

THE RIO NEWS.

PUBLISHED ON THE 5th, 15th AND 24th OF EVERY MONTH.

Vol. VIII.

RIO DE JANEIRO, MARCH 15th, 1881

NUMBER 8

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PHILADELPHIA — 1876

EXPOSITION MEDAL

MARC FERREZ'S

BRAZILIAN PHOTOGRAPHS

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

Brazilian scenery a speciality

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the various manufacturers they represent,—which are kindly
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sess and have successfully employed for this purpose.
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respectfully solicited, a cash basis being readily conceded
whenever special and exclusive conditions are tendered by
manufacturers.

THE "TIMES" LETTERS ON BRAZIL.

In September last a series of letters on
Brazil appeared in the London *Times*, in
which an able correspondent, Mr. Gallenga,
conscientiously undertook to place the
physical, social, economic and political
characteristics of the country before the
world in a true light. A short time after
the appearance of these letters the *Jornal
do Commercio* undertook to reply to Mr. Gal-
lenga's criticisms. These editorials, though
dealing in generalities and avoiding the
vital issues upon which Mr. Gallenga's criti-
cisms were based, have been since translated
into various languages and widely repub-
lished in Europe both in newspapers and in
pamphlet form. The concerted republication
of this reply, the character of the comments
upon it by various European journals, and
the faithful transmission of these comments
to Brazil, leads to the belief that the foreign
office has been mainly instrumental in their
preparation and circulation. This belief is
strengthened by the fact that the Brazilian
secretary of legation at London, under date
of January 15, addressed a letter to the *Times*,
over his own signature, in reply to some of
Mr. Gallenga's statements.

It is clear that all this flurry and trouble
would not have occurred had there not been
some foundation for Mr. Gallenga's state-
ments. Had this gentleman written a mass
of unsupported statements, illy digested
and full of errors, no reply would have been
necessary. The world is not at all prejudiced
against Brazil; on the contrary the people
of the four most prominent nations, Eng-
land, France, Germany and the United
States, are so prejudiced in favor that they
will believe the most astonishing stories of
the wealth and internal development of
the country. The *Jornal* and the foreign
office would have had little need of replying
to Mr. Gallenga before such an audience
had there not been some foundation of
truth in his letters, and some apparent nec-
essity for refuting or excusing charges
which reflected little credit upon the country.

In general terms the policy pursued in
this case, as in many others of a similar
character, is an eminently mistaken one.
The government has long been accustomed
to circulate the most flattering reports of
the country throughout Europe, and has
expended no small amount of money for
this purpose. It has kept paid agents for
the work in various European capitals, it
has published books and pamphlets, and it
has subsidized newspapers. It has done
everything that could possibly have been
done to keep itself before the world in the
guise of a rapidly progressing nation, and to
conceal those defects in its social and polit-
ical life which would have diminished its
standing as such. The good opinion of
the world is, of course, a highly desirable
and praiseworthy object, especially to a
young and growing country. But a favor-
able opinion won by misrepresentation and
concealment is certainly not an object which
a nation can safely acquire. The good re-
sults of to day growing out of such a policy,
must inevitably produce correspondingly bad
results to-morrow. The policy of buying

the credit of to-day at the expense of to-
morrow is short-sighted in the highest
degree, even were it not positively dishonest.
The retribution which necessarily follows
such a policy can not be overlooked, for it
is one which none but wealthy and powerful
nations can meet.

The world knows more of Brazil to-day
than it did ten or five years ago. It knows
that there are foundations for Mr. Gallenga's
criticisms. It knows that the country has
been greatly overrated, that its natural wealth
is but a fraction of what has been represent-
ed, that its growth has been slow, that its
theoretical liberal institutions are a myth
that it is cursed with one of the worst
phases of slavery the world has yet known,
that it is involved in financial difficulties
of a very serious character, and that its
present administrative policy is surely lead-
ing it into a crisis from which it can not
escape without loss of credit and position.
These are no unfounded conjectures; they
are results which far-sighted business men
are beginning to anticipate and from which
thinking men see no escape. We do not say
that they are unavoidable, because a change
of policy might either avert them, or dimi-
nish their effects; but through the present policy
we, in common with others, can see no
possible relief. If the government deems
it best to meet Mr. Gallenga's statements in
the manner employed by its London secre-
tary of legation, then it must abide by the
results. The truth will some day be made
so apparent that no possible explanation
will affect the result, and it will then be seen
how mistaken this policy has been.

As to the reply of the Brazilian secretary
to Mr. Gallenga, it deals just enough in
particulars to escape detailed statements,
and quite enough in generalities to leave
room for a wide play of the imagination.
We have no disposition to quarrel with his
opinion that the Emperor is "the foremost
statesman in the nation;" for it may be
strictly true. We should be pleased, how-
ever, to have a more definite statement
on this point, and to be informed as to
the measures for which the Emperor is
personally responsible. Regarding the "per-
sonal power" of the Emperor, which the
secretary contests, and the influence of "par-
liamentary institutions," which he alleges
to have "worked well," were not Mr. Gal-
lenga's criticisms perfectly fair and well-
founded? What ministry ever fell through
a popular vote, or a parliamentary opposi-
tion? Has not the Emperor always exer-
cised the privilege of creating and dismiss-
ing cabinets at will, and without consulting
either parliament or the people? Was a
popular election—if we may use the term in
this connection—ever known to go against
a ministry chosen by the Emperor? The
case is perfectly clear; and Mr. Gallenga
was right.

As to immigration, the secretary of lega-
tion writes that "in southern Brazil, Ger-
man immigration has been remarkably suc-
cessful," and that "elsewhere the government
has spent large sums on colonization and
immigration less successfully, but still there
has been a considerable annual stream of
permanent colonists into the empire." And

with a statement of this character the British
public is asked to discredit the statistics
and conclusions which Mr. Gallenga pub-
lished regarding the political, social and
economic difficulties in the way of immigra-
tion, and the really small number of immi-
grants which come to this country! It is
an established fact that the present system
of colonization has been a grand failure,
notwithstanding the fact that a very few
German colonies in Rio Grande do Sul have
been moderately successful and self-sup-
porting. And admitting all that has been
accomplished in Rio Grande, what grounds
are there for the statement that immigra-
tion there has been "remarkably successful?"
Does it approximate to that in the United
States, or in Australia, or even in the Argen-
tine Republic? To what extent has this
immigrant population added to the wealth
and commerce of that province? We do
not undertake the influence of the German
immigrants in Rio Grande, nor of the
good results attained through their industry
and enterprise, but as yet their number is
not large and their activity has been sadly
crippled by unfavorable legislation. They
have worked hard, but no one will claim for
them the success which their countrymen
have obtained in other parts of the world.
There is nothing whatever in their history
or present condition to warrant the descrip-
tion of "remarkably successful."

Concerning one other statement of the
London secretary we have only a brief
reply, and then we shall leave the question
for the present. Mr. Gallenga, in criticis-
ing the policy of the government in con-
structing costly public works and guaran-
teeing interest on railways, stated that the
Bahia and Pernambuco lines to the Rio
S. Francisco, "have never paid, and will
probably never pay, working expenses."
The statement was not explicit, but in this
sense the reply does not help the case, and
does not give the British public the infor-
mation it needs. The secretary of legation
says: "True it is that the Bahia railway
has seldom been able to make both ends
meet, . . . but the turning point of
that line now seems to be reached. But
the Pernambuco line has for years pro-
duced a surplus of profits in diminution
of the government guarantee on its capital."
Now let us see. From 1860 to 1879, inclu-
sive, the Bahia line has paid operating ex-
penses just *four* years, and the government
has paid the sum of 22,255,299\$409 for it
as guaranteed interest on its capital. This
enormous sum, nearly 225,000 sterling, is a
debt of the line. As to the Pernambuco line
it has paid its operating expenses every year
from 1858 to 1879, inclusive, except the
year 1863. But in not one of these years
did its surplus equal the interest on its capi-
tal, the government being obliged to meet
the deficiency in each case. The interest
charge for 1879 was 670,486\$854, and the
surplus over operating expenses was 292,-
028\$702, the government thus paying a *def-
icit* of 540,590\$293. The largest surplus
was for 1878, it being 518,016\$689; but it
failed to meet the interest obligation by
444,478\$867. Since the beginning the gov-
ernment has paid a total sum of 7,947,-

878\$501 as guaranteed interest for this line, not one *viagem* of which has yet been paid back. The policy of building expensive railways through deserts to tap a sparsely populated and non-productive river valley was very justly criticized by the *Times* correspondent, and the British people will eventually support his position. So misleading a defense as this will certainly not help the matter, but will make the case all the worse when the errors of this policy are more generally recognized.

A JUST COMPLAINT.

Some days since a traveler over the railway line between this city and São Paulo was greatly annoyed by the behavior of some of his fellow passengers—a behavior which he characterizes as disgraceful in the highest degree. Among the passengers there were several females of brazen visage and unmistakable character, and notwithstanding the circumstance that the car was full of respectable people, these women were made the object of attentions and conversation on the part of a few passengers and of well-dressed loafers at the various stations which no decent community would tolerate for a moment. Our friend complains that it is impossible for a gentleman to take his wife and daughters into a railway carriage without making them witnesses of such scenes as this, and without exposing them to insults which in any other civilized country would justify his knocking the offenders down and kicking them out of the company of respectable people. The evil of which this gentleman complains is one of greater magnitude than is here indicated. It is not only present on railway carriages, but it is found in every public place in the country. We who are accustomed to traveling on the street railways of this city, are constant witnesses of it. It is an every-day occurrence on the principal street of this city, where no well-dressed lady can walk without feelings of shame and humiliation. It is a conspicuous feature of the theatre and opera, and of every public entertainment where respectable people can go. It permeates society in every direction; it is met with at every step. Those who have been reared in its midst look upon it with indifference, and make no effort to suppress it. It has been tolerated so long, and it is so large a factor in every-day life here that it will probably require nothing less than a social revolution to overthrow it. Our informant comes from a country where such scenes are very rare, and where they are rigidly and mercilessly suppressed. He comes from a society where ladies can travel—even alone—with perfect security, and where the humblest passenger on a railway train would not only treat them respectfully, but would consider it his personal duty to resent the least indignity offered to them. He has been educated to draw a sharp line between the decencies and indecencies of life, and to relegate the latter to the lower and darker stages of society. He has been taught to respect and honor women, to defer to their tastes and wishes, to shield them from that which is vulgar and offensive, and to look upon public places where they are accustomed to go as exempted from vice and immorality. Here there is practically no such public sentiment. There are many, without doubt, who look upon these things with feelings of shame, and who would gladly see them suppressed, but they are so small a part of the community that their efforts would in a measure go unnoticed. The result is that they remain silent, and no efforts are made to put down these vicious practices. Nevertheless, we can not acquit the better classes of Brazilians from all blame; the remedy lies with them and it is their duty to employ it.

The railway companies can not suppress the evil, because they can not command the sympathy and support of the public; and the authorities will not make the effort because in not a few instances the official themselves are the chief offenders. The men who are chiefly prominent in these practices are men of position and influence—and society not only grants them full absolution for their sins, but also plenary indulgence for the future. The authorities, when not compromised themselves, offer no opposition, because their places are not infrequently at the disposal of these very men; and the press is silent because it is accustomed to truckle to the predominant customs and tastes, rather than to denounce evils and to lead public opinion into purer and better ways. As long as the press remains so subservient every reform will come slowly and with difficulty; and when this is supplemented by vices and indifference in the influential classes, it is likely not to come at all. Were our contemporaries to denounce these evils unsparingly, without fear or favor, there would be some hope; as it is the remedy must remain with the individual. It is to be noted, however, that the Brazilian press has made great progress within the past few years, particularly since the publication of the *Gazeta de Notícias*, and that it now criticises where it would have been impossible a few years ago. There is hope that this new independence, this higher phase of journalism will some day lead to an outspoken and persistent condemnation of all these abuses; until that time our indignant friend must either bear them patiently, or travel on foot. We know how often a man's blood is made to tingle at these offensive practices, and how often he is tempted to take the remedy into his own hands; but mature reflection teaches that to knock down the son of a *conde* or a *barão* means an interminable persecution from which there is neither escape nor protection. When public opinion becomes educated in his favor, and when the press will advocate his cause in vigorous editorials instead of its contemptible *publicações a pedido*, then there will be an open field and no favor. We shall then hope to see some of the *roués* and well-dressed vagabonds who now afflict society, punished as they richly deserve.

HARBOR IMPROVEMENTS.

(Continued from our last.)

ARACAJU.

This is the capital, and principal shipping port of the province of Sergipe, situated near the coast a few miles south west of the S. Francisco River; it stands on the right bank of the river or estuary four miles above the light-house, and about six miles from the outer bar.

The bar fronting the outlet of the estuary is 2 1/4 miles from the light-house, which stands on the right bank, or southerly side of the entrance.

I made eight passages across this bar, with soundings, and found at high water of ordinary spring-tides, a depth of 4 metres, or over, (about 14 feet). I saw vessels drawing 12 1/2 feet (3.8 metres) pass out safely over the bar. I took soundings and bearings, and I also made a number of observations from the top of the light-house. I could find no map on a sufficiently large scale to exhibit the bar, the entrance, and the estuary up to the city; but from my notes I shall be able to make a map showing these.

Approaching the bar from the ocean, vessels are guided by signals displayed from the top of the light-house; consisting of a ball and two arms; one projecting northwardly, the other southwardly, so that the captains or pilots can see which way they are to sail, according to the arm upon which the ball appears.

The bar is not marked by buoys; though I think it should be. Concerning this more particulars will be given in my full report.

Immediately after crossing the bar, there is a beautiful, wide, deep, and safe navigation, all the way to the extreme upper part of the city, and for some miles beyond. The estuary is about half a mile wide opposite the city. There are eight shipping piers, including that at the custom house and the government pier for small craft.

These piers extend out to deep water, so that the steamers and vessels can load and unload at any stage of the tide.

The ordinary tidal rise is 5 feet; and at ordinary spring tides 6 1/2 feet.

Sugar is the chief product of the interior. The city of Maroim, 16 miles above Aracajú, is the principal place where it is gathered and stored in large trapezoids. It is brought to that point on pack-animals, or in the carts of the country. It is then loaded into barcas or small sailing craft, which can only navigate this part of the estuary at or near high-tide. At low-tide navigation ceases at Maroim. There is a regular movement controlled by the tidal currents, when the sugar crop is being carried. During the rest of the year the trade is merely nominal. They year 1880, has been uncommonly favorable, and the sugar crop was estimated to be nearly 500,000 sacks, or over 30,000 tons.

During my examinations of this neighborhood, there were generally about 24 ocean vessels in the port, loaded and loading, their tonnage ranging from 150 to 250 tons each, and their draught when loaded from 10 1/2 to 12 1/2 feet.

The main estuary has beaches on both sides, which afford navigation at high tide to plantations and small towns in the near interior for the light sailing craft.

The area of the tidal flow is so large as to afford good security for the maintenance of the depth across the bar, especially if the best channel should be kept properly by a l, so that vessels should always run in the deepest water. This will be more particularly referred to hereafter in my report.

The port of Aracajú is a commodious and superior harbor for the vessels that can cross the bar, as well as for much deeper vessels, if the entrance were deeper. Vessels in ballast, as nearly all are that frequent this port, can cross the bar at any time of the tide; but their coming is usually regulated by the guide on top of the light-house; but loaded vessels going to sea, always wait for high water at spring tides.

During my stay I observed that the tug—the *S. Salvador*, a very good steamer—towed out, at or near high-tide, two vessels, one at a time, during one of the daily tides. That was her day's work, occupying from three to four hours.

Vessels were arriving in the port nearly as fast as the others were being towed out; while the coast steamers of the Bahia line and of the Pernambuco line entered and departed at their own convenience. Being made of lighter draught than the sailing vessels—from 7 to 9 feet—they can cross the bar at any time when it is not too rough, caused by strong winds making a strong tidal outflow.

There are two other river or estuary entrances in the province of Sergipe, namely, the Rio Sergipe, and the Rio Real, which have outside bars very similar to that at the Aracajú entrance. The commerce at these is very much less; but they have harbors worthy of consideration. These two bars and entrances are so very incorrectly described in some of the books, that I deem it a proper duty to correct them in a very full report, which I am enabled to do from observations made during my visits to them in 1880. Up the river Real there are ten miles of very fine navigation. The town of *Estancia* situated in the left bank ten miles farther, has only a high tide navigation. I examined the river that far up in a canoe.

ROBBERED OF A DISCOVERER'S RIGHT.

From the New York Tribune, January 18.

Communications have recently been passing between the office of the secretary of state and James C. Jewett in regard to the discovery of phosphate deposits on the Fernando de Noronha, the Alrothos and the Rocas Islands on the Brazilian coast. In the beginning of 1879, it appears, Mr. Jewett, who is a merchant of this city, fitted out a vessel for the exploration of these islands. The object was to find phosphate of lime suited to the manufacture of fertilizers, and valuable deposits were discovered. The captain of the vessel followed up the discovery by making a survey of the deposits. After this, samples of the mineral and an analysis were filed with the Brazilian minister of agriculture, with an application based on imperial decrees of 1871 and 1879 for the exclusive right to work and ship the mineral phosphates. The decrees in question, it is said, provide that persons—without regard to citizenship—who discover within the limits of the empire the situation of minerals are entitled to the right for a period of eighty years of developing and working the discovery to their benefit, and this without paying any royalty or duty to the government. Acting on the application the minister of agriculture therefore granted to Mr. Jewett, by an act dated February 3 1880, the right to work and ship the phosphates he had discovered on the Fernando Noronha Islands. Mr. Jewett agreed to pay into the imperial treasury \$1.50 for each ton of phosphate shipped. Everything being thus satisfactorily arranged, two American vessels were at once dispatched to Fernando Noronha to load phosphate for the United States.

Two months after the concession had been made, however, the ministry resigned, and a new one came into power. This was the signal for a general attack on the part of the majority in the Chamber of Deputies against the granting of so important a commercial privilege to a foreigner. A resolution of inquiry was passed, addressed to the new ministry. On August 16 an answer to the resolution was given by the minister of agriculture, who stated that Mr. Jewett's general application to remove the phosphate from the islands had been refused. In the ensuing debate a deputy declared that the deposits on Fernando Noronha was guano of the value of \$50 a ton, and not phosphate as claimed; further that the surveys established the fact that 5,000,000 tons were on this group (Fernando Noronha) alone, of the value of \$250,000,000, which was far too great a sum to go to the United States.

The following month another of Mr. Jewett's vessels, the *Elita*, having been sent to Fernando Noronha, its captain was officially informed by the governor of the islands—which contain a convict settlement—that he could not have the deposits. The *Elita* has remained at anchor before the fort ever since.

The remainder of the story is best told by Mr. Jewett, who was seen at his office yesterday by a *Tribune* reporter:

"I did not receive any official notification," he said, "that my vessels would not be permitted to load the phosphate even at Fernando Noronha until December 6, almost three months after the *Elita* started on her voyage. November 20 a discussion took place in the Chamber of Deputies on an application of the new minister of agriculture to sell the right of working the deposits to the highest bidder. One of the deputies then moved a resolution—which was passed—to appoint a commission for investigating the discovery, as the sole knowledge the government possessed of its existence emanated from a foreigner. The commission started last month armed with the maps and plans I had submitted to the ministry prior to procuring my concession. This only shows in what bad faith the new ministry has acted toward me. It knows that the discovery is due to me alone, yet it will not allow me to enjoy the benefits accruing from it.

"Well, I applied to the secretary of state for redress, and instructions were sent to the American minister in Brazil to draw the attention of the Brazilian executive to the matter. The negotiations are advancing very slowly, but I have hopes none the less that a favorable understanding will soon be arrived at. The case of the *Elita*, which is still at Fernando Noronha, is the subject of a letter I have just received from the state department."

GROWING POPULARITY OF RICE CORN.

Egyptian corn, or Pampa rice, more commonly spoken of as rice corn, it is well known has been grown to some extent in Kansas for the last ten years, the farmers at first devoting only small patches of ground to its cultivation, and gradually increasing the breadth, without, however, making any particular observation of its productive quality or its economic value. In 1879, however, an increased acreage was planted, and the experiment tried in various counties of the state, with almost uniform success. These several trials have demonstrated it to be not only a useful, but a profitable crop for Kansas, and especially for the western counties of the state where drouth prevails during summer and rain cannot be depended upon for the cultivation of Indian corn, or ordinary agricultural pursuits. Reports concerning this new grain were received by the state board of agriculture from twenty-three counties in 1879—all of the correspondents agreeing upon its chief characteristics. It grew rank, yielded abundantly and with little labor, and perfected its seed despite the dry weather. The total acreage of rice corn in Kansas for 1880 was 25,935.55. It is estimated that the average yield for two years past has been twenty-five bushels to the acre; possible yield, fifty to sixty bushels. This showing has been made under the most unfavorable circumstances, and without much practical knowledge of the subject by the farmers, many of whom had never heard of rice corn until Secretary Gray obtained a limited quantity of seed from the display made by the Egyptian government at the Centennial Exposition, and distributed it here for trial. It is impossible to tell to what extent it may be cultivated hereafter, since its merits have been so generally recognized.—*N. Y. Commercial Bulletin, Jan. 14th.*

—According to the report of the minister of agriculture the number of slaves liberated in the province of São Paulo through the emancipation fund up to last May was 413. At the beginning of the present month the total number had reached only 457, from which it appears that only 44 slaves have been liberated during a period of ten months. In view of the fact that there still remains 561,883\$275 to be expended from the amounts set apart for this purpose this extraordinary delay seems inexplicable.

PROVINCIAL NOTES.

—The receipts of the provincial postoffice of São Paulo for February amounted to a total of 20,044\$080.

—The *Artista*, of Rio Grande, of the 24th ult., says that Ypiranga lottery tickets were sold there at 40\$.

—Three persons residing at the Ricardinho ford, Uruguayana, Rio Grande do Sul, were murdered by unknown parties on the 14th of January. The local papers give no particulars.

—The prosecuting attorney of Pelotas, Rio Grande do Sul, has brought an indictment against the *comandante* of the private police force of that city for the murder of one Pedro Castelhana.

—From July to December, inclusive, of the past year the municipality of Guaratinguetá, São Paulo, sent 2,421 tons of coffee to Rio de Janeiro. The provincial taxes on the same amounted to 48,922\$750.

—Messrs. Almeida & Fialho, of Pará, have petitioned the assembly of that province for a street car privilege with exemption from taxation. The cars are to be drawn by animals and will be run without rails.

—The balance remaining in the provincial treasury of Pará on the 31st of December last was 1,185,791\$424. At the end of January the balance was increased to 1,615,318\$927, of which 297,605\$606 represented deposits.

—An Amazon exchange says that Messrs. C. Monteiro, Souza & Slater are proposing to put up a telegraph line between Pará and Manaus, touching at Breves, Gurajá, Porto de Moz, Santarem, Villa Bella and Itacaitatá. They design to ask subsidies from the provinces of Pará and Amazonas.

—The Swedish bark, *Adolph Frydholm* left Pernambuco on the 28th ult. with the lighthouse which is to be erected on the Rocas Islands. The bark took all the materials necessary for the work. The construction will be under the direction of Captain José Maria da Conceição. Thirty laborers and the revenue cruiser *Madara* accompanied the bark.

—An American residing at Santarem, on the Amazon, entered into an arrangement with a slave four years ago by which the latter was to be purchased from his master and given an opportunity to earn his freedom. The amount paid for the slave was 1,100\$. At the beginning of last month the slave received his letter of freedom, having fully and satisfactorily earned his purchase money.

—According to the *Pregador Christo*, of Rio Grande do Sul, there are over one hundred alien families in that province who have been imposed upon by Brazilian *tabalartes* in their marriages. The celebration of Protestant marriages before civil officials seems to have been gravely abused, so much so that there are many husbands and wives of high standing whose marriages were irregular and illegal, and whose children are therefore illegitimate. The matter is a serious one, and merits the immediate attention of the government.

—The Uberaba correspondent of the *Jornal* relates that a wedding took place in that vicinity on the 19th ult. under novel circumstances. The bridal party had arrived at the church and the ceremony was about to begin, when the bride's father fell dead from an apoplectic stroke. There was confusion among the guests for a moment, and great indecision as to whether it should be to marry or to cry. The bride was finally appealed to, and she settled the matter at once by saying "I am going to marry, and then we will cry."

—The Pedro II colony is situated in the province of Pará on the left bank of the Rio Araguary, 36 leagues from its mouth. It was founded on the 29th of April, 1840. At the present time the colony contains four houses, two sheds, and a house for the director, all thatched. There are no colonists—not one. The military detachment detailed to preserve order in this colony consists of one lieutenant and 15 soldiers, who are said to combine agriculture with their other onerous duties. The colony will probably apply for emancipation under the new law.

—A ten-year-old boy has been discovered at Cameté, Pará, who has a decided taste for mechanics. Without any knowledge of mechanical construction he is said to have made a steam engine. It is seriously proposed to educate the lad, whose parents are poor, at the expense of the province. Very good. Now we know a poor young man who has discovered everything about a flying machine but its practical application to the business in hand. He, too, wants assistance from the public purse. We know another who has developed a surprising aptitude for music. He can pound beautiful things out of a piano. And he also wants assistance. We know another who possesses a remarkable gift of gab, and is supposed to have forensic talents of high degree. He also—but why multiply particulars? It's only a legitimate part of the paternal business which the government has assumed, and to which there are neither bounds nor limits. It simply needs an inexhaustible public purse—that's all!

—The public library of Pará contains 6,000 volumes.

—The number of slaves thus far liberated in the province of Rio de Janeiro through the emancipation fund is 1,285.

—A slave on the S. Manoel fazenda, municipality of Valença, is said to have drawn a 20,000\$ prize in the Ypiranga lottery.

—Complaints are made by the citizens of Manaus, Amazonas, of the bad administration of that capital by its municipal council.

—The number of slaves exported from Pernambuco to Rio de Janeiro in the month of February was 8, against 157 in 1880, and 84 in 1879.

—The opening of telegraphic communication between Natal, Rio Grande, and Fortaleza, Ceará, was formally inaugurated on the 26th ult.

—Another fever epidemic of a malignant character is raging at Vassouras, and a physician has been sent from this city to study its character.

—The time for paying the tax on slaves in this province will expire on the 17th inst. After that date a fine will be imposed upon all delinquents.

—The province of Goyaz has liberated 50 slaves under the emancipation law at a total expenditure of 24,920\$612. The sum of 22,914\$222 still remains to be expended.

—A Spaniard named José Pinheiro was killed with an ax by a slave on the Cachoera fazenda, Parahyba do Sul, on the 4th inst. The murderer was captured.

—The storms of the 9th inst. caused great damage in the municipalities of S. Sebastião and Villa Bella, São Paulo. Assistance has been asked from the chief of police of that province.

—The provincial assembly of Maranhão is now in session. It is said that a tax on imported slaves, similar to those of Rio de Janeiro, São Paulo and Minas Geraes, will soon be adopted.

—The president of São Paulo has signed the bill authorizing a contract with the general government for the Santos harbor improvements according to plan B of Col. Roberts, or any other plan which offers greater security and permanency.

—The registration of voters under the new law is developing some interesting statistics. In Petropolis it closes with 140 registrations, two of whom decline to sign the papers. This is called a "flattering result" by the *Mercantil*, because a majority of the population of that city are foreigners.

—The government has annulled the expenditure of money for freeing a slave named Germano, at Valença, who ran away from his master some 12 years ago. The amount has been expended on the liberation of three slaves who are not fugitives, from which it appears that it takes three slaves in hand to equal one in the bush.

—The *Cruzeiro* is informed that the provincial government of Minas Geraes has decided that the registry tax of 2,000\$ on imported slaves shall go into force in accordance with the provisions of provincial law No. 1, of 1835, viz: fifteen days in the capital after its publication, and in other parts of the province as many days after as the place is distant from the capital allowing one day for each three leagues. The budget which contains this tax law goes into effect on the 1st of July next, but the provincial government has thought best to strain a point and enforce the tax earlier.

—A correspondent of the *Gazeta da Bahia* relates a very sanguinary fight which took place on January 20th in the neighborhood of Santa Inez. Many persons were seriously wounded, amongst them José Duarte dos Santos, brother of the delegado, who received three shots, José Pereira, with two shots, Antonio de Souza, with two, Maria Joanna, who received a wound in the left foot, Pedro Francisco who was stabbed in the breast, and many others whose names are not given. José Pereira was found dead in a wood on the 30th, and when the subdelegado was requested to proceed to the *corpo de delito* he declined to do so. The delegado took no steps whatever in the matter and declared that the only steps he could take would be to see that the parties should be treated as his brother had been, or worse.

—On the fazenda S. Luiz, situated near Sayacu in the province of Rio Grande do Sul, the residence of Dr. Francisco Patricio de Azambuja, was broken into during the night of the 3rd ult. Dr. Francisco Patricio, owner of the fazenda, had gone out for a walk with a young nephew, and, returning to the house late at night, they went to sleep in the office which is on the ground floor. At about 10 o'clock his wife, who slept upstairs, heard steps in her room and thought they were her husband's when she was attacked by two men who immediately seized and bound her, threatening her with death if she screamed. They then tried to force her to say where the money was kept and on her denying the existence of any in the house, they gagged her with the intention of finding out for themselves. Hearing, however, some noise below they fled precipitately through two windows which they had left open.

—The January receipts of the custom house at Manaus, province of Amazonas, were 70,569\$438.

—The custom house receipts at Parahyba do Norte in the month of January were 67,462\$374, and those of the consulado 25,285\$257.

—A woman was recently murdered at a little place called Gloria, near Carangola, by a man named José Teixeira. She leaves four little children. The press gives no further particulars.

—The February receipts of the Bahia customhouse were: general 843,205\$542, provincial 104,006\$088; the internal revenue was 50,718\$407, and that of the postoffice 5,488\$533.

—At S. Paulo, on the occasion of a funeral on the 5th instant, two coachmen engaged in a quarrel at the door of the cemetery. One of them received five stabs with a knife and was killed.

—The liberations through the emancipation fund in the provinces of Pernambuco and Rio de Janeiro amount now to 510 with the sum of 209,449\$632, in the first, and 1,279 with the sum of 1,151,294\$786 in the last.

—The Brazilian gunboat *Lamego* has left Maranhão for the island of S. João having on board 1st lieutenant José Marques Mancebo who is to choose the best spot for the lighthouse which is to be erected there.

—The February receipts of the custom house at Pernambuco were:

Custom house	796,471\$819
Consulado	198,199\$859
Internal revenue	68,294\$797

—In the capital of the province of Minas Geraes an agricultural school is about to be established, where agriculture in all its branches is to be taught theoretically, as well as practically. The president of the province has been duly authorized and provided with the necessary means.

—The *Diário Maranhense* relates that José da Silva Leite, having gone from Maranhão to the village of Victoria in order to get married, returned to the former city—unmarried, but so severely beaten by his intended bride's relations that he will require at least 30 days to recover sufficiently to be able to try again.

RAILROAD NOTES.

—The Santos tram lines carried 17,714 passengers in January and 15,148 in February.

—The first cargo of rails for the Bragançola railway arrived at Santos on the 7th inst. per the Danish brig *Marcello*.

—The January receipts of the "Recife a S. Francisco" railway amounted to 148,143\$060 and the expenditures to 68,203\$556.

—Decree No. 8,019, of February 26th, approves the statutes and estimates of the second section of the Carangola railroad, comprising 55 kilometers.

—The January receipts of the Feira de Sant'Anna branch of the Central Bahia railway were 15,164\$130, and the expenditures 15,012\$740. The freight traffic amounted to 1,000 tons.

—In reply to a petition of Mr. Morris N. Kohn for a reconsideration of improvements in metallic baggage checks which he wishes to introduce on the Dom Pedro II railway, the minister of agriculture declares the claim to be inadmissible.

—The receipts of the *Paraense* railroad during the second semester of 1880, inclusive of the balance of 3,596\$492 carried over from the previous semester, were 97,841\$713, and the expenditure 47,983\$611, leaving a net profit of 49,858\$102.

—The February receipts of the "Machê e Campos" railway amounted to 103,644\$080. The number of passengers carried was 736 first class and 1642 third class. The freight traffic included 2,479.4 tons of coffee, and 146.7 tons of sugar.

—The minister of agriculture, in a dispatch dated 3rd inst., has ordered the rolling stock of the "Recife a S. Francisco" railway to be increased by 6 locomotives, 3 first class passenger cars, 2 baggage cars with brakes, and 46 freight cars.

—The total income of the Central Pacific railroad during the six months ending December 31, 1880, was \$12,560,230, and the total disbursements were \$9,150,000, leaving a surplus of \$3,416,230. The dividend declared for the half year was 3 per cent, payable February 1.

—A general meeting of the "Paulista" railway shareholders was held at São Paulo on the 27th ult. for the reception of the report of the commission on accounts and for the consideration of the government's proposal to extend the line to the Rio Paraçu. The financial report up to June 30, 1880, was received and accepted, and the company authorized the payment of a dividend of 8 per cent. Regarding the Paraçu, or Matto Grosso, extension the company authorized a reply to the government that it would have been able to entertain proposals had it not been that its extension to Araraquara had been cut off by a concession to the S. Carlos do Pinhal line, but that this concession prevents its entering into the proposed arrangement.

—The February receipts of the Carangola railway were 38,331\$900 against 20,801\$090 in February, 1880.

—The January receipts of the Cantagallo railway, including the Rio Bonito branch, were 156,331\$831, and the expenditures 107,221\$320.

—The total number of miles of railway constructed in the United States during the year 1880 was 7,150, the greatest number since 1872 when it was 7,340.

—The January balance sheet of the Paulista railway shows that the receipts for the month were 172,999\$410, and the expenditures 62,551\$784, leaving a net balance of 110,448\$626.

—The tenders for constructing the Dom Pedro II extension were brought before a cabinet meeting on the evening of the 11th inst. It is said that the choice of a contractor has already been made.

—The *Pharol* of Juiz de Fôra, Minas Geraes, says that the commission appointed to revise the statutes of the "Juiz de Fôra e Piaú" railway has completed its labors. The board of directors has invited Dr. J. S. de Castro Barbosa to occupy the position of chief engineer.

—Official experiments with the new Liais anti-friction axle took place on the Dom Pedro II railway on the 11th inst. The experiment was made on the trucks of a freight car, and at every examination the axle was found in a heated condition. At one examination its temperature was found to be 78° Cent., or 44° above the temperature of the surrounding air, and much above the temperature of the ordinary axles on other freight cars, loaded with coffee. There was also found a metallic residue in the boxes caused by the wearing of the axle. The commission, with infinite charity, ascribe the failure of this experiment to the bad quality of the materials used in the axle.

—The minister of agriculture sent the following dispatch to the chief engineer of the Bahia railroad prolongation on the 3rd instant: "The prolongation of the 'Bahia a S. Francisco' railway would have been a condemnable error if it had to stop at Villa Nova da Rainha. Neither was this the intention of the government which authorised those works, nor is it that of the present one which, as I declared in parliament, purposes contracting for the continuation of the said railway to its terminus in Casa Nova or in the town of Jazeiro. And as the government has to ask parliament for the credit necessary for this purpose, I recommend that in the beginning of next term you make the revision in the plans of that part of the road and in the tables of prices at present in force in the construction of the works already contracted for, so that the government may be placed in a position to proceed in this matter as it may judge most useful and convenient to the interest of the said road and the state."

A PRACTICAL EMIGRATION SCHEME.

Under this head, the New Orleans *Democrat* announces what it calls "one of the most important enterprises that has ever been started for the development of the almost untouched resources of Louisiana, Arkansas and Texas," in the shape of an emigration movement which has been entered into by most of the great railroads that traverse the territory which it is determined to settle. The association is called the Southern Immigration Company, and is at present composed of the following railroad companies: St. Louis, Iron Mountain and Southern; Missouri, Kansas and Texas; Missouri Pacific; Texas and Pacific; International and Great Northern; Gulf, Colorado and Santa Fé, and the Dallas and Wichita. The design of the association is, by combining the various railroad interests, to offer such inducements to the farmers and mechanics of the Old World, and even to those in the more thickly settled portions of the New, as will secure a large immigration to the states named. The president of the association is Mr. W. W. Lang, of the International and Great Northern. There are between 8,000 and 10,000 miles of road now interested in the project. This is the very first practical immigration scheme which has ever been undertaken on a large scale for the benefit of the Southwest. The company is straightway to put its plans of work into vigorous operation in the United States; and as soon as the organization, with all its forces, is regulated, it will enter Continental Europe with all the zeal, energy and means at its command.

It is announced that a new cable company has been organized in New York by the consolidation of all the existing American companies. Its capital is fixed at \$20,000,000. One of its objects is to lay new lines so as to obtain direct cable communication with Brazil.

The public debt of the United States was diminished \$7,382,167.71 during the month of January. The decrease since June 30, 1880—seven months—was \$50,372,727.00.

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PUBLISHED TRIMONTHLY

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EDITORIAL ROOMS.—8 Rua São Pedro.

Agents in New York:

JAMES S. MACKIE & SON,
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RIO DE JANEIRO, MARCH 15TH, 1881.

It is announced that a meeting of business men will take place in this city some time during the present week for the purpose of effecting a political organization to secure representation in the next General Assembly. The movement is praiseworthy in the highest degree. It is high time that the men who contribute so largely to the wealth and development of the country, who are taxed to a greater extent than any other class, and who comprise within themselves so much of the industry and activity of the country, should be fully and ably represented by men of their own choice. It is an error to suppose that lawyers are best fitted to serve as legislators. In criminal legislation and in the preparation of legislative acts as to form the lawyer is indispensable, but in commercial legislation the business man is the one who should be most influential in determining the measures to be adopted. All countries suffer more or less from the enactment of defective or restrictive commercial laws, and this country is very far from being an exception to the rule. Tariffs are imposed without any comprehension as to their effects upon trade, and other taxes are levied upon business without regard to their justice or effects. In very many cases the presence of business men in the legislature would prevent or modify such legislative errors. It is to be hoped that the business men of this city, the metropolis as well as the capital of Brazil, will carry out their purpose and secure a just representation in the next Chamber.

Upon various occasions our attention has been called to the many defects and delays in the handling of mails. Business men are put to great inconvenience at times, not only in the receipt of their letters, but in their dispatch. The recent regulations of the British post-office not to receive mails on steamers has added another burden, as it compels the closing of letters a long time before the steamer's departure in order to meet the requirements of the Brazilian offices. The present able director of the post-office, Commandador Wilkins de Mattos, has already greatly improved the postal service, and has shown a hearty desire to meet all the just requirements of the public. We trust therefore that he will take this matter of improving the receipt and dispatch of mails into early consideration. Could a system of lock boxes be introduced into the office, a great saving in time and labor would certainly be achieved. And in the dispatch of mails the adoption of special steamer boxes, where letters could be deposited by the public up to within a half hour of the time of sailing, would be a very great benefit to business men, and would

impose little additional labor upon the department. In these days of voluminous commercial correspondence it is not an easy task for business men to get all their letters closed and mailed from two to three hours before the departure of a steamer. We feel certain that we have only to call the attention of the director to this need in order to have it fully and satisfactorily met. And upon another point, we have been informed that papers are often lost or retained in the postoffice itself. If this be true, the director should lose no time in punishing any subordinate who so far abuses his position as to tamper with the mails. A newspaper should be held just as sacred as a letter, and should be conveyed and delivered with just the same care.

SOME months since we called attention to the experiments which had been made in the western part of the United States with a new cereal called Pampas rice, or rice corn. Those experiments had demonstrated the fact that this cereal was little affected by drouth, and that it produced abundantly even in regions subject to long rainless periods. This peculiar quality of Pampas rice led us to the conclusion that it might prove to be of the greatest value to Ceará and other provinces of Brazil where drouths are so frequent, and sometimes so fatal. We are not aware, however, that any steps have yet been taken to determine the possibility of growing this valuable cereal in Brazil. The experiment certainly should be made. The expense of obtaining seed, and of giving it a thorough trial will be a mere bagatelle, an infinitesimal part of the actual value which this cereal may possess as a food product. At best, the expensive works which the government has in hand and in contemplation in the northern provinces will be wholly inadequate to meet their vital needs during a widespread *seca*. The great need is food—a need which can not be promptly met in a country which turns its chief attention to the growth of coffee and imports its food. In such a case there can be no wiser provision against famine than the cultivation of food products in these provinces, especially such products as will best resist the effects of drouth. The minister of agriculture has shown great zeal in the construction of railways, and in surveys for an extended system of storage reservoirs in Ceará. He has shown interest in the establishment of agricultural schools, and in the creation of industrial colonies. The introduction of Pampas rice into the empire may not be so attractive and consequential as these measures, but there is a possibility that it may exceed them all in its practical results. We trust that the minister, or some patriotic and enterprising planter, will no longer neglect the experiment. There may be no glory, nor *commendas*, in the enterprise; but there may be within it the means of saving thousands of lives and thousands of contos when the next great *seca* shall come. We give in another column a brief resumé of the experiments made in one state of the United States, which we commend to the thoughtful consideration of our Brazilian readers.

The excerpt from the New York *Tribune*, which will be found on our second page, shows that Mr. Jewett, of New York, still continues to believe that he has a claim on the Fernando de Noronha phosphate deposits, and that he has been very unjustly treated by this government. It is unfortunate for Mr. Jewett that he did not come here in the first place and thoroughly inform himself as to the laws and regulations governing the grant of concessions; he would then have avoided the errors into which he has fallen. From the documents in possession of the government, and

from all the information that we can obtain, it is clear that Mr. Jewett has not the shadow of a claim. The existence of phosphate or guano deposits on the islands along the Brazilian coast has been more or less known for many years, and concessions have been granted for working them. The claim of discovery is therefore not clearly established. And even if it were, the laws of the country prescribe certain formalities and conditions which in this case have not been fulfilled. It is true that the constitution of the country guarantees the rights of discovery and invention, but all such rights are decided and regulated by law, just as they are in the United States. Mr. Jewett would certainly not consider his right to a patent fully established and guaranteed unless he had complied with the patent laws of the United States; and in this case his rights of discovery are in no wise confirmed until he has complied with similar laws of Brazil. The history of the case shows that he applied for a concession before any visit had been made to the island, or before any surveys had been made. Permission was granted to him by Minister Sinimbuá to send a vessel there to examine the deposits and take away a load as samples. This permission was granted through a private letter, and constitutes all the privilege that Mr. Jewett ever obtained. No concession was ever given him in any manner or form. The first vessel sent out, the *Katie*, went to the island where explorations were made and a few tons were taken away as samples. The report made by Capt. Partridge was a very fair one, but the map was nothing more nor less than a rough copy of a chart. In sending the *Katie* out a second time Mr. Jewett notified the Brazilian legation at Washington that he held a privilege and that he was preparing to send other vessels to load phosphates at Fernando. He was then notified by the Brazilian secretary of legation at Washington that no such privilege had been granted. To prevent any further question the secretary filed a protest in the American state department against Mr. Jewett's claim. In the meantime Mr. Jewett wrote to Brazil for permission to send for a full load of samples, a step wholly unnecessary had he possessed the privilege claimed to have been issued in February, 1880. He has since been informed by this government that he possesses no concession whatever, and that he has no right to the deposits in question. The case on Mr. Jewett's part shows an utter ignorance of the Brazilian law governing the grant of such privileges, and if he suffers loss through this ignorance, or through negligence in complying with the forms of law, he has no one to blame but himself.

The able New York correspondent of the *Journal do Commercio*, under date of February 5, 1881, gives a brief tabular resumé of the coffee trade between the great coffee-producing empire and its best customer, the republic of the north. To say that a study of these tables will be interesting to the coffee planter, the financier, and the statesman, is to quote a platitude, and yet every reader of the Rio News knows that the planter, the financier, and the statesman of the great American empire never allow themselves to be troubled with extrinsic problems of this kind—these facts are beyond their daily horizon. The planter knows the fact that his correspondent in Rio or Santos acknowledges and pays all his drafts, even when the only item to his credit is next year's crop of coffee! On these sums, so borrowed, the usual agricultural interest of from ten to fifteen per cent is duly charged. The financier's view is limited to present local issues of paper money or prospective foreign loans, while

the statesman of the period is bewilderingly floundering in a maze of electoral bills, appointments to office so as to secure such results as will insure retention in office, distributing "*biacs d'agua*" with discrimination and propriety, and shadowing the imperial head of the nation on his restless peripatations. Let us look between the lines of the statement of the *Journal's* correspondent, and crystallize in one sentence everything it imports to the coffee interest of Brazil. In 1879 Brazil furnished the States with 70% of the coffee consumed; other coffee producing countries furnished 30 per cent. In 1880 Brazil furnished only 56 per cent. while the sales of other countries reached 44 per cent., an increase over the previous year of 14 per cent. We all know that Brazil could have furnished the other 14 per cent. just as readily as to store it in the country, and to her manifest advantage. There must be some reason why the people of the States preferred to buy this fourteen per cent. of coffee from other countries rather than import it from Brazil. Can it be that such countries as Venezuela, Costa Rica, Colombia, Haiti, Mexico, Jamaica, Porto Rico, etc., by reason of free labor, intelligent practice of modern agriculture, proximity to the States, and more general use of modern machinery as an auxiliary to manual labor, really produce a better article for export, and offer it at a lower price in the American market? Doubtful! Yet is it not as well worth the appointment of a commission of survey and inquiry, as to order a fleet to China, with an embassy? or to send a triumvirate to Europe to introduce and vulgarize the use of *carne secca* and *maté* for the especial benefit of the Platine republics? or to commission a *savant* to study the farm schools of France with reference to the adoption of the system in Brazil, as if the agricultural features of the most crowded country in old Europe would be at all applicable to the most sparsely populated country in new America! Planters, financiers, and statesmen of Brazil, come down from your pedestals of prejudice and egotism! look the practical and economic questions of the day squarely in the face! put your country in line with the progress and civilization of the nineteenth century, and you will have nothing to fear!

SOME four months ago we called attention to certain new developments in the Indian slave trade on the Amazon, and published extracts from the official report of a Colombian prefect in support of the charge. We had denounced this same traffic early in 1879, and have continued to denounce it at intervals down to the present time. On the 11th instant the *Journal do Commercio* republished the report of the same Colombian prefect and briefly discussed the matter as though it were but an event of yesterday. And in so doing the *Journal* says that in a previous reference to this scandal it had "had the regret to announce that North American newspapers, being without doubt inspired by the Colombian press, had stigmatized this immoral commerce with a most just rigor." We are sincerely glad to see the *Journal* give publicity to this question, even though it is some months late—but at the same time we would have preferred to see it pursue a course more creditable to the position which it occupies as the leading newspaper of Brazil. The case is simply this. In our issue of July 5, 1879, we published extracts from a letter by an American traveler, Mr. Ernest Morris, to the New York *World*, in which he spoke of the traffic and gave incidents with which he was personally acquainted. We denounced this infamous traffic then, and have continued to do so ever since. We have never gilded this accused and illegal commerce in human beings by

insinuating that it is "immoral;" we stigmatized it when it was petted by the native official and ignored by the native press. We are not aware that any other American paper ever noticed it; and we are totally unaware of the Colombian newspaper inspiration. On the 1st of May, 1885, the *Journal* noticed some prosecutions for reducing Indians to slavery which had taken place in the province of Parí, and in so doing it gave us credit for the exposé which we had given nearly one year before. On the 3rd of October following the *Diário do Gram Parí* called the attention of the government to this great crime and published the report of the Colombian prefect of Caquetá on the same, in which it was stated that the traffic took "more than one thousand Colombians a year" from Colombian soil. We published the main points of this report, with editorial comments, in our issue of November 15. Four months have passed since then, and now the *Journal* brings out of its drawer this explicit statement of the existence of the slave trade in Brazil and publishes it as news. Had it possessed the enterprise of a modern newspaper it would never have permitted a tri-monthly commercial journal to get the start of it in making this crime public, and did it possess the true spirit of patriotism it never would have allowed one day to pass before denouncing it, nor one stone unturned to bring the shameful traffic to an end. As it is we have the edifying spectacle of the leading newspaper (pardon the misnomer!) of this empire deliberately suppressing the denunciation of a gross crime against the laws of the country and against humanity for a period of four months, and then publishing it like a bit of intelligence just received. And not only this, it seeks to weaken the effect of the charges by insinuating that the foreign journals who first called attention to them were "inspired by the Colombian press." Our great contemporary is not only guilty of lagging enterprise, of a want of patriotism, and of a blunted sense of justice, but it here proves itself deficient in the common courtesies of its profession. We have denounced this inhuman commerce not only as a crime against humanity but also as a crime against Brazilian law—what less could the *Journal* have done? We have pointed out not only the illegal and unjust phases of the traffic as affecting the Indians themselves, but also as a violation of the rights of a neighboring republic—what other course could any intelligent Brazilian journal have taken? And yet, aside from the articles which have appeared from time to time in our columns, and the few half-hearted, doubting words of the *Journal*, not one word has been uttered by the press of this city against this disgraceful commerce. The wrongs of ten thousand Indian slaves along the Amazon are clamoring for justice—how long will justice sleep?

LOCAL NOTES.

—*Consta* not that the Duke of Saxe is expected to visit this city sometime in May next.
 —Dr. Luiz da Cunha Feijó, Visconde de Santa Isabel, died at Petropolis on the 6th instant, after a protracted illness, at the age of 65.
 —A German architect, named Keuzenberg, committed suicide on the 7th instant at No. 27, Ladeira de Sta. Thereza, by shooting himself with a pistol.
 —Senator Ambrosio Leitão da Cunha has been accepted as only arbitrator in the questions pending between the government and the Rio de Janeiro City Improvements Company.
 —An Englishman named James Johnson, mate of the bark *Grecian*, was taken to the Misericórdia hospital on the 5th instant, he having been stabbed in the stomach on board the said bark by one of the sailors.
 —Antonio Luiz Gomes Ferreira, nicknamed *Rassinho*, who was arrested recently for the murder of a policeman in a boat containing stolen jerked beef, succeeded in escaping from prison on the 8th inst.

—A change in the management of the *Gazeta da Tarde* has effected a change in its principles. It is no longer an abolition organ.
 —It is announced that the new city hall will be completed by the end of July, and that the inaugural ceremonies will take place on the 7th of September next.
 —It is announced that the illustrious city council will accompany the Emperor as far as Barbacena on his coming visit to the province of Minas Geraes.
 —The Barão de Capanema, director general of the telegraph, founder of the *Fornicida Capanema*, and counselor of state, left for the south on the 11th inst. We are not informed whether he goes to put up a telegraph line, to examine a coal mine, or to kill a colony of ants.
 —The claim of Mr. Morris N. Kohn for a privilege on improvements in the telephone has been referred to the *conselho procurador da corôa, soberania e fazenda nacional* for an opinion. And now Morris wants to know where the aforesaid *procurador* lives.
 —Capt. João Gomes de Faria, commander of the monitor *Salmões* during the famous cruise to Ilha Grande, has been appointed inspector of the Ilá marine arsenal. Capt. Faria's long experience on sailing vessels will enable him to fill his new position with honor and credit.
 —The gunboat *Príncipe do Grão Pará* has been commissioned to make a cruise as far north as Pará touching at all points along the coast. The purpose is to determine the magnetic lines. The commission entrusted with the work is composed of 1st Lieut. Adolpho Pinheiro, and the engineers Rykevossel and Van Halpen.
 —The many friends of Capt. Geo. F. Carpenter, who came out as master of the American packet *City of Para*, on her December-January voyage, will be pleased to learn that on the homeward voyage he was presented with an elegant sea glass by the passengers. Those who have traveled with Capt. Carpenter will not fail to appreciate this pleasant recognition of his untiring efforts in behalf of his ship and passengers.

—The daily press is informed (*consta-nos*) that the three General Assembly districts of this city will be divided, according to parishes, as follows: 1st., Sacramento, S. José, Candelaria, Gloria, Lagôa, Gávea and Jacarepaguá; 2nd., Santa Rita, Santa Anna and Santo Antonio; 3rd., S. Christovão, Engenho Velho, Espírito Santo, Conceição do Engenho Novo, Guaraíba, Inhadama, Irajá, Campo Grande, Ilha do Governador and Paquetá.
 —Wishing to contribute towards the development of the Anilary Grande suburb, Mr. Domingos Gonçalves Pereira Nunes has offered to the Villa Isabel tramway company the sum of 1,000\$ to assist the laying of the track from the Rua São Francisco Xavier to the Avenue 28 de Setembro. Besides this he has offered to supply all the earth necessary for the important raising of the Rua D. Maria.
 —The Vaud Medical Society of Lausanne, France, has conferred the title of "corresponding member" upon Dr. José Pereira Rego Filho. We are informed that the eminent ex-member of the health board is contemplating the publication of a descriptive and classified list of the many hundred titles thus far received. The book will be voluminous as to size and entertaining as to contents. It will be accompanied by a carefully prepared index, bound in a separate volume.

—Joaquim de Souza is the lion—the sea lion of the hour. He swam across the bay some time ago, and the feat was received with so much enthusiasm that he has been compelled to accept the honors of championship. Of course, others had done the same thing before, but their names had a foreign sound and did not therefore raise the enthusiasm of the populace. On the 6th Joaquim swam across accompanied by quite a fleet of small boats, filled with enthusiastic friends. A movement is on foot to have Joaquim appointed swimming-master to the monitor *Salmões*, in order that the crew may receive all necessary natorial instruction, and in order to provide a means of sending dispatches ashore during the autumn maneuvers of that famous ironclad.

—The American pack t *City of Para*, Capt. Crowell, arrived at this port on the evening of the 7th inst. after the longest and most difficult passage yet experienced by any steamer of this line. She left New York on the 5th ult., with a cargo of 2,000 barrels of flour and 3,000 packages of merchandise. The second day out the steamer experienced bad weather, which caused a shifting of the coal and threw her on her beam ends. The cargo shifted also, and the fires were put out through a flooding of the fire room. Nearly two days elapsed before the fires were rekindled, the ship being in great danger during all this time. Owing to the damages sustained the steamer was unable to make good speed, and came in much behind her usual time. She brought 54 passengers, among them Mr. W. B. Smith, of the *New York Times*, and his wife.

—There were 20 deaths from yellow fever in this city from the 1st to the 12th inst., inclusive.
 —The appointment of Sr. José Baptista de Castro e Silva, of the Rio custom house, as inspector of the Parí custom house is announced.
 —In imperial decree convening the new General Assembly sometime in August next, is said to have been signed on the 12th instant.
 —House-breaking and petty thievery still continue unchecked in this city. Will not the chief of police give a little of his attention to this matter?
 —An imperial decree of the 12th inst. declares lapsed all the concessions to central factories (*engenhos contras*) which have not complied with the requirements of law up to that date.
 —William Morris, second mate of the British bark *Rover*, fell overboard in this harbor on the 11th inst. and was drowned. His body was recovered on the following day.
 —The crusade against violet ink continues. The minister of war issued instructions on the 4th inst. that documents written with this ink should not be received in his department.
 —From the frequency and character of the rains which we are now experiencing, it is thought that the old-time rainy season is returning. For the time of year the health of the city is exceptionally good.
 —The new electoral reform law is occasioning a remarkable number of disputes and complications. From all appearances the new law itself will need to be radically reformed, before it will work smoothly.
 —Decree No. 8,009, dated 2nd inst., authorizes the Villa Isabel tramway company to extend its track from the Rua S. Francisco Xavier through those of Itamaraty, D. Maria and Gonzaga Bastos, joining the line of the Boulevard Villa Isabel.
 —A Frenchman, named Jean Ribeiro, cook of the British bark *Mary Dunke*, in this port, was sent to the Misericórdia hospital by the British consul on the 7th inst., he having been seriously wounded in the face by the second mate of that vessel.

—On the 6th inst. at 5 p.m. an intoxicated soldier of the 1st regiment of light cavalry, named João Francisco da Silva, tried to show off his valor in the Rua da Alfanega, sword in hand. He first wounded a peasant in the face, then tried to kill a lieutenant of the same regiment and finally wounded three policemen. With much difficulty he was disarmed and taken to the barracks of the 1st battalion of infantry.
 —Mr. John Cook, well known in Rio de Janeiro and in the province of S. Paulo where, with some slaves he possessed, he occupied himself in erecting coffee machinery, committed suicide near Jundiahi in that province. His body was found hanging to a tree in the road by the river Anhaughabá, and close to it a tin box containing two apaches and his will, by which he liberates his eight slaves and leaves the remainder of his property to his brother who is residing in Rio. The deceased was 76 years old.
 —According to the daily mortality reports of the Misericórdia hospital the total number of deaths from all causes, in this city, during the month of February was 914, which gives a daily average of 32.6 and an annual average per thousand of 36.7. The number of deaths from yellow fever was 54, other fevers 100, and consumption 136. For the same month of last year the deaths from yellow fever numbered 420, from other fevers 164, from consumption 138, and from all causes 1333; daily average 45.8, annual average per thousand 51.6.

—On the 6th inst. at half past four in the morning a Portuguese, named Antonio Pereira Brandão, was bathing at the Praia da Saudade in Botafogo, in company with several other persons, when he was suddenly heard to call for assistance. But before such could be rendered to him he was seen to sink, his body not coming to the surface again until an hour after. At half past seven in the evening of the following day the body, already in a high state of decomposition, was still lying unburied because none of the police doctors had yet arrived though twice sent for by the *subdelegado*.

—On Sunday the 6th inst., at 3 p.m., a wagon of the S. Christovão company, loaded with stones, which was being driven at a furious pace through the Rua de Haddock Lobo, ran over a poor old woman, breaking both her legs and almost severing them from her body. The driver immediately decamped and the police, as usual, made themselves conspicuous by their absence, in spite of all endeavors of the bystanders to call them to the scene of the disaster. After the space of an hour and a half two policemen appeared on the scene. In the meantime a resident in the neighborhood had placed a sheet over the poor old woman to protect her from the burning sun, but when some others brought a net in which to remove her to some place more convenient than the pavement in the middle of the street the two said policemen objected on the ground that the competent authorities had not yet arrived!

—An association of Berlin bankers has commissioned Major Trautmann to visit and examine the Fernando de Noronha phosphate deposits. The minister of agriculture issued the necessary authorization on the 11th inst.

—Dr. Luiz Monteiro Caminhô has been commissioned by the minister of agriculture to study the agricultural schools of France and other countries of Europe, and to prepare a detailed report on the same. A specialty will be made of the *fermes-écotes* of France.

—It was announced on the morning of the 13th that the minister of war, Visconde de Pelotas, now absent in Rio Grande do Sul, had tendered his resignation. The administration of that department is now provisionally in the hands of the minister of empire, Barão Homem de Mello. In the afternoon of the same day, however, the *Diário Official* denied the report.

—An imperial decree of the 12th instant accepted the resignation of Counselor Buarque de Macedo, now minister of agriculture, from the position of director of the bureau of public works. His successor will be Dr. Antonio Alvares dos Santos Souza, now chief of the 2nd section of the same bureau.

—Dr. Maximiano Marques de Carvalho, the physician who proposes to keep yellow fever out of Rio by encircling the city with a telegraph wire, has been denied permission to register under the new electoral reform law because of not being able to present a diploma. Alas! how fast our idols are falling!

—The *Gazeta de Notícias* of the 9th inst. says that it has good foundation for saying that the minister of marine has given orders to two foreign merchants of this city for the construction of two ironclads in Europe. These orders are given under the special credit voted by the last General Assembly.

MONTHLY SUMMARY.

Meteorological observations taken at Braz, in the city of S. Paulo, during the month of February, 1885, by the

Companhia Cantareira e Escolas.
 Lat. 23° 32' 28" S.
 Long. 46° 39' 46" W. (Greenwich).
 Height of barometer: 2,393 ft. above mean sea level.
 Do of rain gauge: 2,278.5 ft. do do.
 Mean pressure at 9 a.m.: 27.612 inches at 9 p.m.: 27.604 inches
 Mean pressure corrected and reduced to 32° Fahr. at mean sea level at 9 a.m.: 29.925 inches; at 9 p.m.: 29.910 inches.
 Mean temp. of air at 9 a.m.: 69.1°; at 12 p.m.: 66.5°; at 3 p.m.: 66.5°; at 9 p.m.: 66.5°
 Mean of max. tem. in shade, 79.8°; do. min. in shade 62.0°
 Mean of max. tem. in sun, 87.0°; do. min. in sun, 68.0°
 Mean temperature of 6 brass minimum therm. 57.6° Fahr.
 Highest reading of max. of therm. in shade (187). 88.9°
 Lowest reading of min. of therm. in shade (187). 54.9°
 Lowest reading of 6 brass minimum therm. (19th). 48.8°
 Mean elastic force of vapor at 9 a.m., 61.2 in.; at 9 p.m., 59.8 in.
 Total rainfall for the month, 5.28 inches.
 Maximum fall of rain in one day (18th), .99 inch.
 Rain fell on 15 days.
 Thunder and lightning on the 6th, 9th and 11th.
 Thunder heard, but lightning not seen, on the 1st and 6th.
 Lightning seen, but thunder not heard, on the 15th, 21st, 5th, 12th, 16th and 26th.
 Fog on the mornings of 5 days, and evening of 1 day.
 Dew on the mornings of 8 and on the evenings of 6 days.

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

COMMERCIAL

March 14th, 1885
 Par value of the Brazilian real (1\$000), gold 27 d.
 do do do do do do do do do do do
 do do do do do do do do do do do do
 do \$1.00 (U.S. coin) in Brazilian gold... 188.7
 do of £1. sig. in Brazilian gold... 888.80
 Bank rate of exchange on London to-day... 27 1/2
 Present value of the Brazilian real (paper) 782.18 gold.
 do do do do do do do do do do do do
 do \$1.00 (U.S. coin) per £1. sig... 42.25 cts
 Value of \$1.00 (\$1.80 per £1 sig.) in Brazilian currency (paper)... 28.97
 Value of £1 sterling (paper)... 118.91

EXCHANGE.

March 5.—The banks opened to-day with yesterday's rates, viz: 21 on London, 431 on Paris and 559 on Hamburg. In private paper small transactions took place at 21 1/2—21 1/2 on London and 447 on Paris. Sovereigns 1:539 sellers, 1:546 buyers.
 March 7.—There was no alteration in the rates of the banks. Private paper was negotiated at 21 1/2—21 1/2 on London, and 447 on Paris. Sovereigns sold at 1:539 cash.
 March 8.—The market was somewhat firmer to-day, though the rates of the banks were unaltered. Private paper was passed at 21 1/2—1/2 on London and 441 on Paris. Sovereigns 1:525 sellers, 1:530 buyers.
 March 9.—The firmness in the market continued and the rate on Paris was raised to 450, that on London remaining at 41 and on Hamburg at 559. Small transactions in private paper at 21 1/2—1/2 on London and 445—448 on Paris. Sovereigns sold at 1:540 and 1:540 cash.
 March 10.—The rates of the banks were unchanged but the market closes firm with an upward tendency. Private paper on London was negotiated at 21 1/2—21 1/2 and in private paper on Paris large transactions took place at 444. Sovereigns 1:535 sellers, 1:538 buyers.
 March 11.—The Banco Commercial adopted to-day the rates of 21 1/2 on London and 449 on Paris, the New London and Brazilian Bank maintained previous rates and the English Bank did not draw. Small business in private paper on London at 21 1/2—21 1/2. Sovereigns 1:540 sellers, 1:538 buyers.
 March 12.—The rate of 21 1/2 on London was today adopted by all the banks; the rates on Paris were 448 and 449 and on Hamburg 550 and 557. Private paper was negotiated at 21 1/2—21 1/2 on London and 441 on Paris. Sovereigns 1:540 sellers, 1:540 buyers.

BANK STATEMENT

Proportion of cash reserve to liabilities on deposits at call and short notice of the banks of Rio de Janeiro taken from the official balances published on February 28th, 1881.

Table with columns: BANKS, Deposits in conto, Cash balances, Proportion per cent.

The Yutani railway company of S. Paulo announces its 26th dividend, \$4500 per share, to be paid on and after today.

SALES OF STOCKS AND SHARES.

Table with columns: Date, Description, Price.

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MARKET REPORT.

Rio de Janeiro, March 14th, 1881. Coffee—Our last report was on the 5th inst. Since then our market has been characterized by uninterrupted activity based, apparently, on the expectation that the receipts will shortly decline, and prices have advanced 100 to 150 reis per 100 kilos for all grades except the lowest.

Europe: Mar. 5 London, Liverpool, Br str Newton, 10,882 7 Bremen, Antwerp, Gr str Holtenauer, 17,162 9 Havre, Fr str Don Pedro, 2,000 9 Barcelona, Sp smk Elegancia, 5,193 9 Lisbon f o, l, lg Covellina, 4,000 20 Southampton, Havre Fr str Nea, 8,500 10 London, Br str Thales, 10,000 11 Hamburg, Gr str Argentina, 14,823 12 Havre, Fr str Henry II, 10,000

Elsewhere: Mar. 12 Cape of G. H., Br lg Silver Cloud, 3,400 10 Good first, Fr str Patagonia, 209 10 Montevideo, Port schr Margaria, 430 12 River Plate, Fr str Niger, 3,572 Receipts have somewhat decreased but are still very large for this season of the year. The daily average since the 1st inst. is 15,504 bags.

Washed, 5,759 bags in same period of March, 1880 against 11,394, 5,270, 6,144, 1879, 1878, 1877. We quote, per 10 kilos: Superior, \$2.90-\$3.00 Good first, \$2.50-\$2.60 Regular first, \$2.40-\$2.50 Ordinary first, \$2.30-\$2.40 Good second, \$2.20-\$2.30 Ordinary second, \$2.10-\$2.20

and on this basis charges may be quoted: Prime United States, 5,300 5/8 11.88 cts. Good, 4,950 5/8 10.97 " Fair to good, 4,650 4/8 10.59 " Fair, 4,350 4/8 10.39 " Good Channel, 4,200 4/8 9.71 " Fair, 3,950 4/4 9.25 " Low, 3,750 3/4 7.78 " C. o. b. ex freight and commission, exchange 2 1/2 % steaming and at par in American gold.

Stock is estimated to-day at 16,000 bags. To-day the market opens very firm and dealers ask 50 to 100 reis per 100 kilos more than above quotations. Flour.—The arrivals since the 1st inst. have been: 1,604 barrels per Amazon from Baltimore 2,000 " Mary Rice " do 4,900 " Yarmoyden " do 5,000 " C. of Para " New York 3,570 " Luis " Richmond 4,750 " D. Pedro II " Baltimore 1,000 " Philip Weyerzgang from S. Nicolas. 15,974 barrels.

Market firm. Pitch Pine.—There have been no arrivals and the market remains steady at \$8500 per dozen for good congers. Arrivals: 220 barrels per Rapid from New York. The arrivals consist of 53,075 feet per Rapid from New York. The market is firm with a good demand. We quote 112 reis per foot. Spruce Pine.—No arrivals; market firm at \$4500 per dozen. Swedish Pine.—The arrivals consist of 730 per dozen per Hazard from Stockholm which have been sold at \$8500 per dozen. Market firm. We quote 33500-38500 per dozen according to quality.

Kerosene.—The arrivals consist of 2,300 cases per Rapid from New York. The market continues firm at 7500-7800 per case for Devon's Brilliant. Lard.—The supply remains very insignificant and prices are, in consequence, firmly maintained. We quote: 445-450 per lb. George 400-410 " " Jenkins 390-400 " " New York The arrivals have been 2,100 kegs per D. Pedro II from Baltimore. Wax.—Is unchanged at 7500-\$8000 per barrel. Arrivals: 220 barrels per Rapid from New York. Turpentine.—Continues firm at 450-480 reis per kilo. Arrivals 105 cases per Rapid from New York. Coal.—The arrivals since the 1st inst. have been: 14,320 tons per Vigo from Cardiff 1,288 " Mary Durkee " do 349 " Raven " Swansea 447 " Dublin from New Castle, and 100 tons coke 30 " Louise Meyer from Hamburg 1,238 " Vanban " Cardiff 370 " Ines " do 773 " Edward " Liverpool 12 " Johann Braderzen " Hamburg 616 " Fortuna " Newport 278 " Echo " Greenock 1,955 " Algonquin " Cardiff 6,050 " Emma " do

all for coal of consumers. There is a great want of coal in the market and as no sales have been effected it is impossible to give quotations. Beer.—Quotations: Boss (Hlers & Bell) 7500-7800 Guinness Stout American 5 000-5 500 German sundry brands 5 000-7 500 Cement.—There is no alteration in the market. We quote: English 6500-7500 German 6 000-6 800 Bonlogne 7 500-8 000 Arrivals: 3,965 barrels per Venice from London 15 " " " from Marseilles 894 " " " Louise Meyer from Hamburg 20 " " " Newton from London 300 " " " Joh. Braderzen from Hamburg 550 " " " Germania from Hamburg. Coffee.—There have again been no arrivals of Canadian. Of Norwegian 1,355 cases have arrived per str. Argentina from Hamburg. The consumption continues very large and in view of this, and the smallness of the stock, prices have

further advanced. To-day's quotations, in retail, are: 19500-20500 for arrivals and 23500 to 25500 for tubs. Hay.—The arrivals since the 1st instant have been: 130 bales per Gloude from Montevideo. 635 " " " Our Annie " Rosario. We quote 75-80 reis per kilo. Bran.—The arrivals since the 1st instant have been: 593 bales per Our Annie from Rosario. 594 " " " Philip Weyerzgang from S. Nicolas Market well supplied. We quote 25000 per bag.

PORT OF SANTOS.

Coffee.—In view of the unfavorable advices from all consuming markets, very little business has been done here since the beginning of the month. The total sales since then amount to about 20,000 bags and these have been on the basis of 48700-48800 per 10 kilos for superiors in the beginning and 48700 later on. The market closes quiet at nominal prices. The receipts since the 1st inst. average 4,033 bags per day and stock is estimated at 128,000 bags. The clearances have been: Mar. 6 Gr str Lobenzellen, Antw., Hamb., 0.640 9 Br str Thales, London, Antw., L'pool, 2.426 9 " Neer, South'n, Rotterdam, 1.995 9 Gr str Algonquin, Hamburg, 6.842 10 Fr str Henri II, Havre, Antw., 4.333

Loading: Fr str Ville de Santos, Havre, Antwerp. Br str Herschel, New York. Expected to load: Gr str Sakharah, Havre, Hamburg. Br str Montague, London, Antwerp.

The receipts of cotton and sugar at Pernambuco during the month of February were as follows: 1881 Sugar 233,298 bags 317,417 bags Cotton 8,889 sacks 16,763 sacks The British steamer Mayfield, which brought a cargo of material for the "Natal a Nova Cruz" railway, Rio Grande do Norte, cleared at Natal for Liverpool on the 10th ult. with a cargo of 943,143 kilos of sugar and 248,865 kilos of cotton. The official value was 216,675\$759, and which were paid as export duties 15,123\$363 to the national treasury and 10,863\$787 to the province.

According to the Diario do Gran Parã the total official valuation of the ports from Parã during the month of December was 1,843,813\$995. The destinations of the export were as follows: England 852,022\$551 United States 698,570 876 France 253,873 024 Portugal 25,971 468 Southern Ports 14,393 956 1,843,813 995

SHIPPING NEWS.

ARRIVALS OF FOREIGN VESSELS.

Table with columns: Date, Ship Name, Tonnage, Origin, Agent.

MAR 10. HAMBURG.—Dan lg Thales Braderzen, 324 tons; Bossen; 26 ds sundries to Braderzen & Co. MAR 10. NEW YORK.—Br lg Fortuna, 374 tons; Davies; 71 ds coal to Wilson Sons & Co. LIMA DO SAL.—Port lg Africa, 618 tons; Camacho; 24 ds salt to Monteiro Braga & Imaio. MAR 10. SANTOS.—Br lg Adde; 293 tons; Ruseit; 5 ds; ballast to J. Bradshaw & Co. MAR 10. HAMBURG.—Gr lg Germania, 272 tons; Vilmon; 110 ds sundries to Hartwig, Wilmann & Co. HAMBURG.—Nor lg Haasler, 353 tons; Sonne; 110 ds pine to C. W. Gross & Co. GREENOCK.—Br schr Echo; 169 tons; Morgan; 68 ds; coal to Ritchie & Co. WILMSON.—Br lg Luis; 370 tons; Beter; 46 ds; flour to Phipps Bros. & Co. CARIFF.—Br sph Algonquin, 1,234 tons; Richards; 47 ds; coal to Dom Pedro II R.R. HAVRE.—Fr lg Berthe; 367 tons; Molav; 51 ds; sundries to P. S. Nicholson & Co. ANTWERP.—Bl lg Merxan; 200 tons; Mulder; 62 ds; sundries to Magalhães & Veiga. BALTIMORE.—Am lg D. Pedro II; 486 tons; Snaout; 40 ds; flour to Wright & Co. ROARBY.—Gr lg Our Annie; 364 tons; Gauthier; 17 ds; hay to W. de Chiquet & Co. ARACAU.—Port lg Azev; 335 tons; Conceição; 6 ds; sundries to C. Abranches & Co. MAR 10. LIVERPOOL.—Br lg Zoraya; 385 tons; Coole; 55 ds; sundries to P. S. Nicholson & Co. MAR 10. MONTREVIDE.—Sp smk Darin; 142 tons; Casals; 12 ds; jerked beef to F. de Figueiredo & Co. S. NICOLAS.—Gr lg Philip Weyerzgang; 194 tons; Braderzen; 19 ds; flour and coal to A. Wagner. MAR 10. CARIFF.—Sw lg Emma; 714 tons; Bjorkman; 68 ds; coal to Dom Pedro II R.R. OPORTO.—Port lg Heratia; 194 tons; Santos; 20 ds; sundries to Monteiro Braga & Co. DEPARTURES OF FOREIGN VESSELS. MAR 10. PARANAGUA.—Sp lg Octav; 174 tons; Pagés; sundries. ANTONIA.—Sp lg Rita; 184 tons; Maristany; ballast. MAR 10. BUREOS AVRES.—Sp lg Tres Hermanos; 220 tons; Curell; sds. MAR 10. PERNAMBUCO.—Br lg Constancy; 240 tons; Richard; ballast. MAR 10. BALTIMORE.—Am lg George Penbody; 493 tons; Wilson; et c. VALPARAISO.—Am sph Athambon; 1,313 tons; Alexander; b't. MAR 10. PERNAMBUCO.—Port lg Nea Sympathia; 420 tons; Souza; sundries. MAR 10. GALVESTON.—Br lg Aurora; 265 tons; Craigie; coffee. MAR 10. BARCELONA.—Sp smk Elegancia; 161 tons; Pagés; coffee and rosewood.

FOREIGN SAILING VESSELS IN THE PORT OF RIO DE JANEIRO, MARCH 12, 1881.

Table with columns: NAME, TONNAGE, ENTERED, WHERE FROM, CONSIGNER.

Messrs. Wilson Sons & Co., Limited, of Pernambuco, received a small steam tug from England on the 4th inst. It is called the Victoria, and is destined for the lighter towing service of that port.

Advices from Ceará of the 2nd inst. report the arrival there of the French bark Francis, for provisions. The bark was 120 days out from Pernambuco, U. S., and is bound for St. Denis, Reunion Island.

The Journal do Recife of the 5th inst. says that a telegram has been received at Pernambuco from Rio Grande do Norte to the effect that a British brig had been shipped on to the Caissara reefs, at a place called Lavadeira. The brig had a cargo of wines, but no name was given.

PATAGONIA—West Coast—Wide Channel.—During an examination of the channels on the west coast of Patagonia, Captain Don Oscar Viel, commanding the Chilean corvette Chacabuco caused a reconnaissance, in part with boats, to be made of Ringdove inlet, the following description of which, and of Jones' islands, is extracted from his report, published in the Anuario Hidrográfico de la Marina de Chile, No. 17, 1880, pp. 28 and 33.

Ringdove inlet is on the east coast of Wide channel, between Cape Holland on the north, and Cape Hyacinth on the south. The outer part of the inlet extends NW. 4 1/2 miles to Herminia Island. Two channels of equal depth 200 yards in width, one on either side of the island, form the approaches to the inner part of the inlet which extends about 5 miles further inland.

The coasts of the inlet are formed by high black mountains, covered in part with perpetual snow, in which base are but few trees, and from which descend numerous cataracts.

From the summit of a mountain about 1,000 feet in height on the north coast of the inlet, from which a view of the greater part of the inlet could be obtained, Captain Viel found that the coasts everywhere were sheer descents, and that in the inlet neither keels nor shoals were noticeable.

The outer part of the inlet as far as Herminia Island was surveyed by the Chacabuco, but only a reconnaissance was made of the inner part, as on account of the great depth of water in the latter it is of no value as an anchorage or harbor.

The outer part also, except in its southern part, is very deep. It is the Jones' islands, between which are several places where vessels may find safe and sheltered berths the most favorable being between Adellada and Ross, and between Horacio, Ceta and Rosa. The U. S. S. Eschmond came to 17 fathoms in the first named (Richmond cove) in September, 1876—see Hydrographic Notice No. 16 (108) of 1879—while the Chacabuco lay for several days, well protected from all winds, in the latter (Chacabuco roadstead).

The approach to these anchorages is very easy. After having reached the latitude of Cape Hyacinth, steer along the

islands at a distance of 200 yards, and anchor when the lead indicates a suitable berth. The inlet is entirely free from shoals and is well sheltered from all winds, except those from the north, the force of the latter being broken by the high mountains on the opposite shore.

Supplies.—Fresh water can be obtained from the cascades on Mount O'Higgins, at whose base boats can land. Wood in great quantities can be obtained from Rosa Island.

Tides.—The tides are regular, and the rise observed was 5.9 feet. The current is inconsiderable.

Ceilia Island.—By observations on shore, the position of Ceilia Island was found to be—

Latitude, 49 48 30 S., Longitude, 74 17 30 W.

U. S. Hydrographic Office. Washington, D. C., November 6, 1880.

DEPARTURES OF FOREIGN STEAMERS

Table with columns: DATE, NAME, WHERE TO, CARGO. Lists steamers like Argentina, Gr Santos, Nona, Br Santos, etc.

* Calling at intermediate ports.

FREIGHTS:

Table with columns: Steamer, Sailing-Vessel, London, Liverpool, etc. Lists freight rates for various routes.

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PETER ECKHOFF, who left Germany many about 20 years ago, and who is supposed to be in Brazil, will please write to the address given below. Anyone sending reliable information to the undersigned will be suitably rewarded.

JOHN ECKHOFF, No. 137 Cherry St., New York.

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Table with columns: DATE, NAME, WHERE FROM, CONSIGNED TO. Lists arrivals like Nona, Br Santos, Patagonia, Br Santos, etc.

GOVERNMENT BONDS

Table with columns: EMISSION, CIRCULATION, DENOMINATION, INTEREST, NOMINAL VALUE, QUOTATION. Lists various government bonds like General Apolices, Provincial apolices, National Loan of 1868, etc.

BANKS AND PUBLIC COMPANIES

Large table with columns: CAPITAL, SHARES, ISSUED, VALUE, PAID UP, NAMES, RESERVE FUND, LAST QUOTATION, AM'T, PAID. Lists numerous banks and public companies like Banco do Brazil, Banco de Portugal, etc.

THE RIO NEWS 1881

With the opening of the present year THE RIO NEWS was enlarged to eight pages sheet, and improved in every department which experience has proved to be necessary to the interests of a large and influential community of English-speaking merchants and capitalists. These improvements have been chiefly effected in the

Commercial Department, where every effort has been employed to gather reliable information 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 index of the year's transactions. The sale of bonds and stocks will be given for each day. It will also carefully note every legislative, administrative, or private act which may in any sense affect the profitability or security of investments. In its

News Department it will aim to give a full resumé of all the occurrences in this empire, 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 opinions for which it will be willing to be held responsible at all times.

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

From the Monitor Campana, Campos, Rio de Janeiro. Since its inauguration THE RIO NEWS has become important and useful not only for the impartiality and high standard with which it treats all the topics of the day, but also for the abundance of local and provincial notices of Brazil, and of commercial information of the Rio de Janeiro market, the knowledge of which has come to be necessary to every one in our own country and the United States who would follow the discussion of public affairs and the news in Brazil.

From the Echo Maranhense, Caxoeira, São Paulo. Besides the important articles of real interest which we find in the text, it contains an abundance of news 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 Gazeta de Tarde, Rio de Janeiro. This interesting organ of the Rio press has constituted itself a resolute champion of the cause of emancipation, rendering the most decided and efficient support to the glorious initiative of our illustrious friend, Deputy Joaquim Nabuco. The roar of the interests fed by the immense traffic in human flesh does not frighten this independent sheet which sees every day an increase in the number of its readers and earnest panegyrics treated.

We wish THE RIO NEWS 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 nineteenth 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, Brazil, 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, supplied rather by the active forces of a splendid nature than by the independent effort and initiative of her sons.

From this point of view, we can not fail to render homage to the distinguished editor of THE RIO NEWS 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 provinces, 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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Published three times a month for the American and European mails.

In entering upon its eighth volume—the third under its present title and management—the publishers of *The Rio News* beg leave to state that the same policy which has thus far been so successful in its editorial management, will be continued in the future without change. 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 Rio News* will continue to be that of strict independence and impartiality. It will seek to obtain the most reliable and permanent 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 Rio 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.
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