

# THE RIO NEWS.

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

Vor. VIII.

RIO DE JANEIRO, JULY 15TH, 1881

NUMBER 20

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## COLONIZATION RESULTS.

Our attention has been called to an incident which has lately occurred in the province of São Paulo, and which is pointed out as a proof of the tendency of immigration and the good results of the system now in operation. It seems that a Swiss family of the name of Siegrist had lived on the plantation of Colonel Queiroz Telles, near Campinas, for a period of 26 years. Last year the aged father wished to see his native land before his death, and the whole family returned home. This year, however, Balthazar Siegrist, a younger member of the family, returned to Brazil and brought 59 Swiss colonists with him, the whole party arriving at Col. Queiroz Telles' plantation on the 5th inst.

We are glad to note this incident, not for the reason that we believe it to be an indication of a coming tide of immigration, nor that we are ready to accept it as a fair sample of an existing state of affairs throughout the empire, but simply because of its value as an individual instance of good treatment on the part of a planter, and of a corresponding confidence and loyalty on the part of his dependents. As the newspapers have recorded no similar occurrence, we are justified in referring to it as an isolated example of the kind. It proves that this one planter—and we trust there are many others of the same kind—has dealt justly with his employees, and has made his service desirable through fair treatment and square dealing. It is not a thing, however, for which the least credit is due, as all these things are simple obligations in one's daily life for the performance of which no more credit is due than for telling the truth. The instance is noteworthy, nevertheless, because it illustrates the good results of such a policy.

There are a few points in this case, however, which the newspapers do not mention, about which we have a little curiosity. After serving twenty-six years on one plantation, what were the savings of the Siegrist family, and how much money did they take back to Switzerland with them? Twenty-six years of hard, uninterrupted labor should have left something to the credit of the family, as a provision against sickness and old age. Was this the case? And furthermore, how is it that an industrious family remained in service twenty-six long years without acquiring land and a home of their own? In the United States such a family would have had a little farm within a year, and would have paid for it within five years. The young men would have worked for their wealthy neighbors just the same, while the father and other members of the family would have tilled the little farm and added something day by day to their little fortune. Such families often, very often, grow rich and prosperous. Why can not such a result occur in the province of São Paulo? Admitting that the Siegrist family received the best of treatment, and that members of it have gladly returned to the old service, is it to be presumed that the problem of immigration has been solved—and that many immigrants will follow them and be content with the same rewards? The laboring classes of

Europe all know that in the United States they can buy land cheaply, make homes for themselves, and become citizens in every sense of the term. Will not the great majority expect the same inducements from Brazil?

Practically speaking, it is little credit to this country that an honest, hard-working family spent twenty-six long years here without ever acquiring a foot of soil, or a single political right. Were the country wholly barren, or overcrowded with population, such a result would not be surprising, but in a province so fertile and so sparsely populated as São Paulo, and in a new country at that, this result is certainly illogical and unpromising. Our Brazilian friends should bear in mind that the question is a broader one than is here indicated, and that it includes more than good treatment on the part of the planters. We repeat again that Brazil's great need is neither servile nor bound labor, but free, independent laborers.

From the *Journal do Commercio*, July 5.

## INTERNATIONAL COTTON EXPOSITION.

Through the medium of the imperial legation at Washington the government has sent the announcement that Brazil can not be represented in the International Cotton Exposition, projected at Atlanta, Georgia. It has assuredly been a lack of appropriations for services of this character which leads the imperial government to this conclusion, and it is unnecessary to add that, lamentable as must be the absence of Brazil in the expositions to which she is constantly invited, the reason for not appearing can not be better founded. The strict observance of the law of public expenditure is an argument to which others are opposed in vain, since it does not comprise unforseen and extraordinary circumstances which any exception is able to justify. It is a doctrine which we have sustained in discussion, and which it is necessary to repeat in each particular case. We believe, however, that with the insignificant expenditure for which the means remain in the budget, it will be possible and fit not to throw away the opportunity for studying the improvements in the cotton industry which are going to be exhibited at Atlanta. The decline of this branch of our agriculture is assuredly not a phenomenon for which the remedy is offered in expositions, but should be the reason for making known among ourselves the new methods of cultivation of the precious shrub, and of its utilization by industry.

In this respect it will not be out of place to record that, if no other plant has been seen to extend the area of its cultivation with such rapidity as cotton, no one also has exceeded it in the ascending progression of consumption. In the United States alone the consumption of cotton in 1880 had augmented 146 per cent. in the South, 150 per cent. in the West, 83 per cent. in New England, and 18 per cent. in the Middle States.

During the American war Brazil quintupled her production of cotton, constituting herself in a brief period of time the first

producer of this article. The learned Agassiz, placing in relief this surprising economic phenomenon, noted, with profound judgment, that a similar progress in our cotton industry would enter into operation when Brazil disbanded the great number of able-bodied laborers employed in the Paraguayan war, and without having to import either Chinese or capital, but simply through the vitality of productive forces. The province of São Paulo where the cotton tree had never blossomed, and others as Ceará, Parahyba and Alagoas where the cultivation of the precious plant had nearly disappeared, would then produce extraordinarily. The high price of the product would be compensated by the liberality of these forces, remunerating the laborer and compensating the burden of production.

The circumstances have changed, but the regimen of taxation has not changed, and there has been no improvement in the conditions of transportation from many localities far removed from the seaboard where the most and best cotton was produced at that time. There are cotton belts where the planter gives 100 per cent. of the product to whom will transport it on the backs of animals to the consuming markets, over impassable roads; and this product, thus burdened, then pays, besides the legitimate commercial expenses, general imposts and provincial imposts. In the exceptional period of the war of secession, the fabulous price of the product was sufficient for all this. The cause was transitory, and has passed. There remains, however, the double tax, general and provincial, and what can be hoped for an industry thus burdened, except in privileged localities?

It is assuredly not from one day to another, nor to one's wishes and necessities, that conditions of transport can be changed. It is a necessity that we shall resign ourselves to what comes in the natural order of things. But it is not so with what is caused by the impost which can be revised every year, and it must not be forgotten that, whatever may be the financial situation for which provisions will have to be made, there is a limit for all taxation which can not be exceeded without causing the contrary effect of reducing the taxable material.

Let us not lose sight of the fact that cotton, long since deposed from its throne of product king, has disappeared from the list of our productions, and that augmenting it and not reducing it is the economic necessity for every provident country which does not wish to mortgage its future by a combination of causes which can, at a given moment, decrease a principal source of wealth.

The United States are not sufficient at the same time for the great productive enterprises and the extraordinary expansion of industrial forces, some organized and others organizing, which absorb a large part of human activity. The consumption of cotton there tends to surpass production, and to Brazil should be reserved the part of the great provider of this article to the industry of cotton manufacture, so insatiable of the raw material at a low price. It is all that we can do to produce under such condi-

tions, accustoming ourselves to confide in the quality and quantity of the product rather than in the ephemeral eventuality of abnormal prices.

One should never repeat too often what everyone knows, but what everyone seems to have forgotten. We have reproduced through a long series of years nearly the same regimen of imposts with which the state, compelled by the necessities of war, levied upon an agriculture to which exceptional circumstances had afforded the transitory conditions of prosperity. This state of affairs can not last.

The government has heard this at length from practical men who are to be convoked in the economic-agricultural arena, and who will undoubtedly not restrict themselves to indicating the means for lessening or subduing the crisis in coffee, otherwise an object of prime interest, but not the only one to be taken into consideration. Agriculture suffers from common evils, and from others special to each branch of the great culture. Though we may consider these and others, we should above all not limit ourselves to the sterile relation of our necessities.

BAHIA BRITISH CLUB.

On the evening of the 1st inst. the first of a series of dramatic entertainments was given by the members of this flourishing society at the club house, resulting in an unqualified success, and a most enjoyable evening to both guests and performers. The pieces chosen were the well known farces "In Possession" and "Turn Him Out," which were greeted with hearty laughter and well merited applause. Where all distinguished themselves especial mention is hardly necessary, but a vote of thanks is due to the stage manager, Mr. Finney, for his untiring exertions in giving an impetus to, and superintending the entertainment. The stage and scenery were set up entirely by the members themselves, to whom very great credit is due, more particularly so as the resources at their disposal are, comparatively speaking, limited.

The programme of the evening was as follows:

"IN POSSESSION,"

A FARCE IN ONE ACT.

Dramatis Personae:

- Blobber (a broker's man in possession).....Mr. R. A. Mather
Rorka (a gentleman in difficulties).....Levin
Major Malpotherby (an irate guardsman and guardian to Piretta's mistress).....F. H. Hayward
Weazel (a cautious lawyer).....Alfred Peters
Piretta (maid, and lovers' go-between).....D. A. Vignoles

"TURN HIM OUT,"

A FARCE IN ONE ACT.

Dramatis Personae:

- Moke (a would-be man about town).....Mr. C. H. Adam
Nobbs (a pugacious vendor of toys).....E. H. Hayward
Roseleaf (a tremendous swell).....D. A. Vignoles
Mrs. Moke (wife of Mr. Moke).....H. N. Vignoles
Susan (maid of all work).....M. C. Harbord
1st Porter.....Alfred Peters
2nd do.....R. A. Mather

Bahia British Club, July 1st, 1881.

A PARIS paper says that when Berson, the lieutenant-general of artillery, gave his coffee-plant to the Jardin des Plantes, in the last century, he little dreamt that 600,000,000 pounds of the fruit would be one day produced from plantations, which all had their origin in the sample given by him to the Paris Museum, of which a shoot was carried to the West Indies. Nor might his surprise have been less real had he been told that, on no very distant date, as much as 5,000,000,000 francs' worth of the beverage made from the berry would be sold at the cafes of the Boulevard, and that in 1878 the estimated production of coffee throughout the entire world would be set down at 1,080,000,000 pounds.

From The Greer, New York, May 14.

THE COFFEE AND SUGAR PRODUCING COUNTRIES.

THE EAST AND WEST INDIES.

The Bureau of Statistics at Washington has just come forward with some valuable tables relating to coffee and sugar production, from which we make some extracts.

COFFEE PRODUCTION IN THE EAST INDIES.

Table with columns: Java (Government, Private), West coast of Sumatra. Rows: 1871, 1872, 1873, 1874, 1875, 1876, 1877, 1878, Total, Average.

Table with columns: Phil. Is., Singapore, India, Ceylon. Rows: 1871, 1872, 1873, 1874, 1875, 1876, 1877, 1878, Total, Average.

RECAPITULATION.

Table with columns: Java and Padang, Ceylon, British India, Philippine Islands, Singapore. Rows: Total annual average.

AVERAGE ANNUAL PRODUCTION IN THE DUTCH EAST INDIES IN 1876, 1877 and 1878.

Table with columns: Java, government, private, Celebes, government, private, Sali and other small islands. Rows: Total.

COFFEE PRODUCTION IN THE WEST INDIES.

Table with columns: Hayti, Porto Rico, Jamaica. Rows: 1871, 1872, 1873, 1874, 1875, 1876, 1877, 1878, Total, Average.

RECAPITULATION.

Table with columns: Hayti, average, Porto Rico, average, Jamaica. Rows: Total.

THE WORLD'S COFFEE CROP.

Table with columns: Dutch East Indies, Philippine Islands, Ceylon, Singapore, Br. I., Arabia, Africa, Brazil, Rest of South America, Central America, West Indies, Oceania. Rows: Total.

THEIR DISTRIBUTION.

Table with columns: Norway, Sweden, Denmark, Russia, Great Britain, Holland, Belgium, Germany, Austria, Switzerland, France, Italy, Spain, Portugal, United States, Other countries. Rows: Total.

From the foregoing tables it will be seen that the production of Ceylon and British India more than doubled during the decade 1855-65, but that subsequently it decreased somewhat, which has been due to the leaf disease in Ceylon. The increase of production in Netherland India, according to these tables, has been steady, expanding rather more latterly, probably as much due to the extension of railroads in Java as to the gain of area under cultivation. In America the most remarkable progress is, beside Central America and the West Indies, certainly made in coffee production in Brazil; the proportionately greatest increase falling into the decade 1855-65, thanks to the new railroads, chiefly; we presume the increase in Central America will be greater still as soon as the railroads now building in Guatemala and Costa Rica are all finished. The West Indies have made excellent headway, principally Hayti and Jamaica, especially since the higher prices were established ten years ago.

Consumption has meanwhile, as the table shows, received a great impulse in Holland, Germany, Austria, France and the United States, partly by virtue of increased population, and partly in consequence of greater prosperity. In England, the country which has on the whole prospered most steadily since 1855, for it has had neither wars nor revolution, and has been making money out of the misfortunes of other nations, coffee consumption has made no progress, and is indeed small considering the population. This is to be attributed, we presume to the preference given to tea over coffee, in consequence of the climate on the one hand, and habit on the other.

THE CUBA SUGAR AND MOLASSES TRADE.

Another set of tables from the same authority gives the details of Cuban sugar and molasses production and export during the twelve years which followed the insurrection there. According to these tables the production of clayed sugar in Cuba has dwindled down to a mere trifle, compared with what it used to be, while hogheads have on the whole been steadily gaining in amount. This has been brought about by the great changes in the methods of manufacture in the land, also affecting the production of molasses.

Table with columns: Sugar (boxes, hhds), Molasses (hhds), Total sugar production to the U.S., Sugar 's' (tons), Molasses 's' (tons). Rows: 1868, 1869, 1870, 1871, 1872, 1873, 1874, 1875, 1876, 1877, 1878, 1879, 1880, Total.

From the New York Maritime Register, May 11.

AN AMERICAN EXPORT TRADE WITHOUT AMERICAN VESSELS.

There are no better opportunities for employment of ocean vessels than in the export trade of the United States. The amount of freight money annually earned in this trade has reached enormous proportions. The United States are credited in many quarters with paying this immense sum, and naturally it would be supposed that the money would go into the pockets of American ship-owners, as maritime interests always ranked high in the United States. Yet many brilliant articles are written to show that this money is an enormous drain on the resources of the country, as it goes into the hands of foreign ship-owners and not to Americans. But there is no drain in the manner indicated. The loss arises from the fact that this trade is carried on principally without employing American ships. It is not a loss in expenditure, but in income. Unfortunately for the fine theories spun by those who base their arguments upon the hypotheses that the United States are the employers of the ship, the purchasers of the exports pay by the largest proportion of this freight money and as these purchasers are generally foreign merchants, the drain of money from this country cannot be large. The loss of business, however, including the opportunities of bringing more money into the country, of giving employment to thousands more of artisans and trades people and of strengthening the country by building up again a great industry, is enormous. Indeed it cannot be over-estimated, for it means the loss of commercial power and a dependence upon foreigners in matters where commercial success demands that the country shall be independent. It bodes no success to a maritime country like this when its exports are delivered at tide water, not to its own vessels, but to foreign ones. The lead among commercial nations cannot be secured while the United States carry on their export trade without the help of American vessels.

The loss of this carrying trade can never be made so evident as by the fact that during the first four months of this year not one American vessel was inspected and loaded with grain at New York for a foreign port. This shows how fully foreigners have possession of the field. If anywhere, it would be expected to be in the principal port of the country where the exports of grain are the largest, that an American vessel would find employment. Our statement, however, shows that this expectation would not be realized. It is a startling one to make, yet its truthfulness is easily shown. The shipments of grain from New York during January were 3,371,744 bushels in 106 vessels; during February 4,213,863 bushels in 125 vessels; during March 6,645,712 bushels in 173 vessels and during April 6,752,680 bushels in 171 vessels. This makes a total of 20,983,999 bushels of grain shipped during the four months, every bushel of which was carried in foreign bottoms. It is not uninteresting to note the nationality of these vessels, as showing which take the lead as carriers for the United States. There were of these 279 steamers and 73 sailing vessels British, 56 sailing vessels Norwegian, 2 steamers and 49 sailing vessels Italian, 22 sailing vessels Austrian, 44 steamers and 1 sailing vessel German, 6 sailing vessels Swedish, 10 steamers and 2 sailing vessels French, 5 steamers Danish, 2 steamers and 1 sailing vessel Dutch, 21 steamers Belgian, 2 sailing vessels Portuguese. Here is a total of 353 steamers and 212 sailing vessels all carrying goods from the port of New York, all of them foreigners and every one of which disbursed the smallest possible amount of money here, extending the bulk of it, earned in this trade, elsewhere. The loss of this trade is greater than the amount of freight money earned. It includes the loss of a great industry. How long this is to continue, depends upon the supineness of the people here. If they will insist that our ship-owners shall be freed from unnecessary and foolish restrictions and burdens, then the carrying trade hence will be wrested from these foreign vessels and the money earned in it will be spent in the United States instead of in foreign countries.

GROWTH OF THE NEW ORLEANS COFFEE TRADE.

During the week ending May 21, no less than 42,604 bags of coffee have arrived in the Mississippi river direct from Rio de Janeiro. "Such heavy importation at this season, when quarantine difficulties have commenced, however," the Pinnacle remarks, "are in keeping with the tendency of this important branch of trade. Three cargoes are at quarantine, and counted as receipts in importers' hands, though lying below, where the vessels and freight are undergoing thorough disinfection. These importations swell the total for the unexpired portion of the coffee year, beginning July 1, to 248,616 bags, which largely exceed the figures of any season since the war, and overtop the imports for the preceding twelve months by 43,473 bags. But the trade has expanded in other directions as well. The imports of the berry from Mexico, Cuba, etc., since September 1, aggregate 51,890 bags and bales, against 18,827 for the corresponding period last year—an increase of 175 per cent. The drift of this branch of the trade is unmistakable. We are in a position to practically control the business in Mexican coffee, and it is a commerce that is likely to grow rapidly with the development of that country. Reducing the packages to the average weight of the Brazilian, the sum total for this year is 356,256 bags, as compared with 250,332 last season."

A TRAFFIC IN HUMAN BEINGS.

The attention of the government of this republic has been called to the existence of a horrible and nefarious traffic which is carried on over the Brazilian frontier. It is a traffic in human beings, a veritable slave trade which the civilization and humanity of the age condemn with horror. The Indians of the Caqueta, a Colombian territory on the Brazilian border, sell the prisoners which are taken in the frequent wars among their various tribes, to the Brazilian traders who visit them every year. The poor captives suffer terrible hardships in their course down the Amazon and its tributaries to the agricultural regions below, and here the horror of their situation is intensified if possible, as they are sold as slaves to the planters, when their doom of perpetual servitude is sealed. The traffic has been going on for years, and we hope, in the interests of poor helpless humanity, the Colombian government will make such representations as will put a stop to such a disgrace forever.—[Panama Star and Herald, May 12.]

A MONSTER mill is being built in Minneapolis which will turn out 5 1/2 barrels of flour per minute, 333 barrels per hour, 8,000 per day, 2,400,000 barrels per year (300 days). It will require 10,000,000 bushels of what per day to supply it, and the value of its annual product will be at least \$14,000,000. It will make one-third of the present wheat crop of Minnesota into flour, and require an army of men to carry on the work growing out of its operations.

## PROVINCIAL NOTES.

—The Pará provincial assembly adjourned on the 26th ult.

—The May receipts of the Manaus custom house were 15,021\$752.

—The Bahia provincial assembly will probably close its sessions to-day.

—The June receipts of the Rio Grande *meza de rendas* amounted to 122,702\$373.

—The surveys for a telegraph line connecting Fortaleza, Ceará, with Maranhão and Pará, have been begun.

—The June receipts of the Pernambuco custom house amounted to 864,426\$538, against 658,097\$985 in the same month of 1880.

—The recent mule sales at Sorocaba, São Paulo, resulted in some important sales, the prices ranging from 72\$ to 90\$ per head.

—The June receipts of the São Paulo provincial postoffice amounted to 18,084\$798, of which the city office furnished 5,760\$860.

—A new industrial establishment was opened in the city of São Paulo on the 2nd inst., in the shape of a manufactory of hats.

—The scientific commission now engaged in determining the magnetic lines along the Brazilian coast spent five days on the island of Fernando de Noronha, between the 4th and 10th ult.

—The Pará provincial budget contains an appropriation for Julius Caesar, to enable him to go to Europe and make a balloon. We are glad the money is to be spent in this way. All such expenditures should be for balloons.

—The *Gazeta da Tarde* of Bahia, of the 25th ult., says that the emancipation commission of that city has finished its labors, and that the names of 102 slaves have been selected for liberation under the present distribution of the fund.

—The fourteen assembly districts of Bahia have thirty-three candidates already for the next general election, and more are heard from daily. It is feared that the new reform has not provided districts enough for one legislator in twenty.

—The greater part of the prisoners confined in the jail at Palmares, Pernambuco, made their escape on the night of the 24th ult. by breaking through a wall. Seven of these were captured on the following day, but the others were still at large at last accounts.

—It is said that the recently-discovered silver mine at Abacé, Minas Geraes, promises to be very rich. Two analyses by Dr. Christiniano Tavares, of the Ouro Preto school of mines, are said to have given respectively 2,220 and 2,360 grains of silver to the ton of galena ore.

—The provincial *consuldo* of Parahyba seems to be in trouble, it having been discovered that the books of that office have been seriously mutilated by tearing out leaves and inserting others in their places. A commission is now trying to find out why it was done.

—The *Gazeta de Campinas* relates that 59 Swiss colonists arrived on the plantation of Col. Queiroz Telles on the 5th inst. They were induced to come to Brazil by a Swiss colonist who had just returned home with his father, after having resided on this plantation for 26 years.

—A murder took place on the 2nd ult. on the penal island of Fernando de Noronha, a celebrated cutthroat, Bernardo Anselmo da Silva, being stabbed by some unknown convict. This Bernardo has committed four murders within two years, two of them occurring on the island.

—An unhappy slave woman recently threw herself with two children in her arms, into the Rio Parahyba at S. Fidelis to escape the further misery of a slave's life. She had run away from her master, had been shut up in the S. Fidelis jail for some days, and was about to be taken back to her master.

—The coasting steamer which arrived at Pará on the 25th ult. carried over forty slaves to be sold in that province. The suppression, or attempted suppression, of the slave traffic in the south seems to be driving that inhuman trade into the northern provinces, where the rural legislators have not yet awakened to its danger.

—The provincial assembly of Pará not only passed the bill authorizing the investment of 200,000\$ of the public money in a private sugar manufacturing enterprise, but in doing so on the 15th ult., suppressed all speeches in opposition. The use of the gong to carry measures of this character, or in fact to carry any measure, reflects little credit on any legislative assembly.

—Three civil engineers, Francisco Antonio Carneiro da Cunha, João Evangelista Carneiro da Cunha and Luiz Monteiro Caminhoá, have petitioned the government for a 7 per cent. guarantee on a total capital of 2,100,000\$, to be invested in three central sugar factories in the province of Parahyba. The minister of agriculture has asked for proofs of contracts made with agriculturists for the supply of sugar cane, from which it is to be inferred that the guarantee will be accorded.

—The waters of the Amazon have begun falling.

—The Bahia foundlings hospital has 270 children under its care at the present time, of which 210 are girls and 60 boys.

—The steamer *Gegnia* landed 36 *beriberi* patients on the penal island of Fernando de Noronha on the 21st ult., making a total number of 148 sent there for treatment. Forty of these returned at the end of June fully recovered from that terrible infirmity.

—A report comes from Limeira to the effect that a riot took place in that town on the 10th inst., in which some 20 Italians paraded the streets in a disorderly manner, and seriously wounded a merchant, José Antonio de Macedo, with three revolver shots. No cause is given for the riot, except that five soldiers had just been withdrawn from the place, leaving only two to guard the jail.

## RAILROAD NOTES.

—A new station on the Carangola railway, named S. Domingos, was inaugurated on the 9th inst.

—Decree 8,063, of the 17th of April, approves provisionally the regulations and tariffs of the Sobral railway of Ceará, between Camocim and Granja.

—Decree 8,130, of the 11th ult., approves with modifications the statutes of the "Juiz de Fôra e Piauí" railway, and authorizes the company organized under them to transact business in the empire.

—The first electric railway, now working in the neighborhood of Berlin, is so satisfactory that a second is projected, to run to another district of the suburbs. The cost of construction is only \$37,500 a kilometre.

—The May receipts of the Paulista railway amounted to 140,196\$240 and the expenditures to 72,239\$520 leaving a surplus of 67,956\$720. The surplus for the five months ending May 31, amounts to 498,036\$799.

—The receipts of the "Macalé e Campos" railway in June amounted to 110,748\$700. The number of passengers carried was 795 of the first-class, and 1,649 of the third-class. The freight traffic included 1,853½ tons of coffee and 1,597 tons of sugar.

—An experiment is soon to be made with a Baldwin tramway locomotive on the S. Christóvão line in this city. It is designed to run the locomotive from the Mangue station to the Tijuca terminus, in order to effect a reduction in the running time which is now so great a drawback to that important suburb.

—The minister of agriculture issued orders on the 2nd inst. to the effect that the sums of £5,140 and 305,280\$ should be placed in the London treasury agency, the first for the purchase of material to renew the state telegraph lines in the southern provinces, and the second for the purchase of rails and accessories for the Dom Pedro II railway prolongation.

—The public-spirited citizens of Tatuhy, São Paulo, have started a subscription for the purpose of purchasing tickets in the great lottery of this city—the proceeds of which, should there be any, are to be invested in the projected railway branch from that place to Bacatava. Building railways through lottery investments is a new departure and is worthy of record.

—With the intention of soliciting the necessary appropriations from the next legislature, the minister of agriculture has requested the president of Espirito Santo to prepare detailed estimates for the construction of a railway in that province, running from Victoria into the districts of Santa Joana, Porto de Souza, Guandú de Baixo and Guandú de Cima. The ostensible reason for this step is to afford an outlet for the agricultural products of these localities. What those products are, does not yet appear.

—The inauguration of the "Oeste de Minas" railway at São João d'El-Rei will take place about the beginning of August, it being expected that the road will be completed with the present month. The line is now in operation for a distance of 49 kilometres. As this railway has a gauge of only 2½ feet, and is being constructed at a cost of only 18,000\$ per kilometre, its completion and operation will be awaited with general interest. The difference between its cost and that of the broad gauge extension between Sítio and Barbacena—over 230,000\$ per kilometre—is a matter of some moment in a country like the interior of Minas.

## RIVER PLATE ITEMS.

From the Buenos Aires Herald, of July 1.

—The presidential election in Chile was a quiet and one-sided affair, Dr. Santa Maria being the only candidate after General Baquedano retired.

—In Uruguay matters remain unchanged, but by no means settled or promising; and the approach of the general elections will increase the fear of complications and disturbances.

—We have complaints from the North and West of the disappearance of letters, and hardly a day passes but some one sends word to us that valuable letters cannot be entrusted in the mails. A poor woman of San Pedro has lost three letters with small remittances.

—Governor Osborn, United States minister in Chile, having been promoted to the same position in Brazil, will visit the Plate 'en route' to Rio, before long, which will give us an opportunity of expressing our appreciation of his good services, in connection with General Osborne here, on the Chilean question.

—Telegrams received from London announce that Mr. Clark has floated the Transandine Railway Company, the business having been done mostly with American bankers in London. This will involve the speedy completion of the Western Railway from Dragado to Villa Mercedes, to there connect it with the Trans-Andine line. This is cheering news for this country, and warrants a little elation.

—The works for the tramway from Santa Fé to the Colonias, which have been opposed by very numerous difficulties, have at last been commenced, and there is every probability of the line being established and proving a success. The only difficulty still to be overcome is the passage of the Salado, but it is expected that it will not prove quite so great as it appears at first sight.

—Notwithstanding all our elation at our wonderful prosperity and our improved credit, the various departments are unable to meet small bills for actual want of money, and creditors are compelled to wear out shoeleather and patience in running after a bill which is delayed on all kinds of pretexts, because there would be no money to pay if it were to be despatched. This is not to our credit, and it is unnecessary. It would not be a difficult matter to so arrange the finances of the nation, that each department would not be bankrupt most of the time.

—The Chilean question is settled so far as the executives are concerned, the final agreement as to the phraseology of certain minor paragraphs, having been agreed upon Saturday of last week, but the information of our former elation has not been materially modified. The compact will now go to the legislative bodies of the republics, and, if approved, will end this long-vexed question.

—Business is dull, despite the buoyancy of anticipation. This is owing to the rapid decline of gold, and the doubt respecting the near future. It is impossible to do business when our current money fluctuates 15 to 20 per cent. in a single month. If the decline continues, or gold remains as low as at present, the holders of stocks of goods will suffer a loss which will severely try their strength; and it appears to be doubtful if we shall settle down to a gold basis without some hard pinchings, from losses and possible shaking of confidence in credits.

—We have just been informed from a most reliable source, that great and influential wire-pulling from this city is at work, in order to secure the impunity of the murderers of the two English estancieros in Corrientes, Messrs. Guthrie and Macdonald, and, knowing the force of such instrumentalities, we hope the government will study its own and the country's interests by making a speedy example of them. The escape of these ruffians, or of any one of them, if permitted to take place, will be known in England, and, even should no worse consequences follow, it will be remembered, to act as an argument to carry the tide of immigration elsewhere for many years to come.

—Congress, in the lower house, has before it the Riachuelo dock project of Mr. Woodgate, which the committee on public works has passed, amending it so as to give the government the right to expropriate in twenty years. Other docks at the north of the Riachuelo can be built. The government will make no agreement as to depth of the Riachuelo channel. A forfeit of \$25,000 for every month of delay in completing the works after four years, is imposed, and some minor changes. While there is some opposition to giving the work to private parties, it is so unfounded, and the project has so many friends, that it will undoubtedly pass.

LATEST reports from Cuba are very favorable respecting the sugar crop. Good weather all over the island had allowed planters to continue grinding without interruption, thereby considerably reducing the deficiency anticipated earlier in the season. Some parties now think that the decrease will hardly reach 10 per cent as compared with last year, the total production of which was about 500,000 tons. "These favorable results," according to the Havana *Weekly Report*, "must be accounted for by the abundant yield of the cane, despite its smallness, and the insignificant losses occasioned by fires on the estates, only few cases of this sort having been reported throughout the whole year."—*A. C. Commercial Bulletin*, May 21.

## A RUNAWAY SLAVE.

The following advertisement for a runaway slave, which may be seen in the *Cruzeiro* of the 3rd inst., contains some particulars of interest to those who believe in slavery as a "corner-stone of our civilization," and all that. The reward offered for the runaway is 200\$000, and the advertisement reads as follows:

On the 6th of January of the current year there escaped from Bernardino de Souza Rocha, engaged in agriculture on the lands which form a part of the Paraiço plantation, near the station of Descendano, Dom Pedro II railway, the slave Benedicto, dark brown, appearing to be from 20 to 22 years of age, good height, full strength, wavy hair, large eyes and full face, looks surly and speaks well. It is suspected that he knows how to read and write, and to work well at the occupation of tailor. It is believed that he has a small black mark on one side of the face. He has the marks of the *surra de bacalhau* (punishment with a whip of leather thongs) which had been inflicted upon him when the slave of a former mistress, a *fiscadora* at Bemposta, where he also carried an iron collar during one year and some months.

No wonder that Benedicto looked surly and ran away! A slave of 22 years who has had the intelligence to learn to read and write in secret, and to learn the trade of tailor, is hardly the man to whip with the *bacalhau* so that the scars disfigure him for life, nor to degrade with an iron collar like a wild beast for a year and some months. It is just these men whom the slave-holder's lash and irons drive into frenzy and crime. The former mistress upon whom these cruelties are laid, may thank good fortune that she escaped the passions which her brutal ignorance called into life. It is not every slave-holder who escapes so well.

## A BOARD OF COFFEE BROKERS.

As we stated a few weeks ago, the coffee brokers of this city have long felt the necessity for more system in the conduct of their business. They finally decided to take action on the subject and have now organized themselves into the New York Board of Coffee Brokers. The object is to systematize and regulate the business as conducted at present; to protect the interests of its members, but not thereby to antagonize the importers and jobbers; to settle questions in dispute, and to arbitrate on them when necessary; and in general to do all that good business methods may require.

A constitution and by-laws have been adopted, and the following officers elected for the current year:—President, John F. Scott; Vice-President, Wm. D. Mackey; Treasurer, George G. Nevers; Recording Secretary, James H. Briggs; Corresponding Secretary, Wm. Thompson. Governing Committee—James Scott, Frank Williams, W. H. Kirkland, John K. M'Nulty, James V. Phyle.

These gentlemen are well known in coffee circles and will inspire confidence in the management. Suitable rooms will soon be engaged. The board will not trade as an exchange, at least not in the beginning, but will hold itself ready to adopt whatever methods the future may demand. We believe much good will result to the trade at large from this organization. An interior merchant sending his orders hereafter to a broker will know that he will be treated uniformly with other purchasers as to commissions, terms and everything relating to the handling of that staple.—*New York Green*, May 7.

THE total export of cotton piece goods from Great Britain during the four months ending April 30 amounted to 62,932,300 yards, against 82,797,300 yards in the same period of 1880.

A NOTICE appeared in our columns, some weeks ago, of an improved process of roasting coffee, by which, it was stated, the quantity hitherto supplied to the grocer from the raw material would be some eight per cent. more than he receives at present from the roaster. We are now enabled to state that the patents have not only been secured in this country, but they have been obtained for foreign countries. The process consists in roasting coffee in an enclosed vessel under atmospheric pressure, thereby retaining not only the best constituent parts of the berry, but also concentrating their essential qualities, besides preserving an amount of weight which has hitherto been exhausted by evaporation. A large company is being formed to conserve these rights in this country and abroad; the rights for France and Germany have already been obtained.—*London Green*.



## 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 com-  
mercial 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.

(Cash invariably in advance)

Subscription for one year in Brazil,.....	20\$000
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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, JULY 15TH, 1881.

We are glad to announce that the grave wounds received by the President of the United States in the recent dastardly attempt against his life, are not likely to result fatally. All recent telegrams speak of him as improving, from which it is to be inferred that his temperate habits and vigorous strength will bring him safely through. This result will give great satisfaction everywhere, not only to Americans who have a high personal regard for President Garfield, but to all foreigners who have learned to appreciate him for his sterling worth as a man and a statesman.

We give on another page some valuable statistics, collected by the bureau of statistics at Washington, relative to the production and consumption of coffee throughout the world. In our next issue we shall give other interesting tables upon the production of coffee in the West Indies and Guiana. The tables will serve a useful purpose in showing the growth of production in various countries, from which valuable comparisons can be drawn as to the growth of this industry in Brazil. In this sense the Brazilian planter will be able to determine whether he has been keeping pace with his competitors elsewhere, and what the outlook is for the future of the industry. Should it be shown that he has been falling behind, then his next effort should be to determine what influences are holding him back, and what others are aiding his competitors.

Our Brazilian friends who are so clamorous for more protection, especially those who demand protection for Brazilian shipping and the coasting trade, will find some interesting facts in another column with reference to the results of that policy in the United States. We have seen so many references to the protection policy of the United States as the prime source of that remarkable development and wealth of today, that we are curious to see how this unfortunate result will be explained. Of all the industries in the United States there is not one so highly protected as that of shipbuilding. An American can buy and wear a coat of British cloth, or he can buy and use a machine of French or German manufacture. A foreign-built ship, however, he is neither permitted to buy, nor to sail under his own flag. He is not even permitted to repair his own home-built vessel with foreign material beyond a certain percentage of its value. Still further, an American-built vessel which has been navigated under a foreign flag, can not again be registered as an American vessel. The navigation laws of the United States positively forbid the granting of registers to any vessel not

built and continuously owned in that country. It is true that a vast amount of property in foreign-built ships is owned in the United States, but not one of these vessels is permitted an American register, or to sail under the American flag, or is entitled to the protection of American laws. In this one species of property an American is denied the commonest rights of property and enterprise under the protection of his own laws. And yet, the American mercantile marine is declining from year to year, and foreign ship-owners not burdened with such oppressive restrictions are growing rich out of American freights. It is a fine illustration of the results of this monstrous economic error of protecting home industries. If the theory is right, then the American mercantile marine ought to lead the world; if it is wrong, then there should follow the inevitable signs of repression and decay. Our Brazilian friends should study the subject very carefully in their present outcry for more protection.

It is announced that the "Associação Industrial" is now engaged upon a revision of the tariff which it proposes to submit to the government for adoption. The simple fact that this society is composed of manufacturers who are demanding more protection for their special industries, will make this revision one of peculiar interest. As it is a theory with these gentlemen that their goods are not protected by the present tariff, we shall probably learn through their recommendations just what they mean by protection. Were we to call it prohibition, they would probably reject the term with indignation; but yet, what other term can be applied to their demands? With duties already ranging from 50 to 100 200, and 300 per cent. on the class of goods on which they wish to have the tariff raised, it is impossible to use the term protection any longer, in the ordinary economic sense. Economists never intended to apply that term to articles which a country can not produce, or can only produce at so great a sacrifice of money and effort. If we may be permitted a suggestion or two, we would call the attention of the "Associação" to that ridiculous column of *ad valorem* percentages in the present tariff, to the discrimination against the domestic cotton factories which are trying to use the native staple, and to the many vexatious classifications and regulations which are a source of constant contention and loss. What will the "Associação" do with all these things? Will it continue and emphasize that monumental falsehood of tariff percentages, or will it give the real ones, as based upon the cost of the articles themselves? Will it explain just why a factory which imports yarn all ready for the looms is more entitled to protection than one which makes its own yarn from the native staple? And will it continue the false system of imposing all sorts of arbitrary regulations upon merchants and subjecting them to the arbitrary decisions of men who can not tell the difference between a stereotype and a steel engraving? There are many things in the tariff which need revising most urgently, but certainly not in the direction of protection. It needs simplifying, and it needs reducing. Any step in the contrary direction will be a serious error.

Since our last issue there has been an unusual activity in this city in the various movements in the interests of domestic industries. On the 4th instant there was a meeting of coffee merchants, brokers, sackers, and exporters, at the coffee exchange in Rua Municipal, at which various measures were proposed for improving the present conditions of that great industry. There was a feeble attempt on the part of one or

two men to criticise the policy of the government in saddling the industry with heavy export taxes and transportation charges, but it was at once talked down by the majority whose patriotism evidently obscures their clear appreciation of some of the simplest principles of economic science. This meeting finally concluded that the great desideratum of this industry was an annual exposition here, to be followed by itinerary expositions throughout the world. A proposition to this effect was made by Mr. Ramalho Ortigão, which was unanimously adopted. On the 8th instant a meeting was held at the department of agriculture, at the invitation of the minister, in the interest of the manufacturing industries of the empire. This meeting was attended by the directors of the Associação Industrial, two or three aldermen, the managers of several industrial establishments, and the representatives of the press. There was but one opinion about the necessity of aiding these industries, and about the one source of all aid—the government. There also seemed to be but one opinion as to the adoption of protective measures, both the minister and the manufacturers being of the opinion that measures of this character are needed to enable the domestic industries to compete with foreign importation. There was also considerable discussion with respect to an exposition of national products in this city at some time later in the year, the minister promising the cooperation of the government in furnishing a building, and in granting free transportation for exhibits coming from the provinces. Under the inspiration of these meetings and measures there has been an unusual amount of discussion in the press on the subject of government aid to home industries, and the beneficial effects of expositions. An exception to this, however, is a vigorous article in the *Journal* relating to the hurtful policy of the government in maintaining the present high transportation charges and export taxes, both of which are heavy burdens upon production. It is claimed—and with truth—that 80 per cent. of the price of coffee is absorbed in taxes, freight charges, and miscellaneous port and market charges, leaving only 20 per cent. to meet the cost of production and the planters' profits. Those who know the present state of cultivation, and the enormous interest charges paid by Brazilian planters, will readily see that coffee-growing now involves an actual loss. Of all this, however, the minister and his conferences seem to be totally ignorant.

The decision of the Brazilian government not to take part in the Atlanta international cotton exposition of this year is deeply to be regretted. As regards this country it is a mistake full of the gravest consequences; as regards the cotton industries of the world it will occasion a loss which will be keenly felt. It may be that Brazil is not in a position to make a very creditable display, either of staple or fabric; but yet that little is vitally necessary for a complete exhibit of the world's product. In view of the fact that a fair representation at the Atlanta exposition would cost but an insignificant sum, a mere fraction of the current expenditures in profitless enterprises, it is inconceivable why the government declines the invitation. The cotton-growing industry of Brazil was at one time of considerable importance, but it is now rapidly dying out. As a good quality of staple can easily be produced over large areas of the empire, and as it can be turned into a source of national wealth, it is clear that the industry should receive every possible advantage and encouragement. It certainly should not be allowed to die out without one manly effort to reinvigorate it and to place it on fair competing terms with the rest of the world. We are told that Brazil

can not produce the staple cheap enough to compete with other countries, but we have yet to know the reason. If the causes are natural, then assuredly there should be one determined effort to overcome them; if they are artificial, then let them be removed at once. Should it transpire that the disadvantages under which the Brazilian cotton-growing industry now rests, are purely artificial and arbitrary, such as local and national taxation, discriminating duties, a false theory of labor, and an antiquated system of cultivation, then this refusal will reflect great discredit upon the government, and will convict it of gross inconsistency. If it be the honest purpose of the present cabinet to afford encouragement to domestic industries—and the introduction of new products warrants that conclusion—then why should not one of the very first steps be taken in behalf of this declining industry? The manufacturing world desires to know just what obstacles are in the way of producing these varieties at a marketable cost. If the methods of cultivation, labor, and use of machinery elsewhere have resulted advantageously, the Brazilian planter should be fully informed of it in order that he may avail himself of every improvement. And, if the national and provincial export taxes—now amounting to nine per cent.—are answerable for a part, or all of this inability to compete, then that fact should be made so clearly apparent that no ministry will hesitate for a moment to remove the unjust burdens. To encourage an industry with premiums and then discourage it with taxation is an anomaly in economic legislation which but few statesmen have had the hardihood to advocate—but it is nothing less than this which the present ministry is carrying out. We had hoped that a Brazilian commission would be sent to Atlanta to study this question of cotton production in all its phases, in order that some definite causes might be discovered for its decline in Brazil, but that has resulted in disappointment. Money will still be thrown away in the deserts of Pernambuco and Bahia, and the cotton-growing industry will soon pass out of existence, starved by indifference and neglect, and strangled by taxation.

We regret that our esteemed contemporary, the *Crusairo*, has given so much importance to our brief discussion of Chinese contract labor as to devote a series of elaborate articles on the whole range of topics within the science of political economy. We then desired, and we still desire, to discuss this question of introducing Chinese laborers into Brazil under contract, and in order to confine the discussion to that question alone we specified the following points: Will it be possible to place free Chinese laborers on Brazilian plantations and will they remain free? Are the Chinese any better adapted to the climate than the black and white labor already on the ground? Is it desirable to continue any present system of agriculture through the employment of Chinese servile labor? What will be done with the existing laborers in case they are supplanted by the Chinese? We have stated some of our conclusions on these subjects, but the only answer with which the *Crusairo* honors us is, in effect, that we know nothing of the country, and, consequently, nothing of the questions under discussion. Our contemporary then glides off into an extended review of the economic conditions and forces of the United States, and an elaborate comparison between that country and Brazil. All this is well enough in its way, but it is fatal to the discussion of any particular topic. Except for the purpose of illustration we beg our contemporary to let the United States alone for a time, and to confine himself to the subject. It is nothing but folly to institute these compar-

isions in order to determine that this or that policy is right or wrong in Brazil. What the people of the United States have accomplished or undertaken may be undertaken here, or let alone; but the conditions and circumstances of the two countries are so different that no one can predict similar results, or even a similar execution of a policy. Had Brazil a similar population, government, institutions, soil, climate, and location with regard to markets, then specified causes and measures might be expected to produce similar results in the two countries; but as all these fundamental conditions are dissimilar, it is illogical to expect any other than dissimilar results. There are common bases, however, upon which we can all stand—whether we are Brazilians, Englishmen, Americans, Frenchmen, or Germans—and those bases are the principles and laws of economic science. In this respect there are no special and exceptional laws for Brazil, and if the *Cruzeiro* will graciously permit us to know something of these laws and also something of the present economic state of Brazil, we think that we can establish some points which will not be unworthy of his thoughtful consideration. We do not advocate a destructive policy in these questions, but a reformatory one. Instead of suppressing an industry or allowing it to die out, we would change the system upon which it has been carried on and introduce such reforms as will place it on a better basis. A change or reform in any system does not necessarily imply an abrupt breaking off from the old and a distinct start in the new, but rather a gradual shading of the one into the other. In advocating the use of the plow, we certainly would not advise the immediate burning of every old-fashioned hoe, thus leaving the agriculturist without an effective tool until he learns the use of the former. When the *Cruzeiro* shall have finished his series of articles, so that we can collect the points relating to this Chinese question, we shall be very glad to continue the discussion.

LOCAL NOTES.

—The "retiral" of the Conde de Mattozinhos from mercantile life was announced on the 1st inst.
—Major Serpa Pinto set out on his return home on the 9th inst. His trip "Across the Dark C" will be made in the Royal Mail packet *Douro*.
—A dealer in counterfeit lottery tickets, one Alfonso Morgan, was arrested on the 8th inst. He has been engaged in the business for many years.
—The coasting steamer *Espirito Santo* recently took twenty barrels of sugar cane cuttings to the province of Ceará. They were of varieties received from the island of Mauritius, and are sent out by the minister of agriculture for practical tests on various Brazilian sugar plantations.
—In an official note of the 6th inst., the minister of agriculture authorizes the director of the post-office to have postage stamps manufactured at the mint in this city. The new stamps, however, are not to be used to the exclusion of those of American manufacture, but are to be placed on the same footing and used with them.
—The government is about to begin the construction of a new ironclad gunboat at the marine arsenal. The dimensions of the vessel will be 114.8 feet in length, and 23.7 feet in width. She is destined for the coasting and river service of the empire, it being thought that her draft will be such as to permit her ascending the Paraguay as far as Corumbá.
—The season's festivities were opened on the 5th inst. with a brilliant and very successful ball at the residence of Mr. and Mrs. Robert Norton, Larangeiras. Some three hundred guests were in attendance and enjoyed the elaborate entertainment in a manner which did credit both to their appreciation and to the refined taste and hospitality of their host and hostess. It is pronounced on all hands to have been the most brilliant ball ever given under private auspices in the English community of this city. To Mr. and Mrs. Norton are due all praise for their rare tact and good taste in bringing this event to a successful issue, and for an evening's entertainment which rarely comes within the uneventful life of the English-speaking residents of this city.

—The Italian opera troupe is expected here at the end of the month. The attempt to secure subscriptions at Montevideo resulted in a failure.
—Decree 8,161, of the 1st inst., grants a ten years' privilege to Casemiro Henrique Rodrigues for the manufacture and sale of a gun of his invention, to be known as the "Rodrigues."
—Decree 8,162, of the 1st inst., grants a ten years' privilege to Paulino Antonio Callado for the manufacture and sale of a gun of his invention, to be known as the "new system Callado."
—The number of children left in the wheel of the foundlings hospital during the month of June was 29. The total number in that institution at the end of the month was 208.
—During the half year ending June 30 the total decrease in the deposits of the savings bank of this city amounted to \$3,587,800.3—the total balance on deposit being 10,238,432,304 on the 31st of December last, and 10,054,845,530.1 on the 30th of June.
—At the meeting of manufacturers on the 8th inst. the minister of agriculture announced that the cabinet had authorized him to give every encouragement to national industry. And he will do it, too! just as though he had the revenues of France behind him!
—In an official communication to the minister of agriculture on the 6th inst., the director of the Museu Nacional announces the discovery of an antidote for poisonous snake bites by the director of the physiological laboratory, Dr. Lacerda. The antidote is the permanganate of potassa.
—An imperial decree of the 1st inst. raises the capital on an *engenho central* at Pimacaba, São Paulo, from 400,000\$ to 500,000\$, upon which the government guarantees 7 per cent. interest. The ostensible reason is the building of some plantation railways, but the real reason is clearly the desire to get the hand just a little deeper into the public treasury.
—A report of the president of the board of health to the minister of empire, relative to the mortality of this city during the first half of June, was published on the 5th inst.—thirteen days after it was made. It gives the total number of deaths at 390, of which 70 were caused by consumption, 32 by other lung and bronchial diseases, and 6 by yellow fever.
—One of those innocent little April Fool jokes seems to have been hanging fire for a little over three months. A telegram to the *Gazeta de Notícias* on the evening of the 5th inst. announced the death of Deputy Martin Francisco from a stroke of apoplexy. This telegram appeared in the *Gazeta* the following morning, and was currently believed. Later in the day, however, the report was contradicted, and now both the *Gazeta* and Dr. Martin's friends are after the irreverent joker.
—The Rio das Velhas surveying party, consisting of Col. W. M. Roberts, engineer, Prof. Orville A. Derby, geologist, and Mr. João W. de Aguiar, engineer's assistant, left Barbacena for the interior of Minas on the 6th inst. The surveys will require about two months of actual work, outside of the time spent in travelling to and from the locality. The present time is considered to be the most favorable for the surveys as the river is now falling and will soon be at its lowest stage.
—A telegram received at this office on the night of the 13th inst., announces the severe illness of Col. W. M. Roberts, at Soledade, a surveyors station on the Dom Pedro II prolongation, nine leagues beyond Barbacena. Mr. Roberts had been feeling ill some days before setting out on his journey into the interior of Minas, and his indisposition was undoubtedly aggravated by the fatigues of an unaccustomed manner of traveling. He is receiving every possible attention which the place can afford and his traveling companions can procure.
—A recent competitive (?) examination for three vacant places in the faculty of the Polytechnic School resulted in the selection of some young graduates, as against men of better training and knowledge who had been educated elsewhere. One of the competitors for the chair of metallurgy—and by far the best informed of them all—is a graduate of Freiburg. The system of competitive examination employed is that of the middle ages, and is just about as ridiculous and inefficient as it was in those almost forgotten days.
—The letters of liberty belonging to the slaves who were selected by a municipal commission on the 13th of December last to be freed through last year's distribution of the emancipation fund, were delivered on the 11th inst.—six months and twenty-nine days after the commission completed its work and announced the names of the slaves chosen. Even yet there seems to be a precious small value put upon human liberty! Practically, this amounts to nearly seven months of illegal slavery for which, of course, no pecuniary compensation will be allowed.
BIRTH.—On the 12th July, at No. 37, Rua de Senador Vergueiro, Botafogo, the wife of W. F. Douglas, of a son.

MONTHLY SUMMARY.
Meteorological observations taken at Braz., in the city of S. Paulo, during the month of June, 1881, by E.
Companhia Cantareira e Ectolos.
Lat. 23° 32' 58" S.
Long. 47° 36' 46" W. (Greenwich.)
Height of barometer at 2.29 ft. above mean sea level,
Do of rain gauge: 2,378.5 ft do do.
Mean pressure at 9 a.m. 27.816 inches; at 9 p.m. 27.805 inches
Mean pressure corrected and reduced to 32° Fahr. at mean sea level at 9 a.m. 29.211 inches; at 9 p.m. 29.144 inches.
Mean temp. of air at 9 a.m. 56.5°; at 9 p.m. 56.0° Fahr.
Mean of max. tem. in shade, 71.0° do min. in shade 49.9° F.
Mean temperature of Grass minimum therm. 43.6° Fahr.
Highest reading of max. of them, in shade (5th) 79.9°.
Lowest reading of min. of them in shade (28th) 38.0°.
Lowest reading of Grass minimum therm. (28th) 29.0° F.
Mean temp. of dew point at 9 a.m. 54.6°; at 9 p.m. 54.7° F.
Mean elastic force of vapor at 9 a.m., .431 in.; at 9 p.m., .425 in.
Total rainfall for the month, .547 inches.
Maximum fall of rain in one day (11th), 1.73 inches.
Rain fell on 8 days.
Fog on the mornings of 11 days, and on the evenings of 2 days.
Dew on the mornings of 12 and on the evenings of 19 days.
Lunar halo observed on the 9th at 7 p.m.
Lunar corona observed on the 10th at 7:40 p.m.
HENRY B. JOYNER,
A.M.L.C.E., F.R.G.S. & F.M.S.,
Engineer in chief.

COMMERCIAL
July 14th, 1881
Par value of the Brazilian mil reis (1\$500), gold 27 d.
do do do do do in U. S. 54 5/8 cents.
do \$1.00 (U. S. coin) in Brazilian gold 1\$83 7/8
of £1. stg. in Brazilian gold 88\$86
Bank rate of exchange on London to-day 22 d.
Present value of the Brazilian mil reis (paper) 815 rs. gold.
do do do in U. S. 54 5/8 cents.
do do do in £1. stg. 44.00 cts
Value of \$1.00 (\$1.80 per £1 stg.) in Brazilian currency (paper) 2\$73
Value of £1 sterling " " 10 9/99

EXCHANGE.
July 4.—The banks maintained their previous rates of 2 1/2% on London, 4 3/4 on Paris, 5 1/2 on Hamburg, 2 3/4 on New York and 2 1/2 a 2 1/2 % on Portugal, and private paper on New York and 2 1/2 a 2 1/2 % on Portugal, and private paper on New York was negotiated at 2 1/2% to 2 1/2%. The market showed very little activity and the transactions were unimportant. Sovereigns 10\$90 sellers, 10\$90 buyers, no sale.
July 5.—The market showed a little more firmness and although the official rates in the banks remained unchanged some transactions in bank paper on London were reported at 1/16d. higher, viz: at 2 1/2%. Private paper was passed at 2 1/2% on London, 4 3/4 on Paris and 4 1/2 on Antwerp. Sovereigns sold at 10\$90 cash.
July 6.—The market remained in the same position as yesterday without change in the rates. Small transactions on London at 2 1/2% bank and 1 1/2% private paper and on France at 4 1/2 a 4 1/2 private paper, 11.000 sovereigns sold at 10\$90 and 10\$90, and 25,000 at 10\$90.
July 7.—The market was again very firm but without attention in the rates of the banks. Private paper was negotiated at 2 1/2% a 2 1/2% on London, 4 3/4 on Paris and 4 1/2 on Hamburg, 40,000 sovereigns sold at 10\$90 and 10,000 at 10\$90 cash.
July 8.—The firmness in the market continued but there was very little business as usual on the eve of the departure of the Royal Mail. Some small transactions took place in private paper on London at 2 1/2 a 2 1/2% and on France at 4 1/2 a 4 1/2. Sovereigns sold at 10\$90 cash.
July 9.—The banks did not affix rates with the exception of the Banco Commercial which maintained those of yesterday. Bank paper on London was, however, easily obtainable at 2 1/2%. In private paper small transactions were effected at 2 1/2, 2 1/2, 2 1/2% on London and at 4 1/2 on France. Sovereigns were offered at 10\$90 with buyers at 10\$90.
July 11.—The banks raised their rate on London today from 2 1/2 to 2 1/2% but during the day the firmness in the market increased still further and transactions in bank paper were reported at 2 1/2 and 2 1/2%. The official rates were 2 1/2% on London, 4 3/4 on Paris, 5 1/2 a 5 1/2% on Hamburg, 2 3/4 on New York and 2 1/2 a 2 1/2% on Portugal. Private paper on London was negotiated in the morning at 2 1/2% and in the afternoon at 2 1/2 a 2 1/2%. Private paper on France was passed at 2 1/2%. Sovereigns sold at 10\$90 and 10\$90 cash.
July 12.—The banks continued with their official rates of yesterday but drew on London at 2 1/2%. Private paper was negotiated at 2 1/2 a 2 1/2% on London and at 4 1/2 a 4 1/2 on France. Market very firm. Sovereigns 10\$90 sellers, 10\$86 buyers.
July 13.—The market continued firm and after 2 p.m. the Banco Commercial raised its rates to 2 1/2 on London, 4 3/4 on Paris and 2 1/2 a 2 1/2% on Portugal, the other banks maintaining their previous rates of 2 1/2% on London, 4 3/4 on Paris, 5 1/2 on Hamburg, 2 3/4 on New York and 2 1/2% on Portugal. Private paper was negotiated at 2 1/2 a 2 1/2% on London, 4 3/4 on France. Sovereigns sold at 10\$85 and 10\$84 cash.

—The customs receipts from import and export duties in June last, as compared with the receipts in June 1880, were as follows:
June 1881 June 1880
Imports..... 2,565,739\$134 2,551,313\$529
Exports..... 743,192 298 387,235 064
total..... 3,308,931 432 2,938,548 593
showing an increase on exports of... 355,057\$234
decrease on imports of... 29,574 395
or a total increase of..... 325,482 899 over
the receipts in June 1880.
—The following dividends have been announced to be paid since our last report:
Banks.
Banco do Brazil, on the 6th inst, 10\$000 per share.
Banco Industrial e Mercantil, on the 5th inst, 9\$000 per share.
Banco Rural e Hypothecario, on the 7th inst, 9\$500 per share.
Banco Commercial, on the 11th inst, 9\$000 per share.
Banco do Commercio, on the 14th inst, 9\$000 per share.
Banco Mercantil de Santos, on the 14th inst, 10\$000 per share.
Transports.
S. Christovão, on the 5th inst, 13\$000 per share.
Navigation Companies
Espirito Santo e Campos, on the 7th inst, 8\$000 per share.
Paulista, on the 11th inst, 6\$000 per share.
Brazilian de Navegação, on the 18th inst, 10\$000 per share.
Amazon Steam Navigation, 9 shillings per share.

Miscellaneous.
Commercio e Lavoura, on the 8th inst, 8\$000 per share.
Carruagens Fluminenses, on the 14th inst, 8\$000 per share.
Transportes Maritimos, on the 14th inst, 3\$000 per share.
Markets.
Gloria, on the 13th inst., 14\$000 per share.

SALES OF STOCKS AND SHARES.
July 4.
7 Six per cent apolices 1,050 000
25 do do 1,050 000
10 National Loan 1868. 1,225 000
14 Banco do Brazil 1,225 000
60 English Bank of Rio 135 000
4 do do 133 000
30 Banco Predial hyp. notes, with sortico 77 1/2 %
100 without sortico (out. s.) 76 %
100 Sorocabana debentures of £50. 85 %
July 5.
111 Six per cent apolices 1,050 000
72 Provincial apolices of 200\$ 98 %
20 National loan 1868. 1,225 000
50 Banco do Commercio 210 000
12 Leopoldina R. R. debentures. 207 000
45 Banco Predial hypoth. n., with interest. 77 1/2 %
45 do (out. s.) 77 1/2 %
78 Banco Predial hypoth. notes with int. 75 1/2 %
40 do do 75 1/2 %
25,000\$ Municipal Loan 76 1/2 %
19,400 do do 84 %
July 6.
76 Six per cent apolices 1,050 000
66 do do 1,050 000
11 Banco do Brazil 280 000
50 Aliança Insurance. 277 000
800 Banco do Brazil hypoth. notes (50) 93 1/2 %
300 Navegação Nacional, (outs. sale) 220 000
July 7.
25 Six per cent apolices 1,050 000
520\$ Provincial apolices of 200\$ 98 %
82 Banco Rural 245 000
20 Banco Industrial, for the 11th inst. 224 000
50 West of Minas R.R. 130 000
100 Transportes Maritimos. 100 000
50 Navegação Brasileira for the 30th inst. 215 000
25 Sorocabana debentures of £50. 85 %
44 Carris S. Christovão (outs. s.) 335 000
July 8.
85 Six per cent apolices, (16 outs. sale) 1,050 000
3 do 1,050 000
5 Provincial apolices of 200\$ 98 %
1 do of 500\$ 98 1/2 %
30 National Loan of 1879 1,135 1/2 %
100 do do 280 000
100 do do for the 30th inst. 210 000
150 Banco do Commercio 210 000
260 Petropolis R. R. 170 000
100 Carris de Pernambuco 122 000
50 Sorocabana debentures of 100\$ 72 %
50 Banco do Brazil hypoth. notes (50) 93 1/2 %
100 do 94 %
40 do (outs. sale) 94 %
115 Sorocabana R. R. (outside sale) 48 000
10 Espirito Santo e Campos (outs. sale) 100 000
50 Leopoldina debentures (outs. sale) 207 000
July 9.
3 Six per cent apolices 1,050 000
20 Banco do Brazil 280 000
280 Banco do Commercio 280 000
500 Petropolis R. R. 170 000
13 do 170 000
50 Integridade Insurance 170 000
100 Presidente Insurence (outs. sale) 140 000
28 Carris Villa Isabel 130 000
100 Navegação Nacional 225 000
11 Transportes Maritimos. 100 000
62 Banco do Brazil hypoth. notes (140) 93 1/2 %
24 do (50) 93 1/2 %
150 Banco Predial hyp. n., without int. (6. s.) 76 1/2 %
30 Sorocabana R.R. (outs. sale) 50 000
July 11.
209 Six per cent apolices 1,050 000
26 do (outs. sale) 1,050 000
79 National Loan of 1868. 1,225 000
114 Banco do Brazil 280 000
100 Banco Commercial 235 000
100 Aliança Insurance 25 000
100 Presidente Insurance. 14 000
80 Petropolis R. R. 172 000
800 Navegação do Amazonas 133 000
300 do do 130 000
100 Navegação Nacional. 230 000
50 Architectonica. 80 000
July 12.
16 Six per cent apolices (6 outs. sale) 1,050 000
12 do do 1,050 000
12 National loan of 1879. 113 1/2 %
30 Banco Commercial 235 000
150 Carris Villa Isabel 130 000
50 Carruagens Fluminenses, 205 000
100 Navegação Nacional. 230 000
15 Sorocabana debentures of £50. 84 1/2 %
50 Banco Predial hyp. notes (outside sale) 77 1/2 %
15 Leopoldina R. R. debentures do 207 000
170 Presidente Insurance do 14 000
25 Associação Commercial, ex div. do 70 000
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 June 9th, 1881.
BANKS Deposits in cash balances on call and short notice of the banks of Rio de Janeiro, taken from the official balances published on June 9th, 1881.
Banco do Brazil 29 445 5 482 18 61
Banco Rural 1 273 1 171 11 04
Banco Industrial 1 016 916 11 39
Banco do Commercio 1 722 304 17 65
Banco Commercial 5 202 2 348 41 18
English Bank 5 234 312 5 06
New London & Brazilian Bank 824 703 38 24
Total 60 416 11,198 18 53

BANK OF BRAZIL BALANCE SHEET, JUNE 30th, 1881.

Table with columns for Assets and Liabilities. Assets include National Treasury bills, Bills discounted, Bills secured by collaterals, Mortgage Department, and Commercial Department. Liabilities include Capital, Reserves, and various accounts.

Bank of Brazil, July 4th, 1881. Josê Machado Coelho de Castro, President. Eduardo Braga, Chief Accountant.

BANK OF BRAZIL PROFIT AND LOSS ACCOUNT FOR THE HALF YEAR ENDING JUNE 30th, 1881.

Table showing Profit and Loss Account. Includes Commercial Department, Mortgage Department, and Credit. Lists various income and expense items with their respective values.

At the annual meeting of the Pacific Mail Steamship Company, held on May 23th, it was stated that this company had bought the two steamers City of Rio de Janeiro and City of Paris...

MARKET REPORT.

Rio de Janeiro, July 14th, 1881. Coffee—Our last report was on the 4th inst. Since then prices in the United States have not improved... The sterling cost, however, owing to the rise in exchange shows a decline of only 4 to 10 d per cwt...

Table listing market prices for various goods. Columns include item names (e.g., Washed, Superior, Good first) and prices in dollars and cents.

Receipts have considerably increased and the daily average since the 1st inst. amounts to 9,652 lbs against 5,354 in same period of June 1880... The receipts at Rio during the last crop-year, as already stated in our last report, were 4,519,874 bags...

Table showing market steady status. Lists items like Prime United States, Good, Fair, Good Channel, etc., with prices per cwt.

Market steady. Last—The arrivals were: 1,850 kegs per Campanera from Baltimore... The market continued depressed and prices receded to 400 reis per lb. for George...

Beer—Quotations: Bass (Hlers & Bell) 7800-7800, Tennent 4 500-5 000, Guinness Stout 7 200-7 300, German, Carlsberg 7 250-7 350...

White Pine—The arrivals consist of only 7,034 feet per Joseph Baker from New York. Spruce Pine—In demand. No arrivals. Swedish Pine—The market remains in the same position, no fresh supply having come to hand...

Table showing quotations for various goods. Columns include item names (e.g., English, German, Boulogne) and prices.

The June receipts of the Santos custom house, compared with those of the preceding year, were as follows: June, 1881; June, 1880.

Table showing June receipts of Santos custom house. Columns include item names (e.g., Imports, Despatcho maritimo, Exports) and values for 1881 and 1880.

Merza de Rendas—The total customs receipts of the preceding year ending June 30, compared with those of the year preceding, were as follows: 1879-80; 1880-81.

July 13th, 1881. Coffee—Market quiet without any demand. Superiors are quoted 4800-4800 per 10 kilos.

SHIPPING NEWS.

ARRIVALS OF FOREIGN VESSELS. JULY 3. BRUNSWICK—Br bgn Rosita Smith; 509 tons; Penfield; 75 ds; pine to Phillips Bros & Co. CARDIFF—Br ship Improbis; 1,447 tons; Sutherland; 66 ds; coal to D. Pedro II RR.

DEPARTURES OF FOREIGN VESSELS. JULY 3. PORT SAID—Nor bk St. Olaf; 287 tons; Sjoberg; coffee. PERAMBICO—Sp bgn Josen Oskart; 461 tons; Mirambell; sundries.

PORT OF MARANHÃO. June 28th, 1881. Cotton—Little doing as holders are not disposed to accept the prices offered. There is a considerable quantity for sale but the quality is very low.

July 13th, 1881. Coffee—Market quiet without any demand. Superiors are quoted 4800-4800 per 10 kilos.

July 14th, 1881. Coffee—Market quiet without any demand. Superiors are quoted 4800-4800 per 10 kilos.

July 15th, 1881. Coffee—Market quiet without any demand. Superiors are quoted 4800-4800 per 10 kilos.



THE RIO NEWS

1881

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

Commercial Department,

where every effort has been employed to gather reliable information and statistics and to so digest and arrange them as to best meet the needs of commercial men. In its

Financial Department

The News will continue to report fully the movements and state of the stock and exchange markets, thus making it a faithful index of the year's transactions. The sale of bonds and stocks will be given for each day. It will also carefully note every legislative, administrative, or private act which may in any sense affect the profitability or security of investments. In its

News Department

it will aim to give a full resume of all the occurrences in this empire, and in so doing will be governed by no private interest or fear. In its news gathering it will seek to represent things just as it finds them; in its comments it will aim to present its own opinions for which it will be willing to be held responsible at all times.

The following are a few selections from the comments with which 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 panegyrist. The whole English colony of Rio de Janeiro prize The Rio News, and there are already many Brazilians who seek for it with every exact appreciation and judicious commentaries on all its various 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, 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 engraving ("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 opinions, by our enlightened contemporaries, 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 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 especially zealous, but also to our country, appreciating with our passion and with the greatest impartiality those occurrences which, through its medium, are to be chosen in the old world—July 24, 1880.

GOVERNMENT BONDS

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

BANKS AND PUBLIC COMPANIES

Large table with columns: CAPITAL, SHARES, RESERVE, VALUE, PAID UP, NAMES, RESERVE FUND, QUOTA-TION, AM'T, PAID. Lists various banks and public companies like Banco do Brazil, Banco Commercial, etc.

ARRIVALS OF FOREIGN STEAMERS.

Table with columns: DATE, NAME, WHERE FROM, CONSIGNED TO. Lists steamship arrivals from July 1st to 11th.

DEPARTURES OF FOREIGN STEAMERS

Table with columns: DATE, NAME, WHERE TO, CARGO. Lists steamship departures from July 1st to 12th.

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

Table with columns: NAME, TONNAGE, WHERE FROM, CONSIGNER. Lists various foreign sailing vessels including American, Argentinian, Austrian, Danish, French, German, Italian, Norwegian, Spanish, and Swedish ships.

Advertisement for B. S. PRAY & Co. BOUND VOLUMES OF THE RIO NEWS. Includes text about the magazine's content and contact information for John Stephenson Co., Ltd.

Advertisement for BRUSHES FOR EXPORT. Lists various types of brushes and contact information for John L. Whitting.

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Export and Commission Merchants.
41 AND 43 WALL STREET
NEW YORK
P. O. Box No. 2364

Facilitate the introduction into Brazil of American products, Machinery, Agricultural Implements, Railroad Supplies, Manufacturers' goods, Hardware, Dry Goods and specialties generally suitable for or adaptable to the requirements of that country, by furnishing reliable information regarding the special modes of preparing and packing merchandise, so essential to their profitable acceptance there, and by means of their Rio de Janeiro house, bringing the American Producers and Manufacturers into direct communication with the Brazilian merchants.

LIDGERWOOD MFG. CO., (LIMITED).
Successors of MILFORD & LIDGERWOOD,

Engineers, Machinists, Importers of Machinery and Material for Agricultural and Industrial Establishments, and Cotton and Woolen Mills.
GENERAL AGENCY FOR THE

SINGER SEWING MACHINE, and COFFEE-CLEANING MACHINERY.
No. 95, Rua do Ouvidor.

THE NEW LONDON AND BRAZILIAN BANK (LIMITED)

HEAD OFFICE: LONDON

BRANCHES:

LISBON, OPORTO, PARÁ, PERNAMBUCO, BAHIA, RIO DE JANEIRO, RIO GRANDE DO SUL, AND MONTEVIDEO.

Capital..... £ 1,000,000
Capital paid up..... " 500,000
Reserve fund..... " 140,000

Draws on:

Messrs. GLYN, MILLS, CURRIE & Co., LONDON,

Messrs. MALLET FRERES & Co., PARIS,

Messrs. J. H. SCHROEDER & Co., HAMBURG.

ENGLISH BANK OF RIO DE JANEIRO (LIMITED)

HEAD OFFICE IN LONDON

BRANCHES:

RIO DE JANEIRO, PERNAMBUCO AND SANTOS

Capital..... £ 1,000,000
Ditto, paid up..... £ 500,000
Reserve Fund..... £ 140,000

Draws on the London Joint Stock Bank and transacts every description of Banking business.

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No. 48, Rua do Ouvidor, 2nd Floor.
Agent for English Books, Periodicals and Newspapers.

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Metal-Bodied Rubber Type.

An elastic, changeable type that can be set up and used without delay and as often as occasion requires.

These types have accurate metal bodies upon which rubber faces are moulded and vulcanized by a patented process. They combine the accuracy of metal type with the elastic printing qualities of rubber. In use they are

Noiseless, and Print Perfectly.

For business purposes they are invaluable. They can be used in any manner in which the ordinary Rubber Stamps are now used, except in the very large sizes.

This new type is put up in a variety of styles and sizes to suit purchasers.
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Import and Commission Merchants
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Carrying the United States and Brazilian Mails Performs a regular monthly service between New York and Rio de Janeiro, stopping at the intermediate ports of S Thomas, Pará, Pernambuco and Bahia. The steamers of this line, 3,500 tons measurement each, are new and first-class in every particular. Steamers will arrive and clear at this port as follows:

Table with columns: Steamer, Commander, Arrive, Depart. Rows include City of Paris, City of Rio de Janeiro, City of Paris.

Fare between New York and Rio de Janeiro, 1st. class \$150
General and Passage office, WILSON, SON'S & Co., Limited. No. 2 Praça das Marinhas.

ROYAL MAIL STEAM PACKET COMPANY
Under contracts with the British and Brazilian Governments for carrying the mails.

TABLE OF DEPARTURES, 1881

Table with columns: DATE, STEAMER, DESTINATION. Rows include July 24 Nova, Aug 9 Guadalupe.

The outward steamers are due here about the beginning and middle of each month proceeding to the River Plate, after the necessary stay in this port. For freights and passages apply to E. W. MAY, Supt., Rua 1º de Março No. 49.

GUARDIAN FIRE AND LIFE ASSURANCE CO.
Subscribed Capital: £2,000,000.
Capital paid up: £1,000,000.
Total Funds: £2,981,000.
Total annual income: £488,000.

DIRECTORS:

- Henry Hulse Berens, Esq., Frederick H. Janson, Esq., Right Hon. G. J. Shaw Lefevre, M. P., Beaumont W. Lubbock, Esq., John B. Martin, Esq., H'ry John Norman, Esq., David Powell, Jun., Esq., Augustus Prevost, Esq., J. G. Talbot, Esq., M.P., Henry Vigne, Esq.

The undersigned having been appointed Agents at Rio de Janeiro, are prepared to issue Policies of Insurance against Fire on the usual terms. SMITH & YOULE. No. 62, Rua 1º de Março.

P. MACKIE & Co., Limited. PHILADELPHIA, Pa., U. S. A.
Railroad, Tramway and Engineering Supplies and Materials.

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PULLMAN PALACE CAR CO. NEW YORK, U. S. A.

G. BRILL & Co. PHILADELPHIA, Pa., U. S. A.

HOOKS SMELTING CO. PHILADELPHIA, Pa., U. S. A.

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THE JOHN A. ROEBLING & SONS Co. TRENTON, N. J., U. S. A.

BROOKS LOCOMOTIVE WORKS. DUNKIRK, N. Y., U. S. A.

W. M. SELLERS & Co. PHILADELPHIA, Pa., U. S. A.

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Self-inking Hand Stamp, The Pocket Pencil Stamp, The Compass Stamp, Fac-simile Autographs, Monograms, Hand Stamps of every size and description.

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For Merchants, Bankers and Professional Men and for all business purposes, these stamps are superior to any kind of hand stamp in use. They are simple, durable, elastic, and they print easily and perfectly. They are absolutely noiseless, and, with indelible ink, they are invaluable.

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Agents in Rio Janeiro Phipps Brothers & Co. 16 Rua do Visconde de Inhaúma.

C. JAMES. No. 8, RUA S. PEDRO. Agency and Commission House

Railway Supplies a Speciality [No consignments received.]

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BALDWIN LOCOMOTIVE WORKS, PHILADELPHIA, PENN. (Established, 1831)

BURNHAM, PARRY, WILLIAMS & CO., Proprietors.

These locomotive engines are adapted to every variety of service, and are built accurately to standard gauges and templates. Like parts of different engines of same class perfectly interchangeable.

Passenger and Freight Locomotives, Mine Locomotives, Narrow Gauge Locomotives, Steam Street Cars, etc., etc. All work thoroughly guaranteed.

Illustrated catalogue furnished on application of customers. JACKSON & SHARP COMPANY WILMINGTON, DEL.

Manufacturers of all styles and qualities of Passenger, Mail and Freight Cars.

This establishment is one of the largest in the United States, and has furnished the cars for nearly all the narrow gauge railroads in the United States and Cuba. The cars of the São Nictheryense and other narrow gauge railways in Brazil are from these well-known works.

CHAS. S. HOWLAND, Treasurer. JOB H. JACKSON, President.

A. WHITNEY & SONS, CAR WHEEL WORKS. (Established 1847)

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Chilled cast iron wheels (steels) by the Hamilton process for railways, street cars, and mines. Axles of iron or steel. Illustrated catalogue furnished on application of customers.

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All subscriptions should run with the calendar year. BUSINESS OFFICE AND EDITORIAL ROOMS: -8 Rua São Pedro. POST-OFFICE ADDRESS: -Caixa no Correio, Nº 72.