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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 his first beginning as a chainman, just one

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 of 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 Pedro II railway with the purpose of bid-

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 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, Caravelas, 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 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 *Journal 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 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-growers.

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 organization 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 Commercio*, 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 inst:

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 enterprises 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,

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 herself in Europe with 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.

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 incorporating 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 Union. The difficulty in realizing this latter condition, the substitution of the Grant administration by that of 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 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 others which required rapid transport; that neither the transport by sailing vessels nor that by the English triangular steamship line could satisfy these necessities; that the result of the existing conditions was that the English continued as forced intermediaries in the sale of many North American products. As an example they pointed out what 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 consumption, she bought them in the United States. A pound of superior butter was costing in New York 20 cents c. 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 consul general called to this enterprise the attention of the imperial government who very rightly subventioned it. When this act of the imperial government was known, the Americans, to whom those interested in the estrangement of the two countries 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 presentation speech of their minister, Mr. Hilliard, not only stopped the import duty of 2 cents per lb. on coffee, proposed in the message of the President to Congress in the autumn of 1877, but promoted a special message of the same President, accompanied by an able report of Mr. Everts, recommending a subvention to the established line. Only the special circumstances 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.

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 culture and immigration to the neighboring republic with North American capital.

Continuing on this point Sr. Salvador de Mendonça showed the systematic organization of this undertaking and manifested his opinion that its results will be fatal to us if we do not prepare ourselves for this serious competition. With abundance of capital and labor, which we lack; with the per-

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

If we add to this, that in the near future, when the requirements of consumption are supplied and the frontier between the two countries is abolished, a duty 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, precedence 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 of complex and connected measures. Sr. Salvador de Mendonça does not think that each of those measures is infallible, but believes that the conjuncture of the same will bring a powerful remedy against the evil.

He divides those measures into external and internal ones.

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 could 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 1,000,000\$ to the coffee producers, who after all are the same 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 steamers 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. Ransalho Ortigão: There should be set 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 excellent commercial retrospect of the first semester of this year, published in the *Journal do Commercio* of the 14th inst., it is seen that the freight on coffee to New Orleans by the English steamers of the trian-

gular line continues, from want of competition, at 70 cents per bag.

As to the direct telegraphic communications, they are 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\$50 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 assumed in all international transactions, we cannot remain subjected to that monopoly: on this ground also competition 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 these 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 Mendonça 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 total 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 her favor in 11 years and England in 10, the balance in favor of England during the 21 years being \$15,104,579, and the total transactions between the two countries 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 \$668,428,500.

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 consumption 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 increase.

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 easier victory to our competitors than their finding our product badly quoted, discredited and charged not only with its real faults but also with undeserved ones.

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

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 restriction amongst the other importers; and finally to the removal of population from the principal consuming centre.

To this latter reason Sr. Salvador de Mendonça attaches more importance than is generally done when he sees that, whereas the consumption in the United States of coffee in general has increased, only that of our coffee has diminished. It is because our coffee, of strong qualities, is chiefly consumed in the Mississippi valley; and as the agricultural

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, the lands already cultivated, are the new European emigrants, principally Irish, who drink little coffee as is demonstrated by the table of consumption *per capita*, there does not at present exist an equal demand for the article in that valley. The former 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 increasing in prodigious progression, it is to be believed that the consumption of coffee of the strong qualities will, within a very few years, increase instead 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 renda*—lately suppressed by the imperial government—amounted to 122,702\$373.

—The Grau French Opera company left São Paulo on the 19th inst. for Santos, where one representation 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 Alagoas provincial assembly is still trying to legislate, but can not succeed because of a chronic lack of a quorum. The session has been extended in order to call in the absentees.

—The city of Jundiáhy, São Paulo, has been authorized by an act of the recent provincial assembly to borrow the sum of 20,000\$. The maximum rate of interest is fixed at 10 per cent.

—The provincial budget of Bahia imposes a tax of 200\$ upon every slave exported from that province and 100\$ on every slave coming from another 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 of kerosene and turpentine sold for consumption. And this is in addition to the national and provincial imposts upon the same articles.

—The province of Pernambuco imposes a tax of 20\$ 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 Pernambuco concedes an exemption from provincial and municipal taxes on the materials imported by Anfriso Fialho and Theodor Christensen, 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 receipts 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 herself 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 Exercito* 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 followed 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 inst.

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

—The June receipts of the Pará custom house amounted to 555,073\$870, against 385,178\$286 in the same month of last year.

—The June receipts of the Maranhão custom house amounted to 210,710\$013, and of the provincial treasury to 33,492\$163.

—Another side-wheel steamer, the *Cameti*, 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 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 cigar-makers are slightly protected by a provincial customs tax of 10\$ per thousand on cigars, 700 reis per kilo. on brown or yellow paper cigarettes, 1\$600 per kilo. on all other descriptions of cigarettes, 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 tin on kerosene and naphtha, the sugar-makers by 80 reis per kilo. on all sugar imported for consumption, 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 Canaã was opened on the 6th inst.

—The track-laying on the Limoeiro railway of Pernambuco has been completed.

—The *Amazonas*, of Manaus, announces that Colonel 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 Paraná railway between Paraguá and Morretes will be opened to traffic on the 7th of September next.

—The receipts of the Olinda railway of Pernambuco during the half year ending June 30 amounted to 89,149\$360, and the expenses to 54,187\$146, leaving a surplus of 34,952\$114.

—The 3rd call on the shareholders of the Paulista 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 the Belém do Desalvado branch.

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

—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, leaving a 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 20,375\$612.

—The construction works on the Sorocabana railway extension, from Bacatava to Boituva, are being rapidly prosecuted. Of the total 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 Tietê, 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 Tietê as soon as the section is completed.

—A contract was made on the 22nd ult. between the president of Bahia and Lieut. Col. Genil 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 Geraes. The road is known as the Jequitinhonha railway. The provincial assembly authorizes a subvention 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 published. The half year's traffic of the road included 19,279 passengers of which 4,200 were first-class and 15,079 second-class, 9,595.4 tons of domestic products for export, and 2,320.6 tons of imports. The domestic exports included 4,385 tons of coffee, 2,066 tons of sugar, and 26.9 tons of tobacco. The government passenger tax amounted to the sum of 4,782\$660.

THE RIO NEWS

PUBLISHED TRIMONTIALLY

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

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

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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 tax. 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. 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 allurements 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

public lands on just the same terms as the 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 solicitation, 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 overlooked 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 is 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 enterprise.

A TIMELY PROTEST.

The following 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 entire.

The undersigned, members of the Positivist Society of Rio de Janeiro, protest with indignation, as men as and as Brazilians, against the principles proclaimed and defended by Dr. Salvador de Mendonça 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 vilest contempt towards them, comparing them to simple machines of cheap production, and considering them as henceforth and forever unworthy of naturalization. All this is on a par with the defense of the most immoral and unchristian policy which 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 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 resume of the lecture of Dr. Salvador de Mendonça. In thus preventing as far as lies in our power the realization of an iniquitous 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 humanity above the special interests of a country; in all those who do not confound the felicity and greatness of their country with the egoistic satisfaction of a few individuals.

(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 cane got 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 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, Madeira 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, in his second voyage to America in 1493. It was cultivated to some extent in St. Domingo in 1516, where it succeeded better than in any of the other islands. In 1518 there were twenty-eight plantations in that colony, established by the Spaniards, where an abundance of sugar was made, which for a long period formed the principal part of the European supplies. Barbados, 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	population	Revenue	Expenses
			Thousands of pounds sterling	
Jamaica	4,193	558,256		
Leeward Islands	668	17,788		
Windward Is'ls.	830	37,688	1,358	1,245
Trinidad	1,754	109,638		
Guyana	76,000	240,500	499	418
			83,445	1,335,868
			1,767	1,663

Table with columns: Jamaica, Leeward Islands, Windward Islds., Trinidad, Guyana. Rows: debt, import, export, maritime movement.

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 emancipated to work to a moderate degree at least, and by importing coolies, chiefly from India.

PRODUCTION OF JAMAICA.

Table with columns: tons, tons. Rows: 1790, 1805, 1817, 1830.

PRODUCTION OF BARBADOS.

Table with columns: tons, tons. Rows: 1827, 1828, 1832, 1840.

Taking 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:

Table with columns: tons, tons. Rows: Jamaica, Barbados, Trinidad, Guyana.

And valuing the small islands 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 emancipation.

Although this recovery has not been as remarkable 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 1840, seemed incurable, and speaks volumes in favor of British 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 restraint, and finally tact in handling the black freedmen. English capital and colonial banks, the partial abandonment of absenteeism, 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 doubling their annual product ere this century comes to a close.

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 an equatorial climate; Barbados 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 peculiar merits in this constellation of splendid, well-administered colonies.

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

LOCAL NOTES.

The government has granted permission to the Lion Fire Insurance Company, Limited, to transact business in Brazil.

A counterfeited 200\$ note of the Banco do Brazil was detected in the custom house on the 19th inst. The note belongs to the "22" serie.

The son of ex-Premier Sinimbu sent a telegram to the *Gazeta* from Macaco on the 19th inst. to the effect that the president of Alagoas was promoting a division in the liberal party of that province. 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 Anjos Freitas, on the 3rd of May last. The criminal pleaded not guilty, and said that he was drunk at the time, consequently he knew nothing of the crime. He appeals the case.

Late advices from New York state that the Lamport & Holt steamer *Rubens* left that city for Rio de Janeiro on the 2nd inst.

Among the arrivals by the Pacific Mail steamer *Britannia* on the 22nd inst., was Admiral Spots, U. S. N., who comes to take command of the South Atlantic squadron. Admiral Bryson returns home on the *Acetivus*, 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.

Joachim Machado Fagundes de Mello wishes the 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 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 tolerated for a moment. Now that the *Gazeta* has taken the abuse in hand we shall hope to see something 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 statistics:

Table with columns: Received from preceding year, Left in the wheel during the year, Returned to hospital, Sent out to nurse, Sent out into employment, Married, Reclaimed by parents, Under treatment at the Misericord, Died during the year, Remaining on the 30th June.

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 previous to his departure from this city, but it was not until the 7th that he became ill to the point of death. Not being able to procure a attendance of a good physician at once, the malady developed rapidly and soon manifested itself as a virulent attack of typhus fever. After several ineffectual attempts to procure medical attendance from neighboring towns, a physician, Dr. Pedro da Silva, was finally procured from Ouro 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 surveyor's camp on the Dom Pedro II railway 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 every thing 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 Lisboa, engineers on the railway extension. Efficient service was also rendered by the railway contractor at Caramandaly, Dr. Tristão de Alencar Lima. Upon learning of Mr. Roberts' illness on the night of the 13th, Mrs. Roberts at once set out to join him, but was unable to reach the place before his death, arriving only in time to witness the last sad rites. The remains of Mr. Roberts were placed in the parish cemetery of Caramandaly, a little village seven leagues beyond Barbacena.

PERNAMBUCO ADDITIONAL DUTIES.

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

- 3 per cent. upon all national products and manufactures exported, the exceptions of law 1,499 being preserved;
3 per cent. upon all national products and manufactures 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 alcoholic and fermented liquors, jewelry of gold and silver, or their imitations, firearms, powder, kerosene and wheat flour, excepting common wines which will pay 20 per cent;

50 reis per meter upon white cotton fabrics similar 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 pure 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 result 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.

Table with columns: Year, Importation from Brazil, Exportation to Brazil, Balance in favor of Brazil. Rows: 1859, 1860, 1861, 1862, 1863, 1864, 1865, 1866, 1867, 1868, 1869, 1870, 1871, 1872, 1873, 1874, 1875, 1876, 1877, 1878, 1879, Total in the 21 years.

Table with columns: Year, Importation from England, Exportation to England, Balance in favor of England. Rows: 1859, 1860, 1861, 1862, 1863, 1864, 1865, 1866, 1867, 1868, 1869, 1870, 1871, 1872, 1873, 1874, 1875, 1876, 1877, 1878, 1879, Total in the 21 years.

Table with columns: Year, Importation from France, Exportation to France, Balance in favor of France. Rows: 1859, 1860, 1861, 1862, 1863, 1864, 1865, 1866, 1867, 1868, 1869, 1870, 1871, 1872, 1873, 1874, 1875, 1876, 1877, 1878, 1879, Total in the 21 years.

Balance in favor of France 38,909,300

COMMERCIAL

Table with columns: Par value of the Brazilian mil reis (1000), gold 27 d, do do coin at \$4 84 per U. S. sig., do \$100 (U. S. coin) in Brazilian gold, do of £12 1/2 in Brazilian gold, Bank rate of exchange on London to-day, Present value of the Brazilian mil reis (paper), Value of £1 sterling at \$4 80 per U. S. sig., Value of £1 sterling at \$4 80 per U. S. sig. (Brazilian currency) (paper).

EXCHANGE.

July 14.—The market opened very firm with the following rates in the banks: London 2 1/2, Paris 43 3/4, Hamburg 53 1/2 and 53 3/4, New York 2 1/2, Portugal 24 1/2 and 24 3/4. Fair transactions took place in private paper at 22 1/2 to 22 3/4 on London and 42 1/2 to 43 on France. Sovereigns sold at 10 1/2 to 10 3/4 cash.
July 15.—The firmness continued but the market was inactive, only some small transactions being effected in private paper on London at 22 1/2. The rates of the banks remained unchanged. Sovereigns sold at 10 1/2 to 10 3/4 cash.
July 16.—There was no alteration in the rates of the banks, and private paper was negotiated at 22 1/2 to 22 3/4 on Lon-

don, 42 1/2 on France and 52 1/2 on Hamburg, the market continuing firm but inactive. Sovereigns sold at 10 1/2 to 10 3/4 and Bolivian ounces at 33 1/2 to 34.

July 18.—There was no alteration in the rates of the banks which continue at 22 1/2 on London, 43 3/4 on Paris, 52 1/2 and 53 1/2 on Hamburg, 2 1/2 to 2 3/4 on New York 4 1/2, and 2 1/2 to 2 3/4 on Portugal. The firmness in the market increased during the day and private paper was passed at 22 1/2 to 22 3/4 on London and at 42 1/2 on France. Sovereigns sold at 10 1/2 to 10 3/4.

July 19.—The banks raised their official rates to-day to 22 1/2 on London, 43 on Paris, 52 1/2 on Hamburg, 2 1/2 on New York 4 1/2, and 2 1/2 to 2 3/4 on Portugal. The market continued very firm and private paper was negotiated at 22 1/2 to 22 3/4 on London and at 42 1/2 to 43 on France. Bank paper on the head office in London was passed at 22 1/2. Sovereigns were offered at 10 1/2 to 10 3/4 with buyers at 10 1/2.

July 20.—The Banco Commercial raised its rates to-day to 22 1/2 on London, 42 1/2 on Paris and 24 1/2 on Portugal. The other banks did not alter their official rates but also drew at 22 1/2 on London. In private paper fair transactions were effected at 22 1/2 to 22 3/4 on London, 42 1/2 on France and 51 1/2 to 52 on Hamburg. Sovereigns 10 1/2 to 10 3/4 buyers.

July 21.—The market to-day continued in the same position as yesterday and the business done was unimportant at 22 1/2 bank and 22 1/2 to 22 3/4 private paper on London, and at 52 private paper on Hamburg. Sovereigns 10 1/2 to 10 3/4 buyers.

The subscription for shares in the "Grande Banco de Credito Real" closed at 3 p.m. on the 16th instant. The applications were for 109,450 shares or more than four times the number offered, which was 25,000.

The cash deposited with the applications amounted to the sum of 1,094,500\$.

SALES OF STOCKS AND SHARES.

Table with columns: Sale, Price. Rows: 19 Six per cent apolices, 14 do, 475 Banco do Brazil (200 outs. sale), 55 Allargas Insurance (50 outs. sale), 50 Petropolis R. R., 21 Leopoldina R. R., 16 Banco Predial hyp. notes, with sorteo, 74 Banco Industrial (outs. sale), 15 Banco Commercial, 160 Previdente Insurance, 13 Fideiussoria Insurance, 10 Macacé e Campos deb., 52 Six per cent apolices, 52 do, 35,000\$ Provincial apolices, 157 Banco do Commercio, 3 Fideiussoria Insurance, 5 Barão de Araruama R.R., 5 Petropolis R. R., 10 Navegação Paulista, 50 Navegação Nacional, 45 Navegação Brasileira, 16 Leopoldina R. R. debentures, 53 Leopoldina R. R. debentures, 10 Macacé e Campos deb., 40 Banco do Brazil hypoth. notes (50), 20 do (140), 5 Six per cent apolices, 50 Banco Mercantil de Santos, 20 Previdente Insurance, 40 Macacé e Campos debent., 90 Leopoldina debentures, 7 Sorocabana debentures of 100\$, 40 Banco do Brazil hypoth. notes (140) outs. s., 12 Six per cent apolices, 20,000\$ Provincial apolices, 100 Banco do Brazil, 100 Banco do Commercio, 100 Banco Rural (outs. sale), 20 Leopoldina del., 3 Sorocabana debentures of 50\$, 5 Previdente Insurance (outs. sale), 25 Gloria market, 60 Quissama obligations do.

Table with columns: Sale, Price. Rows: 52 Six per cent apolices, 50 Banco do Commercio, 100 Banco do Brazil, 100 Banco do Commercio, 100 Banco Rural (outs. sale), 20 Leopoldina del., 3 Sorocabana debentures of 50\$, 5 Previdente Insurance (outs. sale), 25 Gloria market, 60 Quissama obligations do.

Table with columns: Sale, Price. Rows: 52 Six per cent apolices, 50 Banco do Commercio, 100 Banco do Brazil, 100 Banco do Commercio, 100 Banco Rural (outs. sale), 20 Leopoldina del., 3 Sorocabana debentures of 50\$, 5 Previdente Insurance (outs. sale), 25 Gloria market, 60 Quissama obligations do.

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ARRIVALS OF FOREIGN STEAMERS.

Table with columns: DATE, NAME, WHERE FROM, CONSIGNED TO. Includes arrivals from Santos, Europe, Liverpool, etc.

DEPARTURES OF FOREIGN STEAMERS

Table with columns: DATE, NAME, WHERE TO, CARGO. Includes departures to Bremen, Europe, etc.

FOREIGN SAILING VESSELS IN THE PORT OF RIO DE JANEIRO, JULY 26, 1881.

Large table listing sailing vessels with columns: NAME, TONSAGE, ENTERED, WHERE FROM, CONSIGNEE. Includes sections for AMERICAN, ARGENTINE, BRITISH, DANISH, FRENCH, GERMAN, ITALIAN, NORWEGIAN, SPANISH, SWEDISH, and PORTUGUESE.

GOVERNMENT BONDS

Table listing government bonds with columns: EMISSION, CIRCULATION, DENOMINATION, INTEREST, NOMINAL VALUE, QUOTATION.

BANKS AND PUBLIC COMPANIES

Table listing banks and public companies with columns: CAPITAL, SHARES, RESERVE FUND, LAST QUOTATION, LAST DIVIDEND.

THE RIO NEWS

With the opening of the present year THE RIO NEWS was enlarged to an eight-page sheet, and improved in every department...

Commercial Department

where every effort has been employed to gather reliable information and statistics and to do so in a manner that is best met the needs of commercial men. In its

Financial Department

the News will continue to report fully the movements and state of the stock and exchange markets, thus making it a faithful index of the year's transactions.

News Department

it will aim to give a full resume of all the occurrences in this empire, and in so doing will be governed by no private interest or fear.

From the Gazeta da Tarde, Rio de Janeiro.

This interesting organ of the Rio press has constituted itself a resolute champion of the cause of emancipation, rendering the most decided and efficient support to the glorious initiative of our illustrious friend, Deputy Joaquim Nabuco.

From the Monitor Campista, Campos, Rio de Janeiro.

Since its inauguration THE RIO NEWS has become important and useful not only for the impartiality and high standard with which it treats all the topics of the day, but also for the abundance of local and provincial news of Brazil, and of commercial information of the Rio de Janeiro market.

From the Echo Municipal, Cachoeira, São Paulo.

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

From the Auxiliador da Indústria Nacional, Rio de Janeiro.

Brazil, which happily knows what is passing in the European and American social world, can not however know European what is occurring within her interior and the progress under way, impelled there by the active forces of a splendid nature than by the independent effort and initiative of her sons.

From the Artista, Rio Grande.

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

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

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

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

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Aug 9	Guadiana.....	Southampton and Antwerp via Bahia, Macaé, Pernambuco, and Lisbon.

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 Published three times a month for the American and European mails.

In entering upon its eighth volume—the third under its present title and management—the publishers of THE NEWS beg leave to state that the same policy which has thus far been so successful in its editorial management, will be continued in the future without change. The results of this independent and impartial policy have been so highly satisfactory and the encouragement for its continuance has been so general, that the publishers have been able to increase its size by one-third and to realize other improvements of great value to all business men interested in Brazilian trade.

The policy of THE NEWS will continue to be that of strict independence and impartiality. It will seek to obtain the earliest and most reliable information on all commercial topics, to give it a permanent value for reference. Its reports for the port of Rio de Janeiro will be made by men who are recognized experts in their several branches of business. The absence of regular newspaper summaries of news from keeping its readers fully informed on that subject. It is hoped that the difficulties which have thus far prevented this purpose will soon be overcome, after which regular reports from all the leading ports of the empire will be given. In its general news columns and in its discussions of political and current topics THE NEWS will seek to keep its readers in a true light. Its purpose is simply to keep its readers—men cognizant of every important event, of the general drift of political and social affairs, of the state of the markets, and of every occurrence which might affect the profits of business or the security and permanency of investments.

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