

THE RIO NEWS.

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RIO DE JANEIRO, APRIL 5TH, 1881

NUMBER 10

OFFICIAL DIRECTORY

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

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

Brazilian scenery a speciality
88 RUA DE S. JOSÉ

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in the principal towns of the surrounding provinces.

The introduction of goods of American manufacture into this
market for competition with those of European origin, has been
for many years a speciality of their business, and references to
the various manufacturers they represent,—which are kindly
permitted,—will demonstrate the unequalled facilities they pos-
sess and have successfully employed for this purpose.
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respectfully solicited, a cash basis being readily conceded
whenever special and exclusive conditions are tendered by
manufacturers.

From *The Index*, Boston, U. S., January 27:

MANIFESTO OF THE BRAZILIAN ANTI-SLAVERY SOCIETY.

The title of this paper will surprise some of its readers, as the reception of the "manifesto" did the writer. Probably we are not alone in having supposed that, ten years back, the work of emancipation was accomplished in Brazil, or so heartily and successfully undertaken that its speedy accomplishment was assured, and the organization of an anti-slavery society at this late day mistimed and useless. Admirers of Whittier will remember his poem, written at an earlier date, even when the Brazilian government first proposed the liberation of the slaves, in which he eulogizes the Emperor for the undertaking (and, certainly, for both his private and his public efforts for emancipation, Dom Pedro II deserved the eulogy), and in which he declares so confidently:—

"Yet a few days (God make them less), and slaves
Shall shame thy pride no more."

For the idea thus entertained and expressed there was given sufficient cause. The manifesto itself says that the act subsequently passed, having been "announced as the law of emancipation, gave rise to the belief, outside of the country, that Brazil had courageously liberated the million and a half of slaves which she still possessed."

But it seems that this belief went beyond the real fact. The original proposition for emancipation, laid by the council of state before the Brazilian parliament, was published in the *Diário* for April 9, 1867. It was probably instigated by the Emperor, who, some time previous, had introduced experimental emancipation on his own palace plantation. The proposal was for a prospective and conditional emancipation. All slavery should cease in the year 1900. The owners of slaves then held should be indemnified by the government. All children born after the passage and promulgation of the act should be free; but those educated in the house of their parents' master should serve the latter till they became twenty-one years of age. A court of emancipation should be established in each town, to enforce the act. A fixed amount should be set aside to provide for the indemnification, and an appropriation should be made for the annual purchase of a certain number. Such was the first proposition. Final legislative action was not had until Sept. 28, 1871, and then a modified bill was passed. This simply decreed that after that date no one should be born a slave in Brazil. It included the twenty-one years' servitude of the children of slaves educated in the house of the master, "thus giving slavery three-quarters of a century in which to disappear in the midst of the most terrible complications." Meanwhile, the power of the master over his slaves was in no measure limited or modified; and his property in them was guaranteed until the extinction of the last. All this was evidently, at the best, but the simplest beginning of the work of emancipation, only the promise of a possible something in the future rather than any present realization. An attempt seems to have been made, during the last summer,

to expedite the work by some more effective and radical legislative action. The precise nature of the proposed action does not appear. But evidently it met with a disheartening failure. Either the Chamber of Deputies deliberately voted down the measure, or, as seems to be intimated, utterly refused it a hearing and dismissed the subject without discussion. This action, which took place on the 30th of August last, is regarded as deferring emancipation, tightening the chains of the slave, and giving him no hope but death.

Since that time, some of the earnest lovers of "freedom for the slave and for the country" have come together and organized the society whose name and appeal stand at the head of this article. Holding all shades of opinion as to the time and method of abolishing slavery, but agreeing in the purpose of abolition, they propose a full and free discussion of the subject before the people. They seek to arouse, unite, and direct public sentiment to the reversion of the recent action of the parliament—the reintroduction, consideration, and solution of the problem of slavery. Their avowed purpose, says the *Rio News*, is the "limitation of Brazilian slavery within some definite period, the acceleration of emancipation, and the amelioration of the present status of the slave." They begin their work with the issue of the manifesto, addressed "to the country," published in English and French, and extensively circulated. In this, they recognize the fact that from the first introduction of Africans into Brazil, three hundred years ago, slavery has been made the corner-stone of nationality, and has become so interwoven with the national life that, in the belief of many, the nation could not exist without it. Yet the idea of emancipation has never ceased to be cherished, especially since the attainment of national independence. Coincident with that event, a scheme of gradual emancipation was drawn up to give completeness to the national work. The "abolition tradition" has continued, and found occasional expression in individual efforts down to the initiated reform by the government in 1867, and the imperfect result reached in 1871; that action, even, being practically nullified through the resistance of the slaveholders and of a sympathetic or timid public sentiment. The address then portrays, in clear and unqualified language, the personal suffering and degradation and the corrupting social influence of slavery. It appeals to the Emperor to crown his long reign with the glory of emancipation. It calls upon the parties—conservative, liberal, republican—to withdraw their support from an institution banished by the whole world beside. It urges upon the rising generation the relinquishment of the idea of property in man and the advocacy of free and honorable labor. Finally, it places before the slaveholders the alternative of joint amicable effort with the state for an early emancipation of the slave, which may carry with it an equitable compensation to the master; or, by delay and opposition, provoking a final enforced liberation of the former without any compensating provision for the latter.

Furthermore, it reminds them of the fact that the mass of the slave population is illegally held, having been introduced or being the offspring of those introduced into the country in violation of the law of 1831, prohibiting such importation.

The address is temperate, but earnest. Its spirit is patriotic, anxious to give Brazil a worthy place among the countries of the world. It claims to act in the interest of her progress, her credit, her moral and national unity. The society issuing it proposes to call a congress of abolitionists in August next, and to publish an abolition paper at an early day. We hope to hear further from the movement; wishing it speedy and complete success, and that Whittier's closing words for their country may be verified,

"One by one, the fiends of ancient wrong
Go out and leave thee free."

F. H.

SENHOR JOAQUIM NABUCO.

We have the pleasure to announce the arrival in England of Senhor Joaquim Nabuco, member of the Brazilian parliament, and president of the newly-formed Brazilian Anti-Slavery Society.

Senhor Nabuco, following in the steps of his late father, Senator Nabuco, has for some time been actively engaged in the agitation now going on in Brazil for the emancipation of the slaves, of whom there are nearly 3 million and a half.

We understand that Senhor Nabuco's visit to England is in connection with the anti-slavery movement, in which, we trust, he will receive the hearty co-operation of all friends of the cause in England.

This distinguished visitor has already visited Lisbon and Madrid, in both of which capitals he was cordially welcomed and was afforded an opportunity of stating in public his views with regard to emancipation.

From *El Democrat*, from Madrid, under date January 23rd, we translate a few sentences of a report of Senhor Nabuco's reception in that city.

"This afternoon took place, in the hall of the Academia Matritense de Legislacion y Jurisprudencia, the meeting convened by the Abolition Society to welcome Senhor Nabuco, the indefatigable advocate for the abolition of slavery in Brazil, and one of the most eloquent orators that we remember to have heard, accustomed as we are to hear the most famous orators of the Spanish tribune. His eloquence is enhanced by natural gifts. A commanding figure, a sympathetic expression, a good voice, and the freshness of youth, enable him at once to claim the attention of his hearers, whilst he describes the condition of slavery with all the enthusiasm of a philanthropist and the calmness of a statesman. This speech, when published, as we hope it will be, will form one of the most brilliant pages in the annals of the Spanish Abolition Society. Several members of the society heartily responded to the aspirations so eloquently uttered by Senhor Nabuco for the complete extinction of slavery throughout the world, the only result with which abolitionists can be satisfied."

The account of Senhor Nabuco's flattering reception by the Portuguese Chamber of Deputies, by whom he was invited to take a seat in the body of the house, had not reached us when we went to press.

We heartily tender our welcome to this distinguished member of the Brazilian parliament, and trust that his visit to Europe will be productive of much good to the enslaved population of Brazil.—*Anti-Slavery Reporter*, February, 1881.

THE French government has enacted a general law "for the encouragement of French shipbuilding and steamship lines," which guarantees a bounty of 60 francs per ton of gross register for all iron and steel vessels constructed by native builders, 12 francs per kilogram for the construction of engines for the same, and 1½ francs per registered ton for every 1000 miles run by French steamships on any direct marine line between France and a foreign port.

GOVERNMENT INTERFERENCE.

Under date of the 23rd ult. (*Diario Oficial*, March 25) the minister of agriculture addresses the following official note to the fiscal engineer of the Minas and Rio Railway Company, Limited, which has undertaken the construction of a new railway in the province of Minas Geraes, connecting with the Dom Pedro II road. The decisions expressed in this note were called out by inquiries by the government fiscal as to whether the company is or is not obliged to submit its contracts, sub-contracts and lists of employees, with salaries, to him for approval. The minister replies as follows:

DEPT. OF AGRICULTURE, COMMERCE AND PUBLIC WORKS.

Bureau of Public Works—1st Section.

Rio de Janeiro, March 23, 1881.

No. 14. In determination of the inquiries made by you in your official letter of the 3rd instant, I declare to you as an adequate conclusion:

1st.—That by virtue of Sec. 4, of Art. 4, of Decree No. 5,952, of June 23, 1875, and Art. 6 of Decree No. 6,683, of September 12, 1877, the Minas and Rio Railway Company, Limited, is obliged to present the government with a copy of any contract of work that is effected for the construction of the said road, in accordance with which you should demand that of which your official letter treats.

2nd.—That by Sec. 4 of Art. 4 of the above cited decree, No. 5,952, the same company is also obliged to submit to the approval of the government the list of its employees and a table of their respective salaries, before beginning the construction works of the road, and not, only when the road is to be opened to traffic.

God protect your excellency.

M. BUARQUE DE MACEDO.

To the Fiscal Engineer of the Minas and Rio Railway Company, Limited.

In accordance with this decision the government asserts the right to know and dictate every contract into which a company and its contractors may enter, even to the lists and salaries of employees. The interference of the government through its fiscal agents is now carried to the extreme, and the company or contractor who hereafter has any job whatever, in which the government has the slightest interest, should know this fact clearly. Under this ruling a contractor loses every possible right as such. He takes all the risks and is held rigidly to the terms of his contract. The government reserves the right to supervise not only the surveys but the work of construction, to accept or reject at pleasure in accordance with the decisions of its fiscals, to impose such after conditions as it may see fit, and dictate the terms of all sub-contracts. Nothing whatever remains to the contractor but to accept dictated terms, to deposit his guarantee, and then to abdicate his control over the work undertaken in favor of a government fiscal. However good a corps of engineers a company may employ, and however efficient and experienced may be the contractors in charge of the construction works, they are mere puppets in the hands of these supervising fiscals.

The question now occurs: Why does not the government undertake all these works on its own account? If a company or contractor can not make one single bargain without official consent, what is the use of their undertaking the work? It is generally supposed that the chief purpose of a company, or a contractor, is to make money—and to that end they naturally seek to make the best bargains possible. Under this strange ruling it lies in the power of a fiscal to completely defeat every purpose of that character. A contractor is not actuated by patriotic motives; he makes his contract and expects to abide by its terms. But the government expects more. It expects that he shall sub-let his job only to such and such men, and on such and such terms; it expects also that he shall employ only certain specified men and pay them the wages which it may deem

proper. If the fiscal does not like the contractor, it lies in his power to ruin him through just such regulations as these.

It is needless to add that all contracts entered into under such terms are ridiculous farces. They are unjust to those who have made contracts on the presumption that they could manage their own work; and they are subterfuges with those who understand the requirements and accept the conditions with the purpose of saving themselves through bribery. If the government proposes to manage affairs in this way, the sooner it abolishes the term "contract," the better.

RIVER PLATE ITEMS.

From the *Standard*, Buenos Aires, March 11.

—The immigration returns for February show 2,588 arrivals from Europe direct, and 1,541 from Montevideo.

—A special crew of sailors, all Argentines, will be sent to England to bring out the new ironclad *Admiral Brown*.

—The telephone Gower-Bell has won the prize. The national government having put the three systems now in the market to the test, have awarded the premium to the "alta voz" of Gower, Captain Manton having put the President in perfect communication with the government house, a distance of four miles. The decree giving Capt. Manton permission to erect a telephone centre in Buenos Aires was signed this afternoon by the President and will be published to-morrow.

—The drought is the talk of the Bolsa, and already we hear of parties who are beginning to drive their stock outside; this is the old story, with this difference, that now most of the inside *estancieros* have outside lands whereon to put their stock. We hear that in the year 1833 there was a terrible drought in this country and that most of the great *estancieros* in the far South owe their creation to that memorable epidemic. The drought we are now experiencing will stock hundreds of leagues of outside camps, and the men who have the land outside have nothing to fear for their cattle.

—President Roca is about to send Dean Dillon to Ireland to represent the country in an emigration project of view; the measure meets with the greatest approval from all parties and will doubtless prove mutually advantageous to both countries. The Irish sheep-farmers have proved so successful and so prosperous in Buenos Ayres, that Argentines view with regret that emigration from Ireland to the Plate is so small; but the new Argentine government seems resolved on getting Irish and German emigration and will spare no efforts to secure it.

—The governor-elect, Dr. Dardo Rocha, will take office in May. He is making a complete tour of the province before entering office, so as to thoroughly know the wants and requirements of the country districts; and we learn that one of the first steps of the new governor will be to start European agricultural colonies in the environs of the country towns. In all the Argentine provinces the greatest peace and order prevails, and the works of the national government railway to Mendoza are being so rapidly pushed ahead that it is thought next year the trains will run through from Rosario to Mendoza.

—The wheat crop of this province is now admitted to turn out the largest and the best ever known in Buenos Ayres, and though from one cause or other it is very hard to find any official returns of its quantity, a few facts are known on 'Change, which will guide the judgment. From Campana to Esenada there are 46 *trilladores* at work, and within their radius about 50,000 *faneegas* have been threshed by mares, the *chacareros* being unable to get threshing machines or to wait for them. Upon this data some of our most experienced wheat men base their calculations that the total wheat crop of Buenos Ayres this year is at least one million of *faneegas*, which is about double the crop of the previous year. The wheat at Mercedes has given this year 30 *faneegas* for one of seed, which is magnificent, and from many other *chacras* in the South and West the yield has been the same. Last year the very best yield of wheat at Mercedes and thereabouts was only from 10—15 *faneegas* for one of seed. Every *trillador* threshes about 7,000 *faneegas* of wheat, and many friends are now out in the country proceeding from *chacra* to *chacra* threshing the wheat and doing a capital business; such enterprise merits the very best success, and we are happy to say has secured it. In connection with this most interesting of all subjects, our wheat industry, we call attention to the following still

more favorable advices from the Santa Fé colonies, which will be read with deep interest by all who watch the progress of this republic. It will be seen from the following that the *mediano* system, which began in this country with sheep, has spread to land, and that now at the Santa Fé colonies the Swiss immigrants are taking *chacras* on halves and with the very best result for the poor man. Wherever the poor man makes most headway is in an economical point of view the best country, and we believe we may search the world round and not find a better country for the agricultural laborer.

From the *Herald*, Buenos Aires, March 15.

—The floating debt of the municipality amounts to \$35,000,000 m/c.

—Two cargoes of mules and horses, consisting of 1,100, go to the Cape for the use of the British government. Mr. Rugeroni has done the business, and Mr. Woodgate furnishes the steamers.

—Up to the 27th of February the cattle slaughtered in the department of Paysandú numbered 87,300 head, as follows: Guaviyá, 13,500; Nuevo Paysandú, 18,000; Casa Blanca, 15,000; L. y Bentos, 37,000, and the 4 *saladeros* of Entre Rios, 3,800.

—Calls for bids to complete the public works are issued. It has been decided to discontinue the services of Mr. Bateman as engineer; not because of any dissatisfaction with him, but to meet the demands of local politicians, a step which is deprecated by the soundest and best informed of our people.

—President Roca gives an example of good sense in doing away with that ridiculous—much be-corded body guard, and gaudily silver-mounted state coach, and he goes about, as does the President of the United States, without escort.

—The national government has organized an expedition to the south of Patagones, under the direction of Colonel Barros and Engineer Jordan Wysoski. The expedition will start from Fort Conesa or Guardia General Mitre, and will continue to Cape San Antonio, opening artesian wells where fresh water is necessary. From San Antonio the expedition will leave in the gunboat Paraná to the peninsula of Sao José, where the same operation will be made. The sum of \$3,000 has been placed at the disposal of Colonel Barros for the purchase of the perforating machines.

—We published yesterday (March 9) in common with our colleagues, a statement that Baron Edmond Rothchild, of London, had made an important proposition for the development of this country. So much is probably true, but the items of the proposition are not known nor have they been published. It is certain that the announced proposals are incorrect; for example, there will be no five million immigrants, which would involve the coming of 1,004 a day, or 30,000 a month for fourteen years, an impossibility on the face of affairs. Moreover, the other terms published are conjectures.

—The remark of the *Herald* that the terms of a bargain are being made to conclude the public works while tenders are being called for, has excited some surprise and comment, but it is quite true, nevertheless. It seems almost incredible that President Roca, who has the power in his own hands in the last resort, will allow a scandal to grow up around this matter; and we to be discredited before the world for turning away one of the most eminent hydraulic engineers for the purpose of giving the work to men who, however good, have neither the reputation, experience, nor ability to carry it through properly under the circumstances in which they now stand. There will be a waste of millions and a waste of time, and our credit will be impaired by pursuing the impending course, and for what? It is not difficult for our readers to conjecture.

From the *Herald*, Buenos Aires, March 24.

—The American ship *Alhambra*, from Rio for Valparaiso, had to put into Flores Island on the 16th, the captain and one of the hands having died of yellow fever the day before, and five others of the hands being laid up with the same disease. According to latest accounts, all these, who were immediately sent to the "lazzareto" on shore, are progressing favorably, and hopes are entertained of their recovery.

—From Entre Rios and the Uruguay we learn that business has taken a turn for the better, and the *saladeros* are coming somewhat nearer their usual numbers in the animals slaughtered than what they have been since the opening of the season.

—The health of the city is good, no diseases of an epidemic nature having appeared, though the intense heat which has prevailed for the last few weeks, and the apathy of the municipal authorities, might well have warranted the appearance of some fatal disorder.

—The *saladero* business of this province comes forward very slowly indeed. The falling off in this province alone will amount to about \$300,000 stg., and in the Plate and Rio Grande the deficit will reach £2,000,000.

—At a late hour yesterday we received the following particulars of the placing of the twelve million

loan, which, contrary to our expectation, was placed with a well-known house here. The terms are better than have before been named. The national government has drawn out the contract for the loan of twelve million fuertes with Sr. Don Rodolfo Heineemann of this city, as the representative of the Comptoir d'Escompte de la Banque de Paris et de Pays Bas, and of M. Cohen of Anvers, under the following conditions: 1st. The said firm to take the whole loan a *firmé* at 82 per cent. Government not to pay any commission, nothing but the printing of the bonds being done on its account. 2nd. The emission to be effected in Paris or London, in pounds sterling or in francs, as it may suit the proposers. 3rd. The payment will be made—£200,000 on the signing of these bases in Buenos Ayres by the government and the representative of the proposers, in bills on Paris or London at 90 days, and the rest in bills at 90 days payable at the place where the contract is made—Paris or London. These 90 days to count from the day on which the Argentine minister signs the general bond. 4th. The bonds of the loan are to bear interest from the day the general bond is signed. 5th. The service and amortization of the loan will be effected through the house emitting the same, with the commission now paid to Messrs. Baring Bros. 6th. Government guarantees the official quotation on the London stock exchange.

DURHAM & CO'S FAILURE.

The case of Durham & Co. has just been before the Court of Appeal. It will be remembered that the chief judge in bankruptcy had overruled a decision of the Manchester county court, which refused to sanction a scheme of arrangement of the affairs of the debtors agreed to under the 28th section of the bankruptcy act. The debtors, Messrs. Durham, Cochrane & Co., merchants, of Fen Court, in the City of London, and also at Manchester and Rio de Janeiro, suspended payment in August, 1880. A statement of their affairs was submitted to their creditors in September, when there appeared liabilities 151,346*l.*, and assets 105,457*l.* At that meeting resolutions were passed that the debtors should execute a deed of arrangement, with a trustee and inspectors. The debtors afterwards offered a composition of 10*s.* in the pound, but one of the inspectors objected, and in November a petition was presented for liquidation. At the first meeting the creditors passed a resolution for liquidation by arrangement, appointed a trustee, and resolved that the proceedings should be transferred to the Manchester county court. A meeting under the 28th section of the act followed, and on December 23 the debtors offered a composition of 10*s.* in the pound, but the Merchants' Banking Company opposed, and offered to pay a sum equal to 10*s.* 2*d.* in the pound for the estate. It was determined, however, by the statutory majority to accept the debtors' offer, and to sell the estate to them for a sum sufficient to pay 10*s.* in the pound by four instalments, the last instalment only being secured. They also provided for the close of the liquidation and the discharge of the debtors. The application to register was opposed by the Merchants' Banking Company, who were large creditors, and the county court judge refused to sanction the arrangement, holding that it was merely a bargain with the debtors that the estate should be handed over to them upon an agreement to pay 10*s.* in the pound by instalments, the last instalment only being secured. On the appeal by the trustee to the chief judge the chief judge was whether the judge had a discretion to refuse his sanction to an arrangement resolved on by the creditors under the 28th section of the act; or, assuming he had such discretion, whether under the circumstances he had exercised it rightly. The chief judge discharged the order which refused the sanction of the court to the resolutions, being of opinion that no ground existed for setting aside resolutions which had been passed in the most formal and straightforward manner. There was no reason for supposing that the majority of creditors had not good reason for preferring the arrangement which they had come to. The Merchants' Banking Company appealed. Mr. Benjamin, Q. C., the Solicitor-General, Mr. Winslow, Q. C., Mr. W. L. Cabell, Mr. S. Taylor, and Mr. C. E. Jones, appeared. Their lordships, after a careful review of the facts, came to the conclusion that the county court judge had exercised a sound discretion, and that the chief judge ought to have upheld his decision. From the evidence it was clear that there had been reckless extravagance on the part of Mr. Durham and charges of breaches of trust and gross and fraudulent preference in favor of a member of his own family. With regard to the other partner, he must have been aware of the withdrawal of money by Mr. Durham, and under all the circumstances those gentlemen ought not to be entrusted with the assets of the firm. The arrangement to sell the estate to the debtors for a sum sufficient to pay 10*s.* in the pound by four instalments was an arrangement with two gentlemen whom the court declined to trust. The appeal would be allowed with costs.—*The European Mail*, February 24.

PROVINCIAL NOTES.

—The February receipts of the Rio Grande do Norte custom house were 23,848\$920.

—The Rio São Francisco is said to be much higher than it has been for some years past.

—The February receipts of the Maranhão custom house amounted to 232,331\$570, and of the provincial treasury 52,989\$265.

—Late news from Bagé, Rio Grande do Sul, report the continuance of drouth in that locality, and a consequent loss to the stock-raisers.

—Porto Alegre possesses a piano of domestic manufacture, made wholly from Brazilian woods, which is said to equal the best made in Europe both in tone and workmanship.

—The February receipts of the Pará custom house amounted to 535,882\$291, against 347,549\$668 in the same month of last year. The total receipts for the eight months of the fiscal year amount to 4,138,346\$269.

—It has finally transpired that the real possessor of the second half of the Ypiranga *sorte grande* is a Portuguese clerk in a Pelotas business house. He has not done much talking, but he proposes to draw 450,000\$ nevertheless—and then to go back to Portugal.

—Law 44 of the last provincial assembly authorizes the city of Santos to contract a loan of 200,000\$ at a maximum rate of 10 per cent. per annum for the paving of certain streets and work on the new cemetery. The loan is to be for six years.

—The Commercial, of Uruguanaya, Rio Grande, relates the discovery of a gang of armed robbers at Touro-Passo on the afternoon of the 11th ult. There were some eight or ten of them in all. The gang was broken up by the police and some captures were effected.

—Messrs. Holtzweissig & Co., of Porto Alegre, have petitioned the provincial assembly of Rio Grande do Sul for a 7 per cent. guarantee on a capital of 4,600,000\$ to be employed in developing and working the Arroio dos Ratos coal mines. It is proposed to organize a company for this purpose.

—The *Journal do Recife* relates that a turtle brought from the Rocas islands by some persons connected with the construction of the Rocas lighthouse, measured 64 inches in length, and weighed 414 pounds. The Rocas are said to abound with these insects.

—The sum of 16,900\$ was appropriated by the president of Santa Catharina on the 19th ult. for the continuation of urgent public works at Itajubá, where so much damage was done by the recent inundation. This credit will be affirmed by the imperial government.

—The *Caraiva* of the 10th ult. relates that some slaves made a determined effort to escape from the steamer *Pojuna* on the day before. There were 52 of them on board, 20 of whom jumped into a launch, and tried to gain the shore. One of them leaped into the sea and swam ashore. All were recaptured.

—The gunboat *Ypiranga* which returned to Pernambuco from the Rocas islands on the 14th ult., brought news that the landing of the material for the construction of the new lighthouse there was being effected with great difficulty. It was thought that this work alone would require not less than one month.

—A horrible murder is reported from the *comarca* of Barreiros, Pernambuco, in which a man named Gaspar killed a niece on the 25th of February because she would not yield to his wishes. After the murder the inhuman wretch violated the lifeless body, and then made his escape. Clemency in a crime like this will be an offense against both justice and mercy.

—The provincial assembly of Pará passed a bill on the 4th ult. authorizing the expenditure of 200,000\$ in the purchase of 200 shares in the sugar manufacturing company known as the "Assucareira Gram Pará." The purpose is to grant provincial aid to a new enterprise in the hands of private parties.

—The *Diario do Gram Pará* does not believe in the policy of paying 200,000\$ out of the public treasury to aid a private sugar mill at a time when meat costs 1\$000 a kilo. And the *Diario* is right. The only wise thing to do in aid of the people is to reduce taxes. No enterprise should be bolstered up by the increased cost to the people of their bread and meat.

—A writer in the *Journal do Recife* complains of the injurious results produced by the provincial import duties of Pernambuco. He denounces them as unconstitutional, and as inimical to the interests of the province. He says that the provincial duties of Pernambuco are higher than those of any other province. The result is that those merchants of neighboring provinces who formerly went to Pernambuco to purchase goods, now go to Bahia, Macaé, and other places. Not only this, but goods are smuggled into the province from neighboring ports, where the duties are lower. The natural result is a loss to the commerce of the province.

—Heavy rains are reported from the interior of Pernambuco.

—An epidemic of croup is raging at Uruguanaya, Rio Grande do Sul.

—The February receipts of the Fortaleza custom house amounted to 146,551\$421.

—The January receipts of the Corumbá (Mato-Grosso) custom house were 14,322\$958.

—The Paraná provincial assembly has authorized the emission of 40,000\$ in treasury bills.

—The total number of slaves thus far liberated under the emancipation act in Maranhão is 496.

—The city of Santos, according to the recent reformed registry, possesses a qualified voting population of 463.

—The provincial assembly of Paraná has passed a law imposing a tax of 2,000\$ upon every slave imported into the province.

—The president of Paraná has been authorized by the provincial assembly to expend 50,000\$ on the road from Curitiba to Guarapuava.

—A young man named José Luiz da Silva e Souza recently committed suicide at a Barra Mansa hotel because of losses and disappointment through the Ypiranga lottery.

—The Indian inroads into the settlements of Mato Grosso still continue. The *Corumbáense* says that murders and robberies are committed by them in the near vicinity of the capital.

—The petitions for registry in São Paulo under the new electoral reform law are accompanied with a declaration of the political faith of the applicant. The published returns give the numbers of voters according to their party connection.

—The number of slaves emancipated thus far in the province of Sergipe through the two distributions of the emancipation fund is 279. The amount expended is 154,387\$135, or an average of a little over 553\$. The two quotas of 1875 and 1880 aggregate 167,262\$986, there remaining still to be applied the sum of 12,865\$851.

—The number of emancipations in the province of Pernambuco has been increased to 550 at a total cost to the fund of 316,652\$331. The balance unexpended is 212,713\$650. The total slave population of the province at the end of 1878 was 91,992. The number of voluntary emancipations between Sept. 28, 1871 and Dec. 31, 1878, was 2,783.

—A Santa Catharina correspondent of the *Cruzeiro*, writing under date of the 28th ult., says that news have been received from Lages to the effect that the Argentines have penetrated to the Palmos campos, in Brazilian territory, and have imprisoned some residents of that locality, and committed various other oppressive acts. The report is so vague as to details, however, that there is but little probability as to its truth.

—The coasting steamer *Rio Grande* was delayed three days last month by the president of Rio Grande do Sul in order to wait for Senator Florencio de Abreu, who wished to take passage for São Paulo. And in the meantime commerce and the traveling public were compelled to wait upon the pleasure of this gentleman, who inaugurates his administration of the São Paulo presidency by so arbitrary and so unwarranted an act.

—The venture of the *Journal do Recife* in placing the proceeds of 30 half tickets in the Ypiranga lottery at the disposition of subscribers who paid up before January 20 resulted in the drawing of 30\$, all told. The *Journal* proposes to make another trial, and has accordingly invested the 30\$ in two tickets of the Rio lottery. Virtue hath its own reward; but such virtue as is possessed by the 400 odd subscribers who paid up so punctually, deserves something more—and we hope they'll get it.

—The total number of slaves thus far liberated in Minas Geraes through the emancipation fund is 1,149, at a total cost to the fund of 1,085,837\$845. The sums contributed by the slaves themselves amount to about 60,000\$ more. The sum of the quotas of 1875 and 1880 is 1,682,242\$039, from which it is seen that there still remains 596,404\$194 unexpended. The slave population of the province at the close of 1876 was 289,919, and the number of voluntary manumissions from the 28th September, 1871, to the end of 1877 was 3,312.

—One of the questions growing out of the registry of voters under the new electoral reform law is reported from Rio Grande as follows: Many of the colonists who settled in government colonies received their lands partly by gift and partly by payment of 300\$. Those who settled in private colonies paid 600\$, 800\$, and 1,000\$ for their lots. Since then they have so improved their lands that they have been greatly augmented in value, some of the colonists having actually grown rich. In applying for permission to register, many officials have refused to accept the present valuation of their property, and have refused permission to register on the ground that the original value of their lands is not sufficient to afford the income required by law. Some of these colonists are worth from 20,000\$ to 40,000\$, and are influential citizens.

—The Amazonas provincial assembly should have met on the 25th ult.

—The February receipts of the Mandos custom house were 44,822\$783, and of the provincial *recebimento* 76,608\$913.

—Late advices from Rio Grande do Sul state that there is a large amount of counterfeit currency circulating throughout that province.

—According to the *Diario do Gram Pará* of the 15th ult., Mr. John Hayden, the defaulting cashier of the Banco Rural of this city, was captured in Pará on the day previous. Hayden had only just arrived from Portugal.

RAILROAD NOTES.

—The February receipts of the Baturité railway were 20,856\$927 and the expenditures 17,331\$814.

—The February receipts of the "Recife a S. Francisco" railway were 136,577\$300, and the expenditures 70,383\$337.

—The French company for the construction of the Bagé railway of Rio Grande do Sul was finally organized on the 25th ult.

—An association of merchants has been formed at Cuyalá, Mato Grosso, for the building of a tramway from that city to a neighboring place called Ito II.

—A second land slide took place on the Dom Pedro II line on the 3rd inst. between Palmeiras and Serra. It will take some two or three days to remove the obstruction.

—A second call of £2, or 20\$, per share has been issued by the directors of the Brazilian Imperial Central Bahia railway, the payments to be made before the end of March.

—In view of the recent interruption on the Dom Pedro II railway the minister of agriculture has directed that all return tickets shall be considered valid for a period of eight days beyond the time marked on them.

—The heavy rains of the 15th ult. in the province of Bahia caused much damage to the Santo Amaro railway, between the stations of Triarpe and Jacupe. It was thought that the line could not be repaired in less than 10 or 12 days.

—The January receipts of the "Bahia ao São Francisco" railway were 59,441\$570, and the expenditures 49,444\$840. The passenger traffic for the month amounted to 1,151 first class, and 4,778 second class; and the freight traffic to 4,461.7 tons.

—The bureau of public works invite tenders for the construction and use of a tramway line between the station of Riachuelo, near this city, and the Pefha settlement. The concession will be given for 20 years. The tenders will be received until the 24th inst.

—It is announced that the engineering corps for the survey of the "Rio Claro a S. Carlos do Pinhal" railway, of S. Paulo, has been definitely organized under Dr. Antonio Francisco de Paula Souza, as chief engineer. The surveys were to have begun yesterday.

—The government has advertised for sealed tenders on the construction of the "Porto Alegre á Uruguanaya" railway, of Rio Grande do Sul, between Santa Maria da Boça do Monte and Cacqui—119 kilometers. Tenders will be received until June 15th.

—The receipts of the Dom Pedro II railroad in December were:

	1880	1879
Passengers.....	203,603\$890	213,423\$750
Luggage and parcels	34,419 850	31,724 440
Merchandise.....	873,344 580	590,096 399
Animals.....	8,305 080	8,338 120
Carriages.....	804 800	1,088 440
Warehouse rent...	1,946 760	1,569 480
Telegrams.....	4,251 550	3,382 700
Fines.....	1,183 227	675 688
Sundries.....	13,637 645	19,183 938
Total.....	1,141,497 382	869,492 946

showing an increase of 272,004\$436 as compared with the receipts in December, 1879.

—The heavy rains which fell in this city and vicinity on the 29th and 30th ult. caused an overflow in the Rio Santa Anna, and interrupted traffic on the Dom Pedro II railway on the 30th between the stations of Belém and Queimados. The down train was obliged to return to Barra do Pirahy. The interruption continued through to the evening of the 1st inst., when the line was sufficiently repaired to allow the transportation of a large number of passengers over the greater extent of the break. The floods had washed away about a quarter mile of embankment in one place, and a land slide occurred a short distance above, both of which required all the available force of the road to repair in the time indicated. Great credit is due to the promptitude and efficient direction of Dr. H. V. Penna, the director of the road.

—In compliance with a request from the British government, this government has undertaken to take the census of the British population of this city. An enumerator is already at work.

TARIFF REVISION.

In order to meet certain questions which have arisen under the tariff of 1879 the minister of finance has caused so much of the revision now making as relates to wines, liquors, oils, and fermented drinks to be put into provisional execution at once. The cause of this provisional change arises from the disputes growing out of the classification of these liquids when imported in flasks and bottles—the importers being obliged to pay upon an arbitrarily assessed quantity instead of the actual quantity. The duties to be hereafter collected on these liquids, according to Decree 8,052, of the 24th ult., will be as follows:

CLASS IX.

- No. 133.—Olive or sweet oil: 180 reis per liter.
- Unspecified oils: 50 reis per liter.
- Note 12.—The above rates include only oils imported in casks; when they come in demijohns they shall pay 25 per cent. more, and when in jugs, flasks, bottles, or other vessel of earthenware or glass, 50 per cent. more upon the respective duties, those of the vessels being included in them.
- No. 134.—Fermented drinks.
- Milk-beer and extract of beer: 300 reis per kilogram. Gross weight when in tins, flasks, or similar vessels.
- Common beer, of whatever quality: 120 reis per liter.
- Hydromel, cider, and unspecified: 120 reis per liter.
- Note 13.—The provisions of Note 12 are extended to this article.
- No. 140.—Common or sweet liquors, of whatever quality: 400 reis per liter.
- Note 14.—The provisions of Note 12 are extended to this article.
- No. 141.—Alcoholic liquors and drinks.
- Absinthe, eucalyptinthe, and kirsch: 900 reis per liter.
- Alcohol, brandy, cognac, rum, whisky, sugar cane rum of all descriptions: 600 reis per liter.
- Gin: 220 reis per liter.
- Note 15.—The duties on alcoholic liquors shall be levied upon their actual alcoholic strength, determined by the alcoholometer and rules of Gay-Lussac, the above rates referring, therefore, to 100° at the temperature of 15° Cent.
- The provisions of Note 12 are extended to this article.
- No. 145.—Common or kitchen vinegar, red or white: 60 reis per liter.
- Compound or preserving vinegar: 200 reis per kilogram. Gross weight when in tins, flasks, or similar vessels.
- Note 16.—The provisions of Note 12 are extended to this article.
- No. 146.—Wines.
- Sparkling, white or colored, of whatever quality: 800 reis per liter.
- Liqueur-like, such as muscatel, malmsay, geropiga, *licyerna christi*, tokay, constancia, etc.: 220 reis per liter.
- Dry, common, table, and fermented: 100 reis per liter.
- Note 17.—Wines bottled or put up in glass or earthenware vessels shall pay 50 per cent. more upon the respective duties, those of the vessels being included in them. This provision, however, does not include sparkling wines of any kind.
- The duty on those contained in casks includes that of the vessel.

ACCORDING to statistics of the Buenos Ayres immigration office the number of immigrants and passengers received at that city during the year 1880 was 41,651, of which total 25,026 immigrants came direct from Europe. The number of departures during the year was 25,311, leaving 16,799 as an apparent increase to the population of the city. The balance in 1879 was 29,012.

THE total imports received at the port of New York during the year 1880 amounted in value to \$539,386,776, against \$424,183,123 in 1879. This includes specie and bullion imports valued at \$75,210,096 in 1880, and \$84,196,109 in 1879. The imports admitted free of duty amounted to \$126,926,531 in 1880 and \$105,217,808 in 1879. The customs receipts upon the dutiable imports amounted to \$140,632,065.96 in 1880 and \$107,448,002.60 in 1879. Average duty in 1880 44.4 per cent. The total export trade of New York amounted to \$425,193,099 in 1880, against \$371,046,609 in 1879—which includes \$9,370,272 in bullion and \$8,866,943 in foreign goods in 1880, and \$14,828,044 bullion and \$6,746,885 foreign goods in 1879.

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PUBLISHED TRIMONTIALLY

on the eve of departure of the American packet, the French packet of the 15th., and Royal Mail packet of the 24th. of the month.

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RIO DE JANEIRO, APRIL 5TH, 1881.

The feverish imagination of a rural correspondent of the *Cruzeiro* led to the publication on the 29th ult. of a report of an intended rising of slaves in the parish of Campo Bello, in this province. There were, of course, the usual accompaniments of suspicious individuals in the neighborhood, secret meetings, and confessions. The first point to be attacked was the Boa Vista station on the São Paulo branch of the Dom Pedro II railway, in order to cut off all telegraphic communication, and then the slaves were to go into the *Serra do Piau* and carry on a vigorous campaign of violence and robbery. The lack of a sufficient force of soldiers to subdue this threatened insurrection led the excited correspondent to ask for reinforcements from the government, to be stationed at Boa Vista until the danger shall have passed. In the same connection the *Gazeta* of Barra Mansa says that five soldiers were sent to Campo Bello from that place on the 24th, and that on the following day 18 more were sent from Barra do Pirahy—both in conformity with requisitions from the police authorities of the disturbed district. Since that time there have been no further reports from the seat of war, from which it is to be inferred that the suspicious individuals have explained themselves, the secret meetings and confessions have been proved to be myths, and the local excitement has died out. The few soldiers sent to the scene will have enjoyed an excursion, and will probably wish for a repetition of the scare in some other locality. The whole affair seems to have been nothing but an absurd and groundless fright. The possibility of an organized rising of slaves in Brazil is so slight that it should not cause one moment's uneasiness. Individual slaves may run away, or murder their masters, but such acts grow out of personal desire for liberty or revenge. The sparseness of population, the limited communication between neighboring localities, the excessive hours of labor, the restraints imposed upon the liberty of slaves, and the degraded, apathetic condition of the slaves themselves, are all adverse to any concerted action among them in any cause. Those who know the characteristics and conditions of Brazilian plantation life will at once see the absurdity of any such fear. These rumors and periodical frights, however, are characteristic of the waning days of slavery in all countries, and the Brazilian slave-holders have no reason to expect immunity from them. With the growth of anti-slavery sentiments, the slave-holder becomes imbued with the idea that his slaves will be incited to rise and claim their freedom by force, hence he looks upon every emancipation movement as a fire-brand in society through which the established order

of things is to be violently overthrown. His own waning power and influence augment his fears, because he knows that this means a corresponding increase of power to his bondsman. The first step toward emancipation necessarily diminishes the prestige of slavery, and weakens the moral force of the government to protect it. It will be seen therefore that there is an inherent cause for these fears, even though the external circumstances do not warrant them. It is one of the concomitants of slavery itself, an evil that is a legitimate outgrowth of the cruelties and weaknesses of those who live upon the enforced labor and unwilling servitude of others. In this respect the Brazilian slaveholders must expect to enjoy all of the bitter fruits of the accursed institution—the more so as its results to the oppressed here have been so hopelessly cruel and degrading.

AMONG the measures which should be taken into early consideration for the benefit of Brazilian agriculture is that of cheap railway transportation. The growing competition of other countries in the production of coffee, and the manifest inability of the Brazilian planter to compete in the production of cotton, sugar, maize, rice, tobacco, and many other articles, renders the removal of every artificial barrier a matter of urgent importance. The necessity of meeting this question at once should not be overlooked. It is patent that Brazil is not keeping pace with her competitors in the production of coffee, and that she has fallen far into the rear in her other productive industries. How much of this is due to natural causes, and how much to artificial obstructions, is a question which the government should take into consideration, in order that every preventable cause should be removed. In view of the impending crisis in labor Brazil can not afford to lose one single day, for it will be found far easier to anticipate and prevent losses than to remedy them after they have been incurred. Among the many obstacles to the agricultural development of the country, which can easily be removed, is that of the present excessive cost of transportation, especially that part of it due to the delays and costs of transshipment between lines of different gauge. One of the essential requirements of the agriculturist is that of being able to deliver his products at the seaboard at the minimum of cost. To do this there must be an efficient economical administration of railway lines, and a careful avoidance of every thing which will involve expense. It is needless to say that these requisites have been totally disregarded in the construction and administration of Brazilian railways. There is no uniformity of gauge, not even in trunk lines. In many cases there has been reckless expenditure of money in construction, and a useless expenditure in unnecessary extensions and branches. All these errors involve expenses which at once become a tax upon the planter. Every change of gauge is an additional expense to him, and every unnecessary item of expenditure is an additional tax upon his product to meet both waste and interest. To illustrate the first of these evils we need only call attention to the character of the roads between this port and the interior localities of São Paulo. The shipment of a pack-ge to this city by rail at a station on either the Mogyana or Ytuana lines involves three transshipments, and on the Sorocabana line one transshipment. The projected extensions and branches of the Paulista road will necessitate three changes. In the trunk line between this city and the capital of S. Paulo—a line which should command a large traffic—there is one break of gauge. All the feeders of the Dom Pedro II line are of a narrower gauge, involving at least

one transshipment. This occasions an additional tax upon every planter who ships his products over any one of these lines. To illustrate the second error, we may call attention to the "Recife a São Francisco" line, of Pernambuco. The first part of this road runs through a fertile, productive country, which affords a good income to the company. This income, however, is largely swallowed up by the non-productive extension of the road through a barren country in the direction of the Rio São Francisco. Whether the future would warrant such a work as the building of a railway through a desert to tap a sparsely-settled and partially-barren river valley is a question for which there is no urgent need of settlement. The simple question to be met now is whether the Brazilian planter can afford to pay for so uncertain and so distant a benefit, to the certain loss of his position as a producer to-day. The needs of to day are amply sufficient for its resources. We readily grant that Brazilian statesmen are largely actuated by patriotic desires to promote the industrial development of the country, in all these measures, but they evidently forget that haste and lack of system are defeating all their efforts. For the millions which have been spent there is no corresponding growth. The problem which should now be solved—and it is of far greater importance than tapping the São Francisco valley, or of opening inland communication with Matto Grosso—is the simplification and unification of the existing railway systems, and a reduction in the cost of transportation. In effecting such a result, the minister of agriculture will be conferring an invaluable benefit upon the agriculturist, and will be placing him in a position to meet the present competition and the coming labor crisis far more easily than can be done under existing conditions.

AMONG the remote possibilities of the future—say two hundred years hence—is the emigration of the laboring classes from the United States. With some hundreds of millions of acres of fertile land still unoccupied, with ramifications and demands for labor in every conceivable industry, with every variety of climate and production, and with political institutions peculiarly adapted to the advancement of the laboring classes, it is not conceivable that there is as yet a surplus of immigrants in the United States, and a wish to get rid of them. And further there are as yet no apparent grounds for the belief that American philanthropists have selected Brazil as a better location for the poor immigrant than the United States. As far as we are informed there has been no complaint in any part of the United States of an over-supply of labor; on the contrary there has been repeated inquiries in the southwestern states for more labor, and associations have been formed for both the importation of foreign laborers for the plantations and the acquirement of permanent settlers on the vast tracts of still unoccupied lands. It will be seen, therefore, that no industrious immigrant is likely to suffer there, either for lands or for employment. In view of these facts we trust that our Paulista friends will not build too many fond hopes on the seductive offers of the "United States and German Emigration Company" of Chicago, whose representative is now enjoying their generous hospitality. If they permit themselves to be deluded into the belief that this "benevolent" society really intends to export immigrants to Brazil at its own cost, and that São Paulo is likely to reap great benefits thereby, we fear that there will be a rude awakening some of these days which will contribute very little to their self-appreciation. The scheme in itself is a beautiful one; and it reflects great credit

upon the imagination and benevolence of this remarkable society and its representative. To get rid of a lot of helpless immigrants they propose to export them to this land of fabled sunshine and plenty, where breadfruit and bananas drop voluntarily into expectant mouths, and metaphoric fig leaves weave themselves into raiment and shelter. And furthermore they propose to pay all the expenses themselves, and to bestow this multitude of helpless aliens upon Brazil as a free gift. Such philanthropy is simply unparalleled! History has no parallel for it! At one and the same time it relieves a land of a thousand industries from the presence of immigrant laborers and bestows them upon a land of a half dozen avenues of labor. Through his unqualified admiration for the scheme the minister of agriculture embraces the representative and gives him *carte blanche* to come and go as he pleases at government expense; and through its belief in the representative the *Jornal do Commercio* swallows the scheme without a grimace. It is useless to recall those kindred enterprises of Gen. W. W. Wood, Rev. Ballard S. Dunn, Chan. Reticker, *et al*, for the glamor of this new Chicago-born scheme is upon the land, and it must go through. We do not go so far as to classify Mr. Maurice A. Schwab with those other *protégés* of the Brazilian department of agriculture, who likewise had benevolent intentions upon the country and traveled about in state at public expense, but the similarity is so striking, both between the enterprises and their promoters, that the association is involuntary. The Brazilian government has heretofore been so singularly unfortunate in its choice of alien benefactors, that there is a natural and well-founded suspicion against each new addition—and this suspicion unavoidably operates to Mr. Schwab's disadvantage. In common with others, we are delighted that he has won so much of sympathy and appreciation from the imperial cabinet; we congratulate him on his rare facilities for seeing the country and enjoying official hospitality at public expense; we regret that the Emperor did not meet his modest proposal to form a part of the imperial retinue in his visit to the province of Minas Geraes. All things considered, however, the "United States and German Emigration Company" and Mr. Maurice A. Schwab have had nearly everything to their own liking—and from all appearances there is still much in store for them. They have proposed one of the most proposterous schemes on record, and it has been swallowed; they have been advertised, courted, and encouraged; and Mr. Schwab has been introduced to unlimited good company and given the freedom of the empire. In all probability the same thing could not have occurred in any other country of the world. We hope, for the credit of the Brazilian government, that something advantageous—even though it may be no more than experience—may grow out of this remarkable exhibition of credulity; but it is like hoping against fate. It would seem that ministers of agriculture, like children, are doomed to be deceived by bubbles, and to detect their unsubstantial nature only at the bursting. For this inherent quality of official character Mr. Schwab should be grateful beyond measure, for to it alone is due the strange success which his ridiculous scheme has thus far attained.

LOCAL NOTES.

—The American packet *City of Rio de Janeiro* is advertised to sail for New York on the 12th inst.

—The Royal Mail packet *Tamar*, which arrived on the 30th ult., brought 235 immigrants and third-class passengers.

—A part of the commission charged with the construction of a new ironclad in Europe left on the *Arançania* on the 28th ult.

The government has conceded an interest guarantee on a capital of 1,500,000\$ invested in three central sugar mills in the province of Pernambuco.

Julius Caesar is still talking about his flying machine. In view of the fact that he has never done any flying with it, the talk is exciting much interest.

The minister of agriculture has granted a privilege to Henrique Briante for a gas "carburetor," and has obtained a decision from the council of state to the effect that there is nothing in the contract with the gas company to prevent its adoption and use.

Owing to a vigorous representation by the Brazilian Anti-Slavery Society against the Indian slave traffic on the Amazon the government has at last decided to take the matter in hand. The means to be employed to suppress the traffic have not yet been made public.

During the year 1880 the receipts of the municipal treasury of this city amounted to a total of 1,149,412\$917, or 51,160\$780 below the estimates. The expenditures for the same year amounted to 1,148,798\$497, leaving a balance of 614\$420 to be carried over to the present year.

MARRIED.—On the 24th ult. at the residence of the bride's father, by Rev. G. N. Morton assisted by Revs. W. M. Brown and G. W. Chamberlain, the Rev. A. L. Blackford, of Bahia, to Miss Nannie Thornwell Gaston, daughter of Dr. James McF. Gaston, of Campinas, São Paulo.

Dr. Ramos Queiroz charges that the meter of water in the Pedregulho reservoir has strangely receded to four centimeters, and that new cracks have appeared in the walls. The directing engineer asserts that the cracks are old ones, and do not affect the strength of the work. He fails to explain the diminishing depth of water however.

A letter to the *Cruzeiro* from Barra do Pirahy on the 31st ult. says that the interruption on the Dom Pedro II railway has caused the centering of 18 trains with 500 passengers at that place. The hotels were unable to meet the demands upon them. A chicken sold for 5\$, an egg for 400 reis, and for a room the rental was 10\$ per day.

According to a late report from one of the physicians at Vassouras, the epidemic there continues unabated, notwithstanding all the measures taken by the government to suppress it. An autopsy by Dr. Teixeira developed a close similarity between the disease and yellow fever. From the 14th to the 23rd ult. there were 60 cases registered of which 10 proved fatal.

On the 15th ult. the minister of agriculture advised the minister of finance that in paying the government subsidy to the Amazon Navigation Company, a discount of 1/2 per cent. should be retained, counting from Dec. 29, 1877, the said discount being destined to pay for the official inspection of the service. The discount will be made upon 331,304\$880 at Pará, and upon 148,695\$120 at Manaus.

The manager of the projected permanent American exhibition has called in the February installment on the shares of that scheme. Those who do not come up to the chalk mark will incur a fine of 5 per cent. It is to be hoped that the call will be strictly enforced. Those who have given the influence of their names to this scheme should pay something for the advertisement—and they should pay well.

The Emperor and Empress left this city on the 26th ult. for a first visit into the interior of the province of Minas Geraes. They were attended as far as Barbacena by several members of the cabinet who afterwards returned to the capital. The imperial party reached Ouro Preto, the ancient seat of Brazilian republicanism, on the 3rd inst., where they were received with great popular rejoicings. The visit will probably be extended through some weeks.

The police have recently captured a gang of thieves on suspicion that they have been connected with the many robberies which have lately taken place in this city. And the suspicion turns out correct. Several have confessed, and stolen property has been found in their possession. In the interest of the public it is to be hoped that these fellows will be tried and sentenced at once. There should be severity and decision enough in the administration of justice to infuse a little wholesome fear into these law-breakers.

By a mere chance a customs officer detected yesterday a quantity of counterfeit 20\$ notes which a female passenger was bringing on shore from the German steamer *Rio*, from Hamburg, in a small hand bag. The notes represented a total value of 200,000\$. A short time afterwards a further sum of 19,980\$ was discovered making a total of 39,980\$ sent out on this steamer. Information has been given to the police that this sum is only a part of the sum counterfeited, and that further consignments of about 100,000\$ are destined for this place. The woman is a Portuguese, and comes from Lisbon.

The City of Rio de Janeiro is expected to arrive on the 8th inst. She left Pará on the 29th ult., and Bahia on the evening of the 4th inst.

During the last half of March the deposits in the savings bank of this city were increased by 24,518\$299. The balance in the bank at the close of the month was 10,321,961\$388.

It is said that the supply of water for this city through the Rio S. João is being prejudiced by the destruction of the forest about its sources in the Serra Tijuca. The forests are being cut for charcoal.

The minister of agriculture has appointed a commission of three members to prepare regulations for the distribution of water in this city, and for the collection of water rates. The appointees are Counselor João José do Rosario of the treasury, and Engineers Antonio Augusto Monteiro de Barros and Agostinho Victor de Borja Castro.

The report of the president of Parahyba with relation to the emancipation of slaves in that province shows that in the municipality of Misericordia the list includes a girl of nine years and a widow. The minister of agriculture has called the attention of the president of Parahyba to the fact that nine years have passed since the emancipation law was passed and the girl may not be a slave, and that the liberation of the widow may be to the prejudice of some slave with a family.

According to the daily mortality reports of the Misericordia hospital authorities the total number of deaths from all causes in this city during the month of March, was 958—an average of 31.2 per thousand, or at the annual average of 35.1 per thousand. The number of deaths from yellow fever was 43, from other fevers 109, and from consumption 130. This shows a decrease in the mortality rate of the city, the daily average for February being 32.6, and the annual average 36.7 per thousand. In the same month of last year the total from all causes was 1,373, giving a daily average of 44.3, and an annual average of 49.7 per thousand. The yellow fever deaths in March of last year were 419.

COMMERCIAL

Table with exchange rates for gold, silver, and various currencies. Includes items like 'Par value of the Brazilian mil reis', 'Bank rate of exchange on London', and 'Value of £1 sterling'.

EXCHANGE.

March 23.—The banks did not alter their official rates of 2 1/2% on London, 4 1/2% on Paris and 5 1/2% on Hamburg but drew at 2 1/2% on London. Private paper was negotiated at 2 1/4%—7 1/2% on London and 4 1/2%—4 1/2% on Paris, the market closing very firm. Sovereigns 11\$420 sellers, no buyers.

SALES OF STOCKS AND SHARES.

Table listing sales of stocks and shares for various dates from March 22 to March 29. Includes items like 'Six per cent apolices', 'Carris Urbanos', and 'Banco do Comercio'.

COMMERCIAL

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Table showing 15,930 bags for United States, 61,970 for Europe, and other regional totals. Includes a sub-table for 'Total clearances since the 23rd ult.'.

Receipts continued heavy until the last days of March when railroad communication was interrupted by damages caused by the late heavy rains, and receipts decreased considerably in consequence.

Table showing 'Total clearances since the 23rd ult.' for various regions like United States, Europe, and elsewhere.

Table listing various steamship lines and their destinations, including Mar. 23 New York, Br lug Lud., Baltimore, Am bk Yanoyden, etc.

Table listing various steamship lines and their destinations, including Mar. 23 Havre, Antwerp, Fr str Ville de Santos, etc.

COMMERCIAL

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TOTAL clearances of coffee from Rio de Janeiro during the 9 months from July 1st to March 31st.

Table with columns: DESTINATION, 1880-81, 1879-80, 1878-79. Rows include UNITED STATES, EUROPE, ELSEWHERE, and various regional destinations like New York, Baltimore, etc.

Flour.—The arrivals since our last report have been: 4,742 barrels per New Light from Baltimore...

The total arrivals for the month since the 4th ult, have been 25,356 bbls. American 1,000 bags River Plate...

Market steady. Black Pine.—The arrivals consist of 292,181 feet per Zeno, from Brunswick...

Total arrivals from January 1st to March 31st 1,019,159 feet. Spruce Pine.—No arrivals. Market firm with buyers at 24,500—25,000 per dozen...

Total arrivals from January 1st to March 31st 349,945 feet. Swedish Pine.—Continues in demand. We quote 33,800—38,800 per dozen according to quality...

Total arrivals from January 1st to March 31st 1,173 dozen. Coal.—The arrivals since the 23rd ult have been 1,704 tons per Ardenia from Greenock...

The total arrivals in March have been 21,499 tons, viz: 11,415 tons from Cardiff, 3,951 from Liverpool, 2,709 from Greenock...

Prices in retail are: 34,800 for Hungarian, 29,800 Trieste and 25,000—24,500 American. Lard.—Is selling at 950—1,000 per kilo...

—The number of cattle received at the Pelotas slaughter houses up to the close of the 23rd ult, is 90,743 head.

Turpentine.—Continues firm at 500—550 reis per kilo. Arrivals 50 cases per Franc Lambirth from New York...

Beer.—Quotations: Bass (Hjers & Bell) 7,600—7,800. Tennent 5,200—5,400. Guinness Stout 7,300—7,500...

Cement.—There is no alteration in the market. We quote: English 6,800—7,800. German 6,000—6,800. Portland 7,500—8,000...

Coffee.—There have been no arrivals. Market unchanged at 10,500—21,000 for cases and 23,000—25,000 for tubs in retail.

Arrivals in March 1,355 cases Norwegian. Total arrivals since January 1st 6,109 cases Norwegian and 11,714 tubs Canadian.

Wool.—The market closes flat at nominal prices; the last sales were on the basis of 4,500—4,600 for kilos for superior...

PORT OF SANTOS. April 2nd, 1881. Coffee.—The market closes flat at nominal prices; the last sales were on the basis of 4,500—4,600 for kilos for superior...

PORT OF MARANHÃO. March 10th, 1881. Cotton.—Is in less active demand but prices keep up at 480—510 reis per kilo...

Sugar.—There is not much activity in the market but sales continue to be effected at 130 reis per kilo for the better quality...

Exchange.—Drawers are open at 211—214, 90 d/s, but there is very little doing and nothing under 21 1/2.

PORT OF BAHIA. March 26th, 1881. Sugar.—The market has been less active during the past fortnight owing partly to the rise in exchange...

Exchange.—Drawers are open freely at 21 1/2, 90 d/s, but takers are holding back.

PORT OF RIO DE JANEIRO. March 26th, 1881. Sugar.—The market has been less active during the past fortnight owing partly to the rise in exchange...

Exchange.—Drawers are open freely at 21 1/2, 90 d/s, but takers are holding back.

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—According to the circular report of Messrs. Van Oppen & Co. of Rosario, Argentine Republic, of the 15th ult, wheat in the River Plate markets is "in more demand at higher prices, the general impression being that the crop will be entirely absorbed by local consumption."

SHIPPING NEWS.

ARRIVALS OF FOREIGN VESSELS.

MARCH 23. GREENOCK.—Br bk Ardenia; 1,247 tons; Gregory; 99 dc; coal to Gas Company. MARCH 24. PAVANCO.—Br bk Heinrich; 112 tons; Regelmacher; 54 dc; jerked beef of J. M. Frias & Sons.

MARCH 25. BRUNSWICK.—Br bk Zeno; 390 tons; Roberts; 61 dc; pine to J. Lamy Jr. Toulon.—Fr bk Trait d'Union; 355 tons; Renouf; 87 dc; salt to Visconde d'Albida.

MARCH 26. CARIBBY.—Sw lug Patria; 234 tons; Hallgren; 55 dc; coal to Wilson Sons & Co. MARCH 26. CARIBBY.—Br shp W. H. Coraer; 1,410 tons; Courtenay; 50 dc; coal to D. Pedro II railroad.

MARCH 27. LONDON.—Br shp Castle Roy; 1,663 tons; Mann; 37 dc; sundries to B. Wright & de Castro. MARCH 27. SANTOS.—Gr bk Activa; 266 tons; Lindemann; 14 dc; ballast to Wille Schmilinsky & Co.

MARCH 28. LONDON.—Br shp Castle Roy; 1,663 tons; Mann; 37 dc; sundries to B. Wright & de Castro. MARCH 28. SANTOS.—Gr bk Activa; 266 tons; Lindemann; 14 dc; ballast to Wille Schmilinsky & Co.

MARCH 29. ST. THOMAS.—Sw bk Zeno; 390 tons; Roberts; 61 dc; pine to J. Lamy Jr. Toulon.—Fr bk Trait d'Union; 355 tons; Renouf; 87 dc; salt to Visconde d'Albida.

MARCH 30. BRUNSWICK.—Br bk Zeno; 390 tons; Roberts; 61 dc; pine to J. Lamy Jr. Toulon.—Fr bk Trait d'Union; 355 tons; Renouf; 87 dc; salt to Visconde d'Albida.

MARCH 31. CARIBBY.—Sw lug Patria; 234 tons; Hallgren; 55 dc; coal to Wilson Sons & Co. MARCH 31. CARIBBY.—Br shp W. H. Coraer; 1,410 tons; Courtenay; 50 dc; coal to D. Pedro II railroad.

—The Dutch brig Ardenia, which sailed from Rio Grande do Sul in ballast for Aracaju, where she was to receive a cargo of sugar, went ashore on March 7th about a quarter of a mile off the bar of Rio Real at the town of Estancia in Sergipe.

—The Danish brig Mett, with a general cargo from Liverpool to Rio Grande do Sul, was lost on entering the latter port on March 2nd. She was being towed in by the Rio Grande when, owing to the rapidly retiring tide and the strong current, the windlass broke and the vessel was driven ashore.

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ARRIVALS OF FOREIGN STEAMERS.

Table with columns: DATE, NAME, WHERE FROM, CONSIGNED TO. Rows include Mar 23 Montevideo, Gr Genoa via R.P. Co, River Plate 7, Ed. Johnston & Co.

DEPARTURES OF FOREIGN STEAMERS.

Table with columns: DATE, NAME, WHERE TO, CARGO. Rows include Mar 22 Douro, Br Montevideo, Sundries; Mar 23 Colina, Br Buenos Ayres, Sundries.

* Calling at intermediate ports.

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

Table with columns: NAME, TONNAGE, DESTINATION, CONSIGNEE. Rows include AMERICAN: lug A. Berwind, 66t; Mar 13 Pensacola, To order.

Table with columns: NAME, TONNAGE, DESTINATION, CONSIGNEE. Rows include BRITISH: bk Ocean Beauty, 578; Mar 2 Antwerp, Boston, Megaw & Co.

Table with columns: NAME, TONNAGE, DESTINATION, CONSIGNEE. Rows include GERMAN: bk Edward, 602; Mar 4 Liverpool, Norton Megaw & Co.

Table with columns: NAME, TONNAGE, DESTINATION, CONSIGNEE. Rows include PORTUGUESE: Mar 21 Ilha de Mo, J. dos Reis & Co.

GOVERNMENT BONDS

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

BANKS AND PUBLIC COMPANIES

Table with columns: CAPITAL, SHARES, ISSUED, VALUE, PAID UP, NAMES, RESERVE FUND, LAST QUOTA-TION, LAST DIVIDEND. Lists various banks and public companies with their financial details.

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BROWN'S GINGER For Summer Complaints.

BROWN'S GINGER For Cramps and Colic.

BROWN'S GINGER For Sea Sickness, Nausea.

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THE RIO NEWS

— 1881 —

With the opening of the present year THE RIO NEWS was enlarged to an eight-page 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 resume 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 Municipal, Cachoeira, São Paulo.

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

From the Gazeta da 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 interest fed by the immortal traffic in human flesh does not frighten this independent sheet which sees every day an increase in the number of its readers and earnest panegyrist. The whole English colony of Rio de Janeiro prize THE RIO NEWS, and there are already many Brazilians who seek it for its very exact appreciation and judicious commentaries on all questions relating to the prosperity of Brazil.

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 slaveholders 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, impelled 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.

From the Artista, Rio Grande.

We have already had the pleasure of noticing that important organ of the press which, under the title which we have taken for this epigraph ["THE RIO NEWS"], is published in the imperial capital, especially devoted to the interests of a numerous and respectable colony represented by the sons of powerful Alibon.

The sincere desire manifested in the prosperous growth of the country by all those who so willingly reside in it, is a clear proof that on this American soil, where shines the Southern Cross, they have found a second motherland.

The good will bestowed upon our province, in honorable opinions, by our enlightened contemporary, THE RIO NEWS, offering us its most valuable aid in calling attention to what will meet our most vital needs, is without doubt a motive sufficient to have our unchanging gratitude.

In order that we may make due return for the high consideration of our illustrious colleague, we place our limited service at his free disposition.—May 22, 1880.

THE RIO NEWS of July 15, the important English journal published in the imperial capital, is occupied with various matters, all of political and social importance, thus rendering a valuable service not only to the colony in whose interests it is specially zealous, but also to our country, appreciating without passion and with the greatest impartiality those occurrences which, through its medium, are to be echoed in the old world.—July 25, 1882.

DR. RUSSELL MAC CORD, M. D.

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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.

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TABLE OF DEPARTURES, 1881

DATE	STEAMER	DESTINATION
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April 24	Minho	Southampton and Antwerp via Bahia, Madeira, Pernambuco, and Lisbon.

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