

THE RIO NEWS.

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

Vol. VIII.

RIO DE JANEIRO, JUNE 24TH, 1881

NUMBER 18

OFFICIAL DIRECTORY

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PERNAMBUCO RAILWAYS.

We gather from the *relatorio* of the late
president of the province of Pernambuco,
which was presented to the provincial assem-
bly March 1, the following information on
the railways of that province:

Pernambuco Railway Prolongation.—The
road-bed of this line is already completed
and track-laying has been begun over an
extension of 30 kilometers—from Palmares
to Colonia Isabel. Besides this section there
are several others on which the works are
concluded, excepting some superstructures,
making an extension of 90 kilometers ready
for track-laying out of the total distance of
120 kilometers now under construction.
The amount of work done during the past
year was inferior to that of the year previous.
The average monthly expenditures on the
works during the past year amounted to
52,218\$750, and with the railway commis-
sion, including the disappropriation of the
Caruarú line, to 40,417\$742.

The total expenditures on this road from
the beginning of the work to the 31st of
October, 1880, were as follows:

Preparatory works.....	153,767\$8752
Cuttings, earth transporta- tion, etc.....	1,600,467\$882
Grading, ditching, paving, etc.	45,629\$247
Works of art.....	330,635\$712
Edifices.....	90,891\$507
Sleepers.....	77,983\$956
Telegraph line.....	17,714\$104

The "Recife a Caruarú" Railway.—The
surveys on this line from Pernambuco to
Victoria were concluded at the end of De-
cember, 1879, but an extension of 35 kilo-
meters more was included during the past
year. The surveys between Victoria and
Caruarú are now in progress, that part com-
prised in the Serra das Russas being consid-
erably advanced. A question has arisen
between this line and the S. Francisco line
relative to an invasion of the privileged zone
of the latter in the last 17 kilometers of the
37 out from Pernambuco. The dispute
should be settled by the concession of some
favor to the company whose privileged zone
has been invaded.

The "Recife ao S. Francisco" Railway.—
The year 1880 afforded the best results on
this line that have been known in the twenty
years of its existence, whether for the gov-
ernment whose guaranteed interest payments
were reduced from 670,486\$854 (1879) to
396,496\$067, or for the stock-holders whose
shares are now quoted at par in London, or
for that part of the province, traversed by
the line, whose sugar product, 794,234
bags, found an outlet to market over this
road. The passenger traffic of the road dur-
ing the past year was effected with regular-
ity. In the freight traffic, however, there
was an insufficient number of cars during
the sugar season to meet all the demands of
shippers, the stations sometimes being filled
to overflowing with bags of sugar awaiting
transportation. The terminal station of
Cinco Pontas proving insufficient to meet
the increasing demands of the sugar traffic,
and great confusion having arisen in the
handling of freights, a request was issued to
the planters early in December last that they
should withhold shipments for three days to
enable the employees of the road to remove

ometers, and at the end of February (1881)
will be completed to the end of the second
section—an extension of over 48 kilometers.

The rolling stock of the line consists of 5
locomotives, 2 first-class and 8 second-class
passenger cars, 30 open and 42 closed freight
cars. On the account of capital the company
issued its bonds in May, 1880, for the sum of
£300,000, and in June was permitted by the
government to realize the remainder of
£262,500.

The "Recife ao Caxanga" Railway.—This
line, including the Afflictos branch, has a
total extension of 18.6 kilometers. The
road-bed has been put in excellent condi-
tion, and the old iron track has been sub-
stituted by steel rails over nearly the whole
extension of the main line. The rolling
stock of the road is in a very unsatisfactory
condition. It is at present composed of 9
locomotives (4 only in service), 2 first-class
and 15 second-class passenger cars, and 12
platform and freight cars. Two more loco-
motives have been ordered in Europe. The
number of passengers carried during the
past year was 591,015, or 32,684 less than
during the preceding year. The total receipts
were 218,135\$960 and the expendi-
tures 155,504\$942, leaving a balance of
62,631\$018. The receipts show an increase
over the preceding year.

**The "Recife a Olinda e Beberibe" Tram-
way.**—The finances of this line are in a highly
satisfactory condition. The balance sheets of
the company on the 30th June, 1880, show-
ed a surplus of 98,050\$310; the accounts for
the second half of the year have not yet
been liquidated. The capital of the com-
pany amounts to 500,000\$, in 2,500 shares,
in addition to which 250 "preferred shares"
have been issued at a nominal value of 200\$.
Within the past six years the company has
declared twelve dividends: one of 5 per cent.,
nine of 6 per cent., and two of 7 per cent.—
amounting in all to 182,500\$. In the same
period the company has paid interest on the
preferred shares to the amount of 30,000\$,
at the rate of 10 per cent.

The number of passengers carried during
the year was 957,675¾—an increase of
52,014¼ over the year 1879. The freight
traffic amounted to 625 tons of baggage and
437 tons of merchandise. The gross receipts
for the year were 175,573\$870, an excess of
4,011\$690 over those of the year previous.
The expenditures amounted to 119,387\$144,
a decrease of 3,127\$346. The net results
were therefore 55,886\$726, or an increase of
7,139\$036 over 1879.

**The Ferro Carril (tramway) of Pernam-
buco.**—This line has been in operation since
1872, and arrangements are now making for
some needed extensions and improvements
in its material. The rolling stock consists
of 21 open and 28 closed cars, besides 6 small
cars for the short-route service. A part of
this material is in excellent condition, while
another part is either the subject of frequent
complaints by the public, or has been con-
demned by the fiscal engineer as unfit for
use. The company employs 436 mules in
the service.

The receipts of the line for the fiscal year
1879-80 amounted to 333,059\$391, and the
expenditures to 265,979\$797, leaving a net

the accumulated sugar at Cinco Pontas, and
to bring in the accumulated stock at the var-
ious stations along the line. Orders were
then issued for the construction of tempo-
rary buildings for the receipt of freight
at Cinco Pontas, and of a side track to facili-
tate the movement of trains. Besides the
terminal station of Cinco Pontas, other interior
stations were also enlarged. The only im-
portant work of art effected during the year
was the substitution of iron bracing in the
Motocolombó bridge, which was done
without any interruption to traffic.

In comparison with 1879 the receipts show
an increase from every source except that
of passenger traffic—there being a decrease of
1,824\$830 in that branch because of the
passenger tax which augmented the fares
from 10 to 18 per cent. The total increase
over 1879 was 214,726\$512, of which 210,
408\$180 belong to the freight traffic of the
line. The working expenses of the road
showed an increase over 1879 proportional
to the increase in receipts. The changes in
other items were insignificant except in that
of the difference in exchange, which experi-
enced an increase of 10,411\$633. The total
expenditures, however, were 113,260\$-
848 below those of 1879, the expenditures of
the latter being increased by the purchase of
rolling stock.

The number of passengers carried during
the year amounted to 180,680, in addition
to which 6,646 were carried on government
account. The freight traffic comprised 1096.8
tons of baggage, 86,422.3 tons of merchan-
dise, and 5,436 animals, beside nearly 1,000
tons of merchandise and 53 horses on gov-
ernment account.

The receipts for the year amounted to a
total of 1,117,488\$064, or an average of
8,958\$610 per kilometer. The expenditures
amounted to 555,468\$575, or an average of
4,420\$979 per kilometer. The net receipts
for the year amounted to 566,019\$489,
which subtracted from the annual interest
guarantee, amounting to 962,515\$556,
leaves a deficit of 396,496\$067 to be met
by the government. The 2 per cent. guar-
antee of the province, included in this deficit,
amounts to 51,613\$479.

The rolling stock of the line consists of 17
locomotives, 7 first-class, 6 second-class and
11 third-class passenger cars, 4 baggage
cars, 7 stock cars, 10 brake cars, 20 platform
cars, 62 open and 140 closed freight cars.
The number of locomotives and freight cars
is insufficient to meet the present traffic of
the road. The purchase of 25 cars has been
authorized, but the number will still be in-
sufficient.

The "Recife ao Limoeiro" Railway.—The
construction works on this road were con-
siderably interrupted by the heavy rains of
the past year, and are therefore not so advan-
ced as might have been expected. The
most important work of art effected was the
iron bridge over the Rio Beberibe, which
has a total length of 180 meters divided into
9 spans of 20 meters each. The erection
of stations, a locomotive house and a freight
warehouse has been carried forward with
dispatch, and all these constructions are
nearly completed. The track-laying has
been concluded over an extension of 33 kil-

balance of 87,079\$594. This gives an increase of 26,677\$090 in the net receipts over the preceding fiscal year. Out of the net profits of the year the sum of 60,000\$, or 10¢ per share, was set apart as an annual dividend. During the fiscal year the line transported 1,469,187 passengers paying 200-reis fare, and 179,543 paying 100-reis—besides 48,831 persons possessing free passes. For the half year ending December 31, 1880, the traffic included 722,276 passengers paying 200 reís, and 94,204 paying 100 reís. Since the inauguration of the line the annual passenger traffic has been as follows:

1872-73....	1,855,647	1876-77....	1,410,201
1873-74....	1,710,568	1877-78....	1,559,233
1874-75....	1,563,734	1878-79....	1,583,382
1875-76....	1,465,111	1879-80....	1,648,730
	1880 (6 mos)....		816,480.

COTTON PRODUCTION.

In giving notice of the cotton exposition to be held in Atlanta, Georgia, and the official invitation extended to Brazil to take part, the *Provincia de São Paulo* remarks as follows:

On receiving officially this invitation this poor empire will certainly hide itself in the earth from shame.

It seems to us that our credit will be seriously endangered if Brazil attempts to figure in an "exposition of the products of the cotton field and the instruments and machinery employed in the cultivation and manipulation of cotton."

We really should make a fine figure among the producers of other nations! We could only appear showing the quality of our soil in the various regions suited to cotton culture; but as to this we should to-day be convinced that the lands of Brazil are not exceptional among those of the globe as regards fertility.

In respect to processes of manipulation, the choice of machinery and agricultural implements, manures and the preparation of the fibre, what have we to offer for the examination of our competitors?

The Brazilian cotton fell in the fight of competition, and the markets may be said to be closed against it. Badly prepared and subjected to heavy export duties, it could not hold its own in the foreign markets. The planters became discouraged and the production fell to insignificance in relation to the home and foreign consumption.

The causes of the almost total extinction of cotton culture are well known. The spirit of routine in the planter and his lack of agricultural instruction; the defects of slave labor, stupid, careless, imperfect, in fine the worst possible; the short-sightedness of our statesmen who in calculating the national expenditure do not take as a basis the actual receipts, and hence have to impose constantly increasing taxes on exported articles; the constant loans and emissions of paper money—these are the causes of the decline in the cultivation of the precious shrub.

The export tax reached 9% because the general and provincial assemblies overloaded cotton with heavy taxes, forgetting the superior advantages enjoyed by other producers in the consuming markets.

From this arose discouragement, aggravated by the unfavorable conditions of our agricultural class and its unskilled intervention in the government of the country.

What is now threatened with coffee, happened with cotton. Competition drove our product from the market by the superiority of cultivation and preparation, by economical factors that we cannot alter at our good pleasure.

In other American regions as fertile as ours the cultivation of coffee is increasing and is being improved, railway and steam-boat enterprises are facilitating transportation, the custom house barriers are being

removed, and statesmen are studying every means to make their national product superior to ours.

It is from the ever agitated, revolutionary republics, now entering a period of peace and progress, that the blow comes directed with skill against our fatuity of being an essentially agricultural nation, a producer of the golden fruit which springs up and grows in a paradise given over to the care of the negro, to the vanity of great proprietors, and to the rhetoric of pretentious statesmen.

While the republics to the north of us regenerate themselves and comprehend the action of industry perfected by scientific processes, the great empire wastes time in making colonels and captains of the national guard and in appointing and dismissing those purely electoral agents, the police delegates and inspectors.

If we do not take heed we shall only awaken when our coffee shall have been driven out of all commercial ports. For the present we are satisfied with the negro, with rhetoric, and with the presumption of the superiority of the American empire.

A MANUFACTURER'S VIEW OF PROTECTION.

That the manufacturers in the United States are not unanimous in their views and support of the system of protection is fully shown in the following letter from a hardware manufacturer to the census agent who had applied to him for "reliable information" on the condition of that branch of American iron manufacture. It is well known in the United States that a large and influential body of manufacturers are heartily in favor of freer trade, as they are fully convinced that such a policy would afford them far better encouragement than the present makeshift, called protection. The letter is as follows:

NEW HAVEN, Conn., March 29, 1881.

Joseph D. Weeks, Esq., Special Census Agent:

DEAR SIR.— * * * Manufacturers of pig and bar iron, steel (except by a secret process), sheet copper and brass, castings, stoves and ordinary cotton and woolen goods have nothing to conceal, and know nothing that the whole manufacturing world does not know. Their profits depend, not upon secret processes, but upon general good management and the fairly large productions and sales that the limited number of manufacturers in this country may make in supplying the United States market; and the large amount of capital necessary in those staple manufactures is a protection against disastrous competition, at least to a certain extent. But in small hardware and "notions," the quantity consumed is small in this one market of the United States, and we do not need any more manufacturers in the line to supply the market. We are so kindly protected by our paternal United States government with a tariff of an average of 50 per cent on the raw material we use—pig and bar iron, steel, copper, spelter, lead, wire, etc.—that, with all our energy and skill, we are confined almost entirely to the home (United States) market, and our only salvation is to prevent or smother by all manner of means competition for the little business any one country can furnish.

So long as Pennsylvania rules the country and so long as the owners of Pennsylvania iron works are so blind to their great and future interests as to confine the markets of the manufacturer of merchandise, in which iron is the chief component part, to the United States only, just so long will these iron works owners be confined in their productions and the number of works to supply the wants of these circumscribed manufacturers; and will not only repress our business growth, but their own.

We do not, under such circumstances, feel like informing anybody on what articles we make our precarious living, nor in what particular years we make the best living. And, especially, we do not feel like giving information to such a "protecting" government—one that compels us to buy our raw materials and supplies in the dearest market in the world—that the government may spread the information abroad among foreign manufacturers who have the advantage over us of being allowed to procure their raw materials and supplies in the cheapest markets of the world.

In spite of protection, we have a very little foreign trade, and do not care to furnish, neither to foreign nor home competitors, the information showing how, under the adverse circumstances in which

the United States government places the United States manufacturers, we are able to meet in a few foreign countries, with a limited number of articles, the competition of foreign manufacturers, who are allowed to buy their raw materials and supplies where they please and in the cheapest markets of the world.

Yours truly,

J. B. SARGENT.

RIVER PLATE ITEMS.

From the Buenos Aires Standard, June 4.

—The arrivals of European emigrants last month were by no means the thing—only 1520, of whom 800 went up to the colonies. The very serious obstacles now thrown in the way of emigration by the Italian government are no doubt the cause of the figures we have given.

—Mr. Gabrielli, the great hydraulic engineer and contractor, has arrived from Rio, and it is to be hoped that the national government will invite him to make bids for the conclusion of our city improvements and water works, his name being a guarantee that under Mr. Bateman's superintendence these important works will be properly concluded.

—The following resumé shows the number of cattle killed in the River Plate and Rio Grande slaughter houses, during the season up to the 31st ult.:

	1881	1880	1879
Buenos Aires..	174,000	225,000	306,500
Rivers.....	520,200	672,000	533,400
Montevideo....	194,000	180,000	156,000
Rio Grande....	252,000	364,000	390,000
	1,140,200	1,441,000	1,385,900

—The provincial government has just concluded its new loan for £300,000 for the conclusion of the Riachuelo works. The loan has been taken by a London firm at 86, firm, free of commission. The gold to be brought out here. The dredges are at work, night and day, and the national government is about to lay before Congress the project of the docks at the Boca.

—The subscription in Paris to the new Argentine loan has been a brilliant success, which few here anticipated; the truth be told, both Argentines and foreigners here underestimate the credit and resources of this great country, but the fact that the loan was subscribed for 18 times over has produced the most beneficial effect on this market, causing gold to drop about 6 per cent, and all our stocks are marching up to par.

From the Buenos Aires Herald of June 8.

—The custom house receipts during the month of May amounted to \$1,257,913.22.

—Ferrari is finding that the people of Buenos Aires know the difference between a poor opera company and a good one, and that two good artists and extortionate prices will not cover the defects of such a company.

—The government has just appointed a special agent to proceed to Australia and make a study of all the latest improvements, &c., in vogue there among sheepfarmers, so as to try and have the same brought into use in this country.

—Up the river the state of the camps and the prospects of farmers and dealers in cattle are unquestionably brilliant, and there is money to be made in the taking of cattle over to Entre Rios and Corrientes from the Banda Oriental, where it appears there is as great a scarcity of grass as there is of sound sense and patriotism.

—Justice is nothing if it is not prompt. In 1764, the families of Bassalbasco and Azucena got into a law suit, which Dr. Dunge won for the first named, June 3, 1881, after 116 years. The value of the suit to-day is more than two million pats. gold.

—The department of engineers has submitted to the executive the plans and estimates for a grand produce market on the coast of the Riachuelo, which has already been decreed by the legislature. It is a vast and slightly edifice, divided into several compartments and topped with an elegant tower, and crossed by railways placing it in communication with all the different lines that are established. The estimated cost is \$14,892,248 m/c, and it has room for the whole of what can be contained in the Once and Constitution markets.

—We are happy to announce that all the difficulties in the way of the Industrial Club for the opening of the great Continental Exhibition have been overcome; the government has granted the use of the Plaza Once de Setiembre, which will make a splendid site for the exhibition, and the necessary works will begin forthwith. It has been decided to open the exhibition on the 15th of February, 1882, and applications for sites, etc., will be received up to the 15th of December.

—The consul general of the republic of Uruguay in London has sent a note to his government stating the arrival of the steamer *Paraguay*, with a cargo of 19,000 carcasses of sheep from the Argentine Republic, and the result obtained; this we have already announced to our readers, but the following

extracts from the note referred to may be interesting to them: "Up to this time, two difficulties have occurred in the importation of meat from distant countries—1st, in maintaining the meat in the same low temperature during the voyage; and 2nd, in the lowering of the price obtainable by offering the whole cargo for sale at one time. The first difficulty has been overcome, since, as I have said, the cargo arrived in very good condition; and the second has been met by constructing suitable stores, where the meat can be preserved a sufficient time for it to be sold gradually, with advantage to the importers and to the public, whilst previously nearly all the benefit was gained by the wholesale dealers. The retail price of English mutton is 11d per lb., but the Argentine mutton has been sold, wholesale, at 4 1/2d, and to the public, in the central market, at 7d per lb., and I am told that, in many places, the butchers have charged 11d. For curiosity, I bought a leg of mutton in the central market at 7d per lb., and I found it perfectly fresh and of good quality. Seeing the enormous consumption of meat in this country, there can be no doubt that the importation of it, preserved by the system of cold air will be continued, and I think that the news which I send will be very agreeably received by the 'estancieros' of the Argentine Republic."

—The following important decree on public roads, etc., has just been issued by the provincial government:

Art. I. Besides those embraced in the first part of Art. II. of the law on fences, they are declared general roads which unite more than two towns which are the heads of districts, and those which unite several such towns with another town, or with a railway station.

Art. II. The department of engineers, through the employees of the section on roads and bridges created in the 4th article, 6th clause, of the present budget, will proceed to effect the study and the delineation of the general roads of the province.

Art. III. The department of engineers will regulate the form in which the section of roads and bridges shall effect the studies of the land, and shall also make an estimate of the expenses occasioned by the same.

Art. IV. These studies being concluded, the department of engineers will devise the general system of roads, being subject to the following suggestions:

1st. That the base of the system must be the three great arteries which start from the capital of the republic and lead N., W. and S. of the province with the possibility of subsequently uniting with the capital of the province.

2nd. That from the points of those roads which may the best serve general needs, there shall start others which may be prolonged to the confines of the province.

3rd. Other branches, uniting the different towns with the general roads and with the railway stations, will likewise be established.

4th. The width of the roads shall be the same as that agreed upon in the law on fences, viz: 50 meters.

Art. V. These studies, plans, etc., together with an explanatory memorial, mentioning the cost of the works for their opening, setting of landmarks, improvement of the same, etc., will be submitted to the executive power.

Art. VI. The department will delineate the roads upon a map of the province which will draw for the purpose, on which will be expressed the delineation of the districts, the position of the towns and their extent, the railways and their stations, the telegraph lines, the general roads which exist, the bridges, rivers, etc., etc.

Art. VII. Once these are sanctioned, the department will proceed with the opening of the roads and marking of the land, together with whatever other works the executive power may determine.

Art. VIII. The department will submit a monthly statement of the roads it shall have studied, making known the difficulties it may have met with, and proposing the best means of overcoming them.

Art. IX. The different municipalities are hereby authorized to address the engineer's department pointing out any means they may deem expedient respecting the directions the different roads ought to pursue. Any such suggestions to be regarded as data to be consulted in the delineation of the roads.

Art. X. Let this be communicated, published and officially registered.

ROCHA,
CARLOS D'AMICO.

The United States paid off \$9,690,000.25 of public indebtedness during the month of April. The total public debt, less cash in the treasury, at the end of April was \$1,864,072,693.38—a total decrease of \$78,999,601.96 since the 30th of June, 1880.

It is a noteworthy fact that the sugar product of the British West Indies, which heretofore has been largely absorbed by the European market, is coming to this country more freely than for a number of years.—*New York Grazer.*

PROVINCIAL NOTES.

—An epidemic of small-pox has broken out at Pelotas, Rio Grande do Sul.

—The May receipts of the custom house of the province of Alagoas amounted to 77,321\$660.

—A slave, Amancio, at Uruguaiana, Rio Grande do Sul, has confessed to a *juiz* that one Eleuterio d'Avila promised him his freedom if he would kill his master.

—The *juiz municipal* of Pelotas, Rio Grande do Sul, has decided to hold Antonio Teixeira da Costa Leite, the overseer Manoel Pedro de Oliveira, and three slaves, to answer for whipping the slave boy Jeronymo to death.

—On the 3rd inst. a cornet of the 3rd battalion, stationed at Jaguarão, Rio Grande do Sul, killed his comrade by driving a knife through his heart. The assassin was placed under arrest. The cause of the crime was a gambling dispute.

—The provincial president of Rio Grande do Sul has resolved to open a supplementary credit of 264,745\$201 to meet deficiencies in the budget for the fiscal year just closing. A deficit of this amount should arouse some question as to the administration of that province. Possibly our colleague of the *Gazeta de Porto Alegre* will find something in it worthy of his attention.

—On the 27th ult. the bodies of two free blacks were found on the road between Rio Grande and Santa Victoria, where they had been assassinated by parties unknown. They had been both shot and stabbed. As their personal effects remained undisturbed, it is evident that the crime was committed through some other motive than robbery.

—Some burglars forced their way into the city hall of Rio Grande on the night of the 7th inst., and after a careful search of the various municipal offices succeeded in discovering the sum of 320 reis, which they carried away with them. The loss will be deeply felt by the Rio Grande aldermen, the more so as it will oblige them in the future to take extra precautions for the security of the municipal funds, or to carry them around in their pockets.

—A project has been introduced into the São Paulo provincial assembly appropriating 12,000\$ for the construction of a road from Pindamonhangaba to the Campos do Jordão. The well-known healthfulness of the last-named place, and its value as a health resort, is good and sufficient reason for the realization of this project. It is to be hoped that no time will be lost in putting it into execution.

—The *Progresso*, of Tatyhy, São Paulo, relates that a libelous publication by Francisco Xavier de Almeida led to a conflict between himself and Capt. Deolindo José da Rocha on the 6th inst. At first Rocha gained the advantage through the vigorous application of a cane, but the timely arrival of a reinforcement in the shape of a knife soon turned the tide of victory in Almeida's favor. Almeida then went for his revolver, Rocha went to a drug store, and the minions of the law went for both of them.

—The *Gazeta de Porto Alegre*, to which we have often referred for its good sense and intelligent management, has republished the malicious falsehood of the *Tribuna Liberal*, of São Paulo, relative to Minister Hilliard's retirement, and intensifies the calumny by registering its approval. The *Gazeta's* crusade against the abolition movement has done much to destroy its good reputation for fair dealing and impartial criticism. When we consider that its editor is an educated German, its advocacy of the evil of slavery, and its unjust attacks upon Minister Hilliard and Deputy Nabuco become utterly incomprehensible.

—Project 193 of the São Paulo provincial assembly, which has received a favorable committee report, grants permission to Lieut. Col. Eduardo de Seixas van Erven to introduce twenty-five slaves into the province free from the registry tax of 2,000\$. Van Erven is a resident of S. Fidelis, Rio de Janeiro, and has lately bought a plantation in São Paulo where he wishes to take these slaves. The final action of the São Paulo assembly will be awaited with interest, as it will in a great measure determine just how much sincerity there is in the attempt to prohibit the further introduction of slaves into the province. One exception will undoubtedly open the way for many others of the same character.

—It is expected that the recent loan of 1,200,000\$ effected by the province of Bahia will enable the provincial treasury to fund its floating debt and relieve the province from the burden of paying a high rate of interest. With the realization of this loan the funded debt of the province reaches the total of 5,407,500\$, as follows:

Apolicies of 7 per cent.	4,203,500\$
Old apolicies of 6 per cent.	4,000\$
Apolicies just emitted, 6 per cent.	1,200,000\$
	5,407,500\$
Unpaid interest on "Bahia a S. Francisco" railway, owing to national government, Jan. 1880.	6,252,656\$974
	11,660,156\$974

—The Pará provincial assembly has adjourned.

—The May receipts of the Ceará custom house amounted to 83,091\$126.

—The May receipts of the Porto Alegre custom house amounted to 128,442\$956.

—The May receipts of the Natal, Rio Grande do Norte, custom house were 10,600\$849.

—Heavy rains have caused considerable damage in various parts of the province of Maranhão.

—It is reported that Colonel Latorre has retired from Jaguarão and is now stopping at Pelotas.

—The *Monitor Campista* has begun the publication of a translation of "David Copperfield."

—The May receipts of the Maranhão custom house were 181,082\$315, and of the provincial treasury 19,111\$855.

—The May receipts of the Rio Grande custom house amounted to 203,927\$310, and of the *meza de rendas* to 46,589\$575.

—The *Gazeta de Confins* notes the arrival of 62 Swiss colonists at the São Francisco colony, Jundiá, province of São Paulo.

—Inundations are reported along the Rio Uruguay through the unusual rise of the river. Considerable damage has been done in places.

—The *Baixa Amazonas*, of Santarem, Pará, complains that letters are opened in the postoffice of the city of Pará, and calls for an investigation.

—The May receipts of the Pará public departments were as follows: custom house 350,721\$479; recebedoria 98,097\$460; postoffice 5,208\$170.

—All the material for the lighthouse on the island of S. João has been transported to the locality selected, and has been successfully landed. The steamers engaged in the service have returned to Maranhão.

—Deputies Martin Francisco and Martin Francisco Junior have both retired from the editorial staff of the *Tribuna Liberal*, of São Paulo. It is to be regretted that they neglected to rectify some little errors before retiring.

—A bill-register has been introduced on the São Paulo tramway lines. The local press speaks of it as a useful improvement not only to the public, but to the companies. To the latter, yes! but in what respect is it an improvement to the public?

—The *Tempo*, of Valença, reports some cases of accidental poisoning on some plantations in that vicinity by the *Formicida Capanema*. Several slaves have already died, the poison being obtained through eating *atitís* which had led upon poisoned ants.

—The Pará papers state that Mr. Julius Cesar, the discoverer of a theoretical system of aerial navigation, has written a lengthy and luminous petition to the assembly of that province imploring assistance to enable him to go to Europe to construct one of his machines.

—The government is about to send twenty barrels of Kavanire sugar cane cuttings to various Pernambuco planters for a practical experiment on the sugar plantations of that province. This new variety comes from Mauritius, and is said to be rich in saccharine matter.

—It is reported that the fossil remains of some gigantic species of animals have been found along the line of the "Bahia a S. Francisco" railway. The director of the national museum has petitioned the minister of agriculture to have the fossils preserved and sent to that institution.

—The president of Pará has sanctioned the bill, recently passed by the assembly, which grants a subsidy of 50,000\$ per annum for ten years to an enterprise which shall furnish the city of Pará with fresh and salt water fish. The president is authorized to specify the daily supply and the maximum price.

—According to the *relatorio* of the president of Espírito Santo, Dr. Marcellino de Assis Tostes, the public debt of that province is now 200,026\$167, it having been reduced 99,973\$833 during his administration. The receipts and expenditures of the province for 1881-82 are estimated at 381,942\$130.

—Mail advices from Maceió, Alagoas, of the 9th inst., state that Mr. P. F. Needham, of the Pernambuco house of Sanders Brothers & Co., is going to establish a direct line of steamers between Maceió and Liverpool. It is proposed to send one steamer per month each way, and to run them independent of all aid from both the imperial and provincial governments.

—The *Onze de Junho*, of Pelotas, Rio Grande do Sul, relates that a poor old slave was recently taken to the public jail in that city and whipped to such a degree that he fainted at the door when leaving the place. These inhuman acts are committed by the public authorities at the request of the masters. Laws such as this are probably the *concrete* by which the superstructure is bound to that "corner-stone of our civilization"—slavery.

RAILROAD NOTES.

—The May receipts of the Santo Antonio de Padua railway were 16,474\$007.

—The April receipts of the Baturité railway amounted to a total of 19,119\$861, and the expenditures to 18,376\$155, leaving a surplus of 743\$706. The number of passengers carried was 3,819.

—Late news from the province of Alagoas say that a telegram has been received from London announcing the subscription of all the capital necessary for the construction of the Imperatriz railway.

—The Engineering Club of this city has resolved to hang in its assembly room a portrait of the late C. B. Greenough, Esq., the constructor of the first tramway line in Brazil. This recognition of Mr. Greenough's important work reflects great credit upon the club.

—Recent advices from Imbituba, Santa Catharina, report the arrival of two vessels, the *York* and *Zwangelina*, with material for the D. Theresa Christina railway. The road had been surveyed for a distance of 52 kilometers, and the earthworks were completed for 28 kilometers.

—The treasurer's report of the Engineering Club, presented on the 15th inst., showed that the financial status of the club is highly satisfactory. The receipts and expenditures of the treasury to date were respectively 920\$ and 820\$ and the club has a reserve fund on deposit of 9,715\$. This result is not only a gratifying proof of the success of the enterprise thus far, but it is full of promise for the future.

—At a meeting of the Engineering Club on the 15th inst., Dr. José Americo dos Santos, Mr. Gabrielli's representative in this city, asked that a commission should be appointed by the club to examine the two completed works of the enterprise and submit a report. This action is taken in view of the difficulties which have arisen between the contractor and the government.

—Complaints have been received at the department of agriculture from Sobral, Ceará, to the effect that the construction works of the railway from Camocim to that place have been suspended since July last. The minister replies that the credit has been exhausted, and the government can do nothing more than preserve the completed work until the meeting of the next General Assembly. The Paulo Afonso line is in a similar condition.

—In an official notice of the 18th inst. the minister of agriculture requests the attendance of all the contractors for the Dom Pedro II prolongation, whose tenders were accepted. There seems to be a very general reluctance on the part of these contractors to accept the subsequent conditions and terms arbitrarily imposed by the minister upon them. They made their bids for one class of work and were assigned something very different.

—At a meeting of the Engineering Club of this city on the 15th inst., a proposition was presented that a committee should be appointed to study and report upon the best means by which railways can be employed to animate colonization, and afford the best advantages and security for the colonists themselves. Action on this proposition was postponed until the next session in order to give an opportunity for discussion. It is to be hoped that the club will not limit itself exclusively to the text of the proposition, but will present some other necessary means than railways for the encouragement of immigration.

—At a meeting of the Bragançina (S. Paulo) railway shareholders on the 5th inst. it was decided: 1st, to pay all future dividends to shareholders in bills without date of redemption and drawing 5 per cent. interest; 2nd, to begin this new method of paying dividends with the next half year, the July payment to be made in this manner; 3rd, that at some future time, when the circumstances of the company will permit, an assembly will take the redemption of these bills into consideration. The assembly then voted a salary of 4,000\$ per annum to the president of the company. Investors should take this new departure in paying dividends into consideration before making further investments.

—The sealed tenders—six in number—for the construction of the "Porto Alegre a Uruguaiana" railway, of Rio Grande do Sul, were opened at the bureau of public works on the 15th inst. The following were the gentlemen by whom the tenders were made:

- 1st.—Carlos Mauricio Paula Berla and Clemente Queiroga Lima;
 - 2nd.—José Mendes de Oliveira Castro and Evaristo Xavier da Veiga;
 - 3rd.—José Pinto de Oliveira;
 - 4th.—Gustavus and Edmund Meinicke;
 - 5th.—Antonio José Duarte Moreira;
 - 6th.—Carvalho Bastos & Vieira, Domingos Loureiro da Cruz, Martiniano Padilha, Carlos A. Morsing, José Gonçalves Pinto and João Feliciano da Costa Ferreira.
- The second tender was not accepted because of not meeting the prescribed terms. The awards have not yet been made public.

—The arrival of the first large locomotive at Curralinho, on the Bahia Central, was the subject of a telegram to the minister of agriculture on the 15th inst.

—The *Ordem*, of Cachoeira, Bahia, says that the Bahia Central road has been completed as far as the station of Curralinho, that point being reached on the 15th inst.

—The minister of agriculture has instructed the director of the Dom Pedro II railway to transport at the lowest rates the water pipes for the public fountains at Queluz, Minas Geraes.

—A telephonic experiment on the 18th inst. between the central station of this city and Engenho de Dentro on the Dom Pedro II railway, a distance of 12 kilometers, is said to have resulted very satisfactorily.

THE COFFEE CROP.

A prominent planter of São Paulo writes to the *Provincia de São Paulo*, of the 18th inst., as follows: "The results thus far exhibited by the present harvest prove that the crop will fall far short of what was expected. It may now be asserted that the present crop will be less in quantity and inferior in quality to the crop of last year.

1st. A fourth part of the fruit to be gathered is composed of the so-called *café chocho*—withered and badly developed berries.

2nd. The inequality in the ripening of the fruit is such as has been rarely observed. On the producing branches are to be found withered, imperfectly developed, ripe, good green ripening, and green berries in all the stages of development.

The conclusion to be drawn is that although the number of *alqueires* to be gathered may be greater in comparison with past crops, they will produce less good coffee (calculating three *alqueires* of forty-five liters for fifteen kilos), and this so mixed with imperfect and deteriorated berries that only with great labor—which our planters generally avoid—can these be separated.

The ripening being so unequal there will be not only many black berries, but also many spoiled ones in consequence of the method of gathering that our planters, not having sufficient hands to gather in lots according to the ripening, are forced to adopt, viz., that of picking the fruit all at once, or, as they express it, as it runs. For this they must wait for the greener fruit to ripen, but in the interval—especially if we have some showers—the berries already dry will have fallen from the trees, and those now ripe and remaining on the trees subject to the weather will be wholly or in part deteriorated.

We are therefore convinced: 1st. That in the present crop the superior, good and medium coffee, fit for exportation, will be less in quantity and inferior in quality to that of the last crop.

2nd. That the superior quality will bring a good price because there will be a short supply, and that the average of the inferior qualities (badly selected and unequally colored coffee) will remain low, as there will be in the exporting markets a much greater difference than at present between superior and inferior qualities.

What is occurring in our province in regard to the present harvest will be much more pronounced in the province of Rio de Janeiro because of the land being dryer and the trees weakened by the excessive production of last year."

GRAPE CULTURE ON THE PACIFIC COAST.

California produced during the year 1880 ten million gallons of wine, of which 700,000 gallons were sweet wine. Of brandy, 450,000 gallons were manufactured; also raisins to the value of \$100,000. The sale of grapes for table use yielded \$150,000. The total yield from the culture of the grape during the year 1880 amounts to \$3,500,000. In comparison with the products of France, Germany, Spain and Italy, these are insignificant figures, but it must be borne in mind that the grape culture of Europe is hundreds of years old, and that of California has only an existence of a few decades. In 1880, over 10,000 acres were planted in grapevines in California, and it is said that during the present year 20,000 acres will be added. Good grape land can be had in some localities for \$10 to \$40, while in others they are valued as high as \$100 per acre. It costs on an average about \$75 in all to prepare and plant an acre with vines before they bear and return a profit.

—A chemical analysis in London of the phosphate deposits from Fernando de Noronha having demonstrated the existence of a very pure quality of phosphate of lime, the minister of agriculture has written to the president of Pernambuco for some fifteen or twenty pounds of the material for further analysis. When the minister finds that these samples of phosphate of lime are merely accidents, he will probably feel that there was just a little too much previousness in this order.

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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SINGLE COPIES: 600 reis; for sale at the office of publication, or at the English Book Store, No. 67 Rua do Ovidor.

All subscriptions must run with the calendar year. Back numbers supplied at this office from April 1st. 1879. Subscriptions and advertisements received at the

EDITORIAL ROOMS:—8 Rua São Pedro.

Agents in New York:

JAMES S. MACKIE & SON,
194 Broadway.

RIO DE JANEIRO, JUNE 24TH. 1881.

The nomination of Thomas A. Osborn as envoy extraordinary and minister plenipotentiary to Brazil was sent to the United States Senate on the 18th of May, the News receiving a cable dispatch to that effect on the following morning. This appointment was at once confirmed by the Senate, thus placing the selection of a successor to Mr. Hilliard beyond all doubt. No word has yet been received from Mr. Osborn as to the time when he will enter upon the duties of his new position, but it is probable that his coming will be considerably delayed through the negotiations between Chili and the Argentine Republic, which seem to be in the hands of the American representatives to those two republics. Through Mr. Hilliard's return home on a leave of absence, and Mr. Osborn's delay in taking charge, the affairs of the American legation here will be administered by the secretary of legation, Mr. John C. White.

By an imperial decree—No. 8,129—of the 11th instant the government opens a supplementary credit of 230,000\$ in the department of empire to meet deficiencies in the item of "public relief and sanitary improvement." Under a legislative act of October 31, 1879, the sum of 800,000\$ was appropriated for this item. Of this sum 661,696\$910 have been expended in "sanitary improvements" up to date, and are 123,575\$954 appropriated for the present month, making a total expenditure under this head of 785,272\$864. The balance of 14,727\$136 has been found to be so far insufficient for the expenditures in behalf of "public relief" that it has already been exceeded by 136,435\$060—the expenditures for the Vassouras and Paralyha do Sul epidemics, and for various relief measures in other provinces, up to date amounting to 151,162\$196. The minister of empire estimates that the sum of 93,564\$940 will be required to meet the expenditures of a similar character up to the 30th June. The deficit at that date will therefore amount to 230,000\$ which sum is provided for in the supplementary credit before mentioned.

The two cases of murder which took place in the prisons of this city and Niterohy on the afternoon of the 17th inst., should lead to some inquiry as to the system of prison administration now in vogue here. In both of these cases—and they are only two instances of the many which are constantly occurring throughout the empire—the victims and murderers were prisoners, and the crimes were committed with knives carried on the persons of the latter. In both cases the prisoners were assembled together in one room, and with no other

restraint upon their actions than the outer doors and guards. In both cases the prison authorities were powerless to prevent the full consummation of the crime. In view of these facts, and of the frequency with which they result in fatal encounters between desperate men, is it not time that some adequate measures should be adopted to remedy the evil? The province of Pernambuco has already taken the initiative in this work of reform, and, if successfully and honestly realized, will take a high rank among the nations of the world in the character and beneficent results of her prison administration. If one province, and Pernambuco is very far from being the quietest and most orderly province of Brazil, can accomplish so necessary a reform, then assuredly the whole empire can do no less than to follow the good example. The defects of Brazilian prisons are so glaring, and the action of her criminal courts is so slow and imperfect, that not one day should be lost in inaugurating a reform. The practice of arresting men and imprisoning them for weeks and months without the shadow of a trial is full of the gravest abuse, and is in itself an immeasurable evil. And then add to it these dangerous associations of the prison, the herding together of all classes and conditions of criminals, the carrying of dangerous weapons, and the consequent, ever present risk to life, and we have a system of prison administration which is just as defective and bad as it can possibly be. No civilized country should tolerate such a system for one moment. At this period in the world's civilization, after so much has been accomplished to ameliorate the condition of prisoners and to improve the reformatory influences about them, at such a time there is no possible excuse for the mediæval practices still in vogue here. Were the civilized world to know just what is permitted and authorized in the prisons of this country—and in some other South American countries also, if all reports are true—there would be one universal cry of horror. We submit this question to the government with no carping spirit, but with the conviction that the sense of justice both of itself and of the intelligent public will agree with us fully in condemning the illogical, degrading and dangerous practices still permitted in Brazilian prisons.

BRAZILIAN AFFAIRS.

THE RIO NEWS has done well in calling the attention of Brazilians to the competition of other coffee-producing states, because there is nothing so prejudicial to a nation as a confidence in itself and in its own resources, without attending to those of other countries. It is possible that this may be a Brazilian defect which, should it be persisted in, will perhaps be prejudicial to the empire; but, in calling attention to it, this sheet loses sight (perhaps through the lack of a good railway map) of the aid which the development of railways is affording to production, and also exaggerates the evils caused by the lack of laborers, and, forgetting the increasing value of the free national labor, makes the future of Brazil revolve continually in the lathe of North American relations, and reveals narrow views of the situation and the future. However, it discusses questions of importance to the empire and performs a useful part in many financial and commercial questions of importance to Brazil.

It is manifest that the lot of Brazil is inseparably united to the freedom of commerce, which would be prejudiced by protection to national industry, so that if Brazil can not secure labor at a low price, she will have so much the more interest in cheap transportation, and in the reduction, or even in the abolition of export duties, it being evident that all this augments the cost of production. To this I hope that I can add the recognition of that greatest of all misfortunes of Brazil—paper money, with a forced and an excessive circulation.

There is no doubt that, in certain places, Brazil is encountering an increasing competition in the production of coffee, but in others it is diminishing; and if the production of coffee in all the world augments, the consumption also increases, by reason of which Brazil is not exposed to any great peril on this side; otherwise, according to the well-known law of Malthus, the supply will exceed the demand.

It is necessary, however, that Brazil should improve the quality of her coffee rather than be satisfied at the statistics relative to Central America.

The world is to-day being poisoned by bad coffee and this tends to diminish consumption; what is now desired is to maintain and stimulate the consumption of good and healthful coffee and pure sugar.

There is no doubt that Mexico is receiving a new impulse. Her debt, which has paid no interest, has greatly increased in price, so much so that a friend of mine gained £60,000 through the rise in a few weeks.

The great railway lines of Western United States, are building branches to the Mexican frontier, and are even raising the capital here for this. The herds of cattle and flocks of Mexico are increasing enormously; and American and English capitalists are investing their money there. The value of lands and cattle have increased in Mexico, and the mines, new and old, are being worked.

But to seek to frighten Brazil with the competition of Mexico in the production of coffee is ridiculous, because nine-tenths of the coffee which Mexico consumes is imported from other countries; and there is little probability that this country will produce all the coffee it consumes.

Brazil has the means of preserving her supremacy in the coffee market, if she resolves to make the endeavor for doing so. If she takes this resolution, there will be no necessity for anxiety about Mexico. —London correspondent of the *Journal du Commerce*, May 19.

To which conclusion we fully and heartily agree! But will Brazil make the necessary endeavor?

Our optimistic colleague should exercise the greatest care in these questions lest all these possibilities and good wishes be placed before the world as realities. If it becomes simply a question of good wishes, the expression of a desire that Brazil may develop her resources and keep pace with the other nations of the world in the acquirement of wealth and all the accessories of a high state of civilization; or if it be the other question as to what might be done through the employment of certain, specified agents and the exercise of a specified quality and amount of intelligence and enterprise—then there is no difference of opinion between us. But if it is simply a question of fact, a statement of existing conditions, an exposition of causes now operating in Brazil through which her industries and growth are being more or less injured, then we must beg leave to call our London critic's attention to the little, but important, circumstance that we are here on the ground itself, and are stating facts which we see and hear every day. We are aware, of course, that our conclusions are not infallible, and that we may have reasons from time to time for revising them; but the reasons must come from the life and thought of the country, not from London. When we can see empty stores in passing through the streets, when we hear the endless complaints of creditors who can not get their money from the treasury, when we go into the country and see the general stagnation of industry, when we note the apathy of the government which imposes and enforces the worst possible system of taxation, when we see money squandered on jobs and unnecessary improvements, when we see the utter absence of effort in improving agricultural methods and products, and then when we learn of the progress which other countries are making in the same classes of industry, when we know all these things a gloomy view of the future is the most natural thing in the world. If the *Journal's* correspondent will pay just one visit to Brazil, instead of drawing his information from officials and official documents, we are confident that he will find good reason for every criticism that we have made. One trip over the railways of this country is far better than all the railway maps ever published, and one look at the "free national labor" loafing about railway stations and *vendas* will dispel at least one very transparent illusion.

As to the prospective competition of Mexico and Central America in the production of coffee, our purpose has been to

break a self-satisfied confidence among Brazilian planters that their position is perfectly secure, and to awaken them to the indisputable fact that other countries are rapidly gaining upon them. It is nothing less than criminal folly to tell the Brazilian planter that he has nothing to fear; he has everything to fear. It is only a few years ago that the production of coffee began in Central America, but the increase in twenty-five years has been 629 per cent. against 38 per cent. in Brazil. Mexico is practically just entering the race, and under the stimulus of Anglo-Saxon capital and enterprise her progress is simply a question of time. The man who asserts that she will never produce anything in excess of her own consumption will have cause to revise that statement within five years from date. Furthermore, Mexican coffee is already imported into the United States to a large and increasing extent.

We are fully convinced that the Brazilian planter has the remedy for all this in his own hands. Practically he rules the country, and can therefore secure all needed legislation to place his industry on good competing terms with the rest of the world. He can abolish slavery, and then inaugurate a better and less wasteful system of labor. He can offer better inducements to immigrants through whom the small industries of the country can be built up, and a more valuable element of labor introduced to carry on the great industries already established. And, above all, he can introduce machinery and improved methods of cultivation and preparation, through which the cost of production can be reduced, and the quality of the product be immeasurably improved. Mr. Clark does well to call attention to this last consideration, for it is one of the greatest moment. The coffee planter of Brazil is absolutely doing nothing to improve the quality of his product; on the contrary there are frequent complaints of the very reverse.

It is to be hoped that our London friends will be patient with our fault-findings in these questions of the mistaken economic policy of Brazil. It should be remembered that a judgment based upon eye-sight can not always agree with one based upon the quotations of the stock market. It is not at all likely that our criticisms will destroy one single industry, or carry the country to the brink of ruin; but it is highly probable that by telling a few plain truths and pointing out some very great dangers, we shall aid in effecting certain desired reforms much sooner than through a policy of indiscriminate praise.

POPULATION AND ELEVATION.

The United States census office has issued a bulletin showing the distribution of population above sea level. From this bulletin it appears that nearly one-fifth of the inhabitants of the United States live below 100 feet, that is, along the immediate seaboard and in the swampy and alluvial regions of the South; more than two-fifths below 500 feet, more than three-fourths below 1,000 feet, while 97 per centum live below 2,000 feet. In the areas below 500 feet is included nearly all that part of the population which is engaged in manufacturing, and most of that engaged in the culture of cotton, rice and sugar. The interval between the 500 and 1,500 contours comprises the greater part of the prairie states and the grain producing states of the Northwest. East of the 98th meridian, the contour of 1,500 feet is practically the upper limit of population, all the country lying above that elevation being mountainous. The population between 2,000 and 5,000 feet is found mainly on the slope of the great western plains. In this region the belt between 2,000 and 3,000 feet is almost everywhere the debatable ground between the arid region of the Cordillera plateau and the humid region of the Mississippi valley. Above 3,000 feet irrigation is almost universally necessary for success in agricultural operations. Between four thousand and five thousand feet, and more markedly between five thousand and six thousand feet, the population is decidedly in excess of the grade or grades below it. This is mainly due to the fact that the densest settlements at high altitudes in the Cordillera region is at the eastern base of the Rocky Mountains and in the valleys of the great Salt Lake, which regions lie between four thousand and six thousand feet. Of these extensive settlements at the base of the mountains in Colorado are mainly between five thousand and six thousand feet. Above six thousand feet the population, which is confined of course

to the Cordilleran region, is almost entirely engaged in the pursuit of mining, and the greater part of it is in Colorado, New Mexico, Nevada and California.

Examining the increasing population in the several divisions during the past decade, there is noticed a decided increase in the lowest grade due to the increase in our seacoast towns and cities. Also a gain, though not as decided, in the grade of 100 to 500 feet, with a more marked increase between 500 to 1,000 feet. Between 1,000 and 2,000 feet the increase has been nearly 50 per cent. In this grade the effect of immigration in new and previously unsettled regions appears, as in part of Texas, Kansas, Nebraska, Dakota and Minnesota.

A computation based upon the few facts here submitted shows that the mean elevation of the population above the sea is about seven hundred feet. The mean elevation of the surface of the United States has been estimated at 2,600 feet.

GOVERNMENT SUBSIDIES.

According to a minute of the department of agriculture, prepared for the guidance of the department of finance on the 17th inst., the imperial government is authorized by the 1881-82 budget to pay the following subsidies to steamship companies during the coming year. The minister of agriculture, however, directs that no payments shall be made to the American and Canadian lines without his previous authorization. The following is a list of the subsidized companies and the amounts appropriated for each of them:

Table listing government subsidies to various steamship companies, including Amazon Steam Navigation Co., Rio Negro, Rio Tocantins, National Navigation Co., etc., with amounts in dollars and cents.

The foregoing table is taken from the Diario Official and the total, \$3,299,600, is given without correcting the error of 1,000\$ which is contained either in it or in one of the items. If the items are correct the total should be 3,300,600\$.

LOCAL NOTES.

The Emperor has conferred the command of the Order of the Rose upon Major Serpa Pinto, the African explorer.

The Royal Mail packet Montego will not sail for Southampton until the 25th, having been delayed at Santos by rains.

Decree 8,133 of the 11th inst. grants a ten years' privilege to Andre Louis Delouche for improvements in a fireless motor of his own invention.

By an imperial letter of the 18th inst. Mr. Pearson Morrison, superintendent of the S. Joao d'El-Rei mines, is made a commendador of the Order of the Rose.

Decree 8134 of the 11th inst. grants a ten years' privilege to Francisco Ferreira de Moraes for a new system of passenger and freight cars of his own invention.

The Brazilian government has formally entered the postal convention between France and other countries for the transportation of small parcels through the mails.

By an imperial decree of the 18th inst., the Brazilian minister at Washington, Counselor Antonio Pedro de Carvalho Borges, is transferred to Vienna. The vacancy at Washington is filled by the transfer of Counselor Felipe Lopes Netto now minister at Montevideo.

The position of chief of the bureau of public works, vacant since the appointment of Counselor Barque de Macedo to a position in the cabinet, has at last been filled by the appointment of Dr. Honorio Bicalho, once contractor's engineer on the Rio do Ouro water works. The new chief entered upon the duties of his position on the 20th inst. The former controversy between Mr. Gabrielli and Dr. Bicalho, the well-known enmity of the latter toward his former employer, and the present attitude of the government with reference to Mr. Gabrielli, invests this appointment with more than ordinary significance. The outcome will be awaited with interest.

The total number of deaths in this city during the first half of May was 429, of which 15 were from yellow fever.

The government has authorized the payment by the London treasury agency of £4,990 for telegraph material lately ordered.

The city council has decided to have a wood pavement laid in the street fronting the Polytechnic School.

The lighting of the public streets and squares of this city during the month of May cost 60,766\$ for illuminating gas and 11,928\$200 for globes.

The minister of agriculture has instructed the inspector of public illumination to apply the Brian carburetor to the public offices in his department.

At the session of the Junta Commercial on the 17th inst. the petition of The Haxall-Crenshaw Co., of Richmond, Va., for the registry of their trademark on flour was granted.

The number of deaths in this city during the last half of May, according to a report of the president of the board of health to the minister of empire on the 8th inst., published on the 17th inst., was 430. The deaths from yellow fever numbered nine—making a total of 24 for the month.

A trademark treaty between Brazil and Denmark, which was signed on the 25th of April, was promulgated by the government on the 11th inst. It provides that the subjects of either government shall enjoy all the rights and privileges granted by the other to its own subjects.

In an official note to the minister of agriculture on the 21st inst., the minister of finance announces that he has set apart the sum of 25,000\$ for the use of the Imperial Institute Fluminense de Agricultura to be distributed in premiums for the introduction and culture of the cinchona tree.

In an official note of the 17th inst. the minister of agriculture advised the minister of finance that no payments should be made to the American and Canadian steamship lines, as provided for in the budget for 1881-82, without his express authorization. In view of the recent settlement of this matter these repeated protests are becoming just a little painful.

The imperial government has appointed Dr. Antonio Correia de Souza Costa as the successor of Dr. Joao Baptista dos Santos in the presidency of the board of health. In view of the causes which led to the retirement of the late incumbent, the new president will occupy a somewhat anomalous and questionable position. The resignation of an official because of a powerful opposition to definite measures of reform, certainly does not augur well for the administration of his successor.

On the afternoon of the 17th inst. an assassination took place in the Netherow prison, in which one Virgilio was instantly killed while endeavoring to separate two other prisoners who were quarrelling. The murderer, Antonio, had an enormous knife in his possession, with which the crime was committed. On the same afternoon a quarrel between two prisoners, soldiers, in one of the station houses of this city resulted in the stabbing of one of them, from which he died almost instantly. These crimes lead to the inquiry as to why prisoners are permitted to keep knives on their persons.

Mr. Morris N. Kohn has conferred another inestimable benefit on this country in general, and the public service in particular, by the invention of a revolving letter case for the postoffice general delivery. The chief value of the invention lies in its saving of labor to delivery clerks, the desired pigeon-holes being brought around without their being obliged to leave their chairs. It is under stood that the inventor will apply a match-lighting apparatus to the case so that the clerk's cigarette may be regularly lighted without too great a loss of time to the public.

The legal fraternity of this country, and of all countries where the Portuguese language is spoken, will be pleased to learn that Dr. Jose Prospero Jehovah da Silva Carroat has just issued a third edition, corrected and enlarged, of his invaluable Vademecum Forense. The name of this illustrious writer on legal subjects is in itself sufficient guarantee for the high standing of the work, and will carry weight where a less imposing name would pass unnoticed. This ancient family has long been noted for their unrivalled acquisitions in the great science of jurisprudence.

The municipal budget, recently approved by the minister of empire, estimates the receipts for the year 1881 at 1,166,230\$566, and the expenditures at exactly the same amount. How it is possible to calculate upon the future receipt of the fractional parts of a vintem—like such unrealizable and non-existing sums as 2, 3, 6, 9, 11, or 17 reis—is beyond any ordinary comprehension. And yet it is very rare to find a budget which is not exact to the real—the one-tenth part of the smallest coin made—and not less rare to find the final balance sheet disfigured by deficits in centos.

The branch of the Lisbon Geographical Society, established in this city, will give a formal reception to Major Serpa Pinto, the illustrious Portuguese explorer now visiting Brazil, on the evening of the 20th inst. The reception will take place at the Cassino Fluminense in the presence of their majesties, the Emperor and Empress.

An imperial decree of the 11th inst., No. 8132, grants a ten years' privilege to Julio Cesar Ribeiro de Souza for a new system of 'aerial and submarine navigation' of his invention. The new system, however, has not yet been proved by practical tests. The aforesaid decree simply patents a dream.

The past fortnight has been signalized in court circles by the bestowal of titles, orders, and various other distinctions, upon nearly all the prominent people in the province of Minas Geraes who had anything to do with the Emperor's recent visit there. The great number and promiscuous bestowal of these favors may possibly diminish their value somewhat, but they will be accepted and duly worn nevertheless.

In an official dispatch of the 18th inst. the minister of agriculture remitted the several fines upon the American steamship line which were imposed for the months of April, May and June of 1880. And yet the minister refuses to admit the claim of the company for subsidy, on the ground that the contract has not yet been sanctioned. Upon what grounds, then, are these fines imposed and remitted?

The absence of published reports on the work accomplished by the Seamen's Mission, should not lead our readers to think there has been any cessation of labor in that excellent charity. The good accomplished is steadily increasing with the greater efficiency of the mission, and the need for charitable support is therefore more urgent than ever. No books or periodicals should be thrown away, but should be sent to the sailor's reading room.

MARRIED.—In Bahia on the 12th ultimo, by Rev. A. L. Blackford, of Bahia, Dr. S. D. Rambo, of this city, to Miss E. H. Jones, of Georgia, U. S. A. No cards.

The foregoing notice should have been inserted in our last issue, but was omitted through an oversight in this office.—Eds. NEWS.

COMMERCIAL

Table showing exchange rates for various currencies including the Brazilian mil reis, U.S. coin, and sterling, with dates like June 23rd, 1881.

EXCHANGE.

June 14.—The rates of the banks remained unchanged but the market became firmer during the day and closed with an upward tendency. Private paper was negotiated at 21 1/16 to 2 1/2 % on London and at 430 to 434 on France. Sovereigns 108950 sellers, 108880 buyers.

June 15.—The firmness which was apparent yesterday continued to-day and although the banks maintained their official rates they drew at 2 1/2 % on their head office in London. In private paper small transactions took place at 22 to 2 1/2 % on London and at 430 to 434 on France. Sovereigns 108900 sellers, 108800 buyers.

June 17.—The Banco Commercial raised its rates to-day to 2 1/2 % on London, 435 on Paris and 245 % on Portugal. The other banks did not affix rates but also drew on London at 2 1/2 %. Private paper was negotiated at 22 to 2 1/16 on London and 428 to 430 on France. Sovereigns sold at 108850 cash.

June 18.—There was no alteration in the rates of the banks nor in the position of the market which continued firm but inactive. Small transactions in private paper were effected at 22 to 2 1/2 % on London, 430 a 431 on France and 530 on Hamburg. Sovereigns sold at 108880 cash.

June 20.—The banks adopted to-day the following rates: London 2 1/2 %, Paris 437, Hamburg 540, New York 28300, Portugal 246 a 248 7/16. Small transactions in private paper at 2 1/2 % on London, 433 on France and 537 on Hamburg. Sovereigns sold at 108960 and 108950 cash.

this sum the directors have set apart and added to the reserve fund the sum of £10,000, and they have written off the cost of the bank premises in Brazil the sum of £1,587, reducing the amount at the debit of these premises to £20,000. A dividend on account of 8 per share, amounting to £20,000, was paid in December last and it is now recommended that a further dividend of 8 per share and a bonus of 4 per share, together amounting to £30,000, free of income tax, be divided, making the distribution of profit for the year 20 per share or 10 7/16 p. a. on the paid up capital of the bank. The sum of £14,366 is carried forward. The depreciation in sterling value of the capital of the bank employed in Brazil amounted on February 28th, at the exchange of 2 1/2 % then ruling in Rio, to £83,333. The reserve fund, which now amounts to £150,000, is applicable in the first place to making good this sum.

SALES OF STOCKS AND SHARES.

Table listing sales of stocks and shares for various companies like National Loan 1868, Banco Industrial, Banco do Commercio, etc., with prices and dates.

Table listing sales of stocks and shares for various companies like Banco do Brazil, Alianca Insurance, Popular Fluminense Insurance, etc., with prices and dates.

Table listing sales of stocks and shares for various companies like Banco do Brazil, Banco do Commercio, Banco Rural, etc., with prices and dates.

Table listing sales of stocks and shares for various companies like Banco do Commercio, Navegao Brasileira, Navegao Paulista, etc., with prices and dates.

Table listing sales of stocks and shares for various companies like Banco do Commercio, Navegao Brasileira, Navegao Paulista, etc., with prices and dates.

MARKET REPORT.

Rio de Janeiro, June 23rd, 1881.

Coffee.—Our last report was on the 14th instant. During the first three days after that date our market showed renewed activity, stimulated by the result of the Dutch auction on the 15th, and considerable transactions took place. Since the 18th instant, however, dealers having raised their prices to 150 reis per to kilos, a quieter tone has again set in and still continues. The total sales since the 14th instant amount to 113,000 bags, the greater portion of which is for Europe.

Table listing market reports for various goods like United States, New York, Belg, etc., with prices and dates.

Table listing market reports for various goods like Liverpool, Bordeaux, etc., with prices and dates.

GOVERNMENT BONDS

Table with columns: EMISSION, CIRCULATION, DENOMINATION, INTEREST, NOMINAL VALUE, QUOTATION. Lists various government bonds like General Apolices, Provincial apolices, National Loan of 1866, etc.

BANKS AND PUBLIC COMPANIES

Table with columns: CAPITAL, SHARES, ISSUED, VALUE, PAID UP, NAMES, RESERVE FUND, LAST QUOTATION, LAST DIVIDEND. Lists numerous banks and public companies such as Banco do Brazil, All Rural e Hypotecario, etc.

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 securities 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 just as it finds them. In its news gathering it will seek to represent things just as it finds them; in its comments it will seek to present its own opinions for which it will be willing to hold 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 year of its interests 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 seeing that it fights, with great valor and excellent judgment, to secure 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 Republica, 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 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 Alibis.

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 to us its most valuable aid in calling attention to what will meet our most vital needs, is without doubt a motive sufficient for 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 26, 1880.

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- 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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