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OFFICIAL DIRECTORY

AMERICAN LEGATION.—22, Rus do Marquez d'Aurante JOHN C. WHITE, Chargé d'Affaires, BRITISH LEGATION.— No. 135. A., Lamafeiras, EDWIN CORBETT, Ministre

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THE SUGAR QUESTION.

In March last the minister of agriculture addressed an official note to the Brazilian legation at Washington relative to the imposition of import duties on sugar by the United States on a basis which would discriminate against the Brazilian product, and asked for information on that subject. Under date of July 2, the Brazilian secretary of legation replied from New York, giving brief sketch of the proposed changes in the tariff which would discriminate against Brazilian sugar. As no change in the tariff was adopted by the American Congress, Secretary of Legation Barros goes no further than to note the recommendations of Secretary Sherman, the Robbins substitute, the polariscope test of Representative Garfield, and his own individual exertions against any change discriminating against the low-grade sugars of Brazil. As no one there could determine just what changes in the tariff would be made, Secretary Barros was compelled to limit himself to this, and could give no definite information as to the future action of Congress.

Had Secretary Barros felt so inclinedand this would have required no spirit of prophecy-he might have added that there is so general a dissatisfaction with the present tariff on sugars that the Congress of the United States is certain to adopt a revision at no distant day. In fact the probabilities are that such a revision will be made during the approaching session. He might also have added that there has been, and now is a strong movement in favor of simplifying the classification, which is very complicated and perplexing, and of reducing the rate. If both these requirements are adopted Brazilian low-grade sugars will get very little benefit from it, as the simplification will counterbalance whatever may be derived from the reduced duty.

From the American point of view, this simplified classification is a very desirable object, not only because it will make the tariff less complicated and cumbersome, but also because it will obviate the endless disputes and suits at law which are now constantly occurring. Hereafter, the tendency in the United States will be on the side of these two objects-simplification and reduction. That a Brazilian industry should suffer through this is certainly to be regretted, but that is not a matter for consideration there. If Secretary Barros will carry his protest to some recognized American expert in tariff matters-say Mr. J. C. Moore, or Mr. D. A. Robbins-he will very probably be told that the remedy lies wholly in the hands of the Brazilian producer. He will be told that the United States can not be expected to retain a mischievous classification, or system of imposing duties, just because the Brazilian planters persist in producing a low grade of sugar. He will also be told that no improvement in the American tariff system can justly be charged with injustice toward the industries of other nations. And then, very likely, he will be asked why the Brazilian planters do not produce higher grades of sugar, if the tariff is less favorable toward the lower ones. They will suggest, just as we have urged in other industries, that the

remedy for all these matters lies in improved production. If low-grade sugar becomes unprofitable, then let the planter try a higher grade. Besides that he should reduce the costs of production and transportation in every way possible. Instead of asking foreign governments to discriminate in his favor, or to wait on his lagging footsteps, let him keep abreast of the time and mee the foreign producers one qual terms. Such sugar lands as may be found about Campos should ask nor receive no favors.

And besides all this what commercial right has Brazil to ask special favors from the government of the United States? The asking for favors implies a reciprocal intent to bestow similar ones, and this is just as true in commercial affairs as in any other. The United States admits Brazilian coffee, hides, rubber, nuts, cocoa, etc., free of all duty; and the duty on Brazilian sugar on the 1st ult. was 31 1/2 per cent. And of all these products the United States takes an aggregate value greater than that of any other To offset this Brazil buys from the United States about one-seventh of this aggregate value, and imposes duties on nearly the whole of them-the duty sometimes running up to many times the cost of the goods. It is hardly a reciprocal trade for the United States, especially when the national duties on necessities, for which there can be no such excuse as protecting domestic industries, ranges here all the way from 7 to 10 per cent. on flour to about 120 per cent. on kerosene. And then when dry goods, hardware, notions, etc., are taken into account, and the duty on many classes of these goods runs up to 200, 300, 400, and even 500 per cent., one is tempted to ask how long this one-sided trade can go on. If Brazil wants special duties on her low-grade sugars, she certainly ought to be prepared to offer some reciprocal favor which will make the arrangement beneficial to both parties. This, however, is neither done, nor even suggested.

Logically, there are just as good reasons for the imposition of duties on Brazilian coffee, hides, rubber and cocoa in the United States, as for the imposition of duties on American flour, lard, kerosene, provisions, cottons and hardware in Brazil. And there is even better reason for taxing coffee, as is done by Great Britain, than any other article in either list. In the tariff changes which are certain to be made in the United States during the present decade, there is nothing more probable than that a light tax will be imposed on coffee, and the extent of this tax will depend largely upon the manner in which Brazil has reciprocated former favors. Instead therefore of making a question of a possible discrimination against Brazilian sugars, it would seem far more politic to secure and confirm the advantages which this country already enjoys in having free access to American markets for all but one of her principal products.

THE number of immigrants arriving in the United States during the month of August was 56,744, against 50,504 during the same month of last year. The arrivals for the two months ending August 31

THE CHINESE QUESTION AGAIN.

We see by Le Brésil of the 20th ult. that the British government has given strict orders to the governor of Hong Kong not to permit the emigration of Chinese to Brailian ports. Our Parisian contemporary informs us that it does not know the motives which have given rise to this step, but naively suggests, in a question, that the British government fears a diminution in its opium trade. To meet this emergency, says Le Brésil, "there remains for Brazil the resource of negotiating with the whole of China." In commenting on this matter the Cruzeiro seems to doubt the "good faith" and "philanthropy" of Great Britain, and proposes that "the imperial government should declare its purpose to take into consideration this philanthropic act of our principal industrial customer, to whom we annually pay a tribute of 50,000,000\$ in the profits of exchange, maritime transportation, financial and industrial incomes, importation results, etc., etc."

Before going any further in this matter we trust that our impulsive colleague will take these few facts into consideration, as they may add something to a full and correct understanding of the question. In the first place, the British government does not, and will not interfere with voluntary emigration. The Chinese of Hong Kong are at liberty to go just where they please at their own individual volition. The evil which the British government very justly seeks to suppress is the shipment of Chinese laborers under the contract system. This traffic is so nearly like the old slave trade, and is so unjust and hurtful both in its execution and in its consequences, that there is no other logical course for the British government to pursue. This being the case, why is it that our colleagues complain? We have been repeatedly told that Brazil does not desire to obtain the Chinese under the contract system, and that she seeks simply to open the way for a voluntary immigration. In that case there is no collision. Both parties are opposed to the contract system, both as to permitting it or employing it; and that is the only question at issue. We can assure the Cruzeiro that the governor of Hong Kong will not offer the slightest objection should a Chinaman walk down to a packet office and take passage for Brazil. The only objection will be when a trader enters the Hong Kong market for the purchase of yellow slaves.

On the other question, that of the economic relations between Brazil and her principal customer, Great Britain, we beg our esteemed' colleague to tell us in what sense this annual payment of 50,000,000\$ is a "tribute," and in what sense any part of it may be considered in the light of a favor, concession, loss, or anything other than a legitimate commercial result. It is admitted that there are differences in exchange; but whose fault is it? and in what sense are they classed as profits? It is true that a large sum is paid for maritime transportation, but in what respect is that a concession to any country other than a payment for necessary and valuable service? It is true that British capitalists are drawing a large intry, but in what sense can that be considered as a favor to them, or a loss to Brazil? They have invested their capital in the commercial, industrial and financial enterprises of this country where it is so much needed and is so invaluable, and their income from it is nothing more than the legitimate interest and profits to which all men are entitled. That the profits of these investments have not been all on one side, we need only direct attention to all the enterprises in this country founded on British capital, to the local and and national development which have grown out of them, and to the very credit of the empire itself. Let the Cruzeiro imagine the withdrawal of every shilling of British capital from Brazilian investments, and then tell us what will be the consequences.

As to the "results of importation," in what respect is Great Britain placed under obligation for them? Commercial intercourse means buying and selling, and the benefits should be mutual. If Great Britain sells cottons and hardware to Brazil, she buys coffee and sugar in return-and there's the end of it. There is and should be no obligations on either side.

INTEREST GUARANTEES.

Within the past few days it has been announced in the daily press of this city that the government had granted interest guarantees on the capital to be employed in the construction of a railway in Rio Grande do Sul and six central usines in Pernambuco to the aggregate of 27,702,408\$850. The interest on 2,100,000\$ of the capital, which is to be employed in constructing three usines, is fixed at 7 per cent, per annum on the other amounts it will be at the reduced rate of 6 per cent. Of the enterprises themselves we have nothing to say beyond expressing the conviction that under existing conditions they will not pay and must therefore be considered as just so many more burdens upon the national treasury

When these investments of capital are completed the total annual interest charge upon them which the government guarantees and must therefore pay, will amount to 1,809, 145\$, which is certainly no bagatelle for this tax-ridden country to meet. Add to this the guarantees on an additional 500,000\$ to the Quissama usine, on the 5,600,000\$ to be invested in eight usines in Bahia, and on the capital to employed in fully a score of others scattered throughout the country, to say nothing of the enormous investments in visionary railway schemes, and we have a situation which should move even a dead man.

Sincerely, are our Brazilian friends so blind that they do not see the result of all this mad speculation? Can they believe for one mo ment that the revenues of the country will meet all these increasing interest expenditures? And if not, do they believe that foreign capitalists will much longer furnish the money to do it? There is such a science as finance, and it is the same for all nations. When therefore foreign investors become aware that Brazil has already pledged her credit beyond all possible income, they will be very sure to express their disapprobation of the policy by exacting higher interest rates, or by withholding their money.

We are painfully well aware that some of our colleagues will cry out against this statement of the case, and inform us with freezing civility that Brazil is capable of managing her own affairs and will submit to no foreign dictation. That's patriotism, pure and undefiled-but it's not common sense! There are only three or four nations on this earth who have a logical right to talk in that way. And on some grounds no nation can logically assume that position. The nation which imposes restrictions upon

foreign commerce, or excludes it altogether, inflicts an injury upon her own people, as well as upon others. Even the kingdom of Great Britain could not do it without the gravest consequences. If this be true in a commercial sense. how much more so is it not true in a financial sense. The borrowing of money by itself implies a dependence upon the outside world, and a corresponding obligation to meet the settled requirements governing such relations. The United States, with all their unparalleled development in population and wealth, can not avoid that dependence and responsibility in the slightest degree. Just as long as a foreigner holds a bond of the United States, just so long is that government under a moral obligation to preserve its credit and ability to pay that bond, with interest, in full and in accordance with the terms of the contract.

If the governments of Great Britain and the United States are thus dependent upon the economic laws which rule the civilized world, we do not see that any special exception can be made in favor of Brazil. As long as this country frequents the money markets of the world as a borrower, this dependence must be recognized, and the accompanying obligations must be fulfilled And in this sense it should not be forgotten that the preservation of national credit by keeping all liabilities within the ability to pay, is one of these essential and universally-recognized obligations.

THE NEW SANITARY REGULATIONS.

[Continued from our last.]

ARTICLE XX.—Besides the dispositions in force, contained in Arts. 40-45 and 48-50 of the regulations of January 23rd, 1861, and 12 and 13 of the instructions giv n by decree No. 6,406, of December 13th, 1876, the inspector of health of the port will cause to be observed those contained in the subsequent articles of the present instruc-

ART. xx1.—On visiting the anchorage the visit hoat will, in the first place, go to such vessels as have hoisted the nationality flag on the fore-mast, receive those whom she may find sick of pestilen-tial disease and transport them to the maritime hospital of Santa Isabel.

1.-The immediate disinfection of the in ternal visit bo at will then be proceeded with, she then going to visit all the recently arrived vessels in order to ascertain if the advice given on en tering has been followed and if there are signs of sickness on board.

Sec. 2 .-- Afterwards the internal visit hoat will proceed to the *lazareto* of observation, merely going near it to learn if those persons who had been suspected of pestileutial disease present un-

equivocal symptoms of sickness.

In the affirmative case the visit boat will transport them to the maritime hospital, and if there is no confirmation of sickness she will immedi-

ately take them away.

Sec. 3.—When epidemic disease reigns in port, the internal visit boat will not go to the said lazarete, which will have a special steamer destined to transport the sick to the maritime hospital.

4.—On returning from the hospital, the steamer the lasarcte will be disinfected and only go near the latter when called.

ART.XXII.—Any vessel which is at the anchorage less than four days will be considered as recently

ART. XXIII. -- When the internal visit, which will be made as determined by Arts. 41 of the regula-tion of Jan. 23, 1861, and 22 of these instructions, if finished, the assistant of the same visit will inform himself of what has occurred at the external visit, in order that proceedings may be taken in conformity with the dispositions of Arts.

ART. XXIV.—The duties of the assistant of the internal visit, contained in these instructions, may be temporarily transferred to the assistant of the external visit when the inspector of health, in consideration of the convenience of the service, thus determines.

RT. XXV.—The inspector of health may also call

the four assistants simultaneously to service if extraordinary circumstances claim the temporary suspension of what is provided for in Art. 1 of the instructions of December 13th, 1876.

ART. XXVI.—If in any vessel, anchored or retained, there should be shewn a case of sickness of whatsoever description, during an epidemic, the cap-tain of such vessel must, if the sanitary internal visit has already been made, send immediately for a doctor to come on board to ascertain the for a doctor to come of nature of the sickness.

Sec. 1.-In case it is suspected that the sickness referred to is of the same nature as the chidemic, the captain must send the patient immediately to the maritime hospital in a boat of the vessel, sending at the same time the written declaration of the doctor who examined the patient whose sickness dates from less than 24 hours.

Sec. 2.—If, however, the sickness is not the reign-ing one, nor any other of a contagious nature, it will be permitted to the patient to undergo treatment on board or at some private or public hospital; he cannot, however, he received at any of those establishments without being accompanied by the declaration referred to in the preceding paragraph, which declaration will, in this case, substitute the pass of the assistant

ART. XXVII.-In order that the fulfillment of the dispositions of Art. 26 may be fiscalised, the assistant of the internal visit will have the right to examine the patient received in any establishment and to verify if the disease is pestilential or

cc. 1.-In the first hypothesis he will inflict on the proprietor of the private establishment or on the administration of the public hospital a fine of 200\$, and in case of disagreement in the diagnosis he will arrange a gratuitous conference with two doctors, chosen by the respective proprietor or administration.

r. 2.—None of the measures of this article will be executed if the proprietor of the hospital communicate to the inspector of health of the port that there has been received from a vessel, the name of which is indicated, a patient affected with pestilential disease, or if he sends him immediately to the maritime hospital; as provided for in Art 4, section 3, of the decree of Nov.

15th, 1876.
RT. XXVIII.—If it is proved that there has been bad faith on the part of the commander of the vessel in the observance of Art. 26 of these instructions, or if it is proved that the doctor, called to examine the patient, has been hiding him from the sanitary authorities under false diagnosis, the fines of Art. 50 of the regulation of January 23rd., 1861, will be inflicted on the com-

mander as well as on the doctor.

ART. XXIX.—Besides the fines established for vessels which do not fulfill the articles of these instructions, those vessels will be subjected to a suspension of all and every work which is done under the jurisdiction of the customhouse, dur ing a space of time which will be fixed and which will not exceed 8 days.

CAP. III .- FOR THE BILLS OF HEALTH

ART. xxx.-Every vessel which sails from Rio de Janeiro with destination to a port in the empire where there is a health inspection, or to a foreign port where a sanitary document will be required, is obliged to ask for a bill of health.

ART. XXXI—In order to obtain a bill of health it is

indispensible to present a certificate of visit, made out by the assistant on the occasion of the entry

ART. XXXII. -- The vessel which does not bring bill of health from the foreign ports at which she has touched or from the national ports where there is health-inspection, besides being subjected to what is determined by Art. 16 of these instructions, will incur a fine of 300\$, the infliction of which

will be communicated to the custom house.

ART. xxxIII.—The commanders of vessels must bring the bills of health viséd by the Brazilian consuls at the foreign ports at which they have touched.

CAP. IV. —GENERAL REGULATIONS.

ART. XXXIV.—The inspector of health of the port will establish special instructions as to the process of disinfection and as to whatever scientific matter as comes within the service of the department under his charge.

These special instructions will be printed and

distributed by the assistants, who will observe

ART. xxxv.-The functionaries of the custom house of Rio de Janeiro and of the captaincy of port will give the assistance which may be quired of them by the inspector of health or by his assistants, and the custom house must not, before presentation of the document proving the payment of the fine, allow the discharge of the ca of the vessel which may have been fined.

ART. xxxvi.—In epidemic seasons, or at the requi-sition of the inspector of health, the government may take severer measures. xxxvii. - In those seasons only such vessels

as have a permit from the inspector of health will be allowed to go alongside a wharf. The said inspector will mark out the line of distance of the vessels,

ART. XXXVIII.—The inspector of health of the port will send to the foreign consuls printed copies of the dispositions of these instructions, the knowl-

captains, these dispositions being translated into the respective idioms.

ART. XXXIX.—The government will organize, for the inspection of health of the port, a special regulation, in which the *lazaretos* of observation and

quarantine will be appointed,
RT. xL.—As long as the lazaretos are not yet established the quarantine of the passengers will be performed on the retained vessels.

This quarantine will last from 3 to 9 days, 3 days being fixed for cholera-morbus, 6 for yellow ver, and 9 for Asiatic plague.

Should there be necessity, the indicated quar-

antine may be extended according to the judgment of the inspector of health of the port and with the authority of the government.

-There remain in force all the dispositions of the regulations of Jan. 23rd, 1861, Nov. 15th and December 13th, 1876, which are not modified by the present instructions.

Rio de Janeiro, October 15th, 1881.

Baron HOMEM DE MELLO.

BRITISH BENEVOLENT SOCIETY.

The following appeal for aid, which comes from one of the most deserving institutions of this city, is one which merits the generous consideration of our readers. The British Benevolent Society has now been in operation for a period of forty-four years, and in that time it has been the means of doing so much good in aiding the sick and destitute that no pecuniary measure can be placed upon the As we are now entering the hot seas ing which time there will be an increased demand upon its resources, the following appeal should meet a prompt and hearty response :

The Committee beg to call your attention to the following resolution carried unanimously at the recent annual meeting of the subscribers to this

"That to increase the funds of the society obtain a larger number of subscribers, a special appeal be made by circular to be issued by the committee to the younger men of Rio, and to all others who do not at present contribute to the society."

In conformity therefore with this resolution the committee desire to appeal to the generosity of all

non-subscribers.

The British Benevolent Society is no mere institution of to-day, but was founded in 1837, and during 44 years has, under the management of a commit-tee annually elected by the subscribers, extended its tee annuary elected by the subscribers, extended its help and assistance to large numbers of our fellow-countrymen. For years past, however, the annual contributions have been steadily on the decline, and this circular is issued in the hope of attracting further subscriptions, however small, and extending the interest taken in the proceedings of the society. With increased means will come increased usefulness, and the committee confidently believe that this appeal will not be made in vain.

Rio de Janeiro, 15th October 1881.

COMMITTEE: Fred'k. Young, President. R. Norton, Treasurer.
J. Owen Unwin, Secretary.
E. W. May. W. Morrissy R. S. Quayle. F. L. Schwind Junior. W. B. Yeats,

N. B .- Subscriptions may be sent to the Treasurer Rua Primeiro de Março No. 82.

CANADIAN SHIPPING.

The department of marine and fisheries has issued a supplementary report containing statistics of the shipping of Canada. From this it would appear that the total number of vessels remaining on the registry books on the 31st of December, 1880, inregistry books on the 31st of D.cember, 1880, in-cluding sailing vessels, steamers and barges, was 7,377, measuring 1,311,218 tons register tonnage, a decrease of 94 vessels and 20,876 tons register compared with 1879. The number of steamers on the same date was 918, with a gross tonnage of Joy 159 tons and a net tonnage of 120,141 tons. Assuming the average value to be \$30 per ton, the value of the registered tonnage on the 31st December last would be \$39,336,540, or £7,869,308 sterling. The number of vessels of the several provinces were as follows:

	ships and steamers	tonnage
New Brunswick	1,097	336,976
Nova Scotia	2,977	550,448
Quebec	1,889	233,341
Ontario	1,042	137.481
Prince Edward Island.		45,931
British Columbia	63	5,049
Manitoba	21	1,992
m	SERVICE SERVICE	and the second

Total..... 7.377 1.311.218 Although there has been a decrease in the number and tonnage during the past year, there was a slight increase in the number of vessels built in 1880, 271 vessels having been constructed in that edge of which will be necessary to the ship- year against 265 in 1879.

PROVINCIAL NOTES.

- -Fresh outbreaks of the Parintintin Indians are reported from the Rio Madeira.
- —The new gunboat, lately launched at the Pará marine avsenal, is to be put on a war footing.
- —The province of Ceará has a registered voting population of 7,548, of which the capital, Fortaleza, contains 704.
- —The sales of beef cattle at the Pernambuco public market on the 1st inst. brought prices ranging from 560 to 720 reis per kilo.
- —Ten slaves recently presented themselves to the police authorities of Alfenas, Minas Geraes, and confessed the assassination of their overseer.
- —The Fluncinense of the 6th relates that two murderers, condemned to imprisonment for life, escaped from the jail at Itaguahy on the night of the and inst.
- —Two men, named Antonio José dos Santos and Manoel José de Miranda, were assassinated at Bom Jardim, a station on the Cantagallo railway, on the ard inst.
- —There is no cessation in the complaints against the Pará postoffice. Letters do sometimes find their way through it, but as to newspapers there is great uncertainty.
- —The October receipts of the Bahia custom house amounted to 1,264,137\$402, of which 1,165,927\$217 were from the general tanil, and 98,210\$185 from the provincial tanil.
- —In the late election the province of Maranhão was to elect 6 deputies, besides one senator to fill a vacancy. For these positions there were 22 candidates for the Chamber and 11 for the Senate.
- —The municipality of Nazareth, Pernambuco, seems to be one of the ugliest places in Brazil for the cruelly with which slaves are treated there. The Pernambuco papers are rarely without notices of some act of cruelty.
- —Inasmuch as Sr. Leoncio de Carvalho is known to be deeply interested in foreign educational systems, would it not be well to teach him a lattle lesson by electing his conservative opponent, the Duque de Estrada? We pause for the Cruzeiro's reply.
- —An English engineer, Mr. J. A. Verner, has recently made an examination of the island of Sant' Anna, at the entrance to the port of Maranhão, and reports it to be suitable for the location of a lighthouse.
- —The October receipts of the Pernambuco customs and internal revenue offices were as follows?

 Custom house.
 1,199,741\$514
 1,178,919\$801

 Recebedoria...
 89,137\$414
 89,180\$030

 Consulado....
 218,824\$754
 281,062\$805

- —During a visit of the gunboat Ypiranga at the Roccas on the 24th and 25th ult. the sea was so rough that four lives were loot in effecting a communication with the shore. The waves ran so high as to reach the place where the lighthouse materials were stored, and to cause considerable damage.
- —The three senatorial candidates recently chosen in the province of Minas Geraes are Deputy Lina Duarte, minister of marine, Deputy Martinho Campos, president of the province of Rio de Janeiro, and the Barão de S. João Nepomuceno. If the new electoral reform law means anything, the first is ineligible, for ministers of state are expressly named as not elieible during their term of office.
- —The irrepressible apartiste of the last Chamber, Dr. Galdino das Neves, was badly defeated in the 6th district of Minas. He is a republican, is is suspected of too much sympathy whith the abolition heresy. Possibly, also, he may have been affected somewhat by foreign influences, which would account for his abhorrent liberal views; hence the necessity of teaching him a lesson.
- --The Jornal do Recife was informed on the 27th ult. that a mule train of sugar recently arrived at the Pao d'Alho station on the recently-opened Limotiro railway, with the purpose of shipping the sugar thence by rail. It was found, however, that the transportation charges were too high to permit this, so the mule train proceeded on its way to Pernambuco. The question naturally arises: What good are railways to accomplish with such freight charges?
- —A great fire broke out in the Rua do Commercio, Pernambuco, on the morning of the 29th ult., and destroyed a large amount of property before it could be checked. Several buildings suffered a total loss, while others suffered considerable damage, among which was the edifice of the Associação Commercial Beneficente. The important sugar house of Silva Guimarães & Co., the Havas Agency, the national telegraph office, and the agents of the Messageries Maritimes, August Lahille & Co., were all burned out. The Jornal do Recife says that total loss is estimated at 200,000\$, (?) upon which there are insurances in national and Portuguese companies to the amount of 238,000\$, and in an English cempany to the amount of £20,000.

- Trade is said to be increasing on the Rio Purús.

 On account of last year's distribution of the emancipation fund 96 slaves have recently been liberated in the city of Bahia.
- —The president of Rio Grande do Norte has made a contract with Mr. F. A. Bowen for the establishment of a central usine in the valley of the Rio Canguaretama.
- —The October receipts of the Santos custom house amounted to 660,425\$519, against 673,365\$953 during the same mouth of last year. The receipts of the meza dr. rendas were 162,142\$863, against 159, 713\$048 during October 1880.
- —The October receipts of the provincial postoffice of São Paulo amounted to 27,545\$250, against 26,336\$270 during the same month of last year. The receipts at the capital were 6,116\$850, against 5,310\$710 last year.
- —The municipal council of Jaguarão, Rio Grande do Sul, has made a contract with Sr. Ignacio Rodrigues for supplying the population with fresh beef for a period of one year. The contract specifies a price of 220 reis per kilo from date to the 31st of May next, and 240 reis for the remainder of the year.
- —At a recent session of the Campinas municipal council a proposal was offered to the effect that a petition should be sent to the provincial government of São Paulo asking for the suspension of the additional export duties on coffee of 6 and 10 per cent, until the new provincial as-embly shall have an opportunity to consider them. The proposal was referred to a committee and is to be discussed at the next meeting of the council.
- —The Diario do Gram Parti of the 26th ult. says that it was informed by an important mercantile house the day before that a company was nearly organized in Paris for establishing a steamship line between Bordeaux and Ceará, calling at Lisbon, Pará and Maranhão. The capital is to be ten millions of francs, up na which the French government will guarantee 5 per cent. per annum. The steamers are to be of 2,000 tons, and the first voyage will be made in January.
- —The Provincia de São Paulo of the 8th inst. notes the recent grant of interest guarantees on an aggregate of capital, employed in railways and central usines, of 27,702,408\$, and then calls attention to the great danger of pursuing this ruineus policy. The Provincia is not deceived by the side question of reducing these guarantees from 7 to 6 per cent. but goes straight for the prime question of pledging the national revenues so far beyond its income.
- —Through a mistake of some telegraph operator a wrong number for the grand prize of the late great lottery was announced in Jaguarão, Rio Grande. A venda-keeper happened to possess that number and at once proceeded to celebrate. He promised some 200,0.0\$ to various charities, and kept open house—or rather open zenda—for some two days. There were rejoicings and fireworks without end—and then some one discovered the mistake.
- —A Nazareth correspondent of the Jornal do Reeife relates that a slave was brought into that place on the 1st inst. in a hammock, and in a dying condition. He said that he belonged to one Joaquin Gomes, of the Canna Brava sugar plantation, and that he had decided to kill himself rather than live longer with so bad a master. Having been captured by a neighboring planter, he plunged a knife into his bowels, and then tore open the wound with his hands in order to hasten death. The unfortunate slave died soon after.

—According to an official report of the 18th August, twelve slaves had been freed through the manacipation fund at a total cost of 20,650% in the municipality of Baependy, Minas Geraes. An examination of the report shows that 5 were valued at 2,000% to 2600%, 4 at 1,500% to 1,900%, and 3 at 1,050% to 1,150%. Of the number one was a slave 66 years of age, whose value was placed at 1,000% another cost 500% in 1878 and is here valued at 1,300%, another was sold at auction for 801% in 1878 and is here ilberated at 1,150%, while another was purchased after the classification of 1880 for 2,000% and is here valued at 2,600%. The minister of agriculture has placed these facts before the ministers of justice and finance.

RAILROAD NOTES.

- -Minas Geraes is now taking the lead in rail-way encouragement.
- -The October receipts of the Carangola railway amounted to 57,714\$130.
- -The Mogy-guassú branch of the Paulista railway from Porto Ferreira to Belem do Descalvado was formally opened on the 6th inst.
- —Dr. Passos, the local r presentative of the French company charged with the construction of the Paraná railway, has decided to have surveys made for the prolongation of that line, and has commissioned Dr. Augusto Fomm to execute that work. The surveys will be begun at once.

- —The province of Minas Geraes has just concluded a loan of 1,080,000\$:00 at 6 per cent to meet its interest guarantees and subsidies to railways.
- —Law 2,789, of October 1, of the Minas provincian seambly, grants a subvention of 9,000\$ per kilometer to facut. Col. Gentil José de Castro for the construct on of a railway along the right bask of the Rio Jequitinhonha in accordance with a concession already granted.
- -Imperial decree 8,290, of the 29th ult., grants an extension of three years to the Carangola railway for the completion of the branch line from Porto Alegre to Tombos de Carangola, provioce of Rio de Janeiro.
- —The September receipts of the Paulista railway amounted to 274,550\$±30, and the expenditures to 62,360\$530. The receipts for the quarter ending September 30, amounted to 648,803\$900, and the exp-militures to 185,807\$670, leaving a surplus of 40,200\$\$120.
- —The traffic receipts of the Baturité railway during the month of August amounted to 23,469\$-749 and the expenses to 17,145\$840, leaving a surplus of 6,323\$909. The returns of the Canoa branch shows a receipt of 7,304\$792, and an expenditure of 5,935\$192.
- --An act of the Minas provincial assembly, No. 2,788, of the 24th September, grants an exclusive privilege of 60 years to Antonio Luiz Caetiano da Silva for the construction, use and enjoyment of a narrow-gauge railway from Lavras do Funil to the parish of Santa Rita da Jacutinga, in the municipality of Rio Preto. The privilege grants an interest guarantee of 7 per cent. on a capital not to exceed 4,000,000\$.
- —Imperial decree No. 7992, of the 5th February, conceded a 50 years privilege to José Alves Barbosa Jr. for the construction of a railway from Mamaniguape, Parahylia, to Villa do Acary, Rio Grande do Norte. By a decree of the 27th August the privilege was extended to 90 years, and by another of the 29th ult., No. 8291, the period of six months for the organization of the company is extended to one year.
- —The provincial assembly of Minas Geraes, in an act of the grd ult., No. 2,796, grants a privilege to Francisco José Pedro Lessa for the construction, use and enjoyment of a railway between Pitanguy and some convenient point on the Dom Pedro II line in the Paraopeba valley. The road will have a gauge of one meter, a privileged zone of 30 kilometers on each side, an interest guarantee of 7 per cent., a capital not to exceed 9,000,000\$, and a term of 50 years.
- —By law No. 2,798, of the 3rd ult., the Minas provincial assembly grants an exclusive fifty years privilege to Lair Teixcira Bittencourt Sobrinho for the construction of a meter-gauge railway from Pouso Alegre to some convenient point in the municipality of S. Bento do Sapucahymirin, province of SAo Paulo. Seven per cent. for a period of fifteen years is guaranteed on a capital not to exceed 2,000,000\$. The zone, exemption from duties, etc., are similar to the other concessions granted by the same assembly.
- —By an act of the 6th ult., No. 2,813, the provincial assembly of Minas Geraes grants an exclusive fifty years' privilege to João Baptista de Castro and Aurelio Vaz de Mello for the construction, use and enjoyment of a narrow-gauge railway from Ponte Nova to a junction with the Espirito Santense railway at Natividade. The province guarantees 7 per cent. on a capital not to exceed 10,000,000\$, and grants a privileged zone of 20 kilometers each side of the line. The property will revert to the province at the expiration of the privilege.
- —We learn from the Monitor Campista of the 6th inst. that the regular passenger train on the 'Macahée Campos' railway was delayed at Campos that day from 11 a.m. until 1 p.m. waiting for a director of the road. How far this may have inconvenienced the general passengers who wished to connect with the steamship line to Rio at Macahé, we do not know; but it is a risk and vexation to which the traveling public should never be subjected. Brazilian officials have still a great deal to learn in the matter of making their private wishes and whims subordinate to the interests of the public.
- The Fornal is informed that an imperial dispatch of the 15th ull. concelles authorization to the Compagnic Imperiale des Chémins de Fer de Rio Grande and to the Rio Grande do Sul Railway Company Limited for the construction of the "Bage a Cacequy" and "Cacequy a Uruguayana, railway lines of Rio Grande do Sul. The first has an ext 21c kilometers, and its cost, including stations, telegraph lines and rolling-stock, is estimated at 9,282,408\$\$5. The second has an extension of 22c kilometers, with an estimated cost of 14,220,500\$. The government guarantees 6 per cent. per annum on the capital necessary for the construction of the two lines.

- —Four cargoes of railway material are en route from Antwerp to Rio Grande for the "Rio Grande e Bage" line, now under construction.
- —The Gazeta de Noticias has been informed that Dr. Passos is obtaining a privilege from the government for the construction of a railway up the Corcovado, starting from Rua do Cosme Velho, Larangeiras. If our old friend Morris N. Kohn will accept our advice, he will get out a concession for a railway up the Sugar Loaf at once.
- In a ranney up the original content of the recent provincial assembly of Minas Geraes, No. 2,812, of the 6th October, grants a 50 years privilege to Estevão Ribeiro de Assis Rezende for the construction, use and benefit of a railway starting from or near the terminal point of the Pitanguy railway and extending into the municipality of Santo Antonio dos Patos to a point where navigation begins on the Rio Paranahyla. The gauge of the road will be one meter. The concession grants an interest guarantee of 7 per cent. on the capital employed, not exceeding 8,000,000\$, tax exemption on all materials necessary for construction, and a privileged zone extending 30 kilometers on each side of the road.
- —The provincial assembly of Minas Geraes by an act of the 1st ult., No. 2,791, authorizes the president of that province to make a contract with the Mogyana railway company, of São Paulo, for an extension of their line into Minas, from the right bank of Rio Grande to the left bank of the Rio Paranahyba. The city of Uberaha must be included in the line. The president is authorized to offer: 1st, an exclusive privilege for 50 years with a zone 30 kilometers each side of the line; 2nd, exemption from provincial import duties on necessary materials for construction; 3rd, an interest guarantee of 7 per ceut. tor 30 years on a capital employed not exceeding 5 000,000\$. Should the Mogyana line not undertake the enterprise the president is authorized to make the contract with other parties.
- —An enterprise was started in this city some time since for bringing fresh milk from Barbacena, Minas Geraes, over the Dom Pedro II railway. This was made possible under the special tariff of the late Minister Buarque de Maceslo, who directed that all futils, vegetables, eggs, milk, fresh meats, etc., should he carried at reduced rates. The complaint is now made, however, that the railway authorities have not carried out the new arrangement in good faith, inasmuch as they refuse to give the special rates only on the slow way trains, by which much of the milk is spoiled before reaching here. It is also complained that the empty milk vessels, which before were charged 195 reis per 10 kilos, for transportation back to Barbacena, are now charged 1\$595.
- —Under date of the 21st ult, the minister of empire addressed a communication to the president of the board of health relative to the 'closing of the English cemetery at the Gamboa, as it is believed to the prejudicial to public health. The board of health is asked to give an opinion upon the matter.
- —Under date of the 7th ult, the president of Minas Geraes informs the minister of agriculture that the number of slaves emancipated in that province to date under the operation of the two distributions of the fund, amounts to 1,445. The amount expended is 1,320,919\$471, leaving an unexpended balance of 68,607\$220.
- —The Emperor recently paid an unexpected visit to the unfortunate Pedregulho reservoir. A conversation with the chief of the bureau of public works elicited the opinion that the latter had no confidence in the repairs made. There is a report that the reservoir will be abandoned. Before taking that step, would it not be advisable to call in some prominent expert to examine the works?

EXPORTS OF CANADIAN PRODUCTS

The exports of Canadian products in the years ending the 30th of June, 1880 and 1881 respectively, are as follows:

	1880	1881
Of the mine	\$2,877,351	\$1,464.136
Fisheries	6,579,656	6,465,566
Forest	16,854,507	24-774-744
Animals and produce	17,607,577	21,007,711
Agricultural products.	22,294,328	21,252,490
Manufactures	3,242,617	3,039,266
Miscellaneous	640,155	634,176

THE RIO NEWS

PUBLISHED TRIMONTILLY

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

Contains a summary of new and a review of Dazzilian ; hair a list of the arrivals and departures of fuering vessels, the connectal report and price current of the market, a table of freights and charters, and all other information necessary to a correct intigment on Brazilian trade.

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EDITORIAL ROOMS :- 34 Rua São Pedro

Rio de Janeiro, November 15th, 1881.

ONE important result of the late election. as far as is shewn by the returns up to the present moment is the general defeat of the abolitionists. There has been a belief that the country desired emancipation, although not in a summary manner. The abolition party, if a small unorganized group of men may be so classed, made no effort in the election to make an issue of their principles. and in only a very few cases did abolitionists base their canvass upon that question. In this city, the leader of the abolition movement made that question the main issue in his canvas, but although he is admitted to be one of the best among the younger statesmen of the country, he was overwhelmingly defeated. It is clearly evident from these results that the country does not desire emancipation, and that it fears even the simple discussion of the question. And it is also clear that there is a hope to crush the agitation through this verdict at the polls. This belief, however, is a mistaken one. The result of this election will be to better unite and consolidate the real friends of the movement, and to drive away the parasites who attached them selves to it for the notoriety afforded in belonging to a brilliantly-contested cause in parliament. With the doors of parliament shut against it, and with nothing but years of hard, silent work before it, the abolition cause will offer no further attraction to these agitators, and will gain by their desertion. On the other hand, we shall expect to see the earnest men go work with renewed zeal in laying the foundations for a future struggle which must result very differently from the one just recorded.

· In connection with the national industrial exhibition which is to open in this city on the 2nd of December, is it not possible for the minister of agriculture to obtain some highly valuable information upon the tran portation question. As long, as Brazil must depend so largely upon her agricultural industries, just so long will this question be a vital one. Cheap transportation to the seaboard contributes to a producer's ability to compete with foreign productsand that, of course, contributes to the indus trial development and wealth of the whole country. Besides this, cheap transportation from one locality to another within a country enables the domestic producer to compete successfully with the importer, by which another great incentive to production is given. Now when it is possible to import Indian corn from the River Plate and the United States at less cost than it can be transported from São Paulo and Minas Geraes, it is evident that something is wrong. In both these provinces this product can be grown to great advintage, and as it can be produced by small cultivators because of of pushing railways into the thinly-settled an act of injustice, and that no spirit of

the slight expense attached to its cultivation and preparation for market, it is a product which should receive every encouragement. Then, too, an excellent quality of rice can be grown here, an I so easily that it should be an article of export instead of being imported from Rangoon. If the minister will look over the list of food products now imported, he will find many which can easily be produced in this country, but which are in a measure kept down by the difficulties and costs of transportation. A bag of corn from the interior of Minas and another from the interior of São Paulo, both marked with first cost, export taxes, transportation charges, and with the market price here, will be so valuable a report on this question that the exhibition should not It will be a practical demonstration of an obstacle to agricultural development which will be worth more than all the committee reports ever made.

As incident occurred in the province of Pernambuco the other day which should lead to a little practical consideration of the question of building railways. There is a general impression that a railway is a necessary agent in the development of the country, and that it must be carried forward even in advance of settlement and production There can be no doubt whatever of the great value of the railway both in the creation of wealth and in the extension of population, but the railway which serves these purposes is not simply an inanimate construction, composed of iron tracks and wheels. The administrative part of the railway, its soul, is after all the beneficent factor in a great industrial development-and it is just this factor which seems to be almost universally overlooked. The iron tracks are run into the wilderness, and the locomotive begins to drag a few half-filled cars backward and forward-and then every body looks around for a spontaneous development of population and industry. But they look in vain. There is a total absence of spontaniety, and a very scant show of development. In many cases the roads do not pay running expenses, and in most cases the government pays the dividends. If our Brazilian friends will study this question in a practical sense, even in the light which this Pernambuco incident throws upon it, they will see that they expect too much from the inanimate part of the railway, and too little from its animate, or administrative part. On the 25th ult. a train of 25 mules loaded with sugar arrived at the station of Pao d'Alho, on the recently-opened Limoeiro railway. An inquiry respecting freights on the sugar thence to Pernambuco developed the fact that the rates were too high for profitable shipment and so the train continued on its way to market as in the days when railways were unknown. The planters in that locality are reported as greatly excited over this event, and some of them have decided to send their sugar to market as formerly. Like everyone else, they have undoubtedly expected great benefits from this railway, but their first practical experience with it shows that instead of dimishing their burdens it promises to increase them. And now, they are probably asking what good the railway is going to do after all. Of we mistake not, a great many other localities in Brazil are asking this very question. There is hardly a line in the whole country that does not exact enormous freights, and the complaints on this score would fill volumes. Many in lustries are absolutely restricted to local consumption simply because they can not pay the transportation charges to the seaboard. In view of these facts-and they are too common to be unknown-would it not be well to consider whether or not the present policy interior is a wise one. If the freight charges are to continue at their present prohibitive figures, then certainly there will be little use for them, and better use for their capital in other industrial avenues. The question should be settled wholly on its practical bearings, and solely with reference to the actual and immediate benefits which these roads can confer upon the country.

From the Cruseiro, of November 9.

THE BOTANICAL GARDEN RAIL ROAD.

The important North-American paper which is published in this city made some censures on the aviso of July 13th, and on the Rio press, which we, on our part, cannot allow to remain unanswered, for it is the question of vindicating not only the good name and loval services of a statesman of the order of Counselor Buarque de Macedo, to whom we were always bound by the most disinterested affection and sympathy of ideas, but also the forums of a free Rto News tacily puts in doubt.

This is not the first time that we note in our hon-

ored colleague a certain disposition to oppose himself to the true national interest and subtilely endeavor to inoculate into our public rather mexact opinious which are in disagreement with the line of proceding which we have to follow in order that the coun-

try may develop itself and prosper.

The national opinion has already energetically replied to these pretensions at an interference which is inconvenient and prejudicial to the opposite int-erests of our internal economy, and the last election is an energetic protest against the citizens who support this interference and listen to those who judge is incapable to reform, without foreign help, lefects of our organization. In the case in quest in the development of the accelerated communica tions between the centre of the city and the extreme south of its sea-shore, it has been tried to impose by force a pretended right, an exclusive privilege which we do not find in the special legislation and which we would much thank our esteemed col-league to define and point out literally, provided it

In the said aviso of July 13th Counselor Buarque In the said arize of July 13th Counselor Buarque de Macedo, merely by an exaggerated spirit of equity, and the Botanical Garden company being in possession of the transway service between the city and the Botanical Garden, addressed that company inviting it to make some proposal with a view of amplifying and improving the whole service of the zone in which it worked. If there were in our esteemed colleague a true respect for the legitimate independence and liberty of action of the imperial government, if he comprehended, from a rational point of view, that this excessive spirit of equity might have been dispensed with or put aside, in-stead of stigmatizing and blaming the aviso he would have felt thankful for it and he would ever have advised his friends to avail of it before public opinion should demand of the imperial government

is not founded on some lapsed contract.

The Rio News, however, thought that because the company is North-American and because it is in possession of the service as far as the Botanical Garden, this fact amounted to an exclusive privilege of transit in the whole perimeter of the zone, though it does not exist in law, and that this pretension ought to prevail over all the exigencies and necessities of the public. Unless it be that our esteemed colleague, and even then without any interpretation, wants to base his pretensions on a concession ac quired on May 21st 1862, when it had already lapsed on July 28th, 1861, we cannot conceive, ever hypothetically, on what he bases the pretentions

the free competition for the improvement of the

and singular position he assumes.

The contract, made on May 22nd, 1868, by Counselor Dantas, then minister of agriculture, with Mr. C. B. Greenough, representative of the Botan

ical Garden Rul Rad, says explicitly in clause 8: The rails of the road will be laid in such a manner that they may facilitate laterally the crossing of other lines." This clause has an explicit and not dubious or

interpretative sense, and is corroborated by clause 16, by which the imperial government can alter the plan in any one of the points through which the company has concession to traverse with its cars

In this legal position in which the company is placed, we who are friendly and not hostile to it, instead of advising an inadmissible position and censures which are unjust and ungracious to the administrative glories of the country, think that it is more sensible to show the company its legitimate and rational interest.

And we, who are hostile neither to the government nor to any legitimate enterprise under its protection, believe that no sovereign right of the former can justly include friendly interest and support can imply a truckling submission to any and every act of government, however mistaken it may be. Our esteemed colleague, to whom we are indebted for many journalistic courtesiesmore in fact than from many journals who have been more nearly in accord with our opinions--seems to believe that the denial of a government's right to perform any act whatsoever, is a denial of its sovereignty. That belief carried to its logical conclusions is descrutive to the very spirit of constitutional government, and will justify any act of oppression which may be carried into effect. If we mistake not, the constitutional government of Brazil is just as much bound in the observance of contracts and legal rights, as is any one of its subjects. We do not deny the bower to do otherwise, but we do doubt the legality and justification of any

In regard to the position which the Cruzeiro chooses to assume toward us on the grounds of our nationality, and in which it appeals to the sympathies of the Brazilian public, it is from every point of view both unmanly and contemptible. We are accused of repeatedly expressing opinions which are untruthful and detrimental to this country, In plain Anglo-Saxon, that assertion is a falsehood! We are also informed that the elections just concluded afford "an energetic protest against those citizens who applaud this interference," which our colleague characterizes as "inconvenient and prejudicial" to the interests of this country. That means, we presume, that some two or three abelitionists with whom we have been in accord, have been defeated at the polls. We trust that our abolitionist friends will for-give this irreparable injury which we have so unwittingly inflicted upon them. We have supported their manly but unequal contest against the curse of slavery simply because we believed it to be in accordance with the universal sentiments of enlightened men and because we believed it to be in harmony with the moral and material development of this country. It seems, however, that our alien condition vitiates these universal truths, and destroys those with whom we associate. Our money and our silent labor are desirable objects of attainment-but our opinions, however honestly formed and expressed, are prejudicial to the interests of the nation. If we denounce an institution which the civilized world condemns, if we criticise a policy which we believe to be socially, politically or economically wrong, if we insist upon the observance of contracts and the full guarantee of foreign investments, we are therefore inimical to the country, and our statements are untruthful. And the Cruzeiro and the country condenms even those who associate with us! Unhappy Cruzeiro! Unfortunate country! If the expression of an honest opinion, the utterance of an eternal truth. the defence of a just right, be "inconvenient and prejudicial," then indeed is your situation pitiable in the extreme!

In respect to our criticism of the late min-ister of agriculture and his renewal of the war upon the Botanical Garden privilege, a very few words will suffice. We have before recorded our opinions upon the personal worth of the late minister, and upon his rare industry and administrative ability as a minister of state, but as the Pope has not yet canonized him we shall still venture to express disapproval of many of his official acts. He was a man very largely influenced by professional pride and by personal pre-judices, and these often lead him into policies which can not logically be defended. His aviso to the Botanical Garden company was unjustifiable because it violated two other concessions, and because it originated in no petition or complaint on the part of the people interested. In view of the fact

that there is no need whatever for a tramway line to the Copacabana beach, and that the residents of the southern suburbs are better served by this line than are any other parts of the city and asked for no new line, there was clearly no grounds for the minister's aviso. And then that such a manifesto should be enforced simply because it had been declared, is an absurdity. A ministerial error, as well a judicial one, should always be open for revision.

The basis upon which the Cruzeiro justifies the granting of a concession to a competing line, is probably a fair illustration of the whole case. From this it would seem that the right to authorize a new line is provided for in the clause which says: "The rails of the road will be laid in such a manner that they may facilitate laterally the crossing of other lines." If a regulation governing the crossings of other lines is to be construed as a permission to authorise parallel lines, then there is no need of further argument. The case is too weak even for consideration. There remains, how wer, the violation of the Morsing concession to be defended, as well as the justification of the proposed line to Botafogo.

However, as this is only one among the many attacks on the same enterprise, it is to be presumed that it will lead to about the same result. It would be interesting, however, for our colleague to determine what would be done in case this road belonged to prominent local capitalists.

LOCAL NOTES.

—The opening of the first national coffee exposi-tion took place yesterday, the 14th, having been postponed from the 10th.

-The managers of the approaching national exhibition announce that exhibits will be received

-The formal laying of the corner stone of the building on Ilha dos Ratos for the customs guards and boatmen, took place on the 6th inst.

—In an aviso of the 4th inst the minister of empire suspends that part of the new port sanitary regulations relating to the precautions required of national vessels engaged in the coasting trade.

-It has been reported to the Fornal that the minister of marine has ordered the construction of a steam tug boat for the Rio Grande bar. We hope our cautious colleague has not been deceived

in this matter.

—An imperial decree of the 29th ult., No. 8,287 grants an interest guarantee on the addition of 500,000\$ to the capital of the Quissamā central sugar factory. The original capital, under Decree 7,062, of October 31, 1878, was 1,000,000\$. The interest guarantee hereafter will be 6 per cent. on a total capital of 1,500,000\$.

-The new minister of agriculture pro tem, Counselor Saraiva, has appointed Dr. José Julio de Albuquerque Barros to the position of official de gabinete in that department. Dr. José Julio was the president of Ceará during the sécca, and has for some time since been the efficient chief of the bureau of agriculture.

-Imperial decree No. 8,296, of the 29th ult., announces the ratification and promulgation of an extradition treaty between Brazil and the Netherlands. The treaty was drawn up on the 1st June and signed by the minister of foreign affairs, Coun-selor Pedro Luiz Pereira de Souza, on the part of Brazil, and by F. Palm, Esq., consul general, on

the part of the Netherlands.

—We have received Nos. 1 and 2 of a new weekly journal, entitled Brazil, which has just weekly journal, entured Brazzi, with has just been started in this city by Messrs, Jasper L. Harben & Co. It is designed to make the new journal a chronicle of news, as well as an advocate and exponent of industrial and commercial affairs. The field chosen by our new colleague is practically a new and promising one -- and our best wishes are cordially offe. ed for his success.

—We see by the Globo that "B. Franklin" was one of the presidents of the United States. It will be news to most Americans, but as Ben. died some time ago and can not therefore deny the charge, there would seem to be no help for it now. As Sr. Bocayuva is too eminent a republican to be mistaken on such questions, we are constrained to let the statement pass without protest. At any rate, Franklin was in every way fitted for the position, and would have conferred honor upon the country had it chosen him to occupy the highest office within its gift.

The opening of the national exposition in this city has been postponed to the 2nd Decemb

-Imperial decree No. 8289, of the 29th ult., increases to 2,100,000\$ the capital of 1,500,000\$ authorized in the establishment of three central usines in Pernambuco-in the municipalities of Cabo, Gameleira and Agua Preta. The interest guaranty is 7 per cent.

-It is announced that the corvet Vital de Oliv -It is announced that the corver 7 min since from cira, which returned some months since from China, will be sent to the Baltic in January next, on a voyage of instruction. We are n a voyage of instruction. We are not posted as the special kind of instruction referred to, but whew !—just think of the Baltic in January!

COMMERCIAL

			November	
Par value do	do	dó	s (1\$000), gold do in U. S.	•
do	\$1,00 (U.	S. coin) in	per £t. stg. Brazilian gold. ilian gold	54 45 cents 1\$837 8\$880

Bank rate of exchange on London to-day Present value of the Brazilian mil reis (paper) do do in U.S.	22¼ d 824 rs. gold.
Value of \$1.00 (\$4.80 per £1. stg.) in Brazilian	44.50 cts
Value of £1 sterling currency (paper)	2\$247 to 787

EXCHANGE

November 4.-The banks lowered their rates to-day as fol-

221/4	90 djs
427428	"
2\$280	3 dis
240-242	0
	221/4 427—428 527—528 2\$280 240—242

but notwithstanding this reduction the market was firm, there being few takers. Small transactions were effected at 22 516 bank and 23/2—22 716 private paper on London and at 421—422 private paper on France. Sovereigns sold at 118030 and 108990 cash.

Nov. 5.—The rates of the banks suffered no alteration and the market continued quiet with small transactions in private paper at 2236 on London and 421—423 on France. Sone ereigns 105500 buyers, no sellers.

ereign 104990 utyers, no sciercs.

ov. 7.—The rates of the banks remained unchanged. A limited business was done at 22½ bank and 22½ private paper on London and at 421–423 private paper on France. Sovereigns 114985 sellers, 114930 buyers.

ov. 8.—The market opened at 22½ on London but after mid-day the banks withdrew their rates, only the Com-mercial bank affixing the following:

London 22½
Paris 429
Portugal 243 ½

Some small transactions were effected in bank paper at 22½ and 22 3µf6 on London and 426 on Paris, and in private at 22½, 22 5µf6, 22½ on London and 424 on France. Soveigns sold at 11\$100 cash.

Nov. 9 .-- The English Bank and the Banco Commercial affin vor. 9.—The Engish Bank and the Banco Commercial affailed the rates of ≈250 in Landon 4,300 in Paris, 23 in of Han burg, 2\$300 on New York and 243 % on Portugal TI market was inactive but firm. Private paper was negotiate at 29½—22 1,60 on London and 4,222—4,43 on France Sovereigns sold at 11\$500 and 11\$100 cash.

Nov. 10.—The rate of 221% on London was to-day adopted by all the banks, with the following rates on other places:

429 on Pans 530—531 on Hamburg 2\$300—2\$290 on New York 243—242 % on Portugal

The market was firm and tair transactions were effected in bank paper on London at 22 316 on bankers and 22 1/3 on head office. Private paper was negotiated at 22 516---22 716 on London and at 422---423 on France. Sovereigns sold at

in...The Banco Commercial raised its rate on London to and the other banks maintained previous rates but also at 22½ on the head office. The official rates were:

22½ and 22½ London 427 429 Paris 530 531 Hamburg 2\$300 2290 New York 242 243% Portugal

342 243% Portugal ...

Small transactions in private paper at 2236 on London and 422 on France. Sovereigns 11\$140 sellers. 11\$340 huyers. N. 12 — The Biance Commercial withdrew its rate of 22% but the Bank of Brazil continued drawing at that rate up to 4p.m. and the other banks drew at the same rate on their head offices. The business done was small; both in bank and private puper, the latter being negoviated at 22 ½ 22 526—528 on Hamburg. Sovereigns sold at 11\$130 and 11\$120 cash.

—The directors of the English Bank of Rio de Janeiro have declared an interim dividend of 8 shillings per share, payable on the 9th of December next.

—The Giobo of the 11th inst. says that a telegram has been received from Buenos Ayes announcing the auspeason of the Argentine Bank, of that city.

—The directors of the London Platino-Brazilian Telegraph company have declared an interim dividend of 216 per share payable on and after the 1st, instant.

—The directors of the Royal Mail Steam Packet company recommend a distribution of \mathcal{L}_2 ror. per share for the hal year ended June 30th last, free of income tax.

year ended June 30th last, free of income tax.

—The new Minas Gernes provincial loan of 1,080,000\$ was taken on the 30th ult. by the Banco do Commerci of this city at 50 ½ the interest to be 6 per cent. per annum. The Actual idual of Ouro Perto, congratulates the provincial government on the success of this operation.

on the success of this operation. —The directors of the New London and Brazilian Bank, in their report for the year ending July 31st, 1881, recommend a dividend of 11 shillings per share which, with the interin dividend of 51 paid in April, makes 16 shillings per share $\pi 8 \, \%$, for the year $L_{25,000}$ are to be added to the reserve fund which is thereby raised to £165,000 and £14,150 to 4 are to be carried forward.

... The Pairs of Maranhão says the following with reference to the state of the market: "Our market is struggling with a great searchiy of money. The banks are drained. The reason of this is that a great number of hills have been bought in Pari where exchange is more favorable. Some suggest that as the where exchange is more favorable. Some suggest that as the where exchange is more favorable in the sakes might have recourse toit but the treasury cannot make such loans except to the Banco Commercial with which it has orders to effect transactions of this kind. We do not know if the business will suit this bank, but it would certainly already have availed itself of this recourse if, in rendering that service to the market, loss did not result to it therefrom."

marke	t, loss did not result to it therefrom."	
	SALES OF STOCKS AND SHARES.	
	November 3.	
57	Six per cent apolices	1,080 000
3	. do of 500\$	1.075 000
20	National Loan of 1868	1,242 000
10		1,240 000
64		297 000
44 50		224, 000
100		235 000
40	Macahé e Campos RR. deb	96 000
. 25	Leopoldina R.R. deb. (outs. sale)	95 % 205 000
25	Alliança Insurance do	28 000
130	Carris Urbanos	260 000
41	Navegação Nacional	320 000
15	Docas D. Pedro II	134 000
100	do	230 000
440	Banco Predial hyp. n., without int	82 º/c
	November 4.	
. 21	Six per cent. apolices	1,080 000
10000	\$ do of small amounts	1,050 000
155	Banco Industrial	235 000
66	Banco do Brazil	297 000
55	Banco Rural	280 000
50	Integridade Insurance	72 000
6	Fidelidade Insurance	210 000
10	Barão de Araruama RR	par
50	Leopoldina R R. (outs, sale)	225 000
370	Macahé e Campos debentures for 10th inst	95 Ma
240 500	Sorocabana deb. of 100\$	84 %
500	Ferry obligations	95 %
200	Navegação Nacional for 30th inst. (outs s.)	255 000 325 000
290	Carris Urbanos	260 000
20	do	262 cco
50	Carris Pernambuco	135 000
500	Banco Predial hyp. notes	82 %
212	Banco do Brazil hypoth. notes (14c)	96 %
,	Vovember 5.	
54		1,085 000
12	do	1,083 000
. 1		1,060 000
40	Banco Industrial	236 000
150	do for last day of transfer	238 000
. 30	Panco do Commercio	274 000
150	do 2d serie	Bo or o
20	Garantia Insurance	135 000
10	Integridade Insurance	72 000
8	Argos Fluminense Insurance Nova Permanente Insurance	550 000 345 000
100	Leopoldina RR. for 9th inst	220 000
50	Alto Muriahé R. R	56 cno
10	Macahé e Campos RR	235 000
24	do	230 000
24	Sorocabana R.R. (outs. sale)	ç9 coo
400	do for Dec. 20th (outs, s)	105 000
6	Sorocabana R. R. debentures of 100\$	80 %
200	Carris Villa Isabel Navegação Nacional for 20th inst	218 000
42	Docas D. Pedro II	325 000 115 000
50	do	116 000
92	Banco Predial hyp. n	82 %

	tvovenmer 7.		
49	Six per cent apolices	1,085	000
, 8	do (outs. sale)	1,085	000
35	Banco Industrial		030
50	Banco Predial	149	000
100	Docas D. Pedro II	115	000
162	do	112	000
7	Fidelidade Insurance	209	000
71	Integridade Insurance	72	oco
40	Alliança Insurance	27	000
to	Garantia Insurance (outs sale)	135	oco
227	Sorocabana R.R.	100	000
450	Leopoldina R.R	220	000
17	Macahé e Campos RR. (outs. s)	230	500
50	Carris de Pernambuco for 10th inst	135	000
7	November 8.		
24	Six per cent apolices	1,085	000
3	do of 500\$	1,070	
10	Banco Inclustrial	234	
33	do for last day of transfer	236	
50	Banco Predial		000
9	Leopoldina R. R.	225	
50	Sorocabana R. R.	105	
100	do	104	
130	Macahé e Campos RR.	215	
50	do (outs. s.)	215	
25	Macahé e Campos debentures		%
610	Carris Urbanos	264	
133	do	265	
10	Nova Permanente Insurance	345	
8	do (outs, sale)	345	
45	Navegação Paulista	135	
120	Docas D. Pedro II	115	
30	Quissamā debentures	202	
	•	202	- 4
N	lovember 9.		
6		1,083	000
17		1,125	
21/2		1,245	000
144	Macahé e Campos R.R	215	000
: 5	Leopoldina R. R.	225	000
212	Sorocabana R'R	105	000
200	Alto Muriahé RR	50	000
coı	Amazon steam navigation	145	000
150	Navegação Brazileira	255	000
50	Docas D. Pedro II	118	000
25	do	119	000
100	Leopoldina deb	202	500
160	Sorocabana debentures of 100\$	821/2	74
			-

	November 10.	
	6 Six per cent apolices	1,085 oc
	4 do of 500\$	1,070 00
	National Loan of 1868	1,245 00
150		280 on
180		224 00 225 00
59		104 00
100	do	105 00
40		267 00
180		268 00
23	to trott 3.411	269 00
178	Amazon Steam Navigation	215 000
6	Nova Permanente Insurance (outs. sale)	145 0 X
150		125 003
	November 11.	
8	Six per cent apolices	1,085 000
70	Leopoldina R.R	225 003
90	do	230 000
467	do	232 000
100	do for Nov. 30,	228 000
24	do (outside sale)	232 003
120	Sorocabana R. R.	230 000 105 502
150	do	105 001
7	União Mineira R. R.	170 OC 0
56	Carris Urbanos	272 001
80	do for Nov. 30	271 000
103	Carris Villa Isabel	218 000
71) 217	Previdente Insurance Docas D. Pedro II	15 coa
14	Macahé e Campos debentures	95 %
300	Amazon steam navigation (out. sale)	150 00
185	Navegação Nacional do	230 00)
200	Banco Predial, hyp. notes, do	82 %
1	November 12.	
44	Six per cent apolices	1,085 000
2	Banco do Brazil	300 000
4	Banco Rural	,280 coo
10	Banco Industrial	235 XQ
30	Integridade Insurance	7,3 000
30	Leopoldina R. R. for 25th inst	235 000
00	do for 15th ,,	237 000 242 000
00	do for 15th ,,	238:000
234	do cash	235 000
30	do	238 000
00	do	338 5 20
50	do (outs, sale)	235 000
50	Sorocabana R.Rdo	106 000
70	do for 26th inst (out, sale)	105 00 0 110 00 0
23	Petropolis R. R.	180 0 0
00	Amazon steam navigation	150 000
85	Navegação Nacional	320 000
20	Macahé e Campos RR	225 000
51	do	230 000
7	do deb	96 76
50 24	Ferry debentures (outs. sale) Sorocabana debentures of 100\$ (outs. s.)	90 % 84 %
14	Banco Predial hyp. n., (outside sale)	82 %
	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	/0

BANK STATEMENT

Proportion of cash reserve to liabilities on deposits at call and short notice of the banks of Rio de Janeiro, taken from the official balances published on October 3181, 1881.

BANKS	Deposits	Cash	Prop
	in contas	Estances	V. n. r
	of reis	do.	cent.
Bauco do Brazil. Banco Rural. Banco Rural. Banco Industrial. Banco do Commercio. Banco Commercio. English Banco Commercial. English Bank. Total	27 343 14 458 4.742 1 655 5.867 1.791 2.971 58.827	9 598 1 684 814 386 1.798 492 702	35.10 11 65 17.59 23.32 30.65 27.47 23.63

BANK OF BRAZIL

BALANCE SHEET, OCTOBER 31st,	1881.
ASSETS.	
Commercial Department:	
Rills discounted:	
National Treasury bills Bills with two resident endorsers	20,330,010,000
,, ,, one resident endorser besides others	3,415,656 171
	3,415,050 171
Bills secured by collaterals:	**
By commercial documents	167,850 000
By Government bonds and shares	285,741 000
Securities in liquidation	4, 271, 198 517
Sundries, balances of various accounts	2,703,788 834
Bills receivable	1, 214,641 160
National Treasury account current	13,913,823 47
Cash	8, 2, 5, 333 700
Mortgage Department:	
Capital account	25,355,127 025
Supplemental loan	2,441,123 340
Accounts Current, guaranteed:	
Sundry loans	12,908,888 481
Sundry loans	749,323 172
Real Estate	2,697,494 195
	-1-2/1494 .393
Stocks and Shares:	
Public Funds	18,933,876 517
Shares and debentures in various companies,	1,574,334 000
São Paulo Branch;	
Canital aggregat	
Capital account	800,000 000
Amount current	92,550 000
	4,3 10,043 221
Mortgages:	
Rural, at long dates	24,558,500 960
,, short ,,	4.404,080 028
Cit, at long dates	1,401,596 770
Accounts in liquidation	266,166 710
Interest due on mortgages	250,551 406 583,102 160
Percentage due on administration	18,950 040
	···,939 940
Cash accounts	

779,633 985 96,400 000

170,135,266 419

6	THERN	J NEWS.	
LIABILITIES.	Indian Corn.—Arrivals: 1,074 bags per Sénégal from River Plate	SHIPPING NEWS.	ARRIVALS OF F
Commercial Department: Capital: 16s.000 shares @ Rs. 200\$000 33,000,000 000	612 , Bourgogne from do	ARRIVALS OF FOREIGN PESSELS.	DATE NAME
Reserve Fund:	The market continues unchanged at 4\$800-4 900 per bag with a fair demand.	NOVEMBER 3.	Nov. 3 La France, Fr
New reserve fund. 4,401,470 657 Special , , , 4,353,838 951	Bran.—The market remains firm at 3\$000—3 200 per bag. No arrivals.	CONCORDIA—Sp bk Terita; 183 tons; Arimon; 15 ds; jerked beef to Sanchez, Hime & Zenha. NOV. 4.	" 3 Nasmyth, Br R
Notes in circulation :	Hay.—No arrivals. Market unch anged at 71—73 reis per kilo for Rosanio.	SUNDAVALL.—Sw bg Pepila; 247 tons; Pahlson; 71 ds; pine to C. W. Gross & Co.	
In notes of Head Bank	Lard—There have been no arrivals since our last report but the market has become very flat and prices are lower, especially	GASPE-Br schr Dendrip; 101 tens; Orsoti; 53 ds; codfish to Hime Zenha & Silveira.	3 Colombo, It R Colombo, It R Laplace, Br Memnon Br Sc Colombo, It R Col
	for New York lard, the quality of which has not satisfac	ANTWERP-Gr lug Margaretha; 210 tons; Duit; 56 ds; sun-	" 8 Humboldt, Br
Bills payable	tory been lately. We quote to-day:	dries to G. Theysen & Co. MACAOPort bgn Oceano; 207 tons; Silva; 52 ds; salt to Amaral & Silva.	,, 8 Bourgogne, Fr
Dividends: Unclaimed dividends	440 reis per lb. for George	NOV. 7.	,, 10 Graf Bismark, Gr Sr ,, 11 Valparaiso, Gr
Mortgage Department:	430, Jenkins 390395, New York	GASPEBr bgn G. D. T; 119 tons; Carcand; 67 ds; codfish to order.	DEPARTURES OF
Capital supplied by the commercial department 25,355,123 925	Kerosene.—No arrivals and market quiet at 7\$000—7 200 per case for Devoe's Brilliant.	NOF. 8.	
Supplemental loan do. 2,441,123 340 Hypothecary Notes in circulation 3,704,900 00 121,046 00	10,000 cases just arrived per Adela from New York, not yet landed.	OPORTO Port bgn Barca do Lago; 221 tons; Faria; 58 ds; wine to M. de Oliveira & Co Rio Gwanne Port bgn Li ladar: 122 tons; Goncolves: o ds;	DATE NAME
Accounts current 131,047 664 Profits in suspense 786,812 630	ResinNo arrivals and prices unchanged at 8\$500-9 000	RIO GRANDEPort bgn Li lador; 177 tons; Gonçalves; 9 ds; jerked beef to order. NOV. 10.	Nov. 4 Minho Br H
E. & O. E.	per barrel. TurpentineNo stocks in first hands and prices nominal.	LIVERPOOLBr bk Asshur; 460 tons; Lepuch; 52 ds; sundries to P. S. Nicolson & Co.	", 4 Colombo, It GR
Bank of Brazil, November 3rd, 1881.	From second hands sales are being effected at 600-650 reis per kilo.	GREENOCK-Br bk Ardour; 263 tons; White; 66 ds; coal to order.	,, 5 Santos Gr ,, 5 Tycho Brahe Big N , 7 Laplace, Br
José Machado Coelho de Castro, President. Eduardo Braga, Chief Accountant.	No arrivals since our last report. Coment.—The arrivals in October were 13,615 casks, viz:	GASPEBr bg O. Blauchard; 260 tons; Le Brocq; 50 ds; cod- fish to Hime Zenha & Silveira.	,, 8 Humboldt, Br So
HARKET REPORT.	10,905 casks English	PORTLAND Br shp Victoria Cross; 669 tons; Twadie; 150 ds; entered this port leaky, for repairs, bound for Oregon.	,, 9 Elbe, Br So Bourgogne Fr M ,, 9 Glenapp, Br N
Rio de Janeiro, Nov. 14th, 1881.	1,705 ,, German 1,005 ,, French	Tocort.aFr by Payla; 689 tons; Macé: 49 ds; saltpeter; in distress, for repairs, bound for Falmouth.	,, 9 Glenapp, Br ,, 9 Cavour Br ,, 10 Bessel, Br ,, 11 Graf Bismarck, Gr
Exports. Ceffee.—Our last report was on the 4th instant. On the	total 13,615 casks	ISM Brina.—Br Ing Harry Keslake; 253 tons; Fuller; 2 ds; sugar to Macahé e Campos RR.	" II Graf Bismarck, Gr Bi
following day dealer, encouraged by the smaller receipts,	and the total arrivals during the 10 months since January 1st amount to 54,925 casks, viz:	NOV. 11,	
raised their currency prices 50 reis per to kilos for superior and first ordinary and 150 reis per to kilos for good first and	41,431 casks English	HAMBURG-Gr lug Anna; 312 tons; Mohrdieck; 70 ds; sun- dries to Brandes & Co.	* Calling at intermediate
regular first, which advance, unsupported by a corresponding rise in consuming centres, produced a quiet tone in our market,	1,701 ,, French	SUNDERLAND. Brbk Ethiopian; 283 tons; Frail; 76 ds; coal to order.	FOREIGN SAILING VI
which has since then prevailed and still continues. The sales since the 4th instant amount to only 77,680 bags.	54,925 casks. Since the estinst there have been no arrivals.	N. FOUNDLANDPr bg Canadá; 156 tons; Laventure; 61 ds; codfish to P S. Nicolson & Co.	RIO DE JANEIRO
The sterling cost of coffee to-day, as compared with that on	We quote:	CADIZNor bk Framfart; 399 tons; Gartner; 56 ds; salt to J. da Rocha e Souza,	NAME NAME
the 4th inst., shows an advance of 1314 per cwt. for the good grades, 3d5d per cwt. for superior and medium grades,	English 7\$5008\$000 German 6.5006 800	MACAOSw hug Sjotrollet; 164 tons; Zinnerstroem; 16 ds; salt to A. L. Pereira da Silva.	TONNA AWEN
that of the lowest ones being about the same.	French 7 5008 000 ButterThe arrivals in October were 3,874 cases and 1,390	N. YorkSp bk Adeta; 323 tons; Quesada; 65 ds; sundries to McCulloch Beecher & Co	AMERICAN
The clearances have been: United States: bags	barrels, and since the 1st inst.:	PAISANDUSp bg Joven Ana; 314 tons; Carrell; 15 ds; jerked beef to order.	shp Sabino 1200 Sept shp Loretta Fish 1945 Oct.
Nov. 3 New York Nor lug <i>Talor</i>	75 barrels per Glenapp from New York 50 cases per La France from Marseilles.	DEPARTURES OF FOREIGN VESSELS.	hig Carrie Heckle 498 11 3
4 New York Blg str Tyche Brahe 16,301	There is a fair demand for this article and we quote: French, in barrels	NOVEMBER 3. GIBRALTAR f. o.—Nor bg Cubu; 203 tons; Reinertsen; coffee.	bk Sospir 396 Oct. 2
8 do Br str Glenapp	do in tius 1 000—1 160 , Danish ,, 1 000—1 100 ,,	N. YokkGr bk Brazileira; 310 tons; Meinhardt; coffee.	bk Asterion 508 Aug
9 Hampton Roads IIr bg Endymion 5.758 to Galveston Dan bgo Mette Kateine 3.500	Italian, Facciolli 1 000-1 120 "	Gibral Tal. f. o Nor lug Maria Berner; 263 tons; Rasmus- sen; coffee	shp Beautiful St 547 Sept 2
11 Baltimore Br bga <i>Brazil</i>	do Modesto Galone 9601 000 ,, American 840 850 ,,	MONTEVIDEOSp bg Soberano; 317 tons; Truch; sundries.	bk EasternQueen 480 Oct. shp King Ceolric 1582 bk L'y V de Vere 999 , 1
12 New Orleans Br lug <i>Jossic</i> 6,071 12 New York Br str <i>Meniuon</i> 13,021	Beer The arrivals in October were 3,075 cases and 1,517, barrels, and since the 1st inst: 100 cases per Nasmyth from	SALT ISLAND-Port bk Tentadora; 526 tons; Aranjo; ballast. N. York-Nor lug Tabor; 295 tons; Qvie; coffee.	shp Prince Victor 1831 ,, 2
Europe.	Liverpool. We quote:	NOV. 5. Anjer-Grbk Adele; 704 tons; Hense; ballast.	ohp King Cenric. 1491 ,, 2
Nov. 3 Southampton, Hamburg Br str <i>Minho</i> 13,664 4 Hamburg Gr str <i>Santos</i>	Bass (Ihlers & Bell) 7\$600-7\$700	VALPARAISOBr bk Ada; 419 tons; Ford; ballast. MONTEVIDEOSp bg Espe) ansa; 251 tons; Estrader; ballast.	
4 Mediterranean It str Colombo	Tennent 4 500 5 000 Guiness' Stout 7 200 7 300	PERNAMBUCO-Nor bg Fram; 243 tons; Marcussen; ballast.	shp Annie Froste 1236 ,, 2 bk Peruana 424 ,, 2
8 Southampton Antwerp Br str Elbe. 2,735 9 Marseilles Fr str Eburgogne. 7,986	German, Carlsberg 7 2507 350 do Cavallo 7 0007 100	——Sp bg <i>Pepita</i> ; 141 tons; Alsina, sundries. ARACAJUPort bk <i>Luiza</i> ; 242 tons; Campos; ballast.	bk Belle 468 , 2
to Bremen Gr str Graf Bismark 9,564	do sundry brands 5 000 5 500 CoalsThe arrivals during the month of October were	CAPE OF G. H Br bg Siver Cloud; 154 tons; McLachlan; coffee.	bk llya 323 1, 2
11 Hamburg " Valparaiso	26,258 tons coal and 252 tons coke, viz: 21,719 tons from Cardiff	NOV. 6. MARANHÃoPort bk Guadiana; 413 tons; Coelho; sundries.	schr Dewdrop 101
Nov. 3 River Plate Fr str La France	2,150 ,, Greenock	NOV 8. VAPARAISOBr shp Julia; 1,094 tons; Henderson; ballast.	bgn G. D. T 119 " 150 Dg O. Blanchard 260 " 15
4 Cape G. Hope Br bg Silver Cioud 3,112 Receipts show a considerable falling off, the daily average	1,478 ,, N Castle (and 252 tons coke)	B. Avers. Sp bk José Amell, 181 tons; Rodrigues; ballast.	bk Asshur 460 ,, 10 bk Ardour 263 ,, 10 shp VictoriaCross 669 ,, 10
since the 1st inst. being:	575 ,, Glasgow 199 ,, Liverpool	CALCUTTA Br bk Prince Louis; 1,350 tons; Freine; ballast .	lugHarry Keslak 253 ,, 10
12,037 against 14,112 bgs same period Nov. 1880	81 ,, New Port	N YORKIt bk Eleonora Madre; 450 tons; Mazzella; ballt'. BaltimoreAm bk Aquidneck; 348 tons; Raffle; coffee.	DANISH
,, 13.074 ,, ,, 1879 ,, 12,054 ,, ,, 1378 ,, 8,998 ,, ,, 1877	40 ,, Hamburg 20,852 tons coal and 252 tons coke	VALPARAISOBr shp Decision; 1,238 tons; Williams; ballast. PARANAGUASp smk Betsabé; 137 tons; Rios; ballast.	schr Anini 105 Sept. 2 bgn Argus 163 Oct. 2 bgn Margaretha. 202 ,, 2
, 8,998 , 1876 , 10,674 , 1876 From all we can learn as to the prospects of the next crop	against 12,689 ,, 8½ ,, in Oct. 1880	ITAJAHYArg bg Octavio; 178 tons; Gouvea; kerosene and ballast.	bgn Ane Joanne 133 ,, 20
we have every reason to believe that it will be a full average	and the total arrivals during the 10 months from January 1st to	N. YORKNor bk B. M. Width; 289 tons; Lie; old iron.	bk Trois Frères 471 Oct. 1 bk Payta 689 Nov. 1
one. We quote, per 10 kilos:	October 31st have been 190,617 tons coal and 1,264 tons coke against 158,426 ,, 957 ,,	S. FRANCISCO Br bk Star of India; 1,927 tons; Bailie; bll't,	schr Speculant 99 Aug bgn Amalia 230 Sept 13
Washed	in same period of 1880. The arrivals since the 1st inst. consist of	S. FRANCISCO DO SULSp bgu Anita; 133 tons; Pascual; sds. NOV. 11.	lug Syringa 242 Oct. 21
Good first	1,845 tons per Homewood from Cardiff	HAMPTON ROADS-Br bg Endymion; 255 tons; Fitzwalter; coffee.	bk Australia 576 ,, 24
Good second	408 , Ardour from Greenock 424 , Ethiopian from Sunderland	PENSACOLA Nor bk Njord; 745 tons; Brodahl; ballast. GALVESTON Dan bgn Mette Katrine; 160 tons; Andersen;	lug Anina 266 ,, 28 lug Margaretha. 210 Nov. 4 lug Anna 312 ,, 12
and on this basis cargoes may be quoted: p 10 kilos per cwt per lb.	Prices continue nominal in the absence of sales of any impor- tance, nearly all the supplies being on order for companies'	Coffee. NORTHERN PORTSBr bk Maria Wakefield; 367 tons; Earle;	NORWEGIAN
Prime United States 5,350= 57/4 12.46 cts.	account. Codfish.—The arrivals during the month of October have	ballast. NOV. 12.	bk Union 467 Aug 30 bk Jorsalfarer 656 Sept 7 bk Dundee 420 Oct. 21
Good 4,65c = 50/8 11.01 ,, Fair to good , 4,35c = 47/10 10.38 ,,	been only 455 cases Norwegian from Europe	BaltimoreBr bgn Ringleader; 192 tons; Lewis: coffee. —Br bgn Brazil; 226 tons; Baker; coffee.	bgn Rio 151 ,, 24
Fair , 4,25° = 46/11 10.18 ,, Good Channel 3.75° = 42/2 9.14 ,,	total 443 cases.	NORTHERN PORTS-Br bk Europa; 350 tons; Calf; ballast.	lug Kong Sverre 225 , 25
Fair ,, 3,550= 40/3 8.72 ,,	The total arrivals during the 10 months from Jan. 1st October 31st amount to 34,197 tubs Canadian	The Fr. bk. Paytá, 689 tons; from Tocopila for Falmouth with saltpeter, entered this port for repairs on the 10th inst.	bg Giendin 279 28
(f. o. b. ex freight and commission, exchange 223/4 in sterling	38 cases do	-The It. bk. Sincero Primo, from New Castle for Buenos	lug Jerbuen 271 ,, 28 schr Zaritza 167 ,, 28 bk La Gitana 320 ,, 28
and at par in American gold.) Stock is estimated to-day at 250,000 bags.	total 44,705 packages,	uiden.	bk Tramfart 399 Nov-12
Imports.	The arrivals since the 1st inst. consist of 3 cargoes new	-The Br. shp. Victoria Cross, 669 tons, Capt. Twadie, 150 days from Portland, with a cargo of 23,229 half bags flour,	swedisii bk Carl Joham . 208 Oct. 10
Flour.—The arrivals consist of 6,335 half bags per Magellan from Valparaiso	Canadian, viz: 1,560 tubs per *Desirate* from Gaspe*	bound for Oregon, put into this port leaky and with loss of	bgn Johanne M' 171 27 bgn Frithjof 209 ;, 29 bg Pepita 247 Nov. 4
2,000 Sénégal from River Plate 2,000 Elbe from do.	1,560 ,, G. D. T. from Gaspe 3,673 ,, O. Blanchard from do	greater part of her cargo,	lug Sjotrollet 164 ,, 12
The sales have been about 14,000 barrels and the stock in first hands to-day amounts to about 32,000 barrels.	and 2,236 tubs per Canada from Newfoundland.	The Am. lug. David Babcock, 30 days from New York for Rio de Janeiro with a general cargo, was wrecked to lee-	sink Dorotea 143 June 13
The market is firm and prices are 500° reis per barrel higher	Retail prices continue at 23\$00025\$000 per tub.	ward of the S. João island near Maranhão on the 20th ult.	pol Francisquita 164 Aug 6 smk Merced 166 is 6 bg Angel 198 , 28
We quoie: Trieste nominal Gallego 22 500—23 000	PORT OF SANTOS.	were picked up by the vacht Anio da Victoria and taken to	bgn Soberano II 189 Sept 20 smk Paca 181 Oct. 2
Haxall 22 500—23 000 Dunlop 22 500—23 000	November 12th, 1881.	The captain and crew of the Sp. bg. Catalina, previously	bg Nueva Sabina 332 ,, 23 bgn Hugo 163 ,, 23
O'Dance 21 500—22 000 Mc Cance 21 500—22 000	Coffee—Market very quiet at 4\$0004\$100 per to kilos for superiors.	eiro, arrived on 29th ult. at Recife in the Sp bgn Frasquito.	bk Terita 185 Nov. 3
Baltimore 21 500—22 000 St. Louis 20 500—21 000 River Plate 20 000—21 000			bk Adela 323 ,, 12 bg Joven Ana 314 ,, 12
Chili 19 500—20 600 Pitch Pine.—There have been no arrivals since our last re-	,	in lat. 310 21' S., long. 420 35' W., the vessel being caught in	PORTUGUESE schr M. das D's 174 July 19
port and the market remains firm at 44\$000 per dozen.	CottonsHave continued in active demand and become	to launch a boat in which they remained more than three days	shp Marianna VI 1572 17
White Pine.—The arrivals consist of 97,000 feet per Adela from New York which had been sold to arrive at 110 reis per	from 440 to 500 reis per kilo.		ogn Tentativa 240 II
foot. The market i : somewhat finner.	Sugar—125 to 130 reis per kilo freely paid. Entries are on a considerable scale.	Steamers; Sating-Vessels:	ok Joven Elisa 311 " 19 ok Saudade 422 18
Spruce Pine.—No arrivals but several cargoes, ordered by dealers, are shortly expected.	Freights.—1/2d and to 0/1, and 301 and to 0/1.	London 501 Channel f. o 401 -451	K Mana 239 " 24
We quote 38\$-00—39\$0>0 per dozen.	23d 90 dis had been given and a considerable business was	Antwerp	k Amazona 391 4, 30
Swedish Pine. — The arrivals consist of 507 dozen per Pepita from Sundsvall which had been sold before arrival.	Discounts8 % of bank and 10 % of private	Havre fr. 55 U. S. South 25 -35 h	gn Barca do La 207 Nov. 4
The market continues steady at 40\$000—41\$500 per dozen.		Marseillesfr. 70 New York	gn Lidador 177 , 8

DATE	N	Late		THE STATE OF	T HOM		
,, 10 ,, 10	V de Bahia, Fr Elbe, Br Humboldt, Br Bourgogne, Fr Gironde, Fr			iver Plat do do do remen* 2 antos 1	1 e* 5 5	Karl Valai Norton M do Brandes & Fiorita & Norton M do A. Leuba Royal Mai Norton M' Karl Valai Messagerie Brandes & Ed. Johnst	& Co. w & C s & Co s Mar. t Co. con & C
DE	PARTO	KE	UF			<u></u>	
DATE		ME		WHERE	то	CARG	0
1 11 2	4 Colombo, It 4 La France Fr 5 Santos Gr 5 Tycho Brahe Blg 7 Laplace, Br 8 Humboldt, Br 9 Elbe, Br 9 Bourgogne Fr 9 Glenapp, Br 10 Bessel, Br 11 Graf Bismarck, Gr			lamburg' enoa* iver Plat amburg' lew York iver Plat outh'ton' lavre' outhamp larseilles' sw York orto Aleg ew York reinen* iver Plat	te te ton*	Coffee Coffee Sundries Coffee Coffee Sundries Sundries Sundries Coffee Sundries Coffee Sundries Coffee Sundries Coffee Sundries	
• Cal	lling at in	terme	diate	ports.		,3	
FORE	GN SA	ILIN	G V	ESSEL.	SIN	 THE POI R 12, 1881	17 OF
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NA.	MB	TONNAGE	ENTERED	PRO		CONSIGN	XE.
shp Sabi shp Lore bk Kenn hig Carri AUSTI	elCAN no tta Fish ard e Heckle RIAN			Glasg 3 Antwo 14 New 1 Philad	ni E	Clo Gas Co For repair Clemente Com Pedro	Co.
ha Maria ha	sistem of the state of the stat	101 192 260 460 263 669 253 263 156 167 2689 1 167 2656 271 186 276 271 167 329 N	Oct. 1 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	de Salt is a Liverprise de la Cardini de Car	ort Signature of the control of the	o order L. Hinnah L. P. L. M. S. M. P. M. S. M. P. M. S. M. P. M. S. M. P. M. S. M. M. P. M.	RioRR A Silv R Silv R S'a M & Co M Do R
bk Carl J bgn Johar bgn Frith bg Pepita lug Sjotro		208 O 171 209 247 N 164	ct. 10 27 29 0v. 4 11	Lisbon. Santos New Cr Sundsva Macáo	stle Co	rbosa Castr Johnston Jarea Pache W. Gross L. Pereira	o & C & Co. co &C & Co da S'a
spani smk Doro pol Franci smk Merci bg Angel bgn Sober smk Paca bgn Huge bk Linda bk Terita bk Adela bg Joven		143 J 164 A 166 198 189 Se 181 O 332 163 361 185 N	mer3 mg 6 ii 6 ii 28 iipt 20 ct. 2 ii 23 ii 24 ov. 3 iii 12 iii 23	S. Nico Paysand B. Ayre Paysand B. Ayre Savanna Paysand Concord New Yo Paysand	das. Ald. Sa. S. S. S. S. J.	exander Winchez Himme & Ze N. Vincenzi Romagueir Romagueir Guimarães aza Ir'o & lex Wagne Hime & Ze Culloch B, order	agner & Ze' enha & S's a & F & C Rocha r. enha & Co
PORTUGE schr M. d bgn Bello I shp Marian bk Humidd ogn Tentat sk Joven I sk Saudado sk Maria sk Sultana og Voador sk Claudin sk Claudin sk Claudin sk Claudin sk Claudin sk Claudin sk Claudin sk Claudin sk Claudin sk Claudin	as D's Figuei as D's Figuei ana VI r ade	174 July 1959 1977 Oct 1959 1959 1959 1959 1959 1959 1959 195	ily 19 ,, 13 ,, 17 ct. 2 ,, 3 ,, 11 ,, 19 ,, 24 ,, 29 ,, 30 ,, 31 ov. 4 ,, 8 ,, 8	R. Ayre Lisbon do Ilha del Salt Isla Oporto Oporto Salt Isla Lisbon Oporto Oporto Oporto Oporto Coporto Rio Grar	Son Bridge M. M. Mend. Mend. M. M. M. M. M. M. M. M. Mende To	aza Ir & Raga & Barbi J. dos Reis d'Oliveira. d'Oliveira. de Oliveira. de Oliveira. de Oliveira. G. Santo. aral & Si'undes d'Olivorder.	ocha. liza & Co & Co & Co c Co Leone los S's a & C & Co &

WHERE FROM CONSIGNED TO

GOVERNMENT BONDS

EMISSION.	CIRCULATION	DENOMINATION INTEREST NOMINAL VALUE	R QUOTATION
		General Apolices, currency	1,085\$000
		" " " " " " 600 000	
339,069,100,000	335,397,100\$000	,, ,, ,, ,, ,, ,, ,, ,, ,, ,, ,, ,, ,,	1,070 000
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		, , , , , , , , , , , , , , , , , , , ,	,,
1 1 1 1 1 1 1		" " " 1,000 000	0-
2,151,600 000	1,990,400 000	" " " 1000 000	90 º76 .
		" " " 400 000	,,,
119,600 000	119,600 000	" " " 1	"
7,489,500 000	5,267,000 000	Decidental and the Children of	
2,722,600 000	2,724,610 000	Provincial apolices of Rio de Janeiro . 6 % 500 000	102 %
21,600,000 000	16,582,000 000	National Loan of 1868, gold	1"
8,400,000 000	7.300,000 000		1,245 000
	*	,, 300 000	"
44,820,000 000 7,065,000 000	50,235,000 000	National Loan of 1879, gold 4½% 1,000 000	1123/2 470

BANKS AND PUBLIC COMPANIES

,			-		TO DISTO CO	MIL WILL			
	28.2	9	1 8	5			1.100	LAND	CHRISTIA
CAPITAL	SHARRS	SSCI	VALUE	GIV.	NAMES	RESERVE FUND	LAST QUOTA-	LAST	DIVIDEND
	克	2"	2	2			TION	AM'T	PAID
		1	1	J	BANKS	7			-
33,000,000	105,000	All All	200	All	Banco do Brazil	8,754,213\$981	300\$000	10\$000	July 18
8,000,000 12,000,000	40,000	25,000	0 200	Aii	Commonial de Die 1 1	2,118,943 (188	8 280 000	9 500	
£ 1,000,000	50,000	25,000 All	0 205 I £20	6 IO	Commercial do Rio de Janeiro	1,102,841 857	7 235 000	9 000	July 18
6,000,000	30,000	All All	200	All	I Industrial a Manager 1	575,000 aon	0 135 000	12 sh	
4,000,000	20,000	5,000	0 200	All	Mercantil de Santos	575,000,000	235 000		July 18
4,000,000	20,000	10,000	0 200	All	Banco Predial	12,325 336	225 000	10 000	July 18
€. 1,000,000	50,000	All	1 6 20	6 10	Banco Predial New London and Brazilian	12,325 330	5 152 000	5 000	July 18
12,000,000	60,000	15,000	200	200	nanco do Commercio	442,253\$013	224 000	9\$000	
		1.0			RAILWAYS	1		/ / / /	July 18
1,000,000\$	5,000			All	Petropolis	83,730 470	180 000	8. 1 000	July 18
7,500,000	37,500	14.380	200	Ani	do do do do	103,795 128	180 000 240 000 96 °/ ₀ 220 000 106 000		July
15,000,000	75,000	25,000	200	250\$ All	do do debentures	i —	96 %	614 %	interest
4,000,000	20,000		200	All		258,691 200	220 000	8 %	June 18
4,000,	,-			£ 50	Conscioning	_	106 000		1.
_		-	- /	100	do do	_	90 % 84 %	6 %	interest
2,400,000	12,000	Aft Aft	200	All	Leopoldina	01 220 220	84 70	6%	interest
	-			2005	do preferred ob	81,320 279	236 000 205 000		July. 18
2,000,000	10,000			All	Nictherovense	= '	205 000	816 %	interest
600,000	3,300	All		All	Campos a S. Sebastião		25 000 Nom.	· '	
10,665,000	53,325	30,000	200	All			160 000	· —	July 18
_	-	-	- 1	1	do do with right to subsid. shs. do do subsidiary shares.	_ '	100 000		July 10
800,000	4,000	All	200	All	do do subsidiary shares		15 500	_ '	_
800,000	4,00	f***	200	A.,	Umao valenciana	34,600 000	15 500 Nom.	6140.0	Feb. 18
4,000,000	20,000	16,500	200\$	4.01	le Chian Thambara				
2,000,000	10,000	All	200	All	Botanical Garden S Paulo Pernambuco Pelotas	183,493 950	370 000	13 000	July. 18
700,000	7,000	Ail	100	100\$	S Paulo	1	1.01		
1,200,000	7,000 6,000	All	200	All	Pernambuco	18,795 188	120 000	5 000	July. 18
540,000	2,700	All	200	All	Pelotas	16,435 451	135 000	8 000	July. 18
800,000	-4,000	3,000	200	All	Pelotas S. Luiz do Maranhão Porto Alegra Villa Izabel Montevide Nictheroy Bruvellos		20 900		
1,200,000	6,000	3,500	200	All	Porto Alegra	20,000 000	125 900	- 200	July 18
2,000,000	10,000	All	200	All	Villa Izabel	106.415 215	218 000	5 000 7 200	July 18
2,000,000	10,000	7,000	200	All	Montevideo	2,800 000	1 500	7 200	July 18
1,200,000	10,000				Nictheroy	*10000	1 250		
1,200,000		All				_ !	10 000		
5,400,000	27,000	Al!	200	All	Carris urbanos	17,981 662	26, 000	10 000	July 18:
-	- 1	- 1		500\$.,-	90 %		interest
0-2-200	4 000	1 · A	****	4	TOLL POADS			10	
1,800,000	6,000		300\$	30G\$	Untao e Hidustria	180,000 000	103 000 Nom	15 000	June 18
180,000	1,800	A	100	An	Magé e Sapucaia		Non		*
	20,000	All	200\$	All	NAVIGATION COMPANIES				
4,000,000\$ 600,000	3,000	All	2005	160\$	Brazileira de Navegação.	507,423 782	255 000	10 000	July 18
200,000	3,000	012	200	110	Espirito Santo e Campos União Nictheroyense	300,000 000	100 000	8 000	July 181
640,000	3,200	3,168	200	All	Farent Prictite Toyense	-	Non		
500,000	2,500	All	200	All	Ferry. Paulista Amazon Steam Navigation		Nom		
£ 750,000		10.44	200	All	Amazon Steam Navaration	89,172 015	135 000	6 000	July. 188
150,000	250		200	1005	Plus do Esnirito Santo (Ceará)	£ 50,000	150 000	9sh	July. 181
2,000,000	10,000	4 All	200	100\$ I	Marianal das Navegação	v /	100 000		
600,000	3,000	1,778	200	All	Nacional de Navegação. S. João da Barrae Campos	103,019\$720	320 000 180 000	10 000	May 188
				1	S. Josto da narrae Campos Fidelidade Argos Fluminense Garanta Nova Permanente Nova Regeneração Confança Lucegrifula	12,500 000	180 000	7 000	July 188
8,000,000\$	8,000	4,000	1,000\$	125\$	Fidelidade	225,000 000	200 000	20, 000	Inly 189
3,000,000	3,000	AU	1,000	250	Argos Fluminense	395,791 780	550 000		
2,500,000	2,5U0 800	All	1,000	100	Garantia	172,750 000	135 000	37 000 8 000	fuly 188
800,000	800	All	1,000	250	Nova Permanente	180,123 763	345 000	12 500	July 188
500,000	- 500	All	1,000	100	Nova Regeneração	21,418 722	Nom	6 000	lan. 188
4,000,000	20,000	10,000	200	20	Confiança	160,000 000	45 000	3 000	July 188
8,000,000	40,000	20,000	200			250,000 000	73 000	4 000	July 188
5,000,000	50,000	25,000	100	10	Previdente Popular Fluminense Alliança	134,209 000	15 250	1 000	July 188
1,000,000	.00	All	200	100 I	Popular Fluminense	184,426 740	20 000	5 000	Dec. 187
4,000,000	20,000	10,000	200	20	Alliança	10,000 000	27 000		July 188
	00	All	2024	A11 6	Gloria	1			
500,000\$ 200,000	2,500	All	200	All E	Gloria	70,000 000	40 000	1 400	July. 188
300,000	3,000	All	100	100\$	Harmonia		Nom	3 000	Dec. 187 June. 188
300,000	3,01.0	- ^	100		GAS COMPANIES	900 000	7 000		
£ 750,000	37,500	36,000	£ 20	All I	Rio de Janeiro	- 1	280 000	·- 0,_	May 185
£ 750,000 £ 75,000	7,500	All	£ 20	All E	Nictheroy	_	60 000	10 %	May 188 April 188
				-	MISCELLANEOUS		00 000		
600,000\$	3,000	All	200\$	A0 7	Tunnenovtes Movit de Con-		100 000	2\$000	July. 188
600,000	3,000	600	200	All J	Bonds Maritimos. Docas de Pedro II. Brazil Industrial. União Industrial.	- 1	110 000	3\$000 6 000	Inn. 188
10,000,000	50,000	15,000	200	All	Docas de Pedro II	-	125 000	4 000	Jan. 188
1,000,000	5,000	. All	200	All	Brazil Industrial	- 1	212 000	*	Jan.
400,000	2,000	All	200	All	União Industrial	- ;	213 000 Nom.		
500,000	2,500	All	200	1455	Florestal Paranaense	- 1			
1,200,000	6,000	All	200			-	Nom		
1,200,000	6,000	5,461	200			58,793 327	180 000	8 000	July. 188
3,000,000	12,500	7,500	200	1000	Commercio e Lavoura	20,000 000	120 000	8 000	July 1881
400,000	6,000		100	All	deonomia (lavanderia)	-	1 000		
3,000,000	6,000	- All	500	2100	Associação Commerciai	-	Nom.	interest	July 188:
800,000	4,000	An	200	40 4	Carriagens Fluminense Commercio e Lavoura Economia (lavanderia) Associação Commercial Trata Fluminense Minas de Caçapava Architastron		Nom.		
800,000	16,000	All	50	Alli	Minas de Caçapava		47 000		
1,800,000	9,000	6,000	200		Architectonica	-	Nom.		
	10,000	5,00+	100	- at 15	Connomica Auvilian	-			
	40,000	7,500	100	70\$ E	Economica Auxiliar,	266 000	30 000		
400,000	8,000	4,400	200	All	Indust. Flum. (kiosques) Pastoril Agricola e Industrial	37,866 000	855000 Nom	6 500	July 1881
		10,000	200	All P	Pastoril Agricola e Industrial Manuf. demat. para const	208.407 496	Nom		D-0 -8m
600,000	6,000	2,130 All	100	All M	lantit demat, para const.	132,870 000	Nom	5 000	Dec. 1879
700,000	3,500	An	200	2005	Engenho Central de Quissamā do bbligations	- 1	Nom 202 000	0 100	×* ×88
2,000,000	10,000	All	200	200.T	do obligations	- '	202 000	8 500	May 1881
2,000,000	10,0000	Ano	200	An o	erviços mariumos	_	20 1,0001		

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THE RIO NEWS

- 1881 -

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

Commercial Department,

where every effort has been employed to gather reliable 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 faithfun index of the year's transactions. The sale of bonds and stocks will be given for each day. It will also carefully note every legislative, administrative, or private act which may in any sense affect the profitableness or security of investments. In its

News Department

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

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

From the Gazeta da Tarde, Rio de Janeiro,

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 inficative of our illustrious friend, Deputy Joaquim Nabaco. The roar of the interests fell by the immont traffic in human flesh does not frighten this independent sheet which sees every day in increase in the number of its readers and earnest panegyriss. The whole English colony of Rio de Janeiro prize Tim Rio Nisws, and there are already many Brazillass who seek it for its very exact appreciation and judicious commentaries on all questions relating to the prosperity of Brazill.

We wish Tim Rio Nisws success and congratulate ourselves in seeing that it fights, with great valor and excellent judgment, to save Brazil from the disgrace of possessing slaves in the last quarter of the sineteenth 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 Moutor Campiata, Campos, Rio de Janeiro.

Since its imaguration Tur Rto Nuws 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 noises of Brazil, and of commercial
information of the Rio de Janeiro market, the knowledge of
which has come to be necessary to every not in our own country and the United States who would follow the discussion of
public affairs and the news in Brazil.

From Trubner's American and Oriental Literary Record, London.

THE RIO NEWS.—To any one wanting Brazilian news in the English language we can recommend THE RIO NEWS, pub-lished on the 5th, 15th and 24th of every month, as a reliable

From the Auxiliador da Industria Nacional, Rio de Janeir

From the Anxiliador da Industria Nacional, Rio de Janeir Brazil, which happily knows what is passing in the European and American social world, can not however make known what is occurring within her interior and the progress under way, impelled rather by the active/force of a splendid nature than by the independent effort and initiative of her sons. From this point of view, we can not find to render homage to the distinguished editor of Tint Rn Nsws who so faithfully transmits to the great American Union and to the European world the state of our social life, the political and conomic questions which we are now discussing, the administrative and fanancial life of our provinces, and many other items of news which are worthy of all appreciation because of the discrimination and judgment which has presided over them.

From the Artista, Rio Grande.

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 eigenspain [*Thur. Ro Newe*], is published in the imperial capital, especially devoted to the interests of a numerous and respectable colony represented by the sons of powerful Aldian.

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.

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The Roo News of July 15, the important English journa 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 acusous, but also to our country, appreciating without passion and with the greatest impartiality those occurrences which, though its medium, are to be echoed in the old world.—July 26, 1880.

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