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#### OFFICIAL DIRECTORY

AMERICAN LEGATION .- 22, Rua do Marquez d'Aorante ATION.—22, Rua do Managa...
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### WILLIAM MILNOR ROBERTS.

William Milnor Roberts, C.E., whose death occurred at Soledade, province of Minas Geraes, on the 14th instant, was one of the oldest and most active members of the engineering profession. He was of Quaker descent, and was born in the city of Philadelphia on the 12th of February, 1810 His education was received in the best private schools of that city, during which a special course in mathematics of two terms was spent under the eminent mathematician, Joseph Roberts. He also pursued a course of architectural drawing in the first school established by the Franklin Institute, under the distinguished architect, John Haviland. After entering the profession of engineering-there were no engineering schools at that time-he continued his studies, principally in mathematics of which he was very fond, during the winter months, the summer being spent in the field.

Owing to his aptitude for mathematical studies and investigations, his father's friend, Samuel Mifflin, then president of the Union canal company, of Pennsylvania, advised his adoption of the profession of civil engineering, an advice which he very wisely followed. He received his first employment in that profession on the Union canal, of Pennsylvania, in the spring of 1825, he being then in his sixteenth year. His first employment was that of a chainman, his employee was the eminent canal engineer Canvass White, and the chief of the party to which he was attached was Sylvester Welch. His progress in his profession from that time is shown by the fact that at the age of eighteen he was promoted by Mr. White to the charge of the most difficult section of the Lehigh canal, extending from Mauch Chunk down for a distance of sixteen miles. In 1829 he published a description of the Lehigh canal in Hazard's Register.

It was Mr. Roberts' rare good fortune to have been connected with the first railway enterprises in the United States, his career as an engineer being thus contemporaneous with the beginnings and growth of that greatest of agents in our modern civilization. Railway engineering in the United States began, in a crude way, in 1826 at the Quincy granite quarry, a tramway being then constructed for the transportation of stone from the quarry to the water, a distance of three or four miles. The first railway of any consequence, however, was the Mauch Chunk gravity road, nine miles in length, between the summit of Broad Top mountain and the head of the Mauch Chunk inclined plane. The first passenger car in the United States was put on this road in the early summer of 1827, and Mr. Roberts was one of the passengers on the first trip down the line. Since those first small beginnings, this first crude railway of nine miles, the railway system of the United States has grown to be the most powerful instrument of progress of our day, with its 95,000 miles of iron track netting the whole surface of the country and carrying wealth into almost every locality. Side by side with this wonderful material development, Mr. Roberts grew into eminence as an engineer. From

year before the first crude attempt at railway engineering, his career was one of steady, substantial growth until the closing hours of his life, crowned with the highest honors which his profession could bestow upon him, and ennobled by works whose perfection and usefulness will be an imperishable record of his worth and fame.

In the course of his long career of fifty six years as an engineer, Mr. Roberts held so many and so varied positions of trust and responsibility that a bare enumeration or them would require more space than this brief sketch will admit. The more important of them may be summarized as follows: In 1829 Mr. Roberts' connection with the construction works of the Union and Lehigh canals was brought to a termination. In 1830 he was appointed resident engineer of the Union railroad and a feeder of the Union canal. From 1831 to 1834 he was senior principal assistant engineer on the Allegheny Portage railroad, during which time he had charge of repairs on the western division of the Pennsylvania State canal - from Johnstown to Pittsburgh which had been damaged by the great flood of 1832. In 1835, in his 26th year, he received his first appointment as chief engineer, being called to fill that position on the Harrisburg and Lancaster railroad. In 1836 he accepted the chief engineership of the Cumberland Valley railroad which he held during that year and a part of 1837. During this time he planned and built the first combined railway and common road bridge, which crossed the Susquehanna river at Harrisburg. From 1837 to 1841 he filled the office of chief engineer on the Monongahela river improvements, the Pennsylvania State canal construction works, the Erie canal, and the Ohio river improvements. In 1841-42 he was a contractor on the Welland canal [Canada] enlargement. In 1843-44 he was chief engineer for the Erie canal company, and from 1845 to 1847 he was chief engineer and trustees' agent for the Sandy and Beaver canal company, of Ohio. In 1848 he was appointed by the legislature of Pennsylvania to make a survey to avoid, if possible, the Schuylkill (Philadelphia) inclined plane. In 1849 he declined the chief engineership of the first projected railroad in South America, to accept that of the Bellefontaine and Indiana railroad, of Ohio, where he remained until 1851. From 1852 to 1854 he was chief engineer of the Allegheny Valley railroad, consulting engineer for the Atlantic and Mississippi railroad, contractor for the whole of the Iron Mountain railroad, of Missouri, and chairman of a commission of three appointed by the Pennsylvania legislature to examine and report upon routes for avoiding the inclined planes of the old Allegheny Portage railroad. From 1855 to 1857 he was contractor for the entire Keokuk, Des Moines and Minnesota railroad, consulting engineer for the Pittsburgh and Erie, and Terre Haute, Vandalia and St. Louis railroads, and chief engineer of the Keokuk, Mt. Pleasant and Muscatine railroad.

In December, 1857, Mr. Roberts sailed for Brazil to examine the route of the Dom

ding for its construction. In 1858, as the senior member of a firm of American contractors, he concluded a formal contract in the United States with the Brazilian minister, Sr. Carvalho de Borges, for the construction of this road, and in the following year he returned to Brazil and took active charge of the work. He remained on the work, which exhibits some of the finest railway engineering and construction in the world, until the completion of the contracted work in 1864. During the remainder of 1864 and a part 1865 he visited various railways and public works in Brazil and the Platine republics, returning to the United States in the latter part of 1865.

Soon after his arrival in the United States Mr. Roberts took charge of the surveys for the Atlantic and Great Western railroad, which he completed in April, 1866. After some miscellaneous work in the West, he was appointed in 1866 by the secretary of war, Edwin M. Stanton, as United States civil engineer-in-charge of the Ohio river improvement, which position he held until 1870, when he resigned to accept the chief engineership of the Northern Pacific railroad. In 1868-69 he held, also, the position of associate chief engineer of the great bridge over the Mississippi at St. Louis. He retained the position of chief engineer of the Northern Pacific until his departure for Brazil in January, 1879. During his occupation of this last position he examined and reported upon several railways and the water supply of the cities of Pittsburgh and Philadelphia. In 1874 he was appointed by the President of the United States as a member of a commission of civil and military engineers to examine and report upon plans for the improvement of the mouth of the Mississippi river. In 1877 he located the Nictaux and Atlantic railroad in Nova Scotia. During the year 1876 he held the position of vice-president in the American Society of Civil Engineers, and at the close of 1878 he was elected president of that society for the ensuing year.

Toward the close of 1878, Mr. Roberts accepted an appointment of the Brazilian government for an examination of the ports and water-ways of the empire with reference to their improvement. His contract was for a period of three years, beginning with 1879, only six months of which remained unexpired at the time of his death. He left New York on the 4th of January, 1879, and arrived in this city on the 27th of the same month. He was at once charged with an examination of the port of Santos, and entered upon his new work in the following month of February. This task was completed in June, and on the 31st of August Mr. Roberts set out for an extended examination of the Upper São Francisco. He was accompanied on this survey by Prof. O. A. Derby, of the national museum, Mr. Rudolf Wieser, assistant, and by several young Brazilian engineers. This survey was the most difficult and important one upon which Mr. Roberts was engaged, the field work alone occupying a period of over six months. After a long interval had elapsed, during which time he served on a commission to his first beginning as a chainman, just one Pedro II railway with the purpose of bid- report upon the new water-works of this

city, Mr. Roberts was commissioned with the examination of various northern ports, and in two separate trips made careful surveys of the ports of Pernambuco, Fortaleza, Maranhão, Victoria, Caravellas, and several other small ports.

Very recently he was instructed \ to examine the port of Rio Grande, but this work was afterwards deferred in order to have an examination made of the Rio das Velhas, province of Minas Geraes, during the season of low water. Accompanied by Prof. O. A. Derby, geologist, and Mr. J. W. de Aguiar, assistant, Mr. Roberts set out on this his last survey on the 2nd instant. He was compelled to suspend his journey on the 7th, at a little settlement, or railway surveyors camp, called Soledade, where an indisposition which had been troubling him for some days, developed into typhus fever. He died on the evening of the 14th instant in the 72nd year of his age, and was buried on the following day in the parish cemetery of Caramandahy, seven leagues beyond the city of Barbacena, Minas Geraes.

From the Jornal do Commercio, July 16 COFFEE PROPAGANDA.

The following memorial was presented to the minister of agriculture on the 15th inst. by the commission appointed by the "Centro da Lavoura e Commercio," with reference to the projected coffee expositions:

"Mr. Minister:-Constituted as a commission of the Centro da Lavoura e Commercio for the purpose of studying the project presented at the great meeting of coffee merchants for the improvement of the actual conditions of Brazilian coffee, an object of patriotic solicitude to the government, to the nation and especially to the classes we represent, we now report to your excellency the result of our labors.

Among the numerous economical facts which surround the great question of Brazilian coffee, its production and consumption, it is fit to distinguish those which, in the category of difficulties to overcome belong, more or less nearly, to the direct action of the interested parties, and those which by their nature depend upon more complicated processes by their connexion with and affinity to the general economical organization.

If the production presents to us, in the complexity of the difficult problems which surround it, the gigantic work of great united efforts, organized and incessantly consecrated to this the best part of the public wealth, it is certain that the question of consumption is not only of essential interest to the economical state of the country, but also dominates the preceding and very grave question of production.

Considering the first fact separately, we find that a progressive agricultural development has considerably increased the Brazilian production, whereas at the same time the competition of other countries has considerably distanced Brazil from her former proportion in the total production of the world

Now, if the increase in the production of Brazil, accompanied by the identical phenomenon on a still larger scale in other producing countries, had constituted an evil, we would have felt it progressively and in proportion to its manifestations. But, far from this, a great demand raised the prices, bringing a larger amount into consumption, notwithstanding the grave obstacles resulting from the fiscal regimen of many consuming countries.

In this relation the coffee question offers therefore, a favorable aspect as long as the demand tends to be maintained, even if not in the indicated progression, at least in proportion to the new and expected increase of production.

To direct in this sense all the forces which our mercantile aptitude affords, seems, therefore, the safest means to give firmness, in the present and in the future, to this great source of wealth in our national agriculture.

Such are, briefly stated, the reasons which determined us to commence our labors upon this point, without prejudice to what may be urgently necessary to be done in the interest of production.

Without enumerating for the present all the causes which are disquieting our great national market (which will form the subject of special considerations which we shall opportunely submit to the wise judgment of the imperial government) we must declare that we are yet very far from having established the approaches and associations which are so advantageous in the international relations of commerce.

To establish and encourage those communications would be the most direct means to improve and steady our position amidst the universal interests agitated in the great industrial competition, and it is under the influence of this conviction that we submit to your excellency the general outlines of the plan which, under existing circumstances, seem to us to be of the earliest and easiest execution, and of equal interest to the cause of our relations abroad and to that of our studies, observations and improvements at home.

In the month of October or November of each year there will be held in the city of Rio de Janeiro a general exposition of Brazilian coffee produced in the provinces of Rio, Minas, S. Paulo and Espirito Santo. and also in such other provinces as may wish to take part in it.

This exposition will comprise, as far as practicable, every variety of types of the respective production, so as to give an idea not only of the good but of all the diverse qualities and is to be ceded unconditionally to the "Centro da Lavoura e do Commercio," the organizer and director of the said expositions.

The imperial government will concede gratuitous transport on its railroads to products destined for the expositions, and will provide through its dependencies every assistance which may facilitate this enterprise, such as exemption from duties and others, as well as the pecuniary subventions which may be necessary.

Within the exposition building there will be admitted the designs and models of the machines and agricultural implements which the respective manufacturers and their representatives may wish to exhibit.

On days previously designated public conferences will be held on the various questions of rural, agricultural and commercial economy, with reference to Brazilian coffee.

During the time of the expositions the government railroads will issue tickets at reduced prices.

The classification of the exhibited products will remain in charge of the coffee merchants and brokers of this city and the awards will be made by a jury named from among the various classes comprised in the commerce of this article.

The prizes will be offered by the imperial government and the diplomas will be countersigned by the minister of agriculture, commerce and public works. Special prizes will be conferred upon municipalities according to the merit and standing of their respective exhibitors.

After the close of the exposition in Rio de Janeiro it will be transferred to the various markets of America and Europe, the samples being sub-divided as may be judged most convenient, and preference in the choice of markets each year being given according as it may appear most opportune in the judgment of the interested classes.

The "Centro da Lavoura e do Commercio" will endeavor to obtain, with the assistance of the local press, a complete collection of the labors realized, which should form a beginning of the library of the coffee-

The expositions in the foreign markets will be organized according to a special plan which will be opportunely elaborated under consultation with leading commercial men, foreign consuls and the Commercial Association of Rio de Janeiro, so as to realize, as fully as possible, the idea of generalizing the knowledge and consumption of Brazilian coffee in its present markets and in those where it is not as yet known.

In the definite oragnization of these labors the economical question will be considered so as to render as small as possible the pecuniary contribution by the state, principally and directly interested in this great experiment.

The imperial government, besides giving the direct aid in the terms already specified, will recommend to all its diplomatic and consular agents to consider it their first and most patriotic duty to help and cooperate in these labors of the agricultural industry of Brazil, not only by their personal action and influence but also by means of their prestige with the press and any other corporations of the countries where they may reside.

Such is, in its principal outlines, the plan which seems to us at once practicable and safe in its results, if the comprehension of their own interests will lead our planters as it is to be hoped it will, to make the necessary effort.

We might offer to your excellency still other developments of the question submitted to our examination, chiefly with reference to the indispensable knowledge of the actual state of coffee culture in all producing countries; we lack, however, the necessary certainty in order to propose the best means to obtain the desired information, and this will yet form the subject of our particular attention.

We rely on the awakening of the many interests already now represented in our agriculture, menaced in its actual constitution and economy; and we are convinced that the commercial class will not withhold its assistance and support of the attempts toward improvement and progress which we so much and so urgently need.

The imperial government in its wisdom will not fail to consecrate the most constant solicitude to these great subjects of public wealth; and so many united pledges will certainly result in restoring confidence and tranquility to labor, and to the country the abundance and prosperity which we all cordially and sincerely desire.'

Rio de Janeiro, June 15th, 1881.

From the Cruzeiro, July 17.

#### INDUSTRIAL CONFERENCE.

Invited by the minister of agriculture to state his ideas and to give information to the members of the Centro da Lavoura e Comnercio, merchants and important coffee planters with reference to our principal product in its principal consuming market, Sr. Salvador de Mendonça expressed himself as follows at the conference held on the 15th.

He believes that so serious a competition is being developed to Brazilian coffee in the North American market that, if we do not at once provide against it, we will in the near future see ourselves vanquished by similar products, if not entirely excluded by them from that market.

Beginning with a recapitulation of the history of the movement of American capital for the en-terprises in Mexico, he said that this movement

induced them to seek other countries which would export products similar to our own in exchange for products of the United States.

He added that the existing triangular commerce, by the regimen of which the English steamers carry the Brazilian coffee to the United States ports and there receive bills of Brazil, aggravated the situation still more, for Brazil went to supply sheated star better the manufactured goods which she could buy in the United States.

It was calculated that for the service alone of

transport and liquidation of the commerce between the two American nations England was receiving annually 12½% on about 100,000,000\$, the total amount of that commerce.

amount of that commerce.

Looking around, the country which the capitalists of the Union first fancied as capable to substitute us, was Mexico. On her they fixed their views; they spoke of lincorporating companies for the culture of coffee, under the superintendence of General Escobedo, in a zone of Mexico which the North American capitalists, interested in the enterprise, insisted should be annexed to the Umon. The difficulty in realizing this latter condition, the substitution of the Grant administration by that of Haves. more rational and less adventurous, caused Hayes, more rational and less adventurous, caused

Hayes, more rational and less adventurous, caused the promoters of the movement to stop.

Studying the conditions of our economical relations with the United States and endeavoring to remove the causes of discontent which had been proposed to the content of the manifested and which endangered the possession of the best market for our coffee, the Brazilian consul general in the United States saw that the remedy was in the development of those relations and in the facilities which should be granted in order to put the commerce of the two countries on a footing of exchange of their products as far as practicable. But as it is not given to human intelligence and human power to direct or change at will the laws of economy, Sr. Salvador de Mendonça repeated to the men in the United States who were capable of influencing the opinion of those interested, that, as soon as the North Americans would bring to Brazil better and cheaper manufactures than the similar European ones, they would exclude the latter from our markets. They objected that without direct steamer communication such competition was impossible; that there were goods which required to be delivered to the consumer in a fixed time, and er in a fixed time, and others which required rapid transport; that neither others which required rapid transport; that nearest the transport by sailing vessels nor that by the Eng-lish triangular steamship line could satisfy these necessities; that the result of the existing conditions necessities; that the result of the existing conditions was that the English continued as forced inter-mediaries in the sale of many North American products. As an example they pointed out what occurred in the commerce in butter and cheese; occurred in the commerce in butter and cheese Brazil was importing those articles on a large scale England was supplying them on a large scale to Brazil; but as England was not producing them in sufficient quantity for her own home consumptic she bought them in the United States. A pou sale bought them in the United States. A pound of superior butter was costing in New York 20 cents o. about 400 reis, and as it was worth 1\$200 in Rio de Janeiro, the difference of 800 reis remained in the hands of the intermediaries for freight, packing, salt and duty (the whole of which cost about 200 reis), England gaining 100 per cent which the consumer paid and the producer did not receive.

As soon, however, as the project of a direct line

of American steamers appeared, the Brazilian con-sul general called to this enterprise the attention of sul general called to this enterprise the attention of the imperial government who very rightly subven-tioned it. When this act of the imperial govern-ment was known, the Americans, to whom those interested in the estrangement of the two countries were continually calling and the substances. were continually talking of the ill will on the part of the empire towards the republic, seeing how promptly we here complied with the wishes for direct communication expressed in the second proapty we here complied with the wisnes for direct communication expressed in the presentation speech of their minister, Mr. Hilliard, not only stop-ped the import duty of 2 cents per lb. on coffee, proposed in the message of the President to Congress proposed in the message of the President to Congress in the autumn of 1877, but promoted a special mes-sage of the same President, accompanied by an able report of Mr. Everts, recommending a subvenable report of art. Evants, recommending a sate cir-tion to the established line. Only the special cir-cumstances in which the administration was placed, in the face of a democratic opposition majority in both houses of Congress, caused until now the non-success of that recommendation.

non-success of that recommendation.

Two years passed without modification of this state of things, though already better for us, when the return of General Grant from his voyage round the world, coinciding with the superabundance of United States manufactures seeking markets and with the abundance of capital in Wall street seeking employment, caused the plan of enterprises in Mexico to be taken up again. Then, almost by intuition, there sprang up companies for railroads, coffee cul-ture and immigration to the neighboring republic

with North American capital.

Continuing on this point Sr. Salvador de Menterprises in Mexico, he said that this movement dates from five years back. Even before the international exposition at Philadelphia the North Americans said that the continuous and large balances which they paid to Brazil, of whom they bought so much and to whom they sold so little,

fected machinery which the inventive North American genius will supply them and which we do not generally possess; with the proximity of the con-suming market from which we are comparatively distant, we have already sufficient against us in or-der to see in Mexico a very serious competitor.

It we add to this that, in the near future, the requirements of consumption are supplied and the frontier between the two countries is abolished, a daty on all coffee entering the United States by water may well be imposed; then it is clear that our product will become virtually excluded from that market.

The two advantages on which, under these circumstances, we can still rely in this struggle, are the following: 1st, our soil has the privilege, which nobody can take from us, of producing coffee with double the fertility of the Mexican soil and of producing coffee of strong qualities which it will be difficult to substitute by others in the present principal consuming centre; 2nd, whereas Mexico is only just initiating the culture of coffee, we are already the producers of almost half the total production of the world, and we have, therefore, prece-dence and time in our favor, the only thing which

neither Yankee energy nor activity can suppress.

Given, therefore, the necessity of maintaining the possession of the principal market for our coffee, the means of satisfying it consist in a settled plan o complex and connected measures. Sr. Salvador de Mendonça does not think that each of those measures is infallible, but believes that the conjunc-ture of the same will bring a powerful remedy against the evil.

He divides those measures into external and in

Treating of the first, he says that the remedy to oppose to the greater distance from the consuming centre with which we have to struggle in regard to Mexico is rapid, direct and cheap transport and direct telegraphic communication. And having said four years ago, when recommending the establishment of the line of North American steamers, that their first voyage would be the cheapening of the coffee transport, he begs permission to show how practice has justified his saying. Up to the present the North American steamers have made 37 round voyages: the freight on coffee which before the establishment of this line was on the average 70 cents per bag, went down to an average of 40 cents by these steamers, which means a diminution of \$360,000, or about 800,000\$, in the freight on the 1,200,000 bags until now carried by them. And if we add to this that the North American line did not carry 50 % of the Brazilian coffee imported in the United States during the last three years, and that the other 50 %, thanks to the competition of the North Americans, must have enjoyed a similar reduction, for it is not credible that the patriotism of the English would go so far as to pay to their steamers the former freight when it be had for little more than half, then it is evident that the benefit obtained, in the diminution of the freight alone on our coffee to the United States, amounted during the last three years to at least 1,600,000\$; and as the contributors, who pay the yearly subvention of 200,000\$ to the North American line, have disbursed 600,000\$ during that period, there still remains a balance of 1,000,0005 to the coffee producers, who after all are the sam contributors.

Putting aside, therefore, the benefit which other ports of the empire derive from the line, Pará for instance whose increment alone would justify this service, the cheapening of the freight and the demonstrated balance alone place this expenditure in the list of reproductive expenditures and counsel the immediate improvement of this service.

The monthly voyages are not enough and the ports of call are few.

The reason why the English steamers of the triangular line continue to take more coffee to the United States than the North American s is principally the following: They go two or three times a month and, without swamping the distributing market with a large stock, they carry the product in proportion as it is wanted. The arrival of 40,000 to 50,000 bags of coffee in a single steamer, when the market is already supplied, causes a fall in prices.....

(Sr. Ramalho Ortigão: There should be against this the rise of prices occasioned here by the fact that a large steamer is in port loading and that it is known she will not leave empty.)

Steamers, therefore, which are smaller and more rapid than those at present employed on this line, and with other ports of call, will augment the benefit which the actual ones already render. An intermediary line, or a branch of the actual one from St Thomas to New Orleans and other ports in the South of the Union, would give to our export to those destinations the benefit of reduction in freight which the export to New York already enjoys. By the exgular line continues, from want of competition, at

70 cents per bag.

As to the direct telegraphic communications, they e the forced complement of the anterior measure The trans-oceanic cables at present constructed a few years ago, permit of reductions in the tariff which are astonishing. The merchant who sends to-day one word from Rio de Janeiro to New York, via Europe, for 7\$550 and 10% additional, will quadruple his telegraphic correspondence when a direct line will charge him only the fourth part of what he is being charged to-day. In view of the importance which this agent of commerce has as-sumed in all international transactions, we cannot remain subjected to that monopoly: on this ground

also con petition will be salutary.

The producers and consumers being thus brought nearer through those powerful ties, the steamer and the cable, Sr. Salvador de Mendonça suggested another measure which, being preventive, would be

wrongly interpreted if it were published.

Passing to a consideration of the establishment
of banks and direct exchange between the Brazilian and North American cities, he considered thes measures premature because only the laws of economy and the necessities of commerce determine them. Nevertheless, it were to be wished that the North American capital, and the European capital which seeks in North America more remunerative employment than it can find in the markets of the old world, would here find facility and good acceptance, for only thus could we lead in our direction a part of the current which is overflowing Mexico.

Passing from the exposition of the external measures to the internal ones Sr. Salvador de Men donça presented three tables with statistical data, obtained from the bureau of statistics in Washington and partially verified in the Brazilian consulate general at New York.

The first table, comparing the commerce of Brazil with the United States, England and France in 21 years, from 1859 to 1879, shows that in that period Brazil had constant annual balances in her transactions with the United States, which balances amounted in the 21 years to \$443,267,846, the tota of the reciprocal imports and exports amounting to \$707,775,714; that during the same period, in her commerce with England, Brazil had a balance in commerce with England, Diazii in the halance her lavor in 11 years and England in 10, the halance in favor of England during the 21 years being \$15,-104,579, and the total transactions between the two s amounting to \$1,218.502,853; and that finally in her commerce with France, Brazil had a balance in her favor during 8 years and France during 13, the balance in favor of France during the 21 years being \$38,099,300 and the total transactions between the two countries amounting to \$668,

After some observations with reference to these figures, Sr. Salvador de Mendonça proceeded to the reading and analyzing of the other two tables, one showing the production and the other the consumpion of coffee in the whole world, indicating the position of each country both in reference to the quantity imported and the consumption per capita. In the observations which he made on the subject of the figures of those tables he drew attention to the considerable increase in the coffee production of Central America (Nicaragua and Guatemala) and Mexico, noting that even before the effects of the North American capital the natural conditions already favored that increa

Finally he explained his views as to the measures which he called internal and which may be resumed in the measures to improve and cheapen the production of our coffee.

For the elevation of the reputation of the product

in the markets of the world he insisted upon the necessity of discrimination in the qualities of the coffee, which should be exported with the brands of the producers. Nothing will give an easter victory to our competitors than their finding our product badly quoted, discredited and charged not only with its real fauits but also with und

To conclude Sr. Salvador de Mendonça dwell upon the diminution of the consumption of our coffee in the United States during the last few vears.

He attributed this diminution to three causes fortunately transitory ones.

Firstly, to the augmentation of our production

and the unexpected abundance of our crops, always difficult to foresee and creating embarrassment to the distributor of the product; secondly to the failure of important firms which imported the article. a fact which produced a certain caution and restric-tion amongst the other importers; and finally to the removal of population from the principal consum

To this latter reason Sr. Salvador de Mendonça es more importance than is generally done when he sees that, whereas the consumption in cellent commercial retrospect of the first semester of the United States of coffee in general has increased, this year, published in the Fornat de Commercia of the United States of coffee in general has increased, this year, published in the Fornat de Commercia of the United States of coffee in general has increased, this year, published in the Fornat de Commercia of the tital that of our coffee, of storing qualities, is chiefly consumed New Orleans by the English steamers of the trian-

population of that valley, from New Orleans to St. Paul in Minnesota, is gradually moving to the Far West, to open up new plantations, and those who take their place and prefer, though at a higher cost, take their place and prefer, though at a nigher cost, the lands already cultivated, are the new European emigrants, principally Irish, who drink little coffee as is demonstrated by the table of consumption per apita, there does not at present exist an equal demand for the article in that valley. The for consumers, who have moved away, have not yet at their disposal the same facilities of transport which they had before, and, besides, they are occupied in opening new industries and without complete relations with the markets whence they formerly supplied themselves. The new ones require yet to be acclimatized before using the same aliment. But as the climate of the Mississippi valley does not change and the population of the United States is sing in prodigious progression, it is to be believed that the consumption of coffee of the strong qualities will, within a very few years, increa nstead of diminishing.

#### PROVINCIAL NOTES.

-A movement is on foot in Rio Grande do Sul to develop grape culture in that province.

-The June receipts of the Pelotas meza de ren das—lately suppressed by the imperial government—amounted to 122,702\$373.

-The Grau French Opera company left Sao Paulo on the 19th inst. for Santos, where on presentation will be given. The company then goes to the River Plate

—Law 592 of the Bahia provincial assembly authorizes the city council of Bahia to borrow 25,-000\$ at a maximum rate of 9 per cent. to meet deficits in the city budget.

-The Alagôas provincial assembly is still trying to legislate, but can not succeed because chronic lack of a quorum. The session has been extended in order to call in the absentees,

-The city of Jundiahy, São Paulo, has been authorized by an act of the recent provincial as sembly to horrow the sum of 20,000\$. The max mum rate of interest is fixed at 10 per cent.

-- The provincial budget of Bahia imposes a tar of 200\$ upon every slave exported from that prov ince and 100\$ on every slave coming from an province but exported from a Bahia port.

-A conflict took place in Campinas on the night of the 18th inst. between some soldiers and Italians. Two or three of the soldiers were wounded with pistol shots, and three Italians were captured

-The Bahia provincial budget authorizes the city of Bahia to levy a tax of 100 reis upon every tin o kerosene and turpentine sold for consumptio this is in addition to the national and provincial imposts upon the same articles.

—The province of Pernambuco imposes a tax o o\$ upon every slave who exercises the trade of butcher, stevedore, or any mechanical occupation in the city of Pernambuco. And that is what they call "preparing the slave for freedom!"

-Law 171 of the São Paulo provincial assembly authorizes the city of Campinas to borrow 250,000\$, the maximum interest rate being fixed at 10 per cent. The loan will be applied to the debt of the city, and to various public improvements.

- Law 1,588 of last provincial assembly of Per aco concedes an exemption from provi municipal taxes on the materials imported by Anfrisio Fialho and Theodor Christiansen, or the company organized by them, for the construction of central sugar mills.

-The legislators of Bahia have discovered two slaves who are following the calling of a sailor.
The last budget imposes a tax of 200\$ on every slave registered as a sailor, and the estimated reeipts from this tax are placed at 400\$. Is this statesmanship? is it a joke? or is it a bit of personal revenge?

-A tax of 50\$ is imposed upon the sale of every slave in the province of Pernambuco, the tax being increased to 75\$ in case the purchase is made through a power of attorney. In addition to this a tax of 100\$ is imposed upon every slave exported, and 150\$ when the transaction is effected through a power of attorney.

-A slave girl, 18 years of age, precipitated her-- A slave gar, 10 years or age, proposed as self into the street from the roof of a house in Pernambuco, on the 26th ult., killing herself almost immediately. She had complained of harsh treatment, and of her hard lot as a slave. And yet there are some who still think that the slave is happy, and perfectly contented!

According to the Voz do Escravo the city council of Pelotas, Rio Grande do Sul, still appoints a capitão do mato for the capture of runaway slaves. An unhappy slave was driven through the streets of that city the other day heavily ironed and fol-lowed by one of these brutal slave-hunters. As far as cruelty is concerned, the people of Pelotas seem to have taken a first rank among the slave-holding communities of Brazil

-The provincial assembly of Ceará opened on the 1st in

The Ceará custom house receipts in June anted to 74,976\$997.

-The June receipts of the Para custom house mounted to 555,073\$870, against 385,178\$486 in in the same month of last year,

-The June receipts of the Maranhão custom house amounted to 210,710\$013, and of the pro-

vincial treasury to 33,492\$163.

—Another side-wheel steamer, the Camelá, constructed on the Clyde for the Amazon Navigation Co., arrived at Pará on the 26th ult.

-The customs receipts of the province of Parahyba during the fiscal year 1880-81 amounted to 400,869\$331, and of the provincial consulado 183,-433\$151.

The municipal council of Campos, in this prov-—The municipal council of Campos, in this province, has under consideration a project for lighting that city by electricity. One of the aldermen has made a study of the subject, and urges the improvement on the grounds of efficiency and economy. It is to be hoped that the project will be carried into execution, as it is evident that this new method of public illumination possesses great advantages over that of gas. It will be highly creditable for Campos to take the lead in the adoption of this new system.

-The Bahia eigar-makers are slightly protected by a provincial customs tax of 10\$ per thousand on cigars, 700 reis per kilo, on brown or vellow paper cigarettes, 1\$600 per kilo, on all other des iptions of eigarettes, and 600 reis per kilo. on all cut and untwisted tobacco entered for consumption. The rum-makers are encouraged by an import tax of 20\$ per pipe; the candle-makers by 400 reis per tiu on kerosene and naphtha, the sugar-makers by 80 reis per kilo. on all sugar imported for consump-tion, and the cotton factories by 80 reis per kilo. on all white cottons. And yet we are told that Brazilian industries need more protection!

#### RAILROAD NOTES

-The telegraph line from Baturité to Canôa was opened on the 6th inst.

—The track-laying on the Limociro railway of Pernambuco has been completed. —The Amazonas, of Manáos, announces that Col-

onel Lebre is about to begin surveys for a road from Labria to the Rio Beni, in Bolivia.

-It is announced that the section of the Pa ailway between Paranaguá and Morretes will be opened to traffic on the 7th of September next.

-The receipts of the Olinda railway of Pernam buco during the half year ending June 30 amounted to 89,140\\$360, and the expenses to 54,187\\$146, leaving a surplus of 34,953\\$214.

-The 3rd call on the shareholders of the Paulis railway company began on the 20th and ends on the 30th inst. The call is for 25 per cent., or 50\$ per share, and is for the construction of Belem do Descalvado branch.

—The government has appointed Dr. Francisco José de Freitas as assistant fiscal engineer on the D. Thereza Christina railway, province of Santa Catharma. Dr. Freitas was formerly connected with the geological commission under the direction of Prof.

-The total receipts of the Baturité railway in the half year ending June 30 amounted to 129,588\$-719, and the expenditures to 104, 184\$254, leav surplus of 25,404\$465. The receipts for the fiscal year amounted to 255,752\$713, and the expenditures to 195,377\$101, leaving a surplus of 20,

-The construction works on the Sorocabana rail. way extension, from Bacaetava to Boituva, are being rapidly prosecuted. Of the total extension of ing raparty prosecuted. Of the folial extension of 17 kilometers, the road bed of 11 kilometers is finished, and the rails on 2 kilometers have been laid. A bridge over the Rio Tieté, of 40 meters span, is still lacking, and will not be completed for some four or five months. It is expected that the line will be continued to Ticté as soon as the section is completed.

-A contract was made on the 22nd ult, between the president of Bahia and Lieut. Col. Gentil José de Castro for the construction of a railway running from Cachoeirinha de Belmonte, Bahia, to a place called Italiano, in the northern part of Minas Ger-The road is known as the Jequitinhonha railway. The provincial assembly authorizes a sub-vention of 9,000\$ per kilometer, and an intransferable privilege for 50 years. The road will connect with the Cachoeira das Panellas line.

—The June receipts of the Carangola railway were 35.347\$400, which makes a total of 201,758\$-400 for the half year ending June 30. The expenses of the line are not publishe!. The half year's of the line are not publishe!. The half year's traffic of the road included 19,279 passengers of which 4,200 were first-class and 15,079 second-class, 9,596.4 tons of domestic products for export, and 2,320.6 tons of imports. The domestic exports included 4,385 tons of coffee, 206.6 tons of sugar, and 26.9 tons of tobacco. The government passenger tax amounted to the sum of 4,782\$060.

### 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,

rains a summary of news and a review of Brazilian aflairs of the arrivals and departures of foreign vessels, the com-ial report and price current of the market, a table of freights charters, and all other information necessary to a correct

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RIO DE JANEIRO, JULY 24TH, 1881.

WE must beg the kind indulgence of our colleague, the Cruzeiro, for not replying to the extended argument in favor of the acquisition of Chinese labor, which has recently appeared in his columns in reply to our own comments on that subject. The unusual pressure on our columns caused by recent events, and the time absorbed by urgent duties of an exceptional character, has rendered impossible the preparation of a reply at this time.

The list of additional duties imposed upon imports by the province of Pernambuco, which we give elsewhere, should open the eyes of the imperial government not only to the illegality of the proceeding, but also to the indisputable fact that the people are being taxed beyond all reason and justice. As we have before asserted and as we shall prove at no distant day, the general taxes upon imports are already excessive and unjust. They are already protective to the verge of being prohibitive. In some cases they have quite suppressed importation, in others they have reduced both importation and consumption, and in all they have lowered the quality of the goods in order to meet the increased taxation without a corresponding increase in price. Our good friends of O Industrial would have us believe that the maximum rate of duty on imports in this country is 30 per cent., and that a higher rate of duty is needed in order to afford adequate protection to home industries. Bless your innocent heart, colleague, is there one intelligent business man in all Brazil who believes such a statement? Does n't everyone know that the ad valorem percentages in the tariff are arbitrary and purely fictitious, and that they are never used by the customs authorities? Does n't everyone know that to the specific duties, to which these ad valorem rates are supposed to correspond, is always added an additional 50 per cent. - making a maximum ad valorem rate of 45 per cent., if such a rate were to be accepted as representing anything tangible? Does n't everyone know that the only way to determine the actual percentage of duty is to divide the duties paid by the actual cost of the goods? Take, for instance, the one article so commonly used through the whole of Brazil-kerosene. The actual duties levied by the general government amounts to-day to over one hundred per cent., while the tariff says that it is 30 per cent. The province of Pernambuco then adds on 30 per cent. more, and every municipality where it is sold adds on still another We will venture the statement that the national, provincial and municipal taxes on this one article of prime necessity in the province of Pernambuco amounts to

not less than one hundred and fifty per cent. | public lands on just the same terms as the Now, colleague, let us hear something more about protection! And let us hear, also, about that one candle factory in this city which has already received so much paternal protection from the government, and which still cries for encouragement. If the government is to add still more to the customs duties now imposed, it must do something to reduce these additional provincial taxes, which are bearing so heavily upon the mercantile and consuming classes.

THERE are some statements and opinions

in this poor, wicked world which we are counseled to always accept with "a grain of salt." We might add that there are others which require at least two grains, and that prominent among them are the statements and conclusions let loose upon the world at an industrial conference at the department of agriculture on the evening of the 20th inst. As a part of his programme in encouraging domestic industries the minister of agriculture is holding a series of public conferences, at which prominent men are expected to discuss the various questions affecting the agricultural and manufacturing industries of Brazil. The scheme is in itself eminently practical and praiseworthy, but we fear it has made a false start. The Brazilian consul general at New York, Dr. Salvador de Mendonça, happening to be in the city on a visit, it was thought advisable to invite him to discuss the questions of European and Chinese immigration in the United States, and Dr. Mendonça very unwisely undertook the task. We regret this step exceedingly, both for the injury which Dr. Mendonça's reputation must suffer through it, and for the injury sure to grow out of a false conception of the subject in Brazil. What this country now needs is the exact truth in this question of Chinese immigration, and in the other question of the methods and results of European immigration in the United States. Dr. Mendonça's official position and his long residence in the United States entitles his observations and opinions to high credit among his countrymen, so much so that in many cases it will be almost impossible to convince his friends that a serious error has been made. And yet, in spite of his position and the high credit attached to it, Dr. Mendonça deliberately tells the minister of agriculture and the Brazilian public that the political, commercial, and economic policy of the United States has the exclusive end of attracting European immigrants through the allurement of high wages; that the late civil war was made for the purpose of overthrowing the inequality of wages and the irresistible competition of cheap labor [slave labor]; that there is to-day a veritable war in the United States for the elimination of every race element other than the white; that the black race is not secure there, the whites seeking to drive it out of the country; that the Chinese are not allowed the rights of citizenship; that the Chinese are simply labor machines, a little more perfect than those imported in boxes because they can be dispensed with at the termination of their contracts; that the railways, agriculture and manufacturing industries of California are the outgrowth of cheap labor, and that is Chinese labor; and that the protective system is a means, not an end, for the preservation of high and equal wages. These conclusions of Dr. Mendonça will be read with interest in the country where he has lived so long and seen so little, Had he observed the thoughts and acts of the American people a little more closely he would have seen that the American government, as such, has no policy whatever in this .question of immigration beyond the guarantee of equal rights and protection to all who may choose to come. The immigrant can buy prise.

native citizen, and on no other. The government does not receive him at the public expense, it does not give him free transportation anywhere. The immigrant pays a "head tax" of one dollar at New York, which goes to the support of the Battery immigrants quarters, and he pays his own travelling expenses and for his own land, The government, as a political organization, does not appear either in the solicita tion, or the distribution of immigrants. As regards "high wages," that too is a matter in which the government has no concern. It is a question left wholly to the operation of economic laws, or individual acts. The assertion that the civil war was waged to overthrow cheap labor and equalize wages needs no contradiction. Dr. Mendonça is probably the only man living who has reached that conclusion. The other assertion that there is now a "veritable war" in the United States for the elimination of all races except the white, will probably cause no slight alarm throughout the whole extent of that country. We are under the impression that the legislative history of the country since the war is crowded with laws for the protection of the blacks, that the courts and legislatures have repeatedly, and within the present year, intervened in behalf of the Indian, and that a treaty has just been celebrated with China which permits the free immigration of Chinese. It may be that the violent attacks of a few individuals -mainly Irishmen-is sufficient to determine the policy of a great government. but a large majority of men will probably refuse to believe it. There have been local acts of violence against both of the black and yellow races, but the law has always intervened in their behalf. The instances of this fact are so numerous that Dr. Mendonça can not have over-looked them. There is not one single law of the United States which can be considered inimical to them. The assertion that the Chinese are not allowed the rights of citizenship is answered by the simple facts that these people work, buy and sell wherever they please, that they hold and convey property just the same as native Americans, that they travel, eat, sleep and drink like other men, and that in a few instances they have been naturalized and exercised the right of suffrage. Their enjoyment of all the rights and privileges of American citizens curtailed only either by local and unlawful prejudice-as is also the case in some localities of the South against the blacks, and in some parts of Brazil against the Protestants-or by their own disinclination to adopt manners and customs other than their own. As to their influence in the development of California and the western territories, Dr. Mendonça's statement is simply an exaggeration. The agricultural industries of California were largely developed before they came. They have been docile and valuable laborers, and as such have contributed much to the construction of railways and other contract work, just as the Irish have done in the East. In neither case did the laborer furnish the capital, the plans, or the supervision; he simply furnished the hands to do what others planned and directed. No one will ascribe the construction of a railway to the shovel and wheelbarrow, or the development of an agricultural region to the ax and plow, although in both instances these instruments are invaluable assistants in the work; but it is just this very thing which Dr. Mendonça is doing with reference to the employment of the Chinese in California. He calls them "machines," and then gives them all the glory for an agricultural and industrial development which has grown out of the use of a large capital and an unusual degree of enter-

#### A TIMELY PROTEST.

The tollowing timely protest against the sentiments proclaimed by Dr. Salvador de Mendonça, Brazilian consul-general at New York, was published in the daily papers of this city on the morning of the 22nd inst. It has so true a ring, and is so just in purpose and sentiment that we reproduce it

The undersigned, members of the Positivist Society of Rio de Janeiro protest with indignation, as men as and as Braillans, against the principles proclaimed and defended by Dr. Salvador de Mendonga in his recent lecture on Chinese immigration. Never before in our contury has any one dared to proclaimed and defended by Dr. Salvador de Mendona in his recent lecture on Chinese immigration, Never before in our country has any one dared to speak in this manner about the people from whom we expect to attract emigrants. The industrial degradation of our age must indeed have become very great for a consular agent of our government to pronounce publicly such an opinion in regard to the Asiatic laborers, showing with ostentation the vistation of the property of the production, and considering them as henceforth and forever unworthy of maturalization. All this is on a par with the defense of the most immoral policy which unrestrained industrialism has ever devised against the races of a different civilization. Opposed as we are, from motives which at a proper time we shall explain, to the attempt at Asiatic colonization, we cannot let pass without a protest this programme of an exclusively mercantile policy, in which every thing is subordinated to the unchecked cupidity of those who think that industrial production is the only aim of human life.

How far superior were the Catholic missionaries who in their relations with the infidels were less proccupied with cheap production and somewhat more with the social and moral condition of the individuals!

preoccupied with cheap production and somewhat more with the social and moral condition of the individuals!

It is also to be lamented that the minister of a country that has just signed a treaty of commerce and friendship with the Emperor of China should have authorized by his silent presence the insults offered to a friendly nation.

To render this protest effective we feel it our duty to communicate to the Chinese ambassador in London an authenticated translation of the resumé of the lecture of Dr. Salvador de Mendona. In thus preventing as far as lies in our power the realization of an inquitious project, we shall more especially save our country from the reproduction of conditions which might later authorize international intervention analogous to that in the case of the African slave traffic.

We are certain that we shall find an echo in all those who place the general interests of a country, in all those who place the general interests of humanity above the special interests of a country, in all those who place the general interests of them and their country with the egossite satisfation of a few individuals.

(Signed) MIGUEL LEMOS, president, and eight

(Signed) MIGUEL LEMOS, president, and eight members of the Positivist Society. Rio de Janeiro, July 21, 1881.

From The Grocer, New York, May 28. THE COFFEE AND SUGAR PRODUCING COUNTRIES.

THE BRITISH WEST INDIES AND GUYANA.

These all produce some coffee, but only Jamaica for export to speak of. Trinidad and some of the Windward islands produce cocoa, all for export; the former quite considerably so. To the United States a good deal of Trinidad cocoa is shipped, mostly bought up for account of a prominent Eastern chocolate manufacturing firm. Trinidad cocoa is a medium sort, capable of being worked into excellent chocolate. But the principal production of these colonies since their settlement has been sugar, and remains so still.

It may not be out of place to state how the canegot introduced there. The cultivation of the sugar-cane and the manufacture of sugar were introduced into Europe from the East by the Saracens, soon after their conquest, in the ninth century. It is stated by the Venetian historians that their countrymen imported sugar from Sicily, in the twelfth century, at a cheaper rate than they could twelfth century, at a cheaper rate than they could obtain it from Egypt, where it was then extensively made. The first plantations in Spain were at Valencia; but they were extended to Granada, Murcia, Portugal, Maderia and the Canary Islands, as early as the beginning of the fifteenth century-From Gomera, one of these islands, the sugar cane was introduced into the West Indies by Columbus, it his according toware its America in 142. It was in his second voyage to America in 1493. It was cultivated to some extent in St. Domingo in 15'.6, where it succeeded better than in any of the other islands. In 1518 there were twenty-eight planta-tions in that colony, established by the Sp aniards, where an abundance of sugar was made, which a long period formed the principal p art of the a long period formed the principal part of the European supplies. Barbadoes, the oldest English settlement in the West Indies, began to export sugar in 1646, and as far back as the year 1676 the trade required four hundred vessels, averaging one hundred and fifty tons burden. The British colonies are the ensuing:

	square miles	popula- tion	Revenue Thousa	ands of
amaica eeward Islands. /indward Is'ds. rinidad.	4,193 668 830 1,754	558,256 117,788 309,686 109,638	1,358	1,245
uyana	6,000	240,500	409	418
8	3,445 1	,335,868	1.767	1.662

	debt thousana	import s of pounds	export sterling	
Jamaica Leeward Islands. Windward Isl'ds. Trinidad.	1,074	5,404	5,212	2,332
Guyana	304	2,151	2,508	555
	1.278	7.555	7 720	2 884

1,378 7,555 7,720 2,887 From what precedes, it can be seen at a glance that these are live colonies, and they are so indeed, since the labor troubles which followed the abolition of slavery have gradually been overcome by getting the the emancipated to work to a moderate at least, and by importing coolies, chiefly from India.

#### PRODUCTION OF JAMAICA.

tons	tons
1790 45,565	1839 24,622
1805 75,176	1844 17,222
1817 61,883	1851 20,839
1830 50,103	1880 85,000
PRODUCTION OF	BARBADGES.

tons	tous
1827 9,055	1841 8,900
1828 14,267	1844 11,159
1832 9,881	1851 24,000
1840 6.705	1880 55,000

the British West Indies and Guyana together they produced in 1851 148,000 tons of sugar whereas last year's crop in the four leading colonies stood as follows:

	tons
Jamaica	85,000
Barbadoes	
Trinidad	50,000
Guyana	85,000
	275,000
And valuing the small islands	s at 35,000 more,

we arrive at a total of ...... 310,000 tons

In other words, thirty years have sufficed to bring about a production more than twice what it was when production had been curtailed by emancipa-

Although this recovery has not been as remark able as that of our Southern States in the way of able as that of our Southern States in the way of cotton production since the war without the importation of coolies, it is yet a highly creditable rebound from a prostration, which, in 1846, seemed incurable, and speaks volumes in favor of Bditish West India and Guyana planters. Of course, improved methods of cultivation and manufacture have had much to do with this recovery, and also a wise management in procuring the proper kind of coolies; in keeping the latter without undue res-traint, and finally tact in handling the black freedmen. English capital and colonial banks, the partial abandonment of absenteersm, and finally occasional periods of abundant crops, combined with good prices, have no doubt all cooperated to raise these fine colonies once more to solid prosperity.

At any rate these colonies, jointly producing as they do some 300,000 tons of sugar annually, form an important link in the long chain of sugar-producing countries, with a fair prospect of doub-ling their annual product ere this century comes to

Jamaica, which was on the brink of a negro rising and indiscriminate massacre of whites some years ago, the English will know how to guard against a calamity of the kind; Trinidad is a magnificent colony in an unparalleled geographical position quite near the mouth of the Orinoco; Guyana combines a soil of exuberant fertility with equatorial climate; Barbadoes is a sort of a sugar garden, for every square foot capable of producing cane is under the best of culture; and the remaining islands, though smaller, have each their pecu-liar merits in this constellation of splendid, welladministered colonies.

They are all governed upon the most liberal principles, possess their own local assemblies, and levy duties just high enough to cover current finan-cial requirements. There is consequently every reason for content in those colonies.

#### LOCAL NOTES.

—The government has granted permission to the "Lion Fire Insurance Company, Limited" to trans act business in Brazil.

-A counterfeit 200\$ note of the Banco do Brazil was detected in the custom house on the 19th inst. The note belongs to the "2" serie."

-The son of ex-Premier Sinimbu sent a tele gram to the Gazeta from Maceió on the 19th inst. gram to the Gazeta from Maceio on the 19th inst.
to the effect that the president of Alagoas was pro
moting a division in the liberal party of that prov
ince. Such a thing will never do!

—It is to be noted that a jury, on the 19th inst.

sentenced Manuel do Nascimento Castello Branco to imprisonment for life for the murder of his mistress, Maria dos Aujos Freitas, on the 3rd of May last. The criminal plead not guilty, and said that he was drunk at the time, consequently he knew nothing of the crime. He appeals the

---Late advices from New York state that the Lamport & Holt steamer Rubens lest that city for Ric de Janeiro on the 2nd inst.

-Among the arrivals by the Pacific Mail steamer Britannia on the 22nd inst., was Admiral Spotts, U. S. N., who comes to take command of the South Atlantic squadron. Admiral Bryson returns home on the Hevelius, to sail to-morrow

-The monitor Favary returned safely to port on the 18th inst., after a trial trip to Ilha Grande. This happy result is attributed to the circumstance that no improvements had been made to the rudder, and that no experienced commander of sailing vessels was placed in charge.

—A gang of thieves attacked the Brazilian vessel Luiza Vincenzi on the morning of the 19th inst. and carried away a large quantity of plunder. The loss is placed at 1,000\$. The thieves took their plunder ashore and made a public auction of it, the police (?) offering no objection whatever.

-Joaquim Machado Fagundes de Mello wishes government to guarantee 7 per cent. on a capital of 1,500,000\$ to be invested in three central sugar mills in the province of Sergipe. The minister of agriculture requires the presentation of all the necessary documents, especially the contracts made with planters for the supply of sugar cane.

—The Gazeta de Noticias of the 20th inst. calls

the attention of the city council to one of the most flagrant and shameful abuses of the public streets of flagrant and shameful abuses of the public streets of this city, and urges that immediate steps be taken to suppress it. We have referred to this indecent abuse again and again, and have stated that in no civilized community would such practices be toler-ated for a moment. Now that the Gazeca has taken the abuse in hand we shall hope to see something done to suppress it. As an affence against public done to suppress it. As an offense against public morals and against public health, there should be no consideration shown in its summary suppression

-The returns of the foundlings hospital of this city for the fiscal year 1880-81, gives the following

Received from preceding year	207
Left in the wheel during the year	434
Returned to hospital	70
	711
Sent out to nurse	311
Sent out into employment	34
Married	5
Reclaimed by parents	3
do by nurse	1
Under treatment at the Miserica	10
	364
Died during the year	185
Remaining on the 30th June	162
	711
Mortality 26 per cent.	

Mortality 26 per cent.

--After a brief illness of seven days, the death of Colonel William Milnor Roberts took place at the small settlement of Soledade, nine leagues beyond Barbacena, Minas Geraes, on the evening of the 14th inst. Mr. Roberts had been feeling a slight indisposition for several days p evious to his departure from this city, but it was not until the 7th that he became too the totravel. Not being able to procure te attendance of a good physician at once, the malady developed rapidly and soon manifested itself as a virulent attends of typhus fever. After several ineflectual attempts to procure medical attendance from meighboring towns, a physician, Dr. Pedro da Silva, was fanally procured from Outor Preto. This gentleman did all that his science and unremitting efforts could do, but it was already too late when he took the case in hand. Although the little settlement—a surveyors' camp on the Dom Pedro II rail-way extension—afforded but few of the comforts so necessary to the sick-room, there was no lack of the sympathetic attendance and aid of friends, and everything was done that the place and their care rendered possible. Among those who were constant in their attendance were Prof. O. A. Derby, who was attached to the commission, and Drs. Alberto and Henrique Lishōa, engineers on the railway extension. Efficient service was also rendered by the railway contractor at Caramandahy, Dr. Tristão de Al-encar Lima. Upon learning of Mr. Robests' illness on the night to the 13th, Mrs. Roberts at once set out to join him, but was mable to reach the place before his death, arriving only in time to winess the last sad rites. The remains of Mr. Roberts were placed in the parish centeretry of Caramandahy, a little village seven leagues beyond Barbacena.

### PERNAMBUCO ADDITIONAL DUTIES."

The province of Pernambuco levies the follow ing additional customs duties, over and above the duties imposed by the general government:

3 per cent, upon all national products and manu factures exported, the exceptions of law 1,499 being preserved;

3 per cent. upon all national products and manu factures imported for consumption, excepting castor oil, and tobacco which shall pay 40 per cent. of its value, and preserving the exceptions of law 1,499;

10 per cent. upon all foreign goods, products and manufactures imported for consumption, excepting presses, type, ink and printing paper, and also all sole and dressed leather for the provincial workshops;

30 per cent. upon boots and shoes, ready-made clothing, collars, cuffs, shirt bosoms, drawers, hats, vinegar, lime, saddlery, furniture, fine wines, beer and other alcoho mented liquors, jewelery of gold and silver, or their imitations, firearms, powder, ker-oscne and wheat flour, excepting common wines which will pay 20 per cent.;

50 reis per meter upon white cotton fabrics simi lar to those of the province, 80 reis per sack of cotton, and 20 reis per sack of tow;

100 reis per liter of rum or alcohol, whether p or in preparations, which shall be retailed in any part of the province.

-It is currently reported that the government intends to put on 5 per cent additional duties. This is not improbable, but it is hardly politic as duties are now high, and we doubt if the net results would be a gain to the government. Five per cent of economy would be altogether better

Comparative table of the commerce of Brazil with the United States, England and France, from 1859 to 1879.

#### UNITED STATES.

Year	Importation from Brazil	Exportation to Brazil	Bal	ance in favor of Brazil
1859	\$22,419,818	\$6,018,901		\$16,400,917
186o	21,204,803	6,021,727		15, 183,076
1861	18,100,456	4,973,828		13,126,628
1862	12,747,230	3,858,994		8,888,236
1863	10,945,476	4,940,171		0,000,230
1864	14,388,899			6,005,305
1865	9,784,312	5,354,755		9;034,144
1005		6, 580, 161		3,204,151
1866	16,816,803	5,691,659		11,125,144
1867	19,100,300	5,099,387		14,000,011
1868	23,595,740	5,695,404		17,900,336
1869	24,837,403	4,866,604		18,970,799
1870	25,161,219	5,774,323		19,386,896
1871	30,551,215	6,013,733		24,537,482
1872	30,122,384	5,912,783		24,209,601
1873	38,540,376	7,197,722		
1874	43,888,647			31,342,654
1875	43,000,047	7,702,156		36, 186, 491
1075	42,027,863	7,742,359		34,285,504
1876	45,446,381	7,346,380		38,100,001
1877	43,498,041	7,581,813		35,916,228
1878	42,968,973	8,686,704		34,282,269
1879	39,375,441	8, 194, 370		31,181,071
Total in the		. 94737		3-,-31,0/1
21 years	575,521,780	132,253,934		443,267,846

#### ENGLAND.

Year 1859 1860 1861 1862 1863 1864 1865 1866 1867 1868	11 042 964 12 806 107 21 481 64 21 855 252 34 168 285 33 078 773 35 222 720 28 722 137 36 283 665 35 586 218	Expertation to Brazil \$18,691,759 22 246 270 22 848 144 18 786 354 19 868 172 30 906 408 28 084, 688 35 808 393 28 337 230 26 714 944 34 655 412	Palance in favor of Brazil \$2,695,287 1 987 980 3 261 877 4 994 985 384 997 9 568 721 930 866	Balance in favor of England \$4,925.550 11 203 306 10 022 037
1869	35 586 218	26 714 944 34 655 412	9 568 721	
1870	20 810 126	26 978 917 31 812 043	2 840 209	
1872	47 172 107	37 870 127	761 515 9 302 070	1
1873	36 OI 1 973 34 080 737	38 331 450		2 319 477
1875	36 102 642	39 156 589 34 994 514	1 198 128	5 075 852
1876	25 200 615 30 977 753	30 348 276 31 174 658		5 147 661
1878	22 631 585	30 168 460		7 536 875
1879 T' in the	23 114 080	29 130 908		6 015 923
21 years	601,699,137	616,803,716	37,924,685	53,029,264
				37,924,685
	Balar	ce in favor of	England	15,104,579
		EDAMOR		

		FRANCE.			ı
Year	Importation from Brazil	Exportation to Brazil	Balance in favor of Brazil	Balance in favor of France	
1859	\$9,951,000	\$15,252,000		\$5,301,000	ı
1860	10 155 600	14 712 600		4 557 000	ı
1861	13 968 600	16 814 400		2 845 800	ı
1862	16 665 600	17 140 200		483 600	
1863	15 735 600	15 196 200	\$539 400	403 000	ı
1864	15 977 400	24 031 200	4339 400	8 053 800	
1865	17 874 630	22 115 400		4 240 800	
1866	15 047 400	21 557 400		6 510 000	
1867	16 210 200	18 711 600		2 492 400	
1368	16 200 600	14 154 600	2 046 000	- 49- 400	
186g	17 595 600	18 562 800	4	967 200	
1870	13 652 400	12 369 000	1 283 400	90, 200	
1871	11 383 200	11 550 60u	5 4	167.400	
1872	12 400 200	17 874 600		167 400 5 468 400	
1873	17 800 200	16 963 200	837 000	3 , ,	
1874	16 173 400	16 a76 goo	96 500	1	
1875	20 245 700	17 756 000	2 489 700		
1876	18 643 800	17 929 700	714 100		
1877	17 801 100	17 466 500	424 600		
1878	10 962 400	13 336 300	4-4	2 373 999	
1879	10 615 000	13 683 700		2 373 900 3 068 700	
T' in the					
21 years	315,164,600	353,263,900	8,430,700	46,530,000	
-					
				8,430,700	
	D-1		P		

#### COMMERCIAL

July	23rd,	18

do do do do in U. S.  coin at \$4.84 per £1. stg. 54.45 cents  do \$1,00 (U. S. coin) in Brazilian gold. 18837  do of £1. stg. in Brazilian gold 88889  ank rate of exchange on London to-day 22½ d	
do \$1,00 (U. S. coin) in Brazilian gold. 1\$837 do of £1. stg. in Brazilian gold 8\$889	
do of £1. stg. in Brazilian gold 8\$889	
do of £1. stg. in Brazilian gold 8\$889	
ank rate of exchange on London to-day 221/4 d	
ink rate of exchange on London to day 221/4 d	
esent value of the Brazilian mil reis (paper) 824 rs. gold	
do do do in U.S.	
coin at \$4 80 per £1. stg. 44.50 cts alue of \$1.00 (\$4.80 per £1 stg.) in Brazilian	
currency (paper) a\$247	
due of £1 sterling ,, ,, 10 787	

EXCHANGE.

Italy 14.—The market opened very firm with the following rates in the banks: London 22, Paris 433, Hamburg 533 and 433, New York \$280, Portugal 243 and 447 %. Fair transactions took placean private paper at 22 315 α 22 515 on London and 427 α 430 on France. Sovereigns sold at 10\$40 cash.

July 15 .-- The firmness continued but the market was inactive only some small transactions being effected in private pape on London at 221/4. The rates of the banks remained un changed. Sovereigns sold at 10\$810 cash.

July 16.—There was no alteration in the rates of the ban and private paper was negotiated at 22 3/16 a 22 5/16 on L

don, 425 on France and 529 on Hamburg, the market continuing firm but inactive. Sovereigns sold at 10\$800 cash and Bolivian ounces at 33\$400.

July 18.—There was no alteration in the rates of the banks which continue at 22 on London, 433 on Paris, 592 and 533 on Hamburg, 28 510 on New York 2 dys, and 243 a 244 % on Portugal. The firmness in the market increased during the day and private paper was passed at 22 ½ to 22 ½ on London and at 424 on France. Sovereign2 sold at 10 \$800 cresh.

cash. [uly 19.—The banks raised their official rates to-day to 22½ on London, 430 on Paris, 539 a 530 on Hamburg, 5\$300 on New York 3 dis, and 24t a 245 % on Portugal. The market continued very firm and private paper was negotiated at 22½ a 22½ on London and at 42a 44 30 or Fance. Bank paper on the head office in London was passed at 22½, Sovereigns were offered at 10\$750 with buyers at 10 730. Itll 20.—The Banc Commercial raised its 2385 today to

Sovereigns were offered at 102790 with outpers at 10 730.

1014 20.—The Ranco Commercial raised its rates to-day to
22½ on London, 426 on Paris and 240 % on Portugal. The
other banks did not after their official rates but also drew at
22½ on London. In private paper fair transactions were
effected at 22 716 a 22½ on London, 424 on France and 1519
across on Hamburg. Sovereigns 108790 sellers, 10 730

fully 27....The market to-day continued in the same position as yesterday and the business done was unimportant at 22½ bank and 22 716 at 22½ private paper on London, and at 526 private paper on Hamburg. Sovereigns 10\$770 sellers, 10 710 buyers, July 21 .-- The

...The subscription for shares in the "Crande Danco de Credito Reai" closed at 3 p.m., on the 16th instant. The applications were for 109,456 shares or more than four times the number offered, which was \$5,000. The cash' deposit made with the applications amounted to the sum of 1,044,665.

	SALES OF STOCKS AND SHAR	ES.		
	July 13.			
19	and par cente repontees	· · • • • •	. 1,058	3 000
476	(IO			9 000
95	Autança Insurance (to out solo)			000 000
50				000
21 16				000
74	the sort	eio	- 79	9 %
15	Banco Commercial do			000
160	Previdente Insurance do			000
13	M 14 0		. 170	000
	July 14. do	• • •	٠ ٤	13 %,,
25				
52	Six per cent apolices			000
,000	Provincial apolices			000 par
157	miles do Commercio		217	900
3 5				000
5	Barão de Araruama RR Petropolis R. R.			000
10	Navegação Paulista		. 17:	000
50	Navegação Paulista Navegação Nacional		230	000
200 45	Naveração Bearileiro	•••••	- 235	000
16	Leopoldina R. R. Leopoldina R. R. debentures	•••••	. 218	000
53	Leopoldina R. R. debentures		207	500
40				%
20	Danco do Brazii Hypoth. notes (5c)	• • • • •	933	4 %
	(14c)		939	4 %
5	Six per cent apolices			
50	Banco Mercantil de Santos	•••••		000
20	Previdente Insurance			000
40 50	Macahé e Campos debent		Dat.	000 1 %
7	Leopoldina debentures Sorocabana debentures of 100\$		209	00 <b>0</b> 2 %
40	Banco do Brazil hypoth, notes (140)	outs. s.		4 %
J	uly 16.			
12	Six per cent apolices	• • • • • •	1,059	000
000\$ 100	Provincial apolices			par
100	Banco do Brazil	• • • • • •		000
	Banco Rural (outs. sale)	• • • • • • • • • • • • • • • • • • •		000
20	Leopoldina deb		209	000
3	Sorocabana debentures of £50		84	%
50 25	City industrial Courts, Sale)	 		000
60		· · · · · · ·		000
J	uly 18.		-71	
24	Six per cent apolices, (17 outs sale)		1,059	000
200	Banco do Brazil		282	000
8 260	do		281	
75	Banco do Commercio		215	
100	Integridade Insurance			000
100	Alliança Insurance(50 outs. sale)		26	000
5 63	Fidelidade Insurance (outs. sale)	• • • • •	185	
250	Carruagens Fluminenses,	• • • • • • • • • • • • • • • • • • • •	165 235	
36	do (outs, sale)		235	
23	Leopoldina R. R. deb		209	000
20 100	Sorocabana debentures of £50		841/2	
50	Banco Predial hyp. n., with sorteio Petropolis R. R.	• • • • • •	801/2	
35	Macahé e Campos debentures		175 83	°/ <sub>a</sub>
Ju	aly 19.		-,,	•
	Six per cent apolices		1.050	000
04	do		1,060	000
5	do of 500\$		1,055	000

 
 00
 of 500\$\$
 1,055
 oot

 Provincial apolices.
 99 °p.
 Banco do Commercio.
 217 000

 Banco Industrial (outs. sale)
 222 000
 222 000
 Previdente Insurance.
Navegação Nacional.
do

do
Navagado Brazileira
West of Minas RR
Macahé e Campos
Sorocabana R. R. (outside sale).
Sorocabana debentures of £50.
do
do
Sorocabana deb of 100\$
Sorocabana deb of 100\$
Banco Predial hypoth. notes with sorteio. 841/2 °/0 85 °/0

455-460 reis per lb. for 445-450 ,, ,, ,, Jenkins 435-440 ,, ,, ,, New York

1,300 kegs per Gamaliel from Baltimore Rosin. -- Continues quiet at 7\$500---8\$000 per barrel. Arrivals: 250 barrels per John Wesley from New York.

Turpentine.—Market unchanged and quiet at 480—500 reis per kilo: No arrivals.

Kerosene.—The market continues firm but without notable change in prices.

We quote 7\$000...7\$200 per case for Devoe's Brilliant.

Arrivals:

7.700 cases per Yokn Wesley from New York.

6		THE RI
July 20.		Pitch PineThere have been no arrivals since our la
42 Six per cent apolices	1,060 oo	report and the market continues firm with a good demand.  Last sale was at 46\$000 per dozen.
t do	1,059 000 pai	Spruce Pine.—Continues in demand but without supply.
10 National loan 1868	282 000	
11 Banco Rural	260 000	80,659 feet per John Wesley from New York which have be
50 Banco do Commercio for 1st day of transfer 231 Banco Industrial	218 000	The 400,000 feet reported on the way, though not in exce
60 do (out. sale)	26 000	
50 Alliança Insurance 200 Previdente Insurance outside sale	14 000	Swedish Pine.—The cargo per Arthur Huntley fro
78 Integridade Insurance do	63 000	44\$000 per dozen, establishing an advance of 6\$000 per doze
50 do do	64 500 220 COO	over last sale which was at 38\$000 per dozen.
23 Navegação Brazileira (outs. sale)  8 Leopoldina R. R. deb	209 000	Coals.—The arrivals consist of
50 Banco Predial hyp. notes with sorteio	801/2 %	1,816 , Her Royal Highness from do
July 21.  28 Six per cent apolices (6 outs. sale) 1	,060 000	121 , H. I. Baagee from New Castle & 50 ts. coke 2,428 , Eagle from Cardiff.
100 Carris Villa Isabel with div	195 000	983 , Jane trom Leith. 1,004 , Martha Reid from Cardiff.
50 Navegação Brazileira	720 000	590 , Duchess of Lancaster from Greenock.
	221 000 168 000	364 , Anna Maria from do 818 , Alf from Swansea.
220 Navegação Nacional for last day of trans'r 50 Integridade Insurance	250 000 66 000	2,350 , Minnic M. Watts from Cardiff. almost all on account of consumers.
44 Banco Predial hypoth. n., with sorteio	80½ º/o	In the absence of sales quotations continue nominal.
100 União dos Lavradores	80 %	Beer, Quotations:
MARKET REPORT.		Bass (Ihlers & Bell) 7\$600—7\$700 Tennent 4 5005 000
Rio de Janeiro, July 23rd,	1881.	Guiness' Stout 7 2007 300
Coffee.—Our last report was on the 14th instant. Sin		do other brands 4 0005 000
the disproportion existing between the prices ruling he those in consuming markets has increased, for whilst of		American nominal Arrivals;
prices here are unchanged and whilst the sterling cost 6 d. to 8 d. per cwt. higher through the further rise in ex-		395 barrels per Santos from Hamburgo.
the cable quotations from Europe as well as the United		CementArrivals: 700 casks per H. Peters from Hamburg,
ure lower.  Under these circumstances our market has been quiet	t during	100 , Okonom from Marseilles.  1,213 , D'Alembert from Hamburg.
the period under review but closes somewhat more a The total sales since the 14th instant amount to 98,05		We quote:
Receipts have increased and the daily average si	nce the	English 6\$0007\$500 German 6 0006 800
10,604 bgs		Boulogne 7 5008 000
against 6,801 in same period of June 1880		HayThe arrivals consist of 650 bales per Pacific from Rosario.
,, 7,404 ,, ,, 1378		465 , Victoria from do We quote 7578 reis per kilo for Rosario.
,, 7,116 ,, ,, 1877 ,, 5,875 ,, ,, 1876	•	Bran.—Continues firm at 2\$200—2\$400 per bag.
The clearances have been : United States:		Arrivals: 25 bags per Orenoque from River Plate.
	bags.	Confish There have been no arrivals and the retail prices
14 New York Br str Lassell	23,675	for tubs continue at 22\$00024\$000; of cases there is nothing in the market.
21 Baltimore Br bk*Camfanerv  Europe:	5,145	Indian CornArrivals:
July 12 Hamburg Gr str Berlin	6,080	300 bags per Orenequ: from River Plate.  1,599 , Strale from do
14 Mediterranean Dan bg Haabet	4,312	We quote 4\$5004\$600 per ba 3.
14 Bordeaux, Mars. Fr str Orenvque 15 Lisbon f. o. Norw bk Dacapo	6,607 4,000	PORT OF SANTOS.
20 London Br str Strabo	4,504	July 22,nd 1881.
21 Elsinore Port bgn Garibaldi	5,025	Coffee Market quiet and prices nominal with a downward
Elsewhere: July 14 River Plate Br str Hipparchus	112	tendency. Last sales at 4\$3004\$500 per 10 kilos for superiors.
18 do ,, Guadiana		PORT OF MARANHÃO.
18 do Gr bk Philothea	2,250	July 8th, 1881.
20 Cape Town Br bg Hotspur	3,000	CottonIs selling slowly at 440480 reis per kilo.
We quote, per 10 kilos:		There are, however, few purchasers. A considerable stock is for sale but quality is very poor.
Washed 4\$100 6\$000 Superior 4 900 5 150		Sugar.—From time to time a small lot of new crop comes in and sells at from 140 to 155 reis per kilo.
Good first 4 500 — 4 650 Regular first 4 150 — 4 300		Freights.—Cargo very scarce and rates nominal,
Ordinary first 3 550 3 800		Exchange—Firm at 21 1/4 but there are few takers.
Good second 3 000 3 200 Ordinary second 2 600 2 800		PORT OF RIO GRANDE DO SUL.
and on this basis cargoes may be quoted:		July 7th, 1831.
	3 cts.	Flour Arrivals during the month:
Good ,, 4,650 51/ 11.0 Fair to good ,, 4,500 49/7 10.7	8 ,,	1,100 barrels per Margaretha from Richmond (sent to Pelotas)
Fair ,, 4,350 48/2 10.4	6 ,,	1,460 ,, Allemania from Richmond 1,760 ,, Hendrika ,, Trieste
Good Channel		1,200 barre!s American per sundry steamers from Rio 525 bags River Plate do do from Mont'o
Low ,, 3,000 35/3 7.6  (f. o. b. ex freight and commission, exchange 221/4 i	2 ,,	total 5,520 barrels and 525 bags.
ling and at par in American gold.)	n ster-	Sales during the month, including the shipments to Pelotas,
Stock is estimated to-day at 200,000 bags. Flour.—The arrivals consist of		3,290 barrels and 3,640 bags. Stock 5,170 barrels, viz:
6,224 barrels per Gamaliel from Baltimore.  The sales have been about 16,000 barrets, and stock	in fact	2,560 barrels American 2,610 ,, Trieste.
hands to-day consists of about 25,000 barrels, all Americ	an.	Quotations:
We quote:  Trieste 20\$750—21\$500 last sale	es	Trieste 22\$500—23\$000 Haxall 25 000—26 000
Gallego 21 000 Haxall 21 000 Dunlop 21 000		Gallego 25 000—26 000 Baltimore 21 000—23 000
Mc Cance 20 000		Montevideo 10 000 last sale
St. Louis 17 000—20 000 St. Louis 17 000—10 000		Chili 9 500 do.  Lard—Arrivals 50 kegs per Margaretha, which went to
Chill 17 000 do.	al	Pelotas. Stock 86 kegs ex <i>Eshol</i> .
Market steady.		Quotation 350360 reis per lb.
Lard.—The improvement in our market, noticed in o report, has continued and sales of George's have been e	ffected	Kerosene— Arrivals 1,400 cases, viz: 400 cases per Margaretha, sent to Pelotas
at 455 reis per lb. We quote:		1,000 , Allemania, remaining in stock. Sales 500 cases ex Nautilus
455-460 reis per lb. for George		200 ,, Union
445-450 ,, ,, ,, Jenkins		700 cases at o\$200 per case.

— 700 cases at 9\$200 per case. Stock 1,000 cases.

Rotin—Arrivals 400 barrels, viz:
300 barrels per Margaretha, sent to Pelotas
100 ,, Allemania, stored.

Apo barrels.

No sales.

Stock 270 barrels.

Quotations \$\$000-11\$500 per barrel.

Turfentine---Arrivals 125 cases, viz:

\$\$0 cases per Margaretha, sett to Pelotas

100 , Allemania, stored.

100 ,, Allemania, stored. Sales 18 cases ex Albatross at 16\$000.

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Codfish-Arrivals 50 tubs per Canova from Rio, not yet sold.
                Sales from stock
75 tubs at 26$000
25 cases at 22 000
50 , 20 000
30½ , 20 000
Stock 50 tubs.
26/d-Arrivals during the month 1,704 tons nearly all on onler for account of consumers.
Coasswise 26 tons Cardiff arrived per Marinhe XII from Bahia, which were sold at 26$000 per ton.
Limiter—No arrivals.
The sales, comprise 20,000 feet white nine ex Mantifut. at
                         Lumber.--No arrivals.

The sales, comprise 20,000 feet white pine ex Nantilus, at
                         20...130 reis per foot.

There remain for sale 30,000 feet white pine, and the 210 cals pitch pine ex Ernst Dreyr continue in deposit.
                                                          9,300 alqueires per Orne from Setubal
                                                        4,8co ,, Pensamento from Lisbon 5,6co ,, Pensamento II from do 6,6co alqueires coasiwise
                         total 26,300 alqueires.
Quotations:
                                                 PORT OF BAHIA.
              Sugar.—About 6,000 bags have been sold at former prices to complete cargoes. Entries and stocks are exhausted. We quote No. 7 to 8 DS at 1$770 per to kilos, which at exchange of 22d is equal to 1937 per cwt. f o. b. including freight to the
   quote No. 7 to 8 DS at 1$770 per to kitos, when at exchange of 2nd is equal to 1971 per cwt. f o. b. including freight to the Channel.

The shipments since our last report have been:
$\( \text{Sy3} \) is bags per $M_{2}$ to New York

$\( \text{4},065 \) . City of Charlettetown to do
$\( \text{8},401 \) . Zero to Halfiny
$\( \text{100} \) (October 100 km et al. 100 km et al.
$\( \text{100} \) (October 10
         yet to allow to form an opinion of the quality in general of the crop. Stocks in first hands about 10,000 bags.
                                ioped sinca our last report:
150 bags per Tamar to Southamptor
   office.
Gr schr Biene, 30| in full, Hamburg, tobacco.
Br lug Vick & Mebane, 32|6 in full, Channel f. o., sugar
                           lug Vick & actions, and amore rates:

Liverpool and London 401 in full
Hamburg and Bennem 401 to 4215 in full
Havre 60 fres. in full
New York 40 cts. in full for coffee and cocco.

1,260 barrels from Liverpool
3,157 , New York
     1,760 bartes trous

1,767 n New York

for retailen' account, and

2,422 barrels from Trieste

which are not yet disposed of Prices in retail rule:

265000—275000 for Trieste

27 000—39 000 for Hungarian

24 000—36 000 for American.

Lard.—Arrivals 182 kegs from New York, selling at 1$00

10 15080 per kilo.
     Lard.—Arrivals 185 kegs from New York, selling at 15000 to 5500 per kills. Casfish—Arrivals 1,000 tubs from Rio de Janeiro which have been disposed of at 205000 per tub. Stock insignificant but as heavy arrivals of new fish are expected it will be rather difficult to sustain the actual prices. Of cases there is nothing in
     cuit to sussuas.

The market.

Costa.—Arrivals 645 tons per Taics from Swansea for company's account. Cardiff retails on board ship at 20$000 and New Castle at 18$000 per ton.
...The exports from Parahyba direct to Europe, during the year from July 1, 1880, to June 30 1881, were:
10,639 bales or 1,803,462 kilos cotton
168,935 bags or 11,8570,125 , sugar
15 brils or 1,225 , rubber.
Including the shipments to Pernambuco and Rio de Janeiro the total clearances are calculated at 225,000 bags sugar and 30,000 bales cotton. The arrivals of foreign vessels at the port of Parahyba during the year were 45, and the departures 39.
The customs receipts were
                                                                                                                                                                                                                                                                                       London. 6cy
Liverpool 507
Antwerp. 507
Hamburg 407
Havre. fr. 50
Bordeaux fr. 55
Marseilles. fr. 60
New York. 60 cts
                                        toms receipts were:
Custom house 400,869$331
Consulado provincial 183,433 151
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—The June receipts of sugar and cotton at Pernambuco were as follows: 1881 1880
                                        SHIPPING NEWS.
                                             ARRIVALS OF FOREIGN VESSELS.
                                        JULY 13.
                  CARDIFF-Br shp Eagle: 1,715 tons: McNair; 50 ds; coal to;
D. Pedro II R. R.
                                      Pedro II K. K.

**TULV 14.

DON.-Br bk **Trestachs; 553 tons; Batchelor; 108 ds; rice
                   LEITH-Br bk Fane; 636 tons; England; 53 ds, coal to Rio
Gas Co.
                Gas Co.

Da Avress—Dan bg C. C. Hommung: 195 tons; Andersen: 24 dis ballast to Berla Cottin & Co.

YULV 1:

HAMBURG—Gr bls H. Febra: 412 tons; Wahlen: 53 ds; sundies to Brandes & Co.

CARDIF—Br blc Martha Reid; 631 tons; Davies: 49 ds; coal to W. Ritchie & Co.
                  ITAJAHY---Port bgn Oceano; 194 tons; Silva; 10 ds; wood to Amaral & Silva.
                  GRRINGEN-Bib Duchess of Lancaster; 372 tons; Roberts; 54
ds; coal to A. Wagner.

— Br bg Anna Maria; 243 tons; Thornton; 42 ds; coal to
W. Ritchie & Co.
                  SWANSEA--Nor blk AU; 536 tons; Olsen; 49 ds; coal to Dom
Pedro II R.R.
               Lisnon—Port bk Gratitiāo; 257 tons; Pestana; 38 ds; salt and sundries to J. M. Leone & Co.

N. York.—Am bgn John Wester; 458 tons; Hines; 69 ds; sundries to McLulloch Beecher & Co.
                Rosanio - Br bk Pacific; 429 tons; Austin; 12 ds; hay to order.
             Order.

**YULY 17.

**CARDIFF***—Am bk Henry M. IVatts; 1,022 tons; Watts; 45 ds coal to Norton Megaw & Co.
               RIO GRANDE...Gr lug Allemania; 197 tons; Wolken; 9 ds; ballast to E. Johnston & Co.
                               JULY 18.
               MARSEILLES-Nor lug Okonom; 319 tons; Petersen; 49 ds; sundries to H. N. Dreyfus.
               B. AVRES-Sp by Cecilia; 191 tons; Carreras; 9 ds; jerked beef to J. Romaguera.
             Sp bgn Rita; 184 tons; Maristany; 18 ds; jerked beet to G. N. Vincenzi & Sons.
Montrovinco-Sp smk Gabriela; 148 tons; Ramental; 10 ds; jerked beef to F. de Figuereda & Co.
               ROSARIO.—Sw bg Victoria; 245 tons; Petersen; 14 ds; hay to order.
             JULY 19.

KARLSHAMM—Gr bgn Arthur Huntley: 234 tons; Kagebein; 70 ds; pine to Hartwig Willumsen & Co.
            B. AYRES -Port schr Maria das Dores; 174 tons; Silva; 15
ds: jerked beef to Souza Irmão e Rocha.
                               JULY 20
             LIVERPOOL.—Fr bk Angele; 393 tons; Barbeyron; 55 ds; sun-
dries to J. & J. Peake.
            BALTIMORE.—Am bk Gamaliel; 567 tons; Shaw; 59 ds; flour and lard to Phipps Bros. & Co.
             B. Ayres.—Sp bg Tres Hermanos: 220 tons; Curvell; 12 ds; jerked beef to Souza Irmão e Rocha.
                               DEPARTURES OF FOREIGN VESSELS.
         YULY 13.

SHIPS BLAND-Fr bk Hippolyte; 594 tons: Dol; ballast,
YULY 14.

BALTHORE—Am bk Addaide; 397 tons; Bailey; coffee.

S. FLANCISCO—Br shp Prince Rudolph; 1,394 tons; Wishart;
ballist.
         ballast.
NowTHERN PORTS---Nor bk Mathilde; 590 tons; Claussen; rails, etc.
SNTOS--Sw bk August; 339 tons; Nelson; flour.
     Tails, etc.

Styros—Sw bk Angrut; 339 tons; Nelson; flour.

JUTY 15.

VENICE—Danb by Hanbet: 332 tons; Petersen; coffee.

JULY 17.

HONDIASS—I bik Drunur; 404 tons; Daniels; ballast.

Lismon f. o.—Ner bk Dacopor, 243 tons; Olsen; coffee.

S Francisco—Am shp P. G. Blanchard; 1,337 tons; McIntules of the ballost;

JULY 19.

HAVIR—Br bk Nellie Stevenzen; 338 tons; Coull; sundries.

Port Elizmetti—Gr bk Nilotai; 201 tons; Muller, coffee.

—Br shp Remoke; 390 tons; Eaton; coffee.

RANCOON—Br shp Remoke; 310 tons; Eaton; coffee.

RANCOON—Br shp Kenneke; 130 tons; Beynon; ballast.

BALTHOMER—Nor bk Bergilot; 472 tons; Jacobien; ballast.
         FULLY 20.

PERNAMBUCO—Grschr Elisa; 81 tons; Flack; sundries.

ITAJAHY...Arg bgn Ochavie; 180 tons; Gouvea, sundries.
     —There men and two mates of the Dutch ship Ablasserdani wrecked last month on the Lavadeiras rocks on the coast of Rio Grande do Norte, were sent on the 13th inst by the Dutch consultate from Pernambuco to Liverpool per B sat Warrior.

—A telegram from Aracaty states that the Grbs Abraham, from Havre to Rio Grande do Sul with a general cargo, was wrecked on the bar of Aracaty on the 5th instant. The cargo which will be damaged, was being taken out but the vesse was considered totally lost.

—The steamphin Cities of Aracaty in the Sulphin Sulphi
which will be damaged, was being taken out out the vesse was considered totally lost.

—The steamship City of Austin, wrecked on the Georgia coast, was lost through the pilot mistaking a red buoy for a black one, thereby ordering here on the wrong course. An examination of this pilot afterwards by the proper authorities proved him to be color-blind at two feet distance all colors were black to him. This examination will afford little satisfaction to the ship-owners and underwriters, it was a few days too late. It may tend, however, to show the necessity of greater government interference in this matter, and also in the physical examination of seamen. The treasury department examination of seamen. The treasury department examination of seamen. The treasury department examination and the same steps toward instituting a system of re-examination. This rule should include physical examination also, for physical defects in the men on beard ship are not uncommon sources of disaster.—N. Y. Marithu Register, June 1.
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Steamers

Channel f. o... 40
Lisbon f. o... 40/—45/
Gibraltar f. o... 40/—45/
U. S. North... 20/—22/6
110 South... 20/—25/

# ARRIVALS OF FOREIGN STEAMERS. DATE NAME WHERE FROM y 13 Santos, Gr 13 Orénoque, Fr 13 Europa, It 14 Hipparchus, Blg 14 Hevelius, Br 16 Sully, Fr 16 Leibnitz, Br 17 Guadiana, Br 20 Strabo, Br 20 Rio, Gr Hamburg\* 23½d River Plate 4½d River Plate 6 London\* 27d Liverpool\*, 23d Hawre\* 29 River Plate 3½ South pton\* 23 River Plate River Plate River Plate 4 d Ed. Johnston & C Messageries Mar. Fiorita & T. Norton M'w & C Notton M'w & C A. Leuba & C Norton M'w & C Royal Mail Norton M'w & C Ed. Johnston & C Royal Mail DEPARTURES OF FOREIGN STEAMERS WHERE TO CARGO y 14 Berlin, Gr 14 Europa, It 14 Santos, Gr 15 Orenoque, Fr 15 Lassell, Br 16 Hipporchus, Br 16 Hipporchus, Br 16 Golding, Br 16 Golding, Br 17 Goldina, Br 18 Golding, Br 18 Goldina, Br 19 Gundiana, Br 10 G · Calling at intermediate ports.

FOREIGN SAILING VESSELS' IN THE PORT OF RIO DE JANEIRO, JULY 20, 1881.

	1 8	8   6				=	=	=	=	6 5	do de
NAMB	2000	I A STAN	WH	ERE OM	CONSIGNEE	2,400,000	12,000	Al	200	1003 All	Leopoldina
	1 8		""	out		2,000,000	10,000	Al	200	2005 All	do prei Nictheroyense
	, ,		-		-	600,000	3,300	Al	200	I All	Campos a S. S
AMERICAN	1	1.		_	L	1 10,665,000	53,325	30,000	200	All	S Paulo e Ric
bk Niphon	109	5 lune	2 Cardi	n' tor	To order.	=	=	=	_	=	do do with do do subs União Valenci
AMERICAN bk Niphon bg John Sherw'd sp C. of Brooklyn shp Thomas Dan lug Harriet S J'n bk Joseph Bake	174	5 "	11 Cardi	1	To order. F. Clemente & Co Wilson, Sons & Co In distress	800,000	4,000	Αl	200	All	União Valenci
shp Thomas Dan	144	5 ,,	28 Richn	York	In distress	4,000,000	20,010	16,501	200	All	S Christovão
bk Joseph Bake bk Lorena	39	July	2 Cardii 5 Wilm 11 Cardii 15 New 28 Richn 1 New 4 New 5 Cardif 11 Baltim	ork	In distress Phipps Bros. & Co. Monteiro Hime & C. A. Moss & Co. Wilson, Sons & Co. Phipps Bros. & C. Phipps Bros. & C. To. order.	2,000,000	10,000	16,50r Al Al	200	Aij	S Christovão Botanical Gard S Paulo
bk Lorena	31	5 ,,	4 New	York	A. Mass & Co	700,000	7,000 6,000	A	200	100. All	Pernambuco
shp St. John Smi lug Geo Peabody	49	3 ,,	11 Baltim	ore	Phipps Bros. & Co	540,000 800,000	2,700	Al Ali	200	I All	Pelotas
shp Austria bgn John Wesley bk H'y M. Watts bk Gamaliel	130	,,	12 Cardif	F	To order. McCulloch B'r & C Norton Megaw & C Phipps Bros. & Co.	1,200,000	4,000 6,000	3,000	200 200	All	S Luiz do Ma Porto Alegre Villa Izabel
bk H'v M. Watts	45	"	12 Cardif 16 New 17 Cardif	Y ork	Norton Megaw & C	2,000,000	10,000	Ali	200	All	Villa Izabel
bk Gamaliel	56	7 ,,	17 Cardifi 20 Baltim	ore.	Phipps Bros. & Co.	1,200,000	10,000	7,000	200	All	
bg Moro	100	June	10 B. Ay	res	M. Azeyedo & Co	1,200,000		AP	200	All	Nictheroy Bruxellas
AUSTRIAN		1			1	5,400,000	27,000	AP	200	All 500\$	Carris urbanos do c
smk Maria Zari	148	1 .			To order.	_	-	_			Tota União e Indust
bk Longfellow	811	April	30 Newpo	ort	Monteiro Hime &Co For repair Norton Megaw&Co	1,800,000	6,000 1,800	All Ali	300\$		União e Indust
shp Lady Lisgar	1200	May	28 Amate	rdam	For repair	180,000			100	All	Magé e Sapuca NAVIGATIO Brazileira de N Espirito Santo União Niether
bk Verona	1474 580	. ;;	30 Lando	n	A Moss & Co. Messageries Maritim J. G Illius P. S. Nicolson & C M. d'Oliveira & Co.	4,000,000	20,000	Ali Ali	200\$	All	Brazileira de N
sp C of Aberdeen	186	June	5 Cardiff		Messageries Maritim	600,000	3,000	0.71	200	160\$	União Niether
bk lvy	589 580	,,	5 Cardiff 7 Glasgo 11 Liverp 13 Cadiz 14 Liverp 13 Salt Is 13 Cardiff	ool	P. S. Nicolson & C	640,000	3,200	3,168 All	200	All	União Niether Ferry Paulista Amazon Steam Fluy, do Espiri
bg Hotspur	432 507 187	,,	Cadiz .	001	M. d'Oliveira & Co.	\$ 750,000 150,000	2,500 50,000	10,419	£ 15	All	Amazon Steam
bg Sarah	187	"	3 Salt Is	land.	In distress J.M Miranda Leone W Ritchie & Co.	150,000	750 10,000		200	100\$	Amazon Steam Fluv. do Espiri Nacional de N
bg Sarahshp N. Mosher bk Wandering S.	799 781	"	16 Cardiff		W Ritchie & Co.	2,000,000	10,000	All	200	1	Nacional de N
shp Gitana shp British India	265 1265	,,,	6 T		W Ritchie & Co. To order B. Wright & de C. Watson Ritchie & C. D. Padro H. B.B.	3,000,000	8,000	4,000	1,000\$	125\$	Fidelidade
shp British India	265	"	Greene	ck.	Watson Ritchie &C	2,500,000	3,000	All All	1,000	250 100	Argos Flumine Garantia
shp Albula	1314	"	27 Greend 27 Greend 28 Cardiff 29 Cardiff 2 Baltime	::::	Norton, Megaw & C	2,500,000 800,000	2,500 800	All	1,000	250 100	Nova Permane Nova Regener
bk Campanero bgn Rosella Smi'	271 509		2 Baltime	ore.	F. Clemente & Co	500,000	20,000	10,000	1,000	100	Nova Regener
shp Importer	509 1447	",	3 Brunsw 3 Cardiff	ick	D. Pedro H RR.	4,000,000 8,000,000	40,000	20,000	200	50	Integridade
shp Importer lug Sparkling F.	199	;;	5 Greeno	ck	J. C. Pacheco	5,000,000 1,000,000	50,000	25,000 All	100 200	100	Confiança Integridade Previdente Popular Flumir Alliança
bk Arabella	304	"	5 Greeno	ck	W. Ritchie & Co	4,000,000	20,000	10,000	200	20	Alliança
lug Huntressshp Senator W'er	364 199 364 227 296	,,	5 Cardiff Liverpo	ol	B. Wright & de C. Watson Ritchie &C D. Pedro II RR. Norton, Megaw & C F. Clemente & Co Phipps Bros & Co D. Pedro II RR. J. C. Pacheco W. Ritchie & Co W. Ritchie & Co Rio Gas Co Leonoldina R R	500,000\$	2,500	All	200\$		Gloria MA
shp Her Koyai H I	244 715	,, 1	2 Cardiff 3 Cardiff			200,000	1,000 3,000	All	200 !	All	Harmonia
bk Trossachs	553 636	,, 1	4 Rango			300,000	3,000	- All	100	100\$	Harmonia Mercado Nicthe
bk Janebk Martha Reid	636	1	4 Leith.		Rio Gas Co. Watson Ritchie &C	£ 750,000	37,500	36,000 All	£ 20	All	GAS C Rio de Janeiro
bk Trossachs bk Jane bk Martha Reid bk Duchess of L'	631 372 243	,, 1 ,, 1		ck	To order. Rio Gas Co. Watson Ritchie &C Alex Wagner. W Ritchie & Co. To order	£ 750,000	7,500	All	£ 10	Ali	Rio de Janeiro Nictheroy MISCRI
bg Anna Mana	243 420		6 Greeno 6 Rosario	ck	W Ritchie & Co. To order.	600,000\$	3,000	All	200\$	All	Transportes M:
	429	,, ,	Kosano		10 oract,	600,000	3.000	600	260	All	Transportes Ma Bonds Maritime
DANISH L Paggar		Ėular a	Now C		Finnia Irmãos & Co	1,000,000	50,000 5,000 2,000	15,000 All	200	All	Docas de Pedr Brazil Industria
schrH. J Baagoe bg C C Hornung	195	,, 1	4 B. Ayr	cs	Finnie Irmãos & Co Berla Cotrim & Co.	400,000	2,000	All All All All	200	All	União Industri
FRENCH			1	- 1		500,000 1,200,000	2,500 6,000	All	200	145\$	Florestal Paran
ble Rosvilla	488	June	2 Lisbon		J. Miranda Leone Lo order Lo order. J. & J. Peake	1,200,000	6,000	5,401	200	Ali	Carruagens Flu
bg Deux Maries. bk D'Alembert	260	June July	3 Cardiff		Lo order	3,000,000	4.000	7,500 All	200 100	100\$	Commercio e La
	489 393	2	o Liverpo	ol	J. & J. Peake	400,000 3,000,000	4,000 6,000	All	500	210\$	Associação Con
2 4 2						800,000 800,000	4,000 16,000	All	200	40 All	Brazil Industria União Industri Florestal Paran Melhoramentos Carruagens Floresta Laconomia (lava Associação Con Tritão Fluminer Minas de Cagap Architectonica Petropolitana Auxona Caronomia Auxona Caronomia Auxona Caronomia Auxona Etconomia Auxona Esta Caronomia Auxona Caronomia Caronomia Auxona Caronomia Caron
GERMAN schr Albert	08	April2	8 B. Avr	25	Berla Cotrim & Co J. M. Frias & Sons Karl Valais & Co For order Brandes & Co. E. Johnston & Co. Hartwig Will'n & C	1 1.800.000	9,000	6,000 5,000	200	50\$	Architectonica.
schr Albert bg Lisette bg Orient	t 50	June 2	Paysano	iú.   J	J. M. Frias & Sons	1,000,000	40.000	7,500	100	All	Petropolitana
bg Beta	220	July	B do		l'o order	400,000	40,000 8,000	4.400	50	70\$ All	Economica Aux Indust Flum Pasteril Agricola
bg Beta bk H Peters lug Allemania bgn Arthur H'tly	412	,, I	Hambu	g.	Brandes & Co.	600,000	50,000	10,000	200	All	Pastoril Agricola
bgn Arthur H'tly	224	,, I	Karlsha	mn.	Hartwig Will'n & C	700,000	3,500	2,130 All	200	All	Pastorii Agricoli Manuf, deinat, p Engenho Centra do obligat
ITALIAN		• " -			Dankson D 6. C	-	-	- 1	-	200\$	do obligat
		June			Barbosa Braga & C						
NORWEGIAN bk Mercator	136	June " 1	Cette		Fo order. Corrêa Pacheco &C Fo order. Arthur Moss & Co. Watson Ritchie &C F. L. Pereura & Co	ANI	MPOF	RTAN	T SA	LE.	
bg Garibaldi a bg Eigil	73	,, I	Cadiz	stle	To order.	$\mathcal{A}$					
bk Grid	72 128	July :	London		Arthur Moss & Co.	TI.	IERE	WILL	BE	SOLD	AT
bg Eigil	47	"	Macáo	stle	L. Pereira & Co						_
DK All	36	,, 1	Swanser	1	Dom Pedro II RR.		PUB	LIC	AUC	TION	T .
		May .	Port Ale	ore D	Newland Ir. & Co.	ir	the c	ity of	São P	Paulo	OB
	"	······································	1011	g.c							OII .
SPANISH					-	Satu	rda	T.	A 11 0	110f	6th,
smk Guadelupe r bg Recurso II r bk Isabel 3	47	Mar 1	Paysand	ú A	. Wagner	Satu	irua	y, .	rug	uoi	oui,
bg Recurso II 1	92	Aprili	Paysand	ú	de Figueiredo &C	at to o'clock	noon	h 15	D -1	- w	
bg Felipe I	93	,, ay	B. Ayres	A	lex. Wagner.	authorized by	the Lic	uidator	of the fi	rm of M	res, auctioneer, lessrs Dulley, ground, ware- Santos and São other with the g and planing
	43	,, ,	Magdale Mont'y	na A	Wagner	Miller & Brun	ton, Mr	0. C	James, tl	he lot of	ground, ware-
bg Feliz 1 bg Roger-de-Flor 2 smk Onion 1 bg Hortencia 2 pol Maria Luisa 1 smk Dorotea 1	90	,, 20	Paysand	ú . S	ouza Ir'o & Rocha	Paulo Railwa	y, in th	e city o	f São Pa	ulo; tog	other with the
smk Onion 1	34 69	,, 24	B, Ayres	A	Wagner.	engine and ma	achinery	pertaini	ng to th	e sawin	g and planing
pol Maria Luisa I	02	,, f	Mont'vio	leo F	reitas & Miranda						
smk Dorotea 1	43 64	,, 13	S. Nicol	as. A	lexander Wagner	1 12-hor	se power Shuttlew	steam ei	igine, ma	ade by M	lessrs. Clayton
pol Modesta 1	83	n 13	Mont'vic	leo J	M Frias & Sons.						
bg l'epe 2	40	,, 25	Paysand	ú J.	i. Wagner  M. Frins & Filho, de Figueiredo &C dee Figueiredo &C dex. Wagner  Jenson Wagner  Jenson Rocha  Wagner  Jime & Zenha  reitas & Miranda  lexander Wagner  Figueredo & Co.  M Frins & Sons.  Romaguera  Romaguera  ouzafrmão&Rocha	a genera	ni joiner, Co ;	140. I	, made	by Mess	rs. J. A. Fay
bg Tres Herman' 2	91 J 20	,, 20	B. Ayre	s S	ouzaIrmão&Rocha	1 patent	band sa	w. I. A	Fay & C	· ·	
											Fa., 8, C
PORTUGUESE			1	- 1						ie, J. A.	Fay & Co.;
bg Pedro V	78	lay 6	B. Ayre	s. S	ouza Ir'o & Rocha		ıl saw mi				
bk Sultana 4 bk Laura Norton 9	59	,, 20	Oporto	A A	lendes d'Oliv'a&C	new and in a	ndstones,	emory v	vheels, si	hafting,	etc., all nearly
bk Laura Norton 90	97 ]	uly i	Salt Islan	id. T	o order	and mg		orac			
bk Improviso 66 bk Saudade 42	22	" 3	Oporto	. 1	o order	For plans of	of the or	ound on	d buildin	rre torm	e and nestice
bgn Oceano 10	94	,, 16	Itajahy.	A	maral e Silva	lars, apply at	this office	, No. 8,	Rua S.	Pedro, I	s and particu- Rio de Janeiro, B. Bento, São
bg Gratidão 25 schr M. das D's 17	74	,, 10	B. Ayres	S	ouza Ir'o & Rocha lendes d'Oliveira& lendes d'Oliv'a&C o order A. G dos Sautos o order maral e Silva . M. Leone & Co. ouza Ir & Rocha.	Paulo.	e of the a	uctioned	r, No. 7	9, Rua S	Bento, São
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GOVERNMENT BONDS						
EMISSION	CIRCULATION	DENOMINATION	INTEREST	NOMINAL VALUE	QUOTATION	
339,069,100\$000	335,397,100\$000	General Apolices, currency	6 %c	1,000\$000 \$00 000 500 000 500 000 400 000 200 000	1,060\$000 1,055 000	
2,151,600 000	1,990,400 000	n n n	5 % "	1,000 000 600 000 400 000	90 º/o ,,	
7,489,500 000 2,722,600 000	5,267,000 000 2,722,600 000	Provincial apolices of Rio de Janeiro	4 % " 6 %	1,000 000 600 000 500 000	par	
21,600,000 000 8,400,000 000 44,820,000 000	16,582,000 000 7,300,000 000 50,235,000 000	National Loan of 1868, gold	. ;; 4½%	1,000 000	1,235\$000 "	
7,065,000 000	3-7-33,000 000	" " " "	,,	500 000	,,,	

BANKS AND PUBLIC COMPANIES

	,		В.	ANK	.SA	ND BORFIC CO	MPANI	ES		
	CAPITAL	SHARES	SSUED	VALUE	PAID UP	NAMES	RESERVE FUND			DIVIDEND
		1 55	H	1 -	. 2			TION	AM'T	PAID
	33,000,000 8,000,000 12,000,000 £ 1,000,000 6,000,000 4,000,000 £ 1,000,000 £ 1,000,000	50,000 30,000 20,000 20,000	25,00 A A 5,00	200 200 200 200 200 200 200	A A A A A A A A A A A A A A A A A A A	Rural e Hypothecario Commercial do Rio de Janeiro English (limited) Industrial e Mercantil Mercantil de Santos Banco Predial New London and Brazilian	2,101,878 49 1,078,800 94 £ 150,00 525,000\$00 200,000 00	6 260 000 5 235 000 0 135 000 0 224 000 0 215 000 2 125 000	9 500 9 000 12 sh 9 000 10 000 5 000	July 1881 July 1881 Jun 1881 July 1881 July 1881 July 1881 Oct 1880
'	1,000,000 7,500,000	5,000 37,500			Al Al	Petropolis	83,730 47 103,795 12			1
	15,000,000	75,000	25,00 A		2508 Al Al	Lauresta	258,691 200	235 000	8 %	June 1880
	=	=	=	=	6 50	do do	=	85 % 72 %	6%	interest
i	2,400,000	12,000		_	All 2005	Leopoldinado preferred ob	81,320 27	320 000	7 000 81/2 %	
.	2,000,000 600,000	3,300	Al		All	Nictheroyense.	_	25 000 Nom	072 76	Micrest
	10,665,000	53,32	30,00		All	S Paulo e Rio de Janeiro.  S Paulo e Rio de Janeiro.  do do with right to subsid. shs. do do subsidiary shares.  União Valenciana	=			July 1881
	800,000	4,000	, - <sub>A</sub> ,	200	All	do do subsidiary shares União Valenciana		200 000 17 000 Nom	=	=
	4,000,000	1	1		All					Feb. 1881
:	2,000,000	10,000	AI AI	200	All	S Christovão. Botanical Garden. S Paulo.	169,239 966	Nom.	13 000	July. 1881
	1,200,000	7,000 6,000	A)	200	100\$ All		7,471 399	120 000	1	July. 1880
	540,000 800,000	4,000	3,000	200	All	Pelotas S Luiz do Maranhão	=	20 000		1
	1,200,000 2,000,000	10,000	Al	200	Ali Ali	Porto Alegre	20 000 30,163 063	45 000	5 coo	July 1881 July 1881
	1,200,000	10,000	7,000	1	All	Nictheroy.	2,800 000	1 500 4 000	/ 200	J, 1001
	1,200,000 5,400,000	27,000	A1		A11 A11 500\$	Carris urbanos do debentures	17,981 66	10 000	10 000 6 %	July 1881 interest
	1,800,000 180,000	6,000 1,800			30c≸ All	TOLL ROADS União e Industria. Magé e Sapucaia.	180,000 000	105 000 Nom.	15 000	June 1879
	4,000,000 600,000 200,000	20,000 3,000	Ali Ali	200\$ 200	All 160\$	NAVIGATION COMPANIES Brazileira de Navegação. Espirio Santo e Campos. União Nictheroyense.	436,222 792 300,000 000	100 000	10 000 8 000	July 1881 July 1881
ı	540,000	3,200	3,168 All	200	All	FerryPaulista	. =	Nom.		
1	£ 750,000	50,000	10,419	L 15	All	Amazon Steam Navigation	\$9,172 045 £ 50,000	135 000	6 ano 9sh	July. 1881 July. 1881
	2,000,000	10,000	All	200 200	All	Fluv. do Espirito Santo (Ceará) Nacional de Navegação INSURANCE	103,019\$720	100 000	10 000	May 1881
1	8,000,000\$ 3,000,000	3,000	4,000 All	1,000	125\$ 250	Fidelidade Argos Fluminense Garantia Nova Permanente Nova Regeneração	207,842\$704	185 000 460 000	20 000	July 1881 July 1881
1	2,500,000 800,000	2,500 800	All All	1,000	100	Garantia Nova Permanente	305,794 780 172,750 000 180,123 763	145 000 400 000	37 000 8 000 15 000	July 1881 Jan 1881
١	500,000 4,000,000	20,000	All	1,000	100	Nova Regeneração Confiança	21,418 722	Nom.	6 000	Jan. 1880
1	8,000,000 5,000,000	40,000	20,000	200	50	Integridade	155,000 000 250,000 000	40 000 66 000	3 000 4 000	July 1881 July 1881 July 1881
Ì	1,000,000	50,000	25,000 All	200	10 100	Previdente Popular Fluminense Alliança	134,209 000 184,426 740	14 000 20 000	1 coo 5 000	Dec. 1878
١	4,000,000	20,000	10,000		20	MARKETS	-	26 000	2 000	July 1881
İ	500,000\$ 200,000	2,500 1,000	All All	200\$ 200	All All	Gloria Harmonia	70,000 000	40 000 Nom.	1 400 3 000	July. 1881 Dec. 1876
	300,000	3,000	All	100	- 1	Mercado Nictheroyense	900 000	7 000	370	June. 1890
l	£ 750,000 £ 75,000	7,500	36,000 All	£ 10	Ali Ali	Rio de Janeiro	= ,	250 000 65 000	10 % 2 %	May 1881 April 1881
ļ	600,000\$	3,000	All	200\$	All	Transportes Marit de Sau	120,000 000	100 000	3\$000 6 000	July. 1881
l	10,000,000	50,000	15,000 All	200	Ali	Bonds Maritimos Docas de Pedro II Brazil Industrial União Industrial	=	50 000	4 000	Jan. 1880 Jan. 1880
	400,000	2,000	All	200	All All	União Industrial	=	82 000 Nom		
l	500,000 1,200,000	2,500 6,000	All All	200	All	Melhoramentos de Santos		2 000 Nom		
	3,000,000	6,000	5,461 7,500	200	All	Carriagens Flummense	58,793 327 5,164 430	168 000	8 000 8 000	July. 1881 July 1881
	400,000 3,000,000	6,000	All	100 500	All 210\$	Commercio e Lavonia.  Associação Commercial.  Pritão Fluminense.  Minas de Caçapava.	- 430	1 000		
	800,000	4,000	All All	200	40 40	Pritão Fluminense		Nom	interest	July 1881
	1,800,000	9,000	6,000	200			_	20 000 80 000		
	4,000,000	40,000	7,500	100	All 70\$	Petropolitana Economica Auxiliar	=	Nom		
1	400,000	50,000	4,400	200	All	ndust Flum (kiosques) Pastoril Agricola e Industrial	37,866 000	78\$000 Nom	6 500	July 1881
	600,000 700,000	6,000 3,500	2,130 All	100	All	Januf. demat. para const	208,497 496 132,870 000	Nom.	5 000	Dec. 1879
	700,000	3,500	_		200\$	Ingenho Central de Quissamã do obligations	_	Nom 197 000	8 500	May 1881
1								1		

### Saturday, August 6th,

- 1 12-horse power steam engine, made by Messrs. Clayton & Shuttleworth;
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### THE RIO NEWS

— 1881 **—** 

With the opening of the present year THE RIO NEWS was enlarged to an eight-page sheet, and improved in every depart-ment which experience has proved to be necessary to the inter-ests of a large and influential community of English-speaking merchants and expitalists. These improvements have been chiefly effected in the

### Commercial Department,

where every effort has been employed to gather reliable infor-mation 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 induce 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 semi-affect the profitableness or security of investments. In its

### News Department

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

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

From the Gazeta da Tarde, Rio de Janeiro.

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 enancipation, rendering the most decided and efficient support to the glorious inicative of our illustrious friend, Deputy Joaquim Nabuco. The roar of the interests fed by the immont traffic in human flesh does not frighten this independent sheet which sees every day an increase in the number of its readers and examest panegrissis. The whole English colony of Rio de Janeiro prite The Rio Naws, and there are already many Brazilians who seek it for its very exact appreciation and judicious commentaries on all questions relating to the prosperity of Brazil.

We wish The Rio News success and congratulate ourselves in seeing that i fights, with great valor and excellent judgment, to save Brazil from the disgrace of possessing slaves in the last quarter of the nineteenth century.

The existence of this important organ of the press is a splendid proof that it is not alone by the support of the slave-holders that a journal can live.

From the Monitor Campista, Campos, Rio de Janeiro.

From the Moutier Campista, Campos, Rio de Janeiro. Sinceits inauguration Tire Ruo Naws 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 provincian notices of Brazili, 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 tollow the discussion of public affairs and the news in Brazil.

From the Echo Municipal, Cachoeira, São Paulo.

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

From the Auxiliador da Industria Nacional, Rio de Janeiro

From the Auxiliator da Industria Nacional, Rio de Janeiro Brazil, which happily knows what is passing in the European and American social world, can, no however make know what is occurring within her interior and the progress under way, impelled nather by the native forces of as 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 edition of Time Rio News who so faithfully transmists 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 povinces, and many other items of news which are worthy of all appreciation because of the discrimination and judgment which has presided over them.

From the Artista, Rio Grande.

We have already had the pleasure of noticing that important organ of the press which, under the title which we have taken for this epigraph ("Tiu R No Naws"), is published in the im-perial capital, especially devoted to the interests of a numerous and respectable colony represented by the sons of powerful Albion.

and respectable colony represented by the sons of powerful Abicon.

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 tound a second motherland.

The good will bestowed upon our province, in honorable opinions, by our enlightened contemporary, The Rto 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 collegue, we place our limited service at his free disposition—May 22, 1880.

The Rto News of July 15, the important English journal published in the imperial capital, is occupied with various matters, all of political and social importance, thus rendering a valuable service not only to the colony in whose interests it is specially zealous, but also to our country, appreciating without passion and with the greatest impartially those occurrences which, through its medium, are's one echocal in the old world.—July 26, 1880.

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