

# THE RIO NEWS.

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## OFFICIAL DIRECTORY

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market for competition with those of European origin, has been  
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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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ware, machinery, domestic goods, specialties, etc., etc., are  
respectfully solicited, a cash basis being readily conceded  
whenever special and exclusive conditions are tendered by  
manufacturers.

## PORT OF CARAVELLAS.

Owing to the meagre and conflicting  
accounts of the port of Caravellas, province  
of Bahia, which has recently acquired im-  
portance as the seaport of the railway now  
building from the interior of Minas Geraes  
to the Bahia seaboard, we take great pleasure  
in publishing some definite, reliable infor-  
mation on this point which has been kindly  
furnished us, at our request, by Col. W.  
Milnor Roberts, the government engineer  
who lately examined that port. These ex-  
aminations include the various channels  
through the bar, and the present condition  
and capabilities of the harbor and port.  
The surveys in detail, with recommendations  
for such improvements as would be of  
value to the port, will soon be published  
by the government. The information which  
we are now able to give, however, will be  
of special value to those who will be brought  
into commercial relations with Caravellas  
through the railway now under construction.  
The abstract furnished by Col. Roberts is as  
follows:

There is a very large sand-bar opposite  
the mouth of the Caravellas estuary, ex-  
tending out four miles from the general  
coast line. It has four channels through it,  
but only two, the *North-east* and the *South-  
east* channels, are generally used by ocean  
vessels. Both of these, and also a channel  
called "Alagodas," (a branch from the S.E.  
channel) are kept well marked with stakes  
by the careful pilot, Sr. José Joaquim da  
Rocha, a very intelligent officer, who is  
thoroughly familiar with all of them. The  
channels are of sufficient width, with a  
tolerably direct general course, and are with-  
out sudden deflections although they have  
some curvature in places. They are four miles  
long from deep water outside to deep water  
inside. At high water spring-tides, the least  
depth in the North-east channel is 4.33  
meters (14 feet), the general depth being 5  
meters (16.4 feet). In the South-east chan-  
nel at high water spring-tides the least depth  
is 5.2 meters (17 feet) for a very short  
distance. Vessels drawing 17 feet have  
passed through. A vessel drawing 17 feet was  
in port in May, 1881, loaded with rails for  
the railway.

Usually the water in these channels is  
comparatively smooth, the heavy outside  
swell of the sea being broken by the great  
shallow sand-bar bounding them. At low  
tide, extensive areas of sand are uncovered,  
when the channels are easily seen.

The extreme tidal rise and fall is 3 meters  
—say 9.84 feet. The establishment of the  
port is 4h. 15 minutes.

Inside of the bar is a magnificent harbor,  
perfectly protected, more than half a mile  
wide, and six miles long from the mouth to  
the upper part of the city of Caravellas; and  
from 7 meters (22.96 feet) to 10 meters  
(32.8 feet) deep, in many places deeper.  
The terminal station of the "Bahia and  
Minas" railway has been recently established  
on the left bank of the estuary, four miles  
from its mouth, and about two miles below  
the city of Caravellas. In front of the sta-  
tion there is a roomy, safe anchorage, 11  
meters (36 feet) deep at low tide. Deep

water continues some distance above Car-  
avellas.

The railway company's contractor, Sr.  
Martin, has an excellent steam-tug ready to  
tow vessels in and out through the bar under  
the guidance of the experienced pilot already  
named, the same who aided Capt. Mouchez  
when he surveyed this port some years ago.

Neap high tides should be considered to  
be about 3 feet less than spring high tides.  
Vessels drawing less than 14 feet can pass  
the bar at almost any high tide.

This would be a very difficult bar to take  
a vessel through at high tide if the channels  
were not kept marked; but with the channels  
so well defined, and with the very competent  
pilot in charge, the passage, either inward or  
outward, is easily made.

Light draught coasting vessels, up to 7  
feet draught, can pass at the very lowest  
tide, at which time the visible sand distinctly  
outlines the position of the channels.

The position of the outer edge of this bar,  
opposite to the entrance, is latitude 17 de-  
grees 44 minutes South, longitude 39 de-  
grees 4 minutes West, from Greenwich.

Foreign vessels approaching from the  
eastward will of course watch the charts  
showing the "Abrolhos" and the "Parcel  
das Paredes."

## PROTECTING NATIONAL INDUSTRIES.

In replying to a few pertinent questions  
of ours on the influences and results of  
protection, our enterprising contemporary  
*O Industrial* has chosen to avoid the real  
issues and to take us to task for advocating  
doctrines apparently inconsistent with our  
national [American] policy and practice.  
The diversion is certainly a skillful one, the  
more so as it affords an opportunity to dodge  
the vital points in this question of protect-  
ing national industries, and to shift the  
controversy to a country where that policy  
has apparently achieved the best possible  
results. For the sake of correcting a few  
mistaken impressions into which Brazilian  
protectionists have fallen, and of clearing the  
way for a fair discussion of the best economic  
policy for Brazil, we are quite willing to  
devote some attention to this question of  
American protection.

In the first place the editor of *O Industrial*  
should bear in mind that free trade,  
not protection, is the real American system,  
and that were the question to be decided  
on its intrinsic merits to-day, by a popular  
vote, it is more than probable that the system  
of freer trade, or a tariff for revenue similar  
to that of Great Britain, would be adopted  
by a large majority. The question, how-  
ever, is so hopelessly mixed up in politics,  
and is the subject of so much political  
trading, that such a decision is for the time  
practically impossible. Neither of the Amer-  
ican political parties are willing to ad-  
vocate free trade unequivocally, because of  
the influence of such states as Pennsylvania  
where the doctrine of protection is supreme.  
All this, however, refers to the foreign  
trade of the country, and has no refer-  
ence to the characteristic American system  
—that of absolute free trade between the  
several states of the Union. This system

was adopted at the formation of the republic,  
and at a time when Europe was covered  
with a perfect network of customs barriers.  
Not only were the great states separated  
from each other by these arbitrary customs  
limits, but even the provinces and cities  
within each state vied with each other in  
imposing local taxes and restrictions upon  
all commerce with the outside world.  
The American states very wisely prohib-  
ited all such folly among themselves at the  
outset, and out of that step has grown  
one of the most perfect systems of com-  
mercial intercourse the world has ever  
known—a system of absolute freedom. Un-  
questionably this very internal policy has  
had vast influence upon the development of  
the country. It is an example which Brazil  
will do well to copy even in advance of  
that later and more brilliant external policy  
of protection.

In the second place, the editor of *O  
Industrial* should bear in mind that the  
two cases are not strictly parallel. The  
American states were settled, and have been  
since populated by the best, it not the  
only really successful colonizing people of  
world. A hardy, enterprising, hard-work-  
ing, persevering race, the English settlers in  
North America addressed themselves to  
the task of converting a vast wilderness  
into fertile fields, an unknown realm of  
nature's mountains and valleys, forests and  
prairies, into a sovereignty of peaceful in-  
dustry and enterprise—and they succeeded.  
The industrial history of the United States  
is as different from that of Brazil as are the  
two peoples who inhabit them. The whole  
history of the Anglo-Saxon race has been  
one of industrial, as well as of political pro-  
gress. From this people have come the  
thousands of industrial inventions which  
have contributed so largely to the wealth  
of the world. In the mother country,  
as well as in her colonies, the history of the  
people has shown one unceasing progress,  
even in the face of all possible difficulties and  
obstacles. With such a people as colonists,  
and with a new country of such unbounded  
fertility and natural wealth, the marvelous  
progress of the United States is not in the  
least surprising; in the natural order of  
events it could not well be otherwise. The  
only surprising element in the question is  
that all this natural and spontaneous growth  
should be ascribed to that one artificial and  
imperfect economic system—protection.  
Even with the Chinese system of non-inter-  
course, the industrial development of the  
United States could not be otherwise than  
rapid. Within her own boundaries there  
are markets for every possible production  
such as no one other country in the world  
can afford; and within these very same  
limits, side by side with the markets, there  
is almost every possible facility for sup-  
plying the demand. Under such con-  
ditions the evil results of any one system  
must be almost infinite in order to check  
progress.

Protection certainly has been a stimulant  
in the development of that country, but as  
a careful examination will show, it has been  
an unhealthy and unnecessary stimulant.  
We can not prove just what the progress of

the country would have been under a system of comparative free trade, but there is every good reason for believing that the actual increase in wealth and permanent industry would not have been materially less than what it has been. Protection has built up hundreds of industrial establishments all through the country, but it has never been able to save them from the inevitable results of this unnatural stimulant—over-production, glutted markets, and artificial location and development. The history of protection in the United States is also the history of unparalleled industrial crises, in which the losses are fully equivalent to the gains growing out of it. If the editor of *O Industrial* will look over the industrial history of the United States since 1865, he will find a few hard facts and figures which even protection can not clear away. He will find hundreds of factories, and furnaces, and workshops, involving millions of capital, all standing idle simply because of glutted home markets, and prohibited foreign markets. All these establishments were built up and fostered through this very system of protection.

And yet, during all this time the country at large has gone on increasing in power and wealth just as though there were not a bankrupt manufacturer in existence. And why? Simply because the great agricultural industries of the country, which are not protected, have gone on producing cotton, and grain, and flour, and beef, and dairy products, in a constantly increasing ratio. These great industries have paid the costs of protection, supported the government, constructed railways, and enriched the people. And the great bulk of the foreign trade of the country comes from these very industries, and not from the protected manufacturers in whose interests the tariff laws are drawn.

As now understood the system of American protection is of comparatively recent origin, and it has had less to do with the development of national industries than is currently believed. At the close of the Revolution the colonies had manufactures of iron, glass, paper and cloth, which were boasted of at the time as strong and prosperous. The failure of Mr. Adams to secure a commercial treaty with England, and a recognition of American commercial rights, led to an attempt at retaliation on the part of some of the colonies by restricting the introduction of British manufactures. This at once turned away a lucrative trade to the colonies which had not imposed restrictions. Out of this, and the prevalent distress and financial difficulties following the war, together with a desire to obtain a revenue for the general government, came the imposition of the first tariff, and the incidental protection which it included. How far that protection extended is easily seen in the fact that the average rate of duty was only 8½ per cent. *ad valorem*.

Our contemporary's error as to the duration of the Revolutionary war—"19 years"—is immaterial to the subject, but it may perhaps be taken as a fair sample of the reckless use of figures and assertions. To place all these fundamental facts on solid grounds, we will give the average rates of some of the principal tariffs since that of 1789. The year, average rate, and causes were as follows:

year	average rate	remarks
1789....	8½ per cent.	revenue with incidental protection.
1790....	11 "	temporary protection.
1792....	13½ "	do do
1805....	—	prohibition on British goods; repealed 1815.
1812....	—	duties doubled as a war measure.
1816....	30 "	Calhoun tariff; protection as a war measure, occasioned by distress following war; provided for a gradual decline in duties.

year	average rate	remarks
1824....	37 "	protective, through a political compromise.
1828....	41 "	protective.
1832....	—	Clay compromise; revenue tariff provided for decreasing duties until 1841 when the rate should be uniform at 20 per cent.; period of great prosperity until financial panic of 1837 and bank crash of 1839.
1845....	25½ "	increase caused by financial crisis of 1837-41; revenue tariff; rates varying from 5 to 100 per cent.
1857....	20½ "	revenue tariff, with a great measure of free trade; country very prosperous; excess of revenue.
1861....	26 "	Morrill tariff; first war measure.
1864....	40 "	temporary war tariff for revenue; tariffs increased during the war without reference to protection.
1874....	38½ "	protective.

These few references are of course only a small part of the tariff revisions which have been made in the United States. They will serve to show, however, that protection has not been the chief cause in the more important elevations of the tariff, and that the policy of protecting home industries has been fickle and grasping in the highest degree. A party which could be satisfied with an average rate of 8½ per cent. in 1789, is barely satisfied with the average of 41 per cent. in 1828-32. In 1832 this party fought against a reduction of duties because it would ruin the "infant industries" of the country, and yet under the "Clay compromise tariff" of that year, which provided for a gradual reduction of rates to 20 per cent., these manufacturing establishments were more prosperous than ever. The financial troubles of 1837-42 caused a slight increase in the tariff because of the general distress in all industries of the country. The rates upon all imports except luxuries, however, were very low, and the period from that time to 1860 was one of comparative free trade and general prosperity. There were no complaints about ruined industries; on the contrary there was a healthy, substantial growth. In this period the government had the rare experience of being burdened with too much money. Under the tariff of 1845 the revenues of the country were estimated at twenty millions, but this estimate was so rapidly exceeded that in 1856 the receipts were over sixty millions. This surplus was looked upon as an evil, because the country had no debt and no use for so much money. The political troubles of 1860-65 caused many great changes in the tariff, but they were generally urged and adopted as extraordinary war measures.

It is to be regretted that *O Industrial* is not more familiar with the present status of this question in the United States, as it occasions a disbelief in the sincerity of our motives in opposing protection. Our contemporary evidently believes that the American people are sharply divided into two historic parties on this question—the South and the democratic party being in favor of free trade; the North and the republican party in favor of protection. And yet, in the beginning, New England was almost solid in favor of free trade, and the South until 1820 in favor of protection. To-day the democratic party is prevented from an unreserved advocacy of free trade by an able and influential protection element within it, led by prominent Pennsylvanians. And as to the republicans, the party which has been chiefly instrumental in retaining the present protective tariffs, the ablest and best known advocates of free trade are found within its ranks.

An Argentine telegraph line from Bahia Blanca to Patagonia will be inaugurated on the 9th of July next.

ANOTHER WARNING.

In announcing the organization of the Bagé railway company in Paris, and after noting the conditions of the scheme, including the interest guarantee under which subscriptions were asked, the Paris correspondent of the *Jornal do Commercio* asks:

And in this respect I will ask once more: Where are the finances of Brazil going to with so great a guarantee of interest? This certainly will not be the means of improving exchange. It was not long since understood that the imperial government had to remit money every day to London for the payment of the augmented interest of the external debt. Now come more guarantees of interest for railways, remittances for ironclads, gunboats, beside the salaries and expenses of that army of Brazilian officials who come to Europe in commission of the government. While Brazil is obliged, quite knowingly, to remit these augmented sums to Europe the rise in exchange will have a nail in the wheel. Everybody knows this. They are facts of primary intuition. But no one advocates a reform!

It now remains for the *Jornal's* London correspondent to call his Paris colleague a pessimist, one of those of whom it may be said:

There is such a charm in melancholy, They would not, if they could, be gay.

Upon various occasions we have called attention to this question of railway guarantees, and of the constantly increasing burdens which they are placing upon the imperial treasury. We have pointed out the self-evident fact that the revenues of the empire are not sufficiently elastic to meet these additional interest charges, that, in fact, the limit of productive taxation has already been passed and no new sources of revenue are available. We have noted the universal depression in business, the decay in many important agricultural industries, the impending labor crisis through emancipation, and many other actual and impending evils, through all of which the country is involved in difficulties of the most vital character. In the interests of the country, as well as those who have invested their money here, we have frequently pointed out the danger of increasing these burdens, especially through enterprises from which, there can be no immediate return. All this however, has had no other practical result than to bring down upon ourselves the charge that we are pessimists, and are unfriendly to the country.

It is pleasing to note, in this connection, that our discussions of these subjects have indirectly been the cause of arousing a wider interest in them than they would otherwise have had, and of calling forth similar discussions in the Brazilian press. The very subjects which called down upon us the remonstrance of the *Jornal's* London correspondent became current topics almost as soon as his reply arrived in this city, and that, too, in many cases, with views of causes and results not widely dissimilar from our own. It is now fully understood—and we say it without egotism—that our discussions of economic subjects are based upon principles, not upon personal motives. We have been careful to talk about facts and logical results, and in every case thus far our position has been supported by events and by concurrent opinion. This opinion has not always followed closely upon our criticisms, but it has never failed to come in good time. The present discussion of Mexican competition, as well as the many protests against railway guarantees, is a fair sample of that result.

A meeting of the committee of the Oldham Operative Cotton Spinners and Minders' Association was held this evening, at which it was determined to co-operate with the Employers' Association in opposing the new French tariff on cotton goods. It was stated that on 32's yarn the addition proposed is 25½ per cent.; that the average extra duty on yarns is 24.88 per cent.; and on double yarns 24.50; while in some cloths it is 210. The chairman and secretary are to co-operate with the masters' committee.—*Liverpool Journal of Commerce*, May 5.

THE SÃO PAULO LOAN BANK.

During the session of the São Paulo provincial assembly last year a project was presented by Deputy Camillo de Andrade, of Santos, for the organization of a credit bank or association in that province. The question was referred to a committee with instructions to make a careful study of the subject and to report its conclusions with recommendations for the guidance of the assembly in a future consideration of the subject. The committee presented its report to the provincial assembly on the 25th ult., in which, after a detailed discussion of rural credits and the measures adopted in other countries, was included the following substitute for the project of last year. We give the substitute in full.

SUBSTITUTE FOR PROJECT NO. 215.

The provincial legislative assembly of São Paulo decrees:

ARTICLE I.—The president of the province is hereby authorized to guarantee the interest of 7 per cent., for a period of 30 years, upon the capital of five thousand contos [5,000,000\$] of a bank or company which shall be organized in the province upon the plan indicated in Law No. 1,237, of September 24, 1864, and in the regulations following the decree of June 5, 1865.

Section 1.—The territorial bounds for mortgage loans will be limited to the province of São Paulo.

Sec. 2.—The guarantee of interest will be granted to no bank or company until its capital has been wholly subscribed and realized.

Sec. 3.—The interest upon loans shall not exceed 9 per cent. per annum, payable semi-annually, and 5 per cent. redemption on account of the principal.

Sec. 4.—The bank or company shall not make loans upon the mortgage of city real estate beyond one-tenth of its capital realized and emitted.

Sec. 5.—The difference of interest between the loans and the mortgage bonds shall not be greater than one per cent.

ART. II.—While the capital subscribed and realized is not exhausted the bank or company can emit mortgage bonds. In such case, the portion of capital corresponding to the value of the bonds emitted will be converted into *apólices* of the provincial debt, and, in fault of these, into *apólices* of the national debt.

ART. III.—The shares for the realization of the capital, as well as the mortgage bonds, can be emitted in the markets of Europe and the United States.

ART. IV.—For the loans the bank or company shall require from the borrowers the following conditions:

Sec. 1.—The renunciation of the right of domicile.

Sec. 2.—The exhibition of the title of acquisition of the real estate.

Sec. 3.—Documentary proofs of what property is subject neither to legal and conventional mortgage, nor to other claims, and that no judicial action is pending against it.

Sec. 4.—A fine of 10 per cent. upon the original amount of the loan in case of judicial collection.

Sec. 5.—The delineation and measurement of the real estate, made by an engineer, with the demarcation of limits, legally accepted by adjoining parties.

ART. V.—The bank or company shall have a fiscal appointed by the president of the province and paid from the treasury of the bank or company to which he is accredited.

1st.—To sign all the mortgage bonds emitted;

2nd.—To examine all valuations made for the grant of loans, and, not agreeing with them, to exact new ones;

3rd.—To enforce the strict observance of the laws which govern associations of this nature, and the statutes of the bank or company, being responsible to the government for the faults committed.

ART. VI.—All dispositions to the contrary are hereby revoked.

In the early future India rubber ought not to be an expensive article. According to information concerning the plant which produces Ceará rubber, contained in the report of Indian rubber by Dr. H. Timen, of Ceylon, the plant is very hardy, and will grow in a dry, rough soil, and a moderately dry, hot atmosphere, while the Pará and West India rubber plants require a rich alluvial soil, and a constantly hot-moist atmosphere. Ceará rubber plants have been found to succeed in Ceylon, Calcutta and Madras, but the climate of Singapore is too wet for them. It is suggested, says the *Journal* of the Society of Art, that plantations should be formed on exhausted coffee land. The tree grows to about thirty feet or more in height, and forms a dense rounded crown. It attains a diameter of four inches or five inches in about two years, when it may be tapped.—*St. Louis Commercial Gazette*.

PROVINCIAL NOTES.

—The receipts of the São Paulo provincial office for the month of May amounted to a total of 19,996\$440, to which amount the São Paulo (city) office contributed 5,972\$560.

—The total receipts of the Pernambuco provincial treasury during the first half of the present fiscal year amounted to 2,147,443\$447, and the expenditures to 1,612,532\$497.

—The postal receipts of the province of Pernambuco during the year 1879-80 amounted to 81,688\$520, an increase of 416\$170 over the preceding year. The province has 95 postoffices, of which 86 are regularly in use.

—The May receipts of the Santos custom house amounted to a total of 550,133\$353, against 401,391\$595 during the same month of 1880. Other port charges, including clearance and dock fees, etc., amounted to 123,315\$932.

—The provincial budget of Pará authorizes the payment of a subsidy of 60,000\$ to any party who will import into that city not less than 6,000 head of cattle per annum, and sell the beef at prices not exceeding 50 reis per kilo.

—The Rio Grande journals are very outspoken in their condemnation of the internment of Latorre. The sympathies of that province are clearly with Latorre, and the action of the government in ordering his internment is viewed with general dissatisfaction.

—A murder took place near Bagé, Rio Grande do Sul, on the 15th ult., a poor Spanish vendor, named Vicente Paris, being killed and his vendia robbed by a worthless vagabond, known as "João." The vendia was burned to the ground, and the body of Paris was found in a pool of water about half a league distant. João was captured with some of the stolen property in his possession.

—The *Gazeta de Porto Alegre* says that Colonel Latorre offered to take up his residence at Pelotas, Rio Grande do Sul, instead of going to Porto Alegre, as the government directs. He declared it impossible for him to remove from Jaguarão to Porto Alegre within the eight days specified. His proposition, however, was not accepted by the government, and he declares his intention to take up his residence in some other country more hospitable than Brazil has proved to be.

—From the latest reports it is determined that 222 slaves have been liberated in the province of Alagoas under the operations of the emancipation fund, at a total cost of 119,917\$865. The two disbursements of 1875 and 1880 amounted to the total of 181,126\$764, leaving the sum of 61,208\$899 still unexpended. During the same period the number of slaves liberated through voluntary gift and judicial sentence amounted to 916, making a total of 1,138 which have received their freedom. The number of slaves matriculated in 1873 was 34,587, and the number at the end of 1878 was 39,317.

—Pernambuco is essentially a province of knife experts. A sample from a Sheffield manufacturer was recently left on the table of the *Jornal do Recife*, which the editor recoils from in horror—and what a Pernambuco editor recoils from in the shape of a knife may certainly be looked upon with inward misgivings. The blade of this instrument was 4½ inches long and bore the appalling trademark "Brava Gente Brasileira." The *Jornal* thinks that these fickle playthings should not be permitted to land, and should be sent back whence they came. But, in such case, what would the *sertanijos* have with which to amuse themselves?

—Law No. 1,563 of the last Pernambuco provincial assembly, recently sanctioned by the president of that province, authorizes 61 lottery drawings of the following descriptions:

1 of 1,500,000\$	1,500,000\$
1 of 500,000\$	500,000\$
1 of 240,000\$	240,000\$
1 of 200,000\$	200,000\$
56 of 120,000\$	6,720,000\$
1 of 100,000\$	100,000\$
61	9,260,000\$

Of these lotteries all but six are for religious establishments. The authorization is for the coming fiscal year.

—According to the *relatorio* of the retiring president of Minas Geraes, Dr. José Francisco Netto, which was presented to his successor on the 4th of May, the public debt of that province was as follows:

Savings bank loan, 7 per cent.	567,536\$944
884 <i>apólices</i> of 500\$, 6 per cent.	442,000 000
700 <i>apólices</i> of 1,000\$, 6 per cent.	700,000 000
185 <i>apólices</i> of 1,000\$, 6 per cent., owing to the Pirapetanga railway.	185,000 000

Total funded debt, 1,894,536\$944  
The first three descriptions of *apólices* are held by the provincial savings bank, to which the whole debt except 185 *apólices*, is owing. The 700 *apólices* of 1,000\$ were issued at 93 during the past year, chiefly to meet the subvention owing to the "Oeste de Minas" railway.

—Heavy rains still continue in the northern provinces.

—The May receipts of the Pernambuco custom house amounted to 837,512\$169, of the consulado 203,769\$235, and of the recebedoria 55,786\$237.

—The Bahia customs receipts in May were: general, 763,711\$065, provincial 80,297\$584, and of the general recebedoria 73,182\$624.

—The president of Maranhão has sanctioned the provincial budget which fixes the receipts and expenditures of that province at 700,700\$ during the next fiscal year.

—The *Libertador*, the organ of the Ceará abolition society, is publishing a list of all the voluntary manumissions effected there since the society has begun work. On the 23rd ult. the number had reached one hundred.

—The whipping of a slave on the morning of the 6th inst. on the plantation of Antonio Rodrigues Leite, of Pirassununga, São Paulo, led to the assassination of the overseer who was inflicting the punishment. Several of the slaves at once ran away, from which it is inferred that more than one was implicated in the crime.

—Under the new electoral law the province of Paraná is divided into two districts. The number of voters registered in the first district, in which the capital of the province is located, is 1,187, and in the second district, 1,392—giving a total voting population for the whole province of 2,579. The registry list of Curitiba, the capital, contains only 544 names. The census of 1872 gave the province a total population of 136,722, of which 10,560 were slaves.

—The Pará provincial budget for the coming year places the receipts at 4,157,430\$ and the expenditures at 3,863,836\$551, leaving a surplus of 293,593\$439. The *Diario*, however, contests the estimates, and shows from the receipts of former years that the total will not exceed 3,800,000\$, leaving a deficit of 63,836\$551. As the budget admits that its estimated surplus will be absorbed in the new water works and the suppression of the tax upon cattle, this deficit of the *Diario's* will be very materially increased.

—The penal island of Fernando de Noronha now contains a population of 2,415 persons of which 2,005 are males and 410 females. The civil employees and military officers, with their families, number 55 persons; the military guard 198, with 52 women and 28 children; convicts 1,677, accompanying which are 140 women and 252 children. The convicts are composed of 258 soldiers, 1,385 civilians, and 34 women. In addition to all these there are 9 persons not belonging to the colony, and 2 slaves.

—According to the *Jornal do Recife*, a well-known sugar estate of Pernambuco effected the following results during the harvest of 1880-81. The capital employed, including lands, machinery, etc., was 130,000\$. The net results of the year's operations amounted to 72,000\$, and the expenses to 40,000\$, leaving a profit of 32,000\$ for the year. One item in the expense account was the labor of the proprietor and his son, which was valued at 10,000\$. With such profits, we can see no possible occasion for a government guarantee on central factories.

—The number of liberations thus far, under the emancipation law, in the province of Piahy has been 267, at a total cost to the fund 124,134\$789. This does not include the contributions of the slaves themselves. The two quotas of 1875 and 1880 amounted to a total of 132,110\$583, leaving an unexpended balance of 7,795\$794. The number of liberations up to the end of 1878 by voluntary gift and judicial act was 1,062, making a total of 1,329 liberations since the enactment of the emancipation law. The slave population of Piahy in 1873 was 25,482, and at the end of 1878 21,119.

—The provincial government of Pernambuco proposes to build a new penitentiary in that city for the incarceration of criminals of that province who have been condemned to imprisonment with hard labor. The prison quarters will be built about a quadrangle with cells for one person each. The amount appropriated for the lands and three sides of the building is 400,000\$, of which 150,000\$ is to be expended during the next fiscal year. The regulations for the new penitentiary provide that prisoners shall be required to work in solitary confinement during the first eight months of imprisonment, after which they shall be transferred to the prison workshops; that they shall be divided into classes, the promotion from one to another being determined by a system of merit marks; that the products of the workshops shall form a part of the prison receipts, to be applied to its general expenses; that a certain part of each prisoner's earnings, varying with the class to which he belongs, shall be set apart as his private savings fund; that the purchase of materials for the prison and the sale of its manufactured products will be effected through public auction; and that a separate building, apart from the general prison quarters, shall be provided for the imprisonment of women.

—The provincial assembly of Pará proposes to spend 50,000\$ on a public laundry.

—The province of Pará offers a subsidy of 50,000\$ per annum to any party who shall supply the market with fresh and salt water fish.

—The subsidy expenditures of the province of Pará during the coming year, according to the budget, will amount to a total of 611,200\$, viz: 301,200\$ to various navigation enterprises, 200,000\$ to a sugar manufacturing company, 50,000\$ on a contract for supplying the city of Pará with fish, and 60,000\$ for supplying it with fresh beef.

RAILROAD NOTES.

—The "Camocim e Sobral" railway, Ceará, now under construction, has an extension of 43 kilometers open to traffic.

—The British ship *Aurora* arrived at the port of Parahyba on the 25th ult. with material for the Conde d'Eu railway.

—The April receipts of the "Recife ao São Francisco" railway amounted to 113,348\$424, and the expenditures to 57,368\$559.

—The first corps of French engineers for the Bagé railway arrived at Rio Grande on the 30th ult. There was a display of fireworks.

—In 1880 the export of railway passenger and freight cars from the United States to Brazil amounted to 478 in number and \$276,683 in value.

—Decree 8,120, of the 21st ult., approves the statutes of the Príncipe do Grão Pará railway with some modifications, and authorizes the company to transact business.

—The construction works on the Canóa branch of the Itaurité railway, Ceará, are being actively carried forward. It is announced that they will be completed in a very short time.

—The Rio Grande provincial assembly has granted a 60-years' privilege to Messrs. Spalding & Taaffe for the construction of a railway between Taquary and the Teutonia colony, passing through the village of Santo Antonio da Estrella.

—The February receipts of the São Paulo and Rio de Janeiro railway amounted to 102,644\$360, and the expenditures to 72,744\$890, leaving a balance of 29,899\$470. The total balance for January and February amounted to 55,554\$317.

—The April receipts of the Paulista railway amounted to 165,061\$580, and the expenditures to 72,244\$040. This gives a total receipt of 702,241\$080 and a total expenditure of 272,161\$007 for the four months ending April 30, leaving a balance of 430,080\$079 in the company's treasury.

—In view of the delays of the imperial government in deciding upon the petition of the Conde d'Eu railway company for permission to make certain changes in the route, the company has resolved to prosecute the work on the original surveys and abandon the important changes proposed. This course is made necessary by the conditions of the concession which require the completion of the road within a fixed time, and no time can therefore be wasted in waiting. This is one more proof of the evils of the present system of concentrating absolute power in the departments of government at the imperial capital.

—The *Gazeta de Campinas* publishes the following with regard to the railways of São Paulo:

"The province of São Paulo has at present 1,106 kilometers 433 metres of railway in traffic, representing approximately a capital of 69,053,000\$, distributed in the following manner:

English (Santos and Jundiáhy)	23,553,000\$
Paulista	15,000,000
S. Paulo and Rio de Janeiro	11,000,000
Sorocabana	7,500,000
Ytuna and branch	6,000,000
Mogyana	6,000,000

This capital produces approximately a total revenue of 8,000,000\$, and a net revenue of 4,000,000\$ annually.

—At a general meeting of the São Paulo and Rio de Janeiro Railway Company at São Paulo on the 29th ult., it was resolved: 1, to approve the report of the directors with respect to the balances closed December 31st, 1880; 2, to pay the dividend of December last, and all future dividends, at the rate of 5 per cent. in obligations drawing 7 per cent. interest and running without a specified time of redemption; 3, to pay the interest of 7 per cent. on these obligations semi-annually and in cash; 4, to issue these obligations only for sums of 100\$ and upwards, all smaller amounts being credited to the company's books until they shall attain the specified minimum of 100\$; 5, that when the external debts of the company are thus converted into an internal debt to the shareholders, steps will be taken at a general meeting of shareholders for the redemption of these obligations; 6, that the board of directors is authorized to fund this internal debt by any other better means than the plan here submitted. These resolutions were adopted unanimously.

—The May receipts of the Carangola railway were 32,788\$320, against 14,934\$260 in the same month of last year.

—The minister of agriculture has dispatched an official circular to the chief engineers of the prolongation of the Bahia and Pernambuco lines, and of the construction of the Rio Grande lines, explaining that work has been recently retarded on those roads because of a lack of credits. He directs that the works shall be carried on with all dispatch from the 1st proximo forward.

—The Rio Grande and Pelotas journals are engaged in a bitter discussion over the route adopted for the Bagé railway. The people of Cangussú, Piratiny and Cacimbinhas are complaining because those places are left out of the route adopted. The comfort offered them by the Rio Grande press is to the effect that they can go and build just as many railways as they please.

THE PANAMA CANAL.

A private letter from Colon, received at Liverpool, and dated March 8th, has the following regarding the present position and prospects of the Panama Canal works:—

"There are in the field to-day 73 civil engineers, clerks, etc. They are engaged in making a 'complementary survey,'—that is, verifying last year's survey and endeavoring to make it better. They have 400 laborers and will take 200 more. They have divided the distance into four-mile surveyed camps, and apparently are thoroughly organizing. Their great obstacle is the Chagres river. They propose to do away with it entirely by building a dam at a point where, at and between Mount Gamboa and another, it strikes the proposed line of the canal. This dam will be a most stupendous affair, perhaps the largest ever built, if, indeed, they succeed in building it. They have already sunk a shaft 100 feet deep at the point where they propose to build the dam and have not found bed rock, which they must do before the dam is commenced. This fact is giving them great anxiety. The dimensions of the proposed dam are—length, 1,850 yards; height, 50 yards; thickness at bottom, 1,000 yards; and thickness at top, 260 yards. By building this dam they will (or they propose to) create a lake capable of holding 10,000 million tons of water, which will have an overflow to the Pacific. Their present estimate is this—canal to be completed in six years, working 8,000 men. The canal can be made at this point—viz., Colon to Panama—and will be, if it is built anywhere in this region, for the Nicaragua route is not practicable. But whoever builds it must have money. This M. de Lesseps has not; he has only promises and diplomacy."

BRITISH MERCHANT SHIPPING.

A parliamentary return was issued on March 23rd showing the progress of British merchant shipping from 1860 to 1880, with special tables relating to trade with certain countries, passenger ships, apprentices, wages, relief of distressed seamen, and savings of seamen. The tonnage of British ships, sailing and steam vessels, with cargoes and in ballast entered and cleared at ports in the United Kingdom in 1860 was 13,914,923 tons, and this had risen in 1880 to 41,348,984 tons. The American tonnage in 1860 was 4,981,697, and this fell to 1,006,388 in 1880. With the exception of Austria, all other countries largely increased their tonnage in the same period. The tonnage of British steam vessels with cargoes only entered and cleared was in 1860 5,976,852, and this had increased to 27,052,131 in 1880; the return for America was 8,809 in 1860, and 139,070 in 1880. The merchant navy of the British empire had a tonnage of 5,710,968 in 1860, and 8,447,171 in 1880; while in the United States the registered tonnage for foreign trade was 2,546,237 in 1860, and 1,352,810 in 1880. In 1860 there were 171,592 British and foreign seamen employed in British steam and sailing vessels; and in 1880 that number had risen to 192,972. In 1859-60 there was expended for the relief of distressed seamen 21,094/ 15s 1d; and in 1879-80, 29,414/ 11s 7d. By the savings banks account it appears that in 1860 14,958/ 17s 7d was paid in, and in 1879 the sum of 59,113/ 13s 2d was received from seamen.

THE report of the United States Life-Saving Service for 1880 shows that there were 300 disasters to vessels within the scope of its operations during the year. The number of persons on board these vessels was 1,980, of whom 1,980 were saved, only 9 being lost. The estimated value of the vessels involved in these disasters was \$2,616,340, and that of their cargoes \$1,195,368, making a total value of \$3,811,708. Of this total \$2,619,807 were saved, and \$1,191,901 were lost. The number of vessels totally lost was 67. The service rendered to vessels in distress has been at all times prompt and efficient, and reflects the greatest credit not only upon the organization itself, but also upon the government under whose direction this invaluable service is carried out.

# THE RIO NEWS

PUBLISHED TRIMONTHLY

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

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

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Agents in New York:

JAMES S. MACKIE & SON,  
194 Broadway.

RIO DE JANEIRO, JUNE 15TH, 1881.

AFTER a term of service of nearly four years duration, the American minister, Hon. Henry W. Hilliard, takes his leave of this city and a wide circle of friends to-day, perhaps for the last time. We have had many occasions to express the sincere regard in which Mr. Hilliard is held both by ourselves and by this whole community; we can only repeat at this time all that has been said, with the emphasis which each day has given to those good opinions. In now retiring from Rio de Janeiro Mr. Hilliard takes with him the hearty well-wishes of the entire English-speaking community of which he has formed a part during the past four years, and also of the Brazilian people for whom he has so frequently expressed his high regard. Although his frankly-expressed convictions upon the question of slavery aroused some criticism at the time, we are confident that no just man ever doubted either his sincerity, or his right to use his personal influence in a cause which he believed to be for the highest interests of this country. In his official capacity, Mr. Hilliard has given the fullest satisfaction, both to his own government and to that of Brazil, and he bears away with him the warm personal regard of the Emperor and all his cabinet.

The provincial government of Pernambuco has just authorized, in one act, the drawing of *sixty-one* lotteries during the coming year. The aggregate of all these vicious enterprises amounts to the astonishing total of 9,260,000\$—say one million sterling, more or less. The great part of this money, thus cruttily obtained from the scant earnings of the poorer classes—who are the principal patrons of the lottery—will be absorbed by the churches and various institutions belonging to the established church. It is not unfair to say that outside of the two or three hospitals and two or three cemeteries included in the list, the people will derive no practical benefit whatever from the money thus absorbed. The education of the masses will not be promoted, their religious sentiments will not be elevated, their moral character and surroundings will not be improved. There will be the usual reign of crime and violence, the usual monotony of idleness, thriftlessness and self-indulgence. And in the meantime, there will be a little whitewashing and plastering of churches, and a great deal of salary and good feeding among the clergy. We speak of this with no purpose of attacking the church in its sectarian character, but in the sense of a great and powerful organization which is literally feeding fat upon the vices and superstitions of a people whom it does comparatively nothing to educate and im-

prove. Vicious and demoralizing as is the lottery even when employed in worthy uses, it is doubly so in this case where it serves to support so corrupt and so worthless an institution as the Brazilian established church. And at this time, when the people are so heavily taxed, the industries of the country so weally burdened, and the outlook for the future so dark, government of Pernambuco sees fit to legalize, in one act, the further impoverishment of that province to the extent of 9,260,000\$! It is an error for which there is no possible excuse or justification.

We are glad to announce that the controversy between the Brazilian government and Messrs. John Roach & Son, relative to the payment of the subsidy as originally agreed upon, has been finally and satisfactorily settled. In thus meeting the general desire for a continuance of this service and adopting a just solution of the difficulty which had arisen, the minister of agriculture has rendered a very important service to the commercial interests of the country, and has effectually removed an embarrassing cause of complaint on the part of an influential steamship company. In meeting the difficulty, the minister has been placed in a very embarrassing position through the amendments introduced into the contract by the General Assembly and the subsequent failure to revoke them as requested both by the government and by the company. In the following circular to the director-general of the postoffice it will be seen that the subsidy due will be paid in case the call at Maranhão is insisted upon and the company feels obliged to withdraw from the contract. On these conditions we are advised by the company's superintendent, Col. W. P. Tisdell, that the mail service between New York and Brazil will be resumed on the 5th of July. The circular is as follows:

DEPARTMENT OF AGRICULTURE, COMMERCE, ETC.  
Rio de Janeiro, June 13, 1881.

I have to declare to you that you will please inform the American company of navigation between New York and Rio de Janeiro that the government maintains the decision previously given not to pay the subventions due the company as long as the legislative power has not decided upon the question of touching at the port of Maranhão, included in the bill confirming the contract made.

However, should the question be decided in the sense of the maintenance of the original contract, then the subvention due for all the voyages made will be immediately paid.

And that there may be no further doubt on this subject, you will please add in your communication that in case the call at Maranhão should be insisted upon, and that the company should feel obliged to cancel the contract, then the government will consider it its duty to ask for the customary credit, if such be deemed necessary, for the payment of the subvention for all the voyages made until then, and for the one which may have been commenced.

Furthermore, the company has withdrawn its notice to you of the suspension of the navigation service with which it is charged, of which I hereby advise you.

Good keep your excellency,  
MANOEL BUARQUE DE MACEDO.  
To the  
Director-General of the Postoffice.

To the foreigner who has been accustomed to look upon the valley of the Amazon as a great garden of unbounded fertility and wealth, as one of the richest and most beautiful parts of the earth's surface, the newspapers of the great province and city of Pará of to-day will be full of startling surprises and interesting revelations. He will learn that the people who inhabit this marvelously fertile region, are sorely in need of food, and are clamoring in the halls of legislation for extraordinary means to keep starvation out of their homes. He will read of public meetings, presided over by the provincial president and attended by prominent men from all professions and

occupations, at which it is gravely announced that the stock-raising industry of the province is dying out, that the capital city of the province is insufficiently supplied with fresh meat, and that this limited supply is extraordinarily dear and of the poorest quality. He will also read the various projects of prominent men, in which all kinds of relief measures are proposed from free importation to local protection, from the abolition of taxes on cattle to bounties and subsidies. And then, when he picks up the recent provincial budget, he will actually find two large subsidies offered for the supply of that city with fish and fresh beef—the first of 50,000\$ and the second of 60,000\$ per annum. Very naturally the question will be asked: "What's the matter with this province of Pará? Have there been floods? or drouths? or plagues? Have there been wars? or Indian inroads? Has the world been grossly deceived about this great river valley? and is it a desert after all? What can be the matter? Here is a province which has long been reputed to be of inexhaustible fertility—but the people are clamoring for help lest they starve! Here is an industry—that of stock-raising—which was said some years ago to be in a highly prosperous condition—but it has now died out to that extent that the city of Pará can not get enough fresh beef for its needs, even at starvation prices and of the worst possible quality, and the province is obliged to pay some one 60,000\$ a year as a bonus for supplying the city 6,000 head of cattle! Here is a great river, the largest in the world, which is known to abound with fish—and yet it takes 50,000\$ a year bonus to induce some one to supply the market!" It certainly is a strange state of affairs, and one which will not be easily understood. We doubt even the possibility of a Paranaense himself to give a satisfactory explanation. In a nutshell, the simple fact is that the people of this province are actually starving in the midst of plenty. There are thousands of people throughout the country—and this will apply to other provinces beside Pará—who are too idle and shiftless to even scratch the ground for a stalk of Indian corn, and who hunt or fish for one scant meal a day. If it rains so that they can not hunt or fish, they go hungry. Besides that, there are some who will not even hunt or fish, but sit at the door of the president's palace asking for public alms. These are hard and unpleasant facts—but they are true! When the government, both imperial and provincial, recognizes them fully, the remedy will be easily suggested. It is no part of a government's duty to support a class of people who will not support themselves. A little less paternal government and a little individual self-government will do more to meet this abnormal state of affairs than all the subsidies that can be devised.

We are pleased to note that the provincial government of Pernambuco has adopted a measure for the employment and government of criminals which is creditable in the highest degree. If the measure is carried out in the way proposed and with a thoroughly liberal spirit, the province of Pernambuco will enjoy the credit of having one of the best prison systems known. In the first place the provision for separate cells, and a period of solitary confinement, will certainly be highly beneficial. It will add an element of security to the prison, by preventing concerted efforts to escape, and, what is vastly more important, it will prevent the immeasurably evil effects of allowing the association of criminals of all classes and degrees, through which nearly every reformatory influence is utterly defeated. This very defect of prison government has long been the object of earnest study and

frequent efforts at reform on the part of philanthropists, and it is one which has not even yet been satisfactorily settled. It is well known that a large percentage of criminals, especially those condemned for the first offense, can be very easily reformed and led into a better life than that into which they have only just been initiated through some misfortune or temptation. The great obstacle to this result, however, is the vicious system of imprisoning criminals of all ages, classes, and conditions, and allowing the freest and fullest intercourse between them. Such a system is not only inimical to all reformation, but it turns every prison into a school of crime. A second excellent feature of this new project is the purpose to employ prisoners in some remunerative labor. There is no logical reason why a criminal should not be required to earn his own living while in prison just as he is expected to do when at large. Assuredly punishing a man for crime does not imply that society shall also be punished with a tax for his support in idleness. And besides, labor is beneficial as a means of reformation, as it gives healthful employment to both body and mind, and prevents vicious association. The design to divide prisoners into classes, or grades, determined by their good behavior, is also a highly praiseworthy measure. No man, whether criminal or not, should be deprived of the rewards to which he is entitled through good behavior and good service. The possibility of bettering their condition, acquiring a good character, mitigating the severity of their punishment, and of shortening their terms of imprisonment, must necessarily improve the conduct of a great majority of prisoners, and render them more amenable to discipline. Another feature of this new scheme—and it is one of the best that we have ever seen in connection with prison government—is the provision for a savings fund to be made up from a certain percentage of each prisoner's earnings. There is everything to be said in favor of such a measure; it is worthy of the highest possible commendation. Admitting that the state has an absolute right to the time and service of those who have broken the laws and forfeited their rights to personal liberty, there is still the very highest reasons why that right should be modified in the sense proposed. A very large percentage of criminals belong to the poorer classes, and when discharged from prison are absolutely without means. More than that, they are very largely shut out from honest employment because of their bad record. The frequent result has been that these persons have been driven back into a life of crime from sheer necessity. Through this wise provision of a savings fund these men will go out of prison with some means at their disposal by which they can support themselves until honest employment is found. The measure is eminently practicable and humane, and, if thoroughly and intelligently carried out, it can not fail to reflect great credit upon the province of Pernambuco, and to inaugurate a noble reform in prison administration throughout the whole world.

The export of cotton piece goods from Great Britain to Brazil during the month of March amounted to 16,496,800 yards, against 19,841,000 yards in the same period of 1880.

The United States Supreme Court decided an interesting case April 24, which is deserving of the widest publicity. The decision was on an appeal from the Circuit Court by the plaintiff Christopher Oscanyan, consul-general of Turkey at New York, who had brought action against the Winchester Repeating Arms Company for a commission of 10 per cent. on the arms bought of that company by Turkish government, which the plaintiff claimed to be due him upon an express agreement. The Supreme Court affirmed the decision of the lower court against Oscanyan, on the ground that such a contract by a public officer is corrupt.

LOCAL NOTES.

The republic of Paraguay has been admitted to the Postal Union, the admission to take effect on the first of July next.

Decree 8,124, of the 28th ult., concedes a 7 per cent. guarantee on 400,000\$ to be invested in a central sugar mill at Campo Grande, in the municipality of Rio de Janeiro.

The daily press of this city has at last awakened to the rapid development of Mexico. Whether the government can be as readily aroused is as yet an unsolved problem.

The petition of Jasper L. Harben for a transference of a mining concession granted to his deceased father-in-law, Arthur M. Hanson, has been referred to the president of Espirito Santo for the opinion of the municipal council of the municipality in which the mines are located.

Our enterprising contemporary, the Gazeta de Noticias, has begun the publication of a weekly edition. The need of such a publication is very great, especially in interior localities where daily papers are practically shut out.

At a meeting of the city council on the 27th ult., it was resolved to withdraw all licenses granted to beggars, and to request the chief of police to remove all persons of that description to the beggar's asylum.

The minister of finance has authorized the administrator of the government printing office to draw up a set of regulations for the internal government of that office.

The newspaper press of this city loses an active and able member through the death of Dr. José Ferreira de Menezes which took place suddenly on the evening of the 6th inst.

Mr. Morris N. Kohn and others have a project for the construction of an elevated railway in this city. The designs and descriptions of the projected enterprise have been referred to the director of the Dom Pedro II railway for an opinion.

We are in receipt of a copy of the Almanak Industrial, Mercantil e Administrativo da Cidade e Municipio de Campos, for 1881 and 1882, compiled by Sr. João de Alvarenga, of the Monitor Campista.

The minister of agriculture has issued instructions to Col. W. Milnor Roberts to make an examination of the Rio das Velhas, province of Minas Geraes, between Macaúbas to the Rio São Francisco.

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The next American steamer leaves New York July 5.

We regret to hear that Dr. Baptista dos Santos, president of the board of health, has resigned.

It is reported that the Visconde de Pelotas, ex-minister of war, has had the title of Conde bestowed upon him.

Decree 8127, of the 4th inst., approves a mail contract between the general postoffice and the Maranhão navigation company.

Decree No. 8,078, of the 7th ult., concedes a mining privilege in the comarca of Xiririca, São Paulo, to Estevo do Nascimento Assumpção.

The minister of finance has postponed until the end of December next the termination of the period for receiving the overdue taxes owing for the years 1867-68 to 1879-80.

Three Africans, belonging to Lima & Co., in liquidation, will be sold under sealed tenders at the court of the judge of the second vara commercial in this city on the 21st inst.

The health inspector of this port has been authorized by the minister of empire to transmit semi-monthly reports to the health authorities of Lisbon, Montevideo and Buenos Aires relative to the mortality and sanitary condition of the city and port.

Everything does not seem to be working smoothly with the Italian opera at Buenos Aires. The press of that city are almost unanimous in a denunciation of Signor Ferrai's management this year.

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The total export of cotton piece goods from Great Britain during the quarter ending March 31, amounted to 1,207,368,700 yards, against 1,060,056,900 during the same period of last year.

The total export of provisions, tallow and dairy products from the United States during the month of March was valued at \$14,325,839, against \$12,530,260 in March, 1880.

The total declared value of exports from Great Britain during the month of March amounted to £19,131,028, against £18,852,050 in 1880.

The export of breadstuffs from the United States during the month of March amounted to a total value of \$22,263,474, against \$22,279,773 in the same month of 1880.

In 1822—ten years before the discovery of America—the ratio of value of gold to silver was 1 to 11.158. In 1880 this ratio had been changed to 1 to 17.65.

Meteorological observations taken at Braz, in the city of S. Paulo, during the month of May, 1881, by the

Companhia Cantareira e Esgotos. Lat. 23° 32' 58" S. Long. 46° 25' 48" W. (Greenwich.) Height of barometer: 2,393 ft. above mean sea level.

Mean pressure at 9 a.m. 27.101 inches; at 9 p.m. 27.693 inches. Mean pressure corrected and reduced to 32° Fahr. at mean sea level at 9 a.m. 30.083 inches; at 9 p.m. 30.688 inches.

Mean temp. of air at 9 a.m. 59.1°; at 9 p.m. 57.8° Fahr. Mean temp. of max. in shade, 73.7°; do. min. in shade 52.0° F.

Comet observed from 7.05 to 7.30 on the evening of the 30th Fog on the mornings of 12 days. Dew on the mornings of 13 and on the evenings of 17 days.

COMMERCIAL. June 14th, 1881. Par value of the Brazilian mil reis (\$1000, gold 27 d. do do do in U. S. do do do in U. S. coin at \$4 84 per \$1. stg. 54 45 cents.

Bank rate of exchange on London to-day 21 1/2 d. Present value of the Brazilian mil reis (100 per) 806 rs. gold. do do in U. S. coin at \$4 80 per \$1. stg. 43 50 cts.

EXCHANGE. June 4.—The banks continued with the rates of 21 1/2 on London, 437 on Paris, 540 on Hamburg, 28300 on New York and 245 1/2 on Portugal.

June 6.—The market to-day was firmer but inactive without alteration in the rates. Private paper on London was negotiated at 21 1/2 to 22, and on France at 432.

June 8.—The firmness in the market continued and although the banks did not raise their official rates they drew on London at 21 1/2 to 22, and private paper was passed at 22 1/2.

June 9.—The Banco Commercial raised its rates to-day to 21 1/2 on London, 435 on Paris and 244 1/2 on Portugal. The other banks did not affix rates.

June 10.—The banks continued as yesterday but the market showed less firmness. Small transactions on London at 21 1/2 bank and 21 1/2 to 22 private, on France at 428 private and on Hamburg at 534 private.

June 11.—The downward tendency which appeared yesterday became more manifest to-day and after 1 p.m. the banks left off drawing on London at 21 1/2, some transactions being then done at 21 1/2. Private paper was negotiated at 22 1/2.

22 1/2, 22 and 21 1/2 on London and at 432 1/2 on France. Sovereigns sold at 10360 cash.

June 13.—The banks adopted to-day the following rates: 21 1/2 on London, 437 on Paris, 540 on Hamburg, 28300 on New York and 245 1/2 on Portugal.

SALES OF STOCKS AND SHARES. June 3. Provincial apolices of 300\$ 99 7/8 121 Petropolis R. R. 250 000 8 Argos Fluviense Insurance 460 000

June 4. 90 Banco do Commercio 212 000 60 Previdente Insurance 13 750 52 Sorocabana R. R. debentures of 100\$ 70 7/8

June 6. 190 Navegacao Brasileira 215 000 100 Alliana Insurance 24 000 25 do 24 500

June 7. 120 Banco do Brazil (20 outs. sale) 283 000 160 Barão de Araruama R.R. for 30th inst. 165 000

June 8. 5 National Loan 1868 1,200 000 5 Carris Villa Isabel 190 000

June 9. 3 National loan 1868 1,200 000 28 Banco do Commercio (outs. sale) 214 000

June 10. 10 Six per cent apolices 1,074 000 26 do 1,096 000

June 11. 117 Carris Urbanos, for the 15th inst. 251 000 200 do for last day of transfer. 254 000

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 May 31st, 1881.

Table with columns: BANKS, Deposits in cowles, Cash in do., Proportion per cent. Rows include Banco do Brazil, Banco Rural, Banco Industrial, Banco do Commercio, Banco Commercial, English Bank, New London & Brazilian Bank.

BANK OF BRAZIL. BALANCE SHEET, MAY 31st, 1881. ASSETS. Commercial Department. Bills discounted: National Treasury bills, Bills with two resident endorser, Bills with one resident endorser besides others.

Bills secured by collateral: By commercial documents, By government bonds and shares, Securities in liquidation, Sundry balances of various accounts, Bills receivable, National Treasury account current.

Mortgage Department: Capital accounts, Supplemental loans, Accounts Current, guaranteed: Sundry loans, Loans to Provincial governments, Real Estate.

Government Bonds: General, 6 1/2 interest, of nominal value 5,705,500\$000, Ditto, National loan of 1879, nominal value 12,500,000\$000, 360 debenture bonds of Sorocabana Rail-way Co., 18,800 shares of Amazon Steam Navigation Co., 3,392 Deb. bonds of the Engenho Central de Quissaman company, 165 preferred shares of the Macaé & Campos company, Cash.

São Paulo Branch: Capital account, Account notes in circulation, Amount current.

Capital account, Account notes in circulation, Amount current.

Mortgages: Rural, at long dates... 23,378,440 209; City, at long dates... 5,803,994 384; short... 3,250,919 286; Accounts in liquidation... 334,551 406.

Cash account: In cash... 38,381 589; Hypothecary notes... 185,000 000; Total... 163,411,345 939.

LIABILITIES. Commercial Department: Capital... 33,000,000 000; New reserve fund... 3,939,025 777; Special... 4,304,957 958.

Mortgage Department: Capital supplied by the commercial department... 25,439,123 925; Supplemental loan... 9,101,123 349; Hypothecary Notes in circulation... 3,879,600 000.

MARKET REPORT. Rio de Janeiro, June 14th, 1881. Coffee: Since our last report, on the 4th instant, the advices from Europe have been more and more favorable...

United States: June 4 New York, Am str City of Para... 20,767; Baltimore Br bk Wainfield... 2,885; New Orleans Am schv Virginia... 4,300.

Europe: June 8 Hamburg Gr str Hamburg... 14,754; London Br str Delanave... 10,058; Do Antw. Br str Tanager... 8,193.

Elzeveter: June 3 River Plate Belg str Harrot... 87; Valparaiso Br str Ananania... 36; River Plate Fr str Niger... 1,019.

Washed... 4 800-5 100; Superior... 4 800-5 100; Good first... 4 000-4 300; Regular first... 4 050-4 350.

Total 4,182 barrels. The sales since the same date amount to 17,000 barrels and stock in first hands today consists of 34,000 barrels.

No supply. Swedish Pine.—No arrivals and no change in the market. Last sale from first hands 38000 and second hands 46000—41500 per dozen.

Lard.—The arrivals consist of 1,400 kegs and 15 cases per market very quiet and prices declined to 4400 reís per lb. George 4300 " " " Jenkins' 4200 " " " New York

Kerosene.—There is no change to report in the market which remains quiet at 78000-79000 per case for Dewey's Brilliant. The arrivals have been 5,000 cases per John Sherwood from Wilmington.

Rice.—Continues quiet at 79000-82000 per barrel. Arrivals 200 barrels per John Sherwood from Wilmington. Turpentine.—Very little doing but prices maintained at 5000-5400 reís per kilo.

Beer.—Quotations: Bass (Hillers & Bell) 78000-79000; Tennent 5 200-5 400; Guinness Stout 7 200-7 300; American 5 000-5 200; German sundry brands 5 000-7 000.

Cement.—There is no alteration in the market. We quote: English 68000-72000; German 6 000-6 800; Boulogne 7 500-8 000.

The arrivals consist of 500 casks per Dressus from London. 80 " " Philothea from M'Les. 100 " " Resoune from do.

Coals.—The arrivals since the 1st inst. have been: 1,750 tons per Canute from Cardiff; 703 " " Aden " do; 1,858 " " Nipholu " do.

Hay.—The arrivals have been: 31 bales per Dago from Buenos Ayres; 51 " " Habuel " Rosario; 437 " " Nera " do.

PORT OF SANTOS. The shipments in May have been: 1881 1880; May 3 Gr str Denderat, Havre, Hamburg... 3,645; 6 Br str Tager, London, Antwerp... 2,226.

Coffee.—Our last report was on the 28th ult. Since then the market has been firm and fairly active and if the sales do not exceed 19,112 bags it is because our reduced stock presents a very inferior assortment.

Stock is estimated today at 39,000 bags. The clearances have been: June 5 New by Rios, Channel f. o. 4,000; 6 Br str Tanager, Havre... 18,199.

LOADING: Dan str Nordpol, Antwerp. Br str Nies, Hamburg, Antwerp. Chartered: Br bg Fouthill, Havre 4,000 bags, 451.

PORT OF MARANHÃO. May 27th, 1881. Cotton.—Market quiet as stocks are small and quality in fever. For picked lots 500 a 520 reís per kilo are paid by buyers for Portugal, while lower qualities fetch only 440 a 480 reís per kilo.

SHIPPING NEWS.

ARRIVALS OF FOREIGN VESSELS.

ARRIVALS OF FOREIGN VESSELS. JUNE 3. CETTE.—Aust by Tempe; 321 tons; Verona; 85 ds; salt to ord. BALTIMORE.—Am by Water Witch; 234 tons; Townsend; 52 ds; flour to Wright & Co.

ARRIVALS OF FOREIGN VESSELS. JUNE 5. CONCORVA.—Sp by Huetraqui; 202 tons; Raspall; 23 ds; jerked beef to S. Hime & Zenha. ROSARIO.—Br by Nera; 343 tons; Tibault; 14 ds; hay to ord.

ARRIVALS OF FOREIGN VESSELS. JUNE 6. LISBON.—Lug Sallente; 564 tons; Accenno; salt to Barbosa, Braga & Co. N. CASTLE.—Nor bk Ophir; 440 tons; Jensen; 47 ds; coal to S. Wilson & Co.

ARRIVALS OF FOREIGN VESSELS. JUNE 7. N. YORK.—Am ship Manuel Linguine; 1,713 tons; Stockpole; 39 ds; sundries; put in this port, bound for S. Francisco. MONTEVIDEO.—Sp pol Maria Luiza; 102 tons; Maristany; 14 ds; jerked beef to Freitas & Miranda.

ARRIVALS OF FOREIGN VESSELS. JUNE 8. TRISTE.—Br bk Shepherdess; 214 tons; Cook; 63 ds; flour and steel to ord. TRAFALGAR.—Nor bk Dacapo; 243 tons; Olsen; 51 ds; salt to ord.

ARRIVALS OF FOREIGN VESSELS. JUNE 9. B. AYRES.—Arg by Nova; 190 tons; Barros; 18 ds; jerked beef to M. Azevedo & Co. MARSILLAS.—Br bk Resoune; 395 tons; Eaton; 42 ds; sundries to H. N. Dreyfus.

ARRIVALS OF FOREIGN VESSELS. JUNE 10. LIVERPOOL.—Br bk Jovy; 580 tons; Glen 48 ds; sundries to P. S. Wilson & Co. N. FOUNDLAND.—Br schv Royal Blue Jacket; 94 tons; Le Touze; 42 ds; codfish to ord.

ARRIVALS OF FOREIGN VESSELS. JUNE 11. HELSINGFORS.—Gr bk Metta; 291 tons; Warns; coffee. BARRABOES.—Am lug Adla J. Bonner; 496 tons; Bonner; ballast.

ARRIVALS OF FOREIGN VESSELS. JUNE 12. MACRO.—Port by Destino; 194 tons; Ferreira; sundries. QUERRIC.—Br schv Viola; 1,133 tons; Lulic; ballast. BARRABOES.—Am bk S. R. Rover; 317 tons; Oakes; ballast.

ARRIVALS OF FOREIGN VESSELS. JUNE 13. PORTLAND.—Br bk Temple Bar; 145 tons; Vaughan; ballast. ANTILLES.—Russ by Carl Gustaf; 294 tons; Hjelman; ball. MANILLA.—Am bk Almira Robinson; 1,216 tons; Swan; ball.

ARRIVALS OF FOREIGN VESSELS. JUNE 14. BALTIMORE.—Br bk Winifred; 280 tons; Dutton; coffee. N. ORLEANS.—Am ship Virginia; 1,112 tons; Delano; coffee. S. JOHNS.—Br schv Astoria; 1,192 tons; Williams; ballast.

ARRIVALS OF FOREIGN VESSELS. JUNE 15. PORTLAND.—Br bk Temple Bar; 145 tons; Vaughan; ballast. ANTILLES.—Russ by Carl Gustaf; 294 tons; Hjelman; ball. MANILLA.—Am bk Almira Robinson; 1,216 tons; Swan; ball.

ARRIVALS OF FOREIGN VESSELS. JUNE 16. BALTIMORE.—Br bk Winifred; 280 tons; Dutton; coffee. N. ORLEANS.—Am ship Virginia; 1,112 tons; Delano; coffee. S. JOHNS.—Br schv Astoria; 1,192 tons; Williams; ballast.

ARRIVALS OF FOREIGN VESSELS. JUNE 17. PORTLAND.—Br bk Temple Bar; 145 tons; Vaughan; ballast. ANTILLES.—Russ by Carl Gustaf; 294 tons; Hjelman; ball. MANILLA.—Am bk Almira Robinson; 1,216 tons; Swan; ball.

ARRIVALS OF FOREIGN STEAMERS.

Table with columns: DATE, NAME, WHERE FROM, CONSIGNED TO. June 3 Savoie, Fr Naples' 26d Karl Valais & C; Nordpol, Dan Bremen' 33d Brundes & Co.

Table with columns: DATE, NAME, WHERE TO, CARGO. June 4 Horrox, Blg River Plate Sundries; City of Paris, Am River Plate Coffee.

DEPARTURES OF FOREIGN STEAMERS.

Table with columns: DATE, NAME, WHERE TO, CARGO. June 4 Horrox, Blg River Plate Sundries; City of Paris, Am River Plate Coffee.

FOREIGN SAILING VESSELS IN THE PORT OF RIO DE JANEIRO, JUNE 15, 1881.

Table with columns: NAME, TONNAGE, WHERE FROM, CONSIGNER. AMERICAN: ship Laurens 808 April 18 Hamburg, In distress.

Table with columns: NAME, TONNAGE, WHERE FROM, CONSIGNER. ARGENTINE: bg Octavio 178 April 17 Paysandú, Souza I'ro & Rocha.

Table with columns: NAME, TONNAGE, WHERE FROM, CONSIGNER. DANISH: bg Habel 227 June 3 Rosario, To order.

Table with columns: NAME, TONNAGE, WHERE FROM, CONSIGNER. FRENCH: bg Payta 68 April 26 Floria & Tavolara; bg Hippolyte 285 May 25 Carth. C. Hue.

Table with columns: NAME, TONNAGE, WHERE FROM, CONSIGNER. GERMAN: schr Heinrich 112 Mar 27 Paysandú, J. M. Fries & Sons.

Table with columns: NAME, TONNAGE, WHERE FROM, CONSIGNER. ITALIAN: rug Jo Antonio 301 May 1 Genoa, E. Cresta & Co.

Table with columns: NAME, TONNAGE, WHERE FROM, CONSIGNER. SWEDISH: bg Saphir 221 June 2 Glasgow, J. G. Illius.

Table with columns: NAME, TONNAGE, WHERE FROM, CONSIGNER. SPANISH: smk Guadalupe 147 Mar 17 Paysandú, A. Wagner.

Table with columns: NAME, TONNAGE, WHERE FROM, CONSIGNER. PORTUGUESE: bg Cintra 258 April 30 Oporto, J. M. Miranda Leone.

Table with columns: NAME, TONNAGE, WHERE FROM, CONSIGNER. PORTUGUESE: bg Cintra 258 April 30 Oporto, J. M. Miranda Leone.

GOVERNMENT BONDS

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

BANKS AND PUBLIC COMPANIES

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

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.

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 profane business 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 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 interests fed by the immoral traffic in human flesh does not frighten this independent sheet which sees every day an increase in the number of its readers and earnest panegyrists. The whole English colony of Rio de Janeiro prize THE RIO NEWS, and there are already many Brazilians who seek for it as their 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 Monitor Campesite, 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 Auxiliador da Indústria 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, is 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 Albion.

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 offerings, by our enlightened contemporary, THE RIO NEWS, offering to 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 colleagues, we place our limited service at his free disposal.—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 especially 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 26, 1880.

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Small bulk with no reaction is what is required, and the use of a teaspoonful or two of Brown's Ginger in a half tumbler of sweetened water very hot or ice cold, as preferred, will meet the want. Brown's Ginger sustains the strength, causes the kin to act well, and promotes digestion.

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**CRICKET CLUB,**  
Rua de Paysandú.

The list of events is as follows:

- 100 yards flat race. All scratch.
- 220 " " " Handicap.
- 440 " " " " "
- 600 " " " " "
- 880 " " " " "
- 120 " Hurdle Race. Handicap.
- High Jump.
- Pole Jump.
- Hop, Step and Jump.
- Bicycle Race.
- Children's Race.
- Married Men's Race.
- Sack Race.

Intending competitors are requested to register their names on or before the 31st instant at Rua dos Pescadores, No. 20.

By order of the committee.

H. K. BRODIE,  
Actg. Hon. Sec.

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