier to the city of Ceará, but the work was not begun. 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 number of soundings and examinations, to aid me in the study of this port, but the presentation of my views,

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 here, and at high tide the water is too rough there, so that it is useless for loading or unloading goods, or even for landing passengers.

The 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 *catanacans*, and thence on men's shoulders up to 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 remarkable 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 excellent 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 correspond more nearly than they now do with the improvements that have been made on the land. With piers, or a pier, protected 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 considerable portion will be, but the lighter system will be radically improved, inasmuch as under the protection 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 contributory to it.

MARANHÃO.

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 about six and a half metres below ordinary high-water of spring tides. Occasionally the depth is a little more, and I was assured by a commercial gentleman 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 main 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 excavated 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 ocean 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 sufficient 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 Sir John Hawkshaw's report, page 71, it is remarked that "the tidal rise at spring tides is 6 metres, and 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-tides corresponds with my observations. In connection with the depth Sir John Hawkshaw remarks: "There is a deep channel 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'Aréa and the anchorage, and the city, is a bar upon which at low tide the depth was only two metres, and not even seven 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 port.

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. They were as follows:

"A quay from near the provincial treasury passing along the front of the old Arsenal to the Cotton Press Wharf."

"And, in front of and parallel 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."

"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 water."

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 completing it was about 600,000\$. The report also recommended the finishing of the partly built Arapahay canal, at the head of the estuary at an estimated cost of about 500,000\$.

Sir John Hawkshaw's estimate of cost was as follows (assuming a pound sterling to represent ten milreis):

I Estimated cost of the new quay, jetty and viaduct, including the necessary dredging.....	2,200,000\$
II Completing the Arapahay canal.....	500,000
III Completing the Graving Dock.....	600,000
IV Cost of the half-tide wall or 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 impression is that the most desirable are dredging and the extension of the piers out to the navigable depth at low tide.

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

The Arapahay 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.

It is important to consider that the whole of the interior business of Maranhão is carried on by water. It is on an island, and there is no railroad or any transportation road leading from it; but it is connected by water by five different rivers with extensive producing regions, the productions of which center in this port.

A large business is carried on, chiefly with Europe and the Brazilian ports; for this general commerce 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, it is said, have been taken over the bar at high-water spring-tide. If it should ever be decided to deepen and enlarge the port so as to enable very long deep-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 jetties.

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 contos.

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-tide there is no navigation for ocean 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

completed the river below would have to be dredged. In my full report this dock will be more particularly 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 copious 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 Pará.

—Deputy José Antonio de Souza Lima has been appointed president of the province of Pernambuco in place of senator Florencio de Albreu 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 Maua, province of Amazonas, was attacked by a band of Uaiyrís Indians in the 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 Pernambuco was opened on the 1st instant, the opposition or democratic party securing the speakership to which the Barão de Itapissuma was elected. The president's report shows a balance in the treasury of 534,000\$000.

—The *Cavense* of the 12th ult. states that the 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 *Ipynica* to Parahyba in order to be there trans-shipped to Rio per s. *Ceará*.

—The *Monitor Campista* says that Dr. João José Carneiro da Silva, important fazendeiro of Quissamã, province of Rio de Janeiro, founded on his agricultural establishment called Monte do Cedro 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 imitators.

—The *Monitor de Iguaçu* says that on the 9th 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, wrapped in some linen, where it remained unburied until the 7th. The unnatural mother died on the 9th.

—The *Diário de Campinas* relates that Mr. Araújo 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 sticks revolted on the occasion of being ordered to change clothes; they were, however, subdued, 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 Paraiso, 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 amount to 1,028 for the sum of 922,465\$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 Albreu.
Ceará—Counselhor André Augusto de Paula Fleury.

Pernambuco—Sr. Franklin Americo de Menezes Doria.

Bahia—Sr. Antonio de Araujo de Araujo Buleão.
Rio de Janeiro—Sr. João Marcelino de Souza Gonzaga.

S. Paulo—Sr. Laurino Abelardo de Brito.

S. Pedro do Rio Grande do Sul—Sr. Henrique Francisco d'Avila.

Minas Geraes—Sr. Graçiliano Aristides do Prado Pimentel.
The following appointments were made in their place.

Pará, Manoel Ainto de Souza Dantas Filho;
Ceará, senador Pedro Leão Velloso;
Pernambuco, José Antonio de Sousa Lima;
Bahia, senador João Lustosa da Cunha Paranaguá;
Rio de Janeiro, Dr. Martinho Alvares da Silva Campos;

Minas Geraes, senador João Florentino Meira de Vasconcelos.

S. Pedro do Rio Grande do Sul, Dr. Francisco de Carvalho Soares Brandão;

S. Paulo, senator Florencio Carlos de Albreu e Silva.

—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 of the provinces 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 17,317\$111.

—The Dutch schooner *Heurick Joun*, with the material for 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 12,300\$447. The allotment will take place on the 26th instant.

—The section of the Subral railroad, between Gramma and Angica, consisting of 19½ 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 state.

—The *Correio Paulistano* states that a contract 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 superintendent of the Bahia and São Francisco railroad states that the directory have determined upon the construction of a branch line from Alagoïnhas, the present terminus of the English line; to Timbó in the eastern part of the province to the north of the capital. We are informed that its 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 November last were:

From passengers.....	188,886\$10	against	102,207\$20	in Nov. 1879
Freight and parcels.....	28,307\$20		25,476\$80	
Merchandise.....	960,200\$700		78,078\$106	
Animals.....	8,770\$200		6,700\$500	
Contributions.....	598\$500		1,013\$500	
Warehouses rent.....	1,098\$500		402\$130	
Telegrams.....	3,998\$850		2,699\$500	
Miscellaneous.....	79\$000		73\$500	
Summers.....	6,377\$181		5,287\$195	
Total.....	1,207,323\$921		1,021,066\$850	

showing an increase of 186,257\$441 as compared with the receipts in November 1879.

This total interest-bearing debt of the United States on the 31st of December was \$1,675,265,400, and the grand total including matured bonds, interest and paper currency, was \$2,121,481,475.40. Deducting the amount of cash in the treasury (\$222,299,739.41) the debt is reduced to 1,899,181,735.99. The decrease in the debt during December was \$5,699,439.76, and during the half year ending Dec. 31 the total decrease was \$42,999,559.35.

RIVER PLATE ITEMS.

From the Buenos Ayres Standard.

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

—The 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 line.

—At no previous period in the history of the Plate has there been such a sudden expansion of the cattle and estanciaero 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 proved now that cattle on these new lands give from 25 to 40 per cent increase, and president Roca, who is himself an estanciaero 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 national government is bent on attracting to this country some of the emigrant tide from northern Europe, especially Germans and Irish, and committees 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 few hundred families can be brought out, the success they are certain to meet with will soon induce thousands to follow them. From Wales many 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 Herald.

—Captain Manton, who is the agent in this city for the Gover-Bell Telephone, has been commissioned by government to connect all the public offices by telephone apparatus, and many of the principal merchants are having their places of business and their dwelling-houses connected in like manner.

—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 standstill, 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. Peruvia, with the shattered remnants of his army, seems disposed to give the conquerors of his country as much trouble as he possibly can, and the refusal of the Chilean general Baquedano to entertain proposals of peace made by him, is only likely to confirm him in this resolution. In the meantime, the people are paying dearly for the hopeless and obstinate resistance which is being made, and the distress prevailing in Peru and Bolivia is said to be something that baffles description.

—The national government has just received 8,000 bayonets of the improved "Modelo Argentino" 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 convention 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 outrageous and barefaced have these impositions become, that all the steamer agencies will unite in an association for mutual protection. The necessity for this is indiscreetible 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 15th., and Royal Mail packet of the 24th. of the month.

Contains a summary of news and a review of Brazilian affairs, a list of the arrivals and departures of foreign vessels, the commercial report and price current of the market, a table of freights and charters, and all other information necessary to a correct judgment on Brazilian trade.

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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 EDITORIAL ROOMS:—8 Rua São Paulo. Agents in New York:

JAMES S. MACKIE & SON,
191 Broadway.

RIO DE JANEIRO, MARCH 27th, 1881.

Mr. Catfield was inaugurated 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, advocates the policy of appropriating the sum of four millions of dollars 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 evangelizing 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 received 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 Grande—the other half is not yet heard

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 men. He was not of those who sought, by the advocacy of popular measures, a 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 called 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 ultra-montane 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 connection. That he was sometimes a partisan of the most one-sided character, never suggested to his enemies; the remotest thought of his being personally interested in his opposition to an 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 exchange 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, we say when all these facts are duly considered, as they inevitably 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 supposal conditions a business man 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 suffering now, unless by a system of severe and earnest retrenchment he could re-inspire

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 fifty-two million dollars; from Porto Rico sixty-two million pounds, of the value of three million dollars; and together from the two islands eight-eighth million pounds, of the value of fifty-five 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 liberal terms as we give to the distant 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 manufactures, 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 unannounced 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 permit, 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 prominent 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 prominent than usual, but it would be still more satisfactory if we could say with our

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, subjected to attentions from all classes of society which are in the highest degree rude and annoying, to say nothing of the risks to apparel 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 catholic countries is permitted at this time.

Although the mode of celebrating the Carnival introduced by the societies is certainly preferable to the old system of the *entrudo*, it is so far a little odd to hear one spoken of as a type of barbarism and the other as a type of Christian civilization. "Gethy" in its 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 Carnival.

Turning to another aspect of the question a 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 indulged 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 *Nereus* 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 Ovidor 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 hoped that those regulations will be modified without delay.

The American steamship City of Paris will not sail for New York until the 10th of March.

From official returns it appears that during the five months from September 1st to January 31st the police of Rio captured 45 capoeiras and 14 marabistas.

The new line of telegraph between this city and Ceará was inaugurated on the 26th ult.

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 Pernambuco.

The minister of agriculture visited on the 25th ult. the curing manufactory of Messrs Roche e Irmaos of this city, remaining there about two hours and a half.

Decree No. 8005 dated February 19th, revokes that of May 17th, 1876 which ordered the disappropriation of the land on which the Mendicants Asylum and adjacent buildings are erected.

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

Table with 2 columns: Year, Receipts. 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 expenditure.

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 of Rio a few weeks ago, was arrested in the Rua do Saude on the 23th ult.

A daring and well planned robbery was committed in the morning of the 22d ult. at the store of F. J. de Oliveira Aguiar, jeweller, Rua dos Ourives No. 102.

From official statistics it appears that during the year 1880, 22,859 immigrants arrived at the port of Rio de Janeiro, their nationalities being as follows:

Table with 2 columns: Nationality, Number. 1877: 29,029; 1878: 24,205; 1879: 22,189; 1880: 22,859

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 horrible murder, was captured on the 28th ult. in a canoe at the Rua da Gamboa by three men who recognized him from description.

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

The first steamer of the new Canadian line will be put on the berth in Halifax on the 1st of May next.

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. 7,805, dated February 5th, approves the statutes of the life-insurance company, called "Caixa Geral das Familias."

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

The Dutch corvette Koningsu Emma der Nederlanden, captain Baron Rensselaer de Bowier, arrived at this port from Texel on the 2nd instant, on her voyage to the Dutch Indies and Japan.

On the first inst. a boatman, called David Hernandez, went from the Ilha das Exuladas to the city leaving a little boy of 8 years, Manoel Fernandes, alone on the island.

A very lamentable accident occurred at half past four in the afternoon of the 25th instant at the city leaving a little boy of 8 years, Manoel Fernandes, alone on the island.

February 23.—There was no alteration to-day in the rates of the banks which remain at 2 1/2 on London, 4 1/2 on Paris and 5 1/2 on Hamburg.

February 24.—No alteration in the rates of the banks. Market very firm, especially in the afternoon. Private paper was negotiated at 2 1/2 and 2 1/2 on London, 4 1/2 on Paris and 5 1/2 on Hamburg.

February 25.—The rates of the banks are unchanged at 2 1/2 on London, 4 1/2 on Paris and 5 1/2 on Hamburg.

February 26.—The rates of the banks were the same as yesterday. Private paper, which is scarce, was passed at 2 1/2—2 1/2 on London, 4 1/2—4 1/2 on Paris and 5 1/2—5 1/2 on Hamburg.

February 27.—The market continued firm but inactive without any alteration in the rates. Small business on London at 2 1/2 bank and 2 1/2 private paper.

February 28.—The New London and Brazilian Bank lowered its rates to-day to 2 1/2 on London, 4 1/2 on Paris and 5 1/2 on Hamburg.

February 29.—The rates adopted yesterday by the New London and Brazilian Bank became general to-day but were withdrawn later in the afternoon.

March 1.—In the morning some transactions took place on London at 2 1/2 bank and 2 1/2 private and on Paris at 4 1/2—4 1/2 private paper.

March 2.—The English Bank and the New London and Brazilian Bank adopted today the following rates: London 2 1/2, Paris 4 1/2, Hamburg 5 1/2.

Manchester Courier.

In the assignment for the benefit of creditors of B. G. Arnold & Co., importers and jobbers in coffees and teas, the assignee, 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.

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

COMMERCIAL

Table with 2 columns: Item, Value. March 5th, 1881. Par value of the Brazilian mil reis (\$1000, gold) 27 d. do do do do in U. S. 54 1/2 cents.

EXCHANGE.

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Manchester Courier.

Table with 2 columns: Item, Value. Mortgages: Rural, at long dates 23,169,725 000; short 3,698,461 276; City, at long dates 1,477,629 170; short 350,159 730; Accounts in liquidation 334,551 406.

Table with 2 columns: Item, Value. LIABILITIES. Commercial Department: Capital 165,000 shares @ Rs. 2000 33,000,000 000; Reserve fund 3,950,935 777; New reserve fund 4,337,778 478.

E. & O. E. Bank of Brazil, March 5, 1881. José Machado Coelho de Castro, President. Eduardo Braga, Chief Accountant.

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

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

The February returns of the custom house at this port shows the total receipts to be 3,377,642,798 as follows:

Table with 2 columns: Item, Value. Imports 2,646,088,601; Exports 712,805 540; Despatch maritime 12,048 502; Interior taxes 4,992 620; Other sources 1,719 510.

SALES OF STOCKS AND SHARES. February 22: Six per cent apolices 1,035,000 000; Provincial apolices of 2008 92 7/8.

February 23: Six per cent apolices 1,035 000; National Loan 1,814 000; Argos Fluminense 422 000.

February 24: Six per cent apolices 1,035 000; National Loan 1,814 000; Argos Fluminense 422 000.

February 25: Six per cent apolices (40 out. sale) 1,037 000; do do 1,028 000; do do (outside sale) 1,029 000.

February 26: Six per cent apolices (6 out. sale) 1,045 000; do do 1,039 000; National Loan of 1879 1,075 7/8.

March 1: Six per cent apolices 1,045 000; National Loan of 1879 1,075 7/8; Banco Mercantil de Santos (outside sale) 200 000.

Table with columns for date (March 3), item description (Six per cent apolices, National Loan 1879, Banco Industrial, etc.), and value.

Table with columns for date (March 4), item description (Six per cent apolices, National Loan of 1879, Banco Industrial, etc.), and value.

Table with columns for date (March 5), item description (Six per cent apolices, National Loan of 1879, Banco Industrial, etc.), and value.

Table with columns for date (March 6), item description (Six per cent apolices, National Loan of 1879, Banco Industrial, etc.), and value.

Table with columns for date (March 7), item description (Six per cent apolices, National Loan of 1879, Banco Industrial, etc.), and value.

Table with columns for date (March 8), item description (Six per cent apolices, National Loan of 1879, Banco Industrial, etc.), and value.

Table with columns for date (March 9), item description (Six per cent apolices, National Loan of 1879, Banco Industrial, etc.), and value.

Total clearances of coffee from Rio de Janeiro during the 8 months from July 1st to February 28th.

Table with columns for destination (United States, Europe, Elsewhere), year (1880-81, 1879-80, 1878-79), and quantity in bags.

Table with columns for destination (United States, Europe, Elsewhere), year (1881, 1880, 1879), and quantity in bags.

Total clearances of coffee from Rio during the 2 months from January 1st to February 28th.

Table with columns for destination (United States, Europe, Elsewhere), year (1881, 1880, 1879), and quantity in bags.

Table with columns for destination (United States, Europe, Elsewhere), year (1881, 1880, 1879), and quantity in bags.

Table with columns for destination (United States, Europe, Elsewhere), year (1881, 1880, 1879), and quantity in bags.

Table with columns for destination (United States, Europe, Elsewhere), year (1881, 1880, 1879), and quantity in bags.

Table with columns for destination (United States, Europe, Elsewhere), year (1881, 1880, 1879), and quantity in bags.

Table with columns for destination (United States, Europe, Elsewhere), year (1881, 1880, 1879), and quantity in bags.

Total arrivals from January 1st to February 28th: 37,795 cases. Lord.—In view of the continuance of short supply prices have further advanced: 400-410 reis per lb. George; 400-410 " " " Jenkins; 400-400 " " " New York.

Arrivals in February, 1,500 kegs. Total arrivals from January 1st to February 28th 12,000 kegs and 100 cases. Arrivals in February 200 kegs. Total arrivals from January 1st to February 28th 1,620 lbs. Turpetine.—Continues firm at 450-480 reis per kilo. Arrivals in February 635 cases. Total arrivals from January 1st to February 28th 730 cases. Coal.—The total arrivals during the month of February have been only 4,128 tons, viz: 2,600 tons from Liverpool; 1,007 " Glasgow; 451 " Swansea; 40 " Hamburg; 4,128 tons.

In view of this short supply and the entire absence of transactions it is impossible to give quotations. We believe, however, that 23800-25800 per ton would be paid for Cardiff. Since the 2nd instant the following cargoes have arrived: 1,430 tons per i ego from Cardiff; 1,288 " Mary Durkee from Cardiff; 340 " Raven from Swansea; 447 tons and 100 tons coke per Dohlin from N. Castle tons per i tumban from Cardiff.

Quotations: Bass (Hlers & Bell) 7800-7800; 5 200-5 400; Guinness' Stout 7 300-7 500; American 5 000-5 500; German sundry brands 5 000-7 000. Cement.—There is no alteration in the market. We quote: English 6800-7800; German 6 000-6 800; Boulogne 7 500-8 000.

Coffee.—The arrivals in February have been only 652 cases Norwegian per steamer from Hamburg. Stock in this reduced and the consumption very large, as usual at this time of the season. The market is, in consequence, very firm and retail prices have advanced to 18650-19800 for cases and 22600-23800 for tins.

Shipments of coffee from Santos in February, 1881. 3 Tr bk Perseverant, New York, 4,600; 4 Am bk Jone Adeline, do, 4,500; 6 Br st Kato, do, 2,595; 6 Gr st Salter, Antw Hamburg, 17,746; 17 Gr st Tugos, London, Havre, 6,119; 8 Gr st Santos, Hamburg, 19,253; 9 Br st Grecian, Havre, 14,198; 11 " Indus, Marseilles, 4,335; 14 Fr st Vile de Haiti, Havre, Antw, Hambk, 4,907; 15 Nor bk New, Baltimore, 7,008; 17 Gr st Parangandi, Hamburg, 4,283; 18 " America, Hamburg, Antw, 16,127; 21 Br st Elke, London, Antw, Rotterdam, 4,925; 27 Gr st Valparaiso, Hamburg, 7,658; 100 Gr st Santos, 133,000; 1,794; 134,795.

PORT OF MARANHÃO. February 26th, 1881. Cotton.—Is selling at 480-510 reis per kilo. The demand is good, for Portugal as well as for Liverpool. Sugar.—Entries have fallen off considerably and sales are ready at 130-135 reis per kilo. No stocks. Freight.—1/2 and 1/3 and 2/3 and 3/4 but takers are keeping back for 2d. Discounts.—8 1/2-9 1/2. Money not at all plentiful.

SHIPPING NEWS. ARRIVALS OF FOREIGN VESSELS. FEBRUARY 22. MONTEVIDEO.—Sp bk Catoluna; 151 tons; SanJuan; 12 ds; jerked beef to Freitas & Miranda. FEB. 23. MARSEILLES.—Fr bk Lacynon; 689 tons; Serb; 63 ds; sundries to H. N. Dreyfus. FEB. 23. CAPE OF GOOD HOPE.—Br bk Silver Cloud; 151 tons; Watz; 45 ds; rice to Norton Megaw & Co. MARCH 1. BALTIMORE.—Am bk Anaxas; 430 tons; Myric; 42 ds; flour and lard to Wright & Co. ILHA TERCEIRA.—Port lug Flor de Angola; 326 tons; Senat; 44 ds; sundries to M. J. de Oliveira Costa. PENACOLA.—Sp bk Tuzantia; 425 tons; Maristany; 9 ds; pitch pine to J. Sauer & Co. MARCH 2. LONDON.—Br bk Lenoir; 624 tons; Bergman; 60 ds; sundries to Burnett Wright & Co. ANTWERP.—Br bk Ocean Beauty; 578 tons; Thompson; 73 ds; sundries to Norton Megaw & Co. MARSEILLES.—Fr bk Ros. C.; 419 tons; Guiraud; 73 ds; sundries to Beria Cotrin & Co. CARIBBE.—Br bk Jome Gadhary; 379 tons; Jones; 57 ds; sundries to Beria Cotrin & Co. FEB. 23. —Fr bk Vigny; 811 tons; Rabin; 74 ds; coal to D. Paulo II railroad. —Br bk Mary Durkee; 880 tons; Newcomb; 150 ds; coal to Lage & Fillos. —Br bk Lacynay; 446 tons; Peper; 98 ds; rice to A. P. Pinto & Co.

BOSTON.—Am lug C. S. Bushnell; 179 tons; Robinson; 44 ds; ice to B. F. de Costa & Souza. SWANSEA.—Br bk Raven; 188 tons; Bentley; 90 ds; coal to Watson Ritchie & Co. HAMBURG.—Gr bk Louise Meyer; 297 tons; Waack; 64 ds; sundries to Brandes & Co. LIVERPOOL.—Russ bk Cigano; 240 tons; Carl; 100 ds; sundries to John Moore & Co. NEW CASTLE.—Br lug Dohlin; 170 tons; Mochter; 121 ds; coal to order. BALTIMORE.—Am bk Panayden; 487 tons; Oliver; 44 ds; flour to Phillips How & Co. —Fr bk Mary Rice; 293 tons; Duffy; 45 ds; flour to order. ILHA DE MAIO.—Port ship Marthana III; 1,582 tons; Santos; 41 ds; salt to José dos Reis & Co. ANAXAS.—Port bk Grahndahl; 167 tons; Alfaro; 12 ds; sundries to Arantes e Cardoso. PORTO ALEGRE.—Port ship Maria das Dores; 161 tons; Silva; 27 ds; sundries to A. Moreira Campos & Co.

DEPARTURES OF FOREIGN VESSELS. FEBRUARY 22. NEW SOUTH WALES.—Br bk C. A. Belyon; 8,8 tons; Flynn; ballast. FEB. 23. FALMOUTH.—Sw bk Charlott; 133 tons; Skantze; coffee. —Br bk Hebe; 236 tons; Pinch coffee. BALTIMORE.—Am bk Gannahl; 576 tons; Anthony; coffee. PENAMBUCO.—Port bk Nova Goa; 710 tons; Oliveira; sundr. FEB. 27. NORTHERN PORTS.—Sp bk Antonita; 149 tons; Maymin; sundries. FEB. 28. GIBRALTAR f. o.—Port lug José Estevão; 88 tons; Pereira; coffee. PENAMBUCO.—Port bk Vasco de Gama; 316 tons; Sampaio; sundries. ANTONINA.—Sp bk Bella Sabur; 294 tons; Ferrer; salt. GALVESTON.—Am bk Ozeo; 453 tons; Petersen; coffee. CHANEL N. O.—New bk Cahn; 199 tons; Reinertsen; coffee. PENAMBUCO.—Br bk Gungariz; 575 tons; Barrier; ballast. —Br bk Beavis; 181 tons; Outlett; ballast. ANTONINA.—Sp bk Esperanza; 123 tons; Estrada; salt. MARCH 3. OPORTO.—Port bk Amansoa; 307 tons; Fernandez; sundries. NEW YORK.—Am bk Annie R. Storer; 493 tons; Hutchinson; coffee. —Port bk Triunfo de Cayo; 477 tons; Amellos; coffee. PENAMBUCO.—Port bk Luigi; 178 tons; Mackley; ballast. MARCH 3. PENAMBUCO.—Port bk Conceição Maria; 257 tons; Mathias; sundries. —Br bk George Hall; 314 tons; Melanthal; ballast. MARCH 4. FALMOUTH.—Nor bk Nordjylland; 132 tons; Buckholdt; coff. NORTHERN PORTS.—Br bk L'etelo; 415 tons; Smith; ballast.

FOREIGN SAILING VESSELS IN THE PORT OF RIO DE JANEIRO, MARCH 4, 1881. TABLE WITH COLUMNS: NAME, TONNAGE, ENTERED, WHERE FROM, CONSIGNEE. Includes entries for AMERICAN (América, Anaxas, Anthonia, Anthonia, Anthonia, Anthonia), BRITISH (Grecian, Cyro Manly, Hopell, Oass, Dorothy, Consistence, Auron, Silver Cloud, Venice, Ocean Beauty, James Gadh, Maria Durkee, Lucayas, Raven, Dohlin, Rapid), DANISH (Conder), FRENCH (Harold, Lacynon, Rose, Vigo, Valonia), GERMAN (Speulant, Polke, Louise Meyer, Edward), ITALIAN (Garcia), RUSSIAN (Cigano), SWEDISH (Jorgen Bruhn, Felicia, Ines), SPANISH (Rita, Elegancia, Maria Rosa, Mercel, Octa, Tufimo, Annunciação, Antonieta, Feres Hermans, Catalina, Janina), PORTUGUESE (Pedro V, Sympathia, America, Margarita, Julio Cesar, Illha Terceira, Maria das Dores), and others.

--A telegram from Rio Grande do Sul on the 22nd ultimo announced the inauguration of the lighthouse da Marca.

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

--On the 23rd ult. the minister of foreign affairs received a telegram from Montevideo stating that in the afternoon of the 10th ult. eight marines of the corveta Triunfo went out for a row in a boat belonging to that man-of-war and that, nothing having been heard of them since, it is supposed that the boat capsized and that the men were drowned.

DEPARTURES OF FOREIGN STEAMERS

Table with columns: DATE, NAME, WHERE TO, CARGO. Lists steamers like America, Elbe, Polina, etc.

Calling at intermediate ports.

FREIGHTS:

Table with columns: Steamers, Sailing/Vessels, destinations like London, Liverpool, etc.

ARRIVALS OF FOREIGN STEAMERS.

Table with columns: DATE, NAME, WHERE FROM, CONSIGNED TO. Lists arrivals like Elbe, Polina, etc.

GOVERNMENT BONDS

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

BANKS AND PUBLIC COMPANIES

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

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Financial Department. The News will continue to report fully the movements and state of the stock and exchange markets.

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From the Echo Municipal, Cachoeira, São Paulo.

From the Gazeta da Tarde, Rio de Janeiro.

From the Auxiliador da Indústria Nacional, Rio de Janeiro.

From the Associação Commercial, Rio de Janeiro.

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Financial Department. The News will continue to report fully the movements and state of the stock and exchange markets.

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

Draws on:
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 Ditto, paid up..... £ 500,000
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City of Rio de Janeiro	Capt. Lewis	Mar. 28	Apr. 5
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City of Rio de Janeiro	Capt. Lewis	May 29	June 5

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" 24	Mondego	Southampton and Antwerp via Bahia, Maccio, Pernambuco, and Lisbon.

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 THEO. H. FRELAND, JNO. E. CURRIER, Secretary
 J. K. MYERS, Asst. Secretary

THE RIO NEWS
 Published three times a month for the American and European mails.

In entering upon its eighth volume—the third under its present title and management—the press of THE NEWS beg leave to state that the same policy which has thus far been successful in its editorial management, will be continued in the future without change. The results of this independent and impartial policy have been so highly satisfactory and the encouragement for its continuance has been so general, that the publishers have been able to increase its size by one-third and to realize other improvements of great value to all business men interested in Brazilian trade.

The policy of THE NEWS will continue to be that of strict independence and impartiality. It will seek to obtain the earliest and most reliable information on all commercial topics, and to incorporate all statistical information in such a manner as to give it a permanent value for reference. Its reports for the port of Rio de Janeiro will be made by men who are recognized experts in their several branches of business. No pains will be spared in making these reports thoroughly accurate and reliable. The absence of regular newspaper summaries of the trade of other Brazilian ports has thus far prevented THE NEWS from keeping its readers fully informed on that subject. It is hoped that the difficulties in the way of accomplishing this purpose will soon be overcome, after which regular reports from all the leading ports of the empire will be given.

In its general news columns and in its discussions of political and current topics THE NEWS will seek to keep its readers thoroughly informed and, to that end, to present every subject in a true light. Its purpose is simply to keep its readers—men whose capital is invested or whose business is located in Brazil—cognizant of every important event, of the general drift of political and social affairs, of the state of the markets, and of every occurrence which might affect the profits of business or the security and permanency of investments.

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