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THE AGRICULTURAL INDUSTRY.

In an extra session of the municipal council of Santa Maria Magdalena, the following address to the president of the province of Rio de Janeiro was adopted:

Sir:—In compliance with the orders of your excellency in the official letters of the 21st of last month and of the 11th of the current month, in which you ask for information regarding the state of agriculture, stock-farming, silk and bee-culture in this municipality, the municipal council have to say as follows:

The lands of this municipality are in general extremely fertile and are suited to a great variety of products such as coffee, cereals, sugar-cane, tobacco, grapes, cotton, mulberry, potatoes, rice, mandioca, etc. The only article of export from the municipality, however, is coffee. The production of corn, beans and sugar is scarcely sufficient for home consumption, and already there has commenced a considerable importation of sugar, rice, tobacco and rum.

The cultivation for export in the municipality is therefore limited to coffee, and this cultivation is carried on in the rudimentary routine system which leaves much to be desired both as to the quality of the product and the quantity produced in relation to the population.

The number of slaves in the municipality being 13,010, and supposing that only 10,000 are employed in the cultivation of coffee, there might be produced, giving an average of 150 arrobas for each laborer, 1,500,000 arrobas; the exportation is however only 900,000 to 1,000,000 arrobas. The free inhabitants, numbering 10,366, might very well produce, if nothing else, the articles of home consumption, as we have no other industry, no important trade, nor mechanic arts.

The planters whose profits can be calculated at more than 10 per cent. are rare, and these live on exceptionally good lands and consume but little. In general the planters obtain from 8 per cent. downward. It may be added that a terrible disease, called the plague, is progressively destroying the coffee trees and is assuming alarming proportions without the cause of the evil or the means of combating it being discovered.

As the municipality has excellent lands for sugar cane, it would seem to be of great advantage for the government to encourage the planters, where the coffee trees are being destroyed by the plague, to plant cane by giving an interest guarantee for the establishment of one or more central sugar mills. With 100,000\$000 there might be established a mill with American machinery with a capacity of 400 arrobas per day, since the Figuera mill in Campos, belonging to José Pereira Pinto, with a capacity of 200 arrobas per day, cost 50,000\$.

It would also be advantageous for the government to encourage the planters by means of diplomas and money prizes, to establish free labor and to give attention to the cultivation of cereals and stock-breeding, especially the breeding of swine, independent of coffee and cane. By reducing to the lowest possible figure the railway freights on these products, the government could also

contribute in favor of the division of labor.

There are many obstacles to the development of agriculture in the municipality which, although due to various causes, may be summed up in two principal ones: lack of roads and schools.

With the exception of two kilometers of the Barão de Araruaia railroad belonging to a private company there are no railroads in the municipality. We have not even wagon roads which will enable us to abandon the pack mule, "our best vehicle." This lack, which in a rich municipality can only be endured through ignorance or extreme resignation, prevents our varying products or attempting a division of labor which must be our means of obtaining the maximum production and perfection of agriculture, and which might lessen for some years to come the lack of laborers that is already beginning to be felt.

Roads are a prime and inherent necessity in a mountainous and eminently agricultural municipality such as this. Your excellency will pardon the frankness, born of the confidence that the good judgment of the president of the province inspires in the municipal council, with which we say that the attention of the government has not yet been awakened to the roads of this municipality. The same may be said of our own people who appear to ignore the fact that private enterprise is an indispensable factor in the prosperity of any country.

No one knows better than your excellency that the people must have instruction in order to understand their duty as citizens and to labor best in the interest of society and in their own private interest.

Our capitalists although possessing about 8,000,000\$000 of available funds prefer investment in 6 per cent. government bonds, to embarking their capital in industrial enterprises, and thus the spirit of association which might contribute powerfully to the development of the industries of the municipality, remains unproductive.

The stock-raising industry is here very backward and of limited proportions. The cattle are neither good for work, milk, nor beef. All the carne secca consumed, and the quantity is not small, is imported; and for the last six years the price has varied between 6 and 9 milreis. Butter-making is almost unknown, and the small quantity of cheese that is made is of poor quality and not readily salable.

Only a few amateurs, and these rare, have attempted to breed a horse or so, of a badly made and degenerate race. Perhaps this neglect of horse-breeding is due to our bad roads for which mules are more suitable.

Sheep-breeding is almost unknown. The few sheep that we have are of very ordinary stock and only serve as food for invalids, the wool and hide being thrown away.

Bee-culture is only carried on by a few for their own use, and silk-worm-breeding is entirely unknown in the municipality.

Our best public establishment, although it has not the necessary accommodations, is the municipal hall. The churches of this village and of São Sebastião do Alto are in ruins, although this last has been somewhat improved at the expense of the parish-

ioners. The few schools that we possess are in houses without sufficient accommodations and without furniture. There is no benevolent institution in the whole municipality. A small jail is being constructed in São Sebastião do Alto: the jail of this village is intolerable.

Such is the state of this municipality, its agriculture and industries, its drawbacks and its most pressing needs.

Santa Maria Magdalena, Nov. 23, 1881.

SLAVE PUNISHMENT.

To the Editor of THE RIO NEWS.

In common with many others I have been greatly interested in the case of the slave girl, Monica, now lying at the Niterohy hospital. The legal inquiry, I suppose, has attracted unusual attention, because Monica in her first statement ascribed her punishment to a well known and titled gentleman. The Barão da Penha has now happily cleared himself from this accusation, and the girl's future depositions are likely to be given carefully sifted before full credence is more to them. But one fact remains potent; Monica was barbarously, fiendishly maltreated by some one who held her as a piece of property, and who regarded her as no better than an animal.

I do not propose here to enter into the legal merits of the case, neither do I care to fill your space with mere expressions of sympathy, which are abundant enough already and have found their best expression in a subscription to purchase the girl's freedom. But I would like to make two or three suggestions, on points which seem to have a natural connection with this case. As a friend of Brazil, and an enemy of slavery I have given a good deal of thought to the condition of the black race in this country. Believing as I do that slavery is the root of nearly all evils with which Brazil is afflicted, I feel sure that speedy emancipation is the readiest and surest means of doing away these evils. But while we seek this end it is also well to see what can be done from day to day towards ameliorating the condition of this unhappy slave race.

Any one who takes the trouble to investigate the subject will find that Brazil has a large number of laws, the clear design of which is to protect the slaves. These laws have been carefully framed by some of the best statesmen of the country; and, theoretically, they leave very little to desire short of absolute emancipation. Practically they are almost useless, because they are not enforced. Everybody knows that there are cases of cruelty to slaves, maltreatment even to death, which are visited only by a light punishment, or with none. But no one knows, few even imagine, the vast number of hidden crimes which are yearly perpetrated under the slave system, and which never see the light of a court of justice. A slave may be maimed or killed on an inland plantation, and no outsider will know of it; the master and overseer, interested persons, will not proclaim their own crime, and the other slaves dare not give information, or have no one near to appeal to, or being brutalized by the hardships of their life, they do not care.

Cases of severe punishments of slaves are comparatively rare in the large cities, because, as a rule, city masters are more lenient than the owners of plantations, and more fearful of consequences where courts of justice are near. Now and then, a case like this of Monica comes to light and fills the public mind with horror. But it is quite possible for similar cases to be hidden, even in the cities. Monica's story has come to light mainly through the accident of her having been sent to the hospital for treatment.

There is an old pro-slavery argument to the effect that a master will not punish his slaves too severely because he is fearful of injuring his own property. Supposing that masters were free from the passions which afflict the rest of humanity, such an argument might be a good one. But everybody who is acquainted with the workings of slavery knows that the system fosters and strengthens every bad trait in a master's character. It is notoriously true that men do constantly injure their own slave property, and they will continue to do so until the slaves are practically—not theoretically—protected by law.

Why are they not protected? It is the old story of everybody's business and nobody's business. The police magistrate should attend to these things, you say. But they have a thousand other matters on their hands; they are not inquisitors, and they cannot take cognizance of crimes unless complaints are made to them. Now, the maltreated slaves, living in continual fear of their masters, and regarding every respectable white man as leagued against them, are not likely to make these complaints. If they do appear before the courts they have no skill to plead their cause, and no money to hire lawyers even if they knew the value of their services. They suffer in silence, or, driven to desperation, retaliate with crime and suffer the penalty, which should in all fairness be inflicted on their persecutors. They do not even know that the law protects them. Hundreds, perhaps thousands of slaves would now be legally freed if the laws were enforced. But who will enforce them?

I see no remedy but the employment in each province of lawyers whose business it shall be to act as attorneys for the slaves. If the government will not do this, cannot the abolition society take the matter up? Lawyers so employed should be paid, and well paid; but I believe the money could be better employed in this way than in the liberation of a few slaves. It would be better to pay fixed fees for each case according to the success of the lawyer, rather than to employ attorneys on a yearly salary; they would then have an incentive to seek out cases because they would directly profit by doing so. Human nature is the same the world over, and a salaried official is likely anywhere to neglect his duty because he can safely do so.

The slaves would soon learn to regard such attorneys as their friends, and they would appeal to them of their own accord. And there is another point that should be insisted on here. The negroes, like other ignorant persons, stand in constant awe of all official proceedings; the taking of a deposition frightens them, confuses their minds, and they prevaricate because they have some vague idea that it will hurt them to tell the truth. This is the true secret of Monica's contradictory stories. I have observed the same thing over and over again, both with negroes and Indians. The "Tapuyos" of the Amazons valley have so great a dread of anything that looks like a legal proceeding, that the very act of writing down their statements will drive them to silence, or to downright lying. In collecting facts from the Indian hunters, I have been forced to trust to my memory; if I

showed my note book in the presence of the man I was questioning, I was sure to go astray.

Here is a grand field for good work. Will you not join me in urging it upon public attention?

HERBERT H. SMITH.

Rio de Janeiro, Dec. 12, 1881.

A DESERVING CHARITY.

BRITISH BENEVOLENT SOCIETY.

Rio de Janeiro, 12th December, 1881.

To the Editor of THE RIO NEWS:

Dear Sir,—In a recent number of your journal, you kindly published a circular issued by this society, calling attention to its declining income, and soliciting further subscriptions, however small.

You will, we believe, be as sorry to learn, as we are to tell you, that the circular in question has been productive of only very feeble results, and I have now been desired by the committee to address you these few lines, trusting that you may insert them in your next issue, and perhaps assist us by a few words of your powerful advocacy.

The British Benevolent Society must mainly depend on annual subscriptions, and not on windfalls in the shape of donations, which, however welcome, cannot be relied upon as a source of income; and it is with the hope of attracting these subscriptions that we again venture to call attention to our needs.

I remain, Dear Sir,

Your obedient servant,

J. OWEN UNWIN,

Hon. Sec'y.

From *The Crozier*, New York, September 17.

THE COFFEE AND SUGAR PRODUCING COUNTRIES.

QUEENSLAND.

Queensland, the sugar-producing country of the antipodes, is one of the six British colonies comprised together with New Zealand under the name of Australasia; i. e.—New South Wales, 308,560 square miles, with a population of 693,743; Victoria, 88,451, with 879,442; Queensland, 668,259, with 210,510; South Australia, 380,602, with 248,795; Western Australia, 975,824, with 28,166; Tasmania and Van Diemen's Land (a separate island south of the great continent of Australia), 26,215, with 109,947, and finally New Zealand, another more distant island group, 104,900 square miles, with 432,519 souls; together 2,552,811 square miles, with a joint population of 2,603,122. Inhabited by wild native tribes, there are in the above colonies besides 523,531 square miles with 102,584 inhabitants, thus constituting an aggregate area of 3,096,342 square miles, with a joint population of 2,705,700 souls. To Australia moreover belong the Fiji islands, occupied by the British, and New Caledonia, 6,500 square miles, belonging to the French, together with various other groups of islands of minor importance.

Both the Portuguese and the Spaniards visited this region in the XVI. century, but the Dutch were the first to gain a foothold, and called this fifth great sub-division of the globe New Holland, in the year 1605. In 1616 they discovered the West coast; in 1618 Tasmania, or Van Diemen's Land; in 1619 South Australia; 1628 the Gulf of Carpentaria. In 1687 the English under Dampier first coasted along the west coast; Captain Cook finally landed in New South Wales in 1777, giving the colony the name it has retained. During the wars which grew out of the first French revolution the English succeeded in ousting the Dutch out of their Australian settlements, which they made a penal colony. Tasmania had meanwhile discovered New Zealand in 1642, and Captain Cook got there in 1770.

Australia proper, although gradually rising since it ceased to be a penal colony and proving a capital country for sheep raising, did not attract the world's attention very particularly until in 1853 gold was discovered, when a great many miners left California for the new gold fields, soon followed by adventurers from all quarters of the earth. Sheep raising was neglected for the moment; but as soon as superficial gold gathering began to give less astonishing individual results and was replaced by scientific mining on a vaster and more extensive scale, pastoral pursuits as well as agriculture again attracted the bulk of labor and capital. The same as in California and other countries famous for their production of the precious metals, pastoral and agricultural pursuits have in the long run proved the most

durably profitable ones. Although the mining of gold, tin, copper and coal still remain very important in Australia, and the product of all of them except gold is rapidly on the increase, the two pursuits we have named now really nourish a greater number of direct producers than the mineral branch, wool raising in particular.

The only great drawback in Australia is the general want of rivers and moisture, and the frequency of droughts inflicting Australia proper especially. But in spite of it the fine soil and mild climate are so propitious that the average result of pasturage and farming is fully on a par with anything attained in this country and the Argentine Republic. At the same time the country is healthy, and the climate on the whole temperate enough to enable white men to work on the cane fields, and where, like for example for labor in the cane fields, it will pay better to use coolies, Chinamen and kanakas are introduced to advantage. There has so far been no lack of such coolie labor; indeed in the more settled portions of Australia they would prefer to receive less Chinese than they get.

Australasia, including the Fiji islands, received in 1877 139,798 immigrants, while 89,348 left, and in 1878 140,531, 95,893 leaving. Queensland alone received in 1877 22,596, 10,408 leaving, and in 1878 there arrived 16,139, while 11,890 departed. The annual gain in the sugar regions is therefore about 5,000 to 12,000 annually by surplus of arrivals.

Sydney, N. S. W., has a population of 187,381, and Melbourne, V., of 256,477, and the remaining more important cities range between 20,000 and 35,000. Brisbane, Queensland, counts 32,012.

The income of British Australia in 1878 was £17,414,185, and the outlay £18,474,019, the total indebtedness in that year being £67,615,401, to a great extent represented by railways.

FOREIGN TRADE OF AUSTRALIA AND NEW ZEALAND.

In thousands of pounds sterling, 1878 and 1877.

	Import		Export	
	total.	precious metals.	total.	precious metals.
1878	50,546	22,995	3,048	44,197
1877	48,368	23,415	2,648	45,384

WOOL EXPORT.

1877	351,706,000 pounds.
1878	375,407,000 "

MARITIME MOVEMENT IN 1878.

	Arrivals and departures.	
	vessels.	tonnage.
Australia and New Zealand.	16,866	7,709,552
Fiji Islands.	252	47,260
	17,118	7,756,812
Railroads in operation in 1878.		3,978 1/2 miles.
" building in 1878.		1,159 3/4
		5,138

Post offices, 3,578; letters forwarded and received in 1878, 71,673,499, newspapers, 40,222,041. Length of telegraph lines, 25,516 1/2 miles; length of wire, 40,501 1/2; offices, 985; number of telegrams in 1878, 4,600,000.

The activity and vigor displayed in every department only find a parallel in the United States and England when we come to consider that all that has been and is being accomplished is done by a population of less than 3,000,000.

Queensland's export of sugar to the rest of Australia last year was 10,000 tons; this year it will probably reach 15,000 tons. The canes are cultivated on the Queensland sugar estates by Chinese coolies and kanakas from the South Sea islands; they are well paid and well treated, and as there is no limit to the consumption of sugar in Australia and surrounding countries, the Queensland planters may extend cane culture indefinitely and as fast as they can, always sure of a ready and remunerative market.

Besides sugar Queensland is rich in gold, tin and coal. In 1874 fifteen gold mines produced together 168,404 ounces, worth \$2,800,000. Queensland has at the present day 350 miles of railroad in operation. The export of domestic goods from the United States to Australia has been during the fiscal year ended June 30th, 1879, no less than \$7,000,000 while we imported from there only \$785,773 worth of goods. Our import would be greater from that part of the world if the high duty on wool did not stand in the way of it; there is consequently hardly any return freights, except a little tin and some few special lines of wool, which can stand the duty. Eventually this may undergo a change, when Australia will also take larger amounts of American goods, both from New York and Boston, as well as from San Francisco. They like our canned goods, hardware implements, furniture, etc, and can easily take twice or three times as much if there be a return freight, cheap and direct, and this a large wool trade would abundantly furnish.

Reliable information we have received from Uruguay states it as a fact that Letorre is in Entre Rios preparing to cross the river and spoil the elections. That this may be a fact, is the ardent wish of all the respectable people in Uruguay.

RIVER PLATE ITEMS.

From the Buenos Aires Herald, December 1.

—The price of wheat is rising in Chili.

—Business in Montevideo is dull and nothing is talked of but politics and bull-fighting.

—The health of this city, whilst there is no epidemic sickness about, is anything but good, there having been nothing done by the authorities to improve it.

—The hundred million loan scheme is dishonest. If it could be carried out it would be a case of robbery such as no civilized nation has been guilty of in modern times.

—Wool is beginning to come in, and sheep-farmers are seen about the streets, generally well satisfied with the prices offered for their produce, and encouraged by their prospects for the year.

—The works for the Continental Exhibition are going on, and the committee on the same is working hard and hopefully to have everything in readiness by the appointed time for the inauguration.

—Since our last, there have been no public measures of any importance carried. Our wants are still as great as when it was written, and the things we may rejoice in the possession of have undergone no change.

—Manager Duffield accompanied by Mr. Smithers was introduced on the Bolsa on the 28th, and was cordially received by numerous friends with whom he has already made a pleasant acquaintance. The new Bank opens with flattering prospects.

—The 20 million provincial loan waited so long to get placed that it was not placed after all, despite all that has been said. The money market in London is harder than when the matter could have been placed. Procrastination did it.

—We are happy to be able to report that, with the melancholy exception of the Welsh colony in Chubut—where the want of a dam in the river has resulted in the failure of this year's wheat crop—the grain in all the colonies is plentiful and of excellent quality.

—Bishop Stirling is visiting all the widely separated congregations in charge of the Rev. W. H. Shimfield, at Fray Bentos, Salto, Concordia, Maudisovi and Guleguyachid, where his lordship finds what would be a large diocese in England, in perfect order and regularly ministered to through the constant and painstaking efforts of his faithful chaplain.

—Efforts are still being made to modify the prevailing system of sales to the country, and both the importers and the banks have hailed with pleasure the system of sales with *pagarés*. The *pagarés* system is well calculated to obviate many of the difficulties which now lie in the way of trading with some of the houses in the country whose system of book-keeping is very limited.

—Very satisfactory accounts are received on the subject of the Andine railway, the works of which are progressing apace. It is hoped to see the railway in the province of San Luis by next December, and to have the line opened to the public the month following. The bridge over the Chorrillo river and the station in the city of San Luis are both approaching completion. More than two thousand men are hard at work on the line.

—The erection of a new Exchange building is now the one absorbing theme in business circles; and, although the exact site has not yet been fixed upon, we may shortly expect to witness the laying of the foundation of what, besides being an ornament to the city, will worthily represent our growing commerce and add very greatly to the facilities for the transaction of business enjoyed by merchants and brokers.

—We regret to hear that the wheat at the Chubut colony this year will not suffice for the consumption of the settlement, there not being more than three thousand *fanegas* instead of fifteen thousand as it was last year. This is owing to the want of a dam in the river, for which the colonists have been asking the government for the past ten years. This is very sad news, and when we consider how different things might be were ordinary decent interest taken by the government in the welfare of this important colony, it is more than sad—it is disgraceful.

—From Uruguay we hear of the elections generally turning out, through the fear of vengeance and because most of the best people there refrain from going through the farce of voting, in favor of Santos, whose latest nightmare is a report to the effect that Letorre is preparing in Entre Rios to go over and upset all his plans. Among those who are honest and patriotic enough to look at passing events there in their true light, there is a great agitation in favor of the annexation of the republic of Uruguay with the Argentine Republic, but the red-hot liberators who now have the reins of government in their hands denounce all these as traitors and threaten to shoot them in the back (presumably because they would be either afraid or ashamed to face them.)

PROVINCIAL NOTES.

—The provincial assembly of Rio de Janeiro reassembled on the 3rd inst. in an adjourned session.

—A counterfeiting establishment was recently discovered at Porto Alegre, Rio Grande do Sul.

—The November receipts of the Rio Grande custom house were 132,016\$83, and of the *meza de rendas* 27,083\$78.

—The second elections, for the provincial assembly, in the undecided districts of São Paulo, will occur on the 20th inst.

—The late minister of empire, Barão Homem de Mello, has been defeated in the second election in the 3rd district of São Paulo.

—The November receipts of the Bahia custom house were: national, 1,101,611\$883; provincial, 124,545\$331; general *recebedoria*, 49,263\$019.

—The second elections in this province resulted in the choice of the conservative candidate Counselor Paulino, one of the ablest men in the empire, from the Niterohy district.

—The latest returns from Minas Geraes give the third place on the senatorial triple list to Dr. Evaristo Veiga, instead of the Barão de S. João Nepomuceno.

—One of the interesting features of the German-Brazilian exposition at Porto Alegre last month was a flower show. The *Gazeta* speaks of the exhibit in high terms.

—There was higher water on the Rio Grande bar on the 7th inst. which was immediately improved. Fifty vessels crossed the bar that day, some of which had been waiting for weeks.

—The German-Brazilian exposition at Porto Alegre was visited by 10,000 persons during the month of October. On the 1st ult. the expenses reached the total of 53,000\$, including cost of buildings and laying out the grounds.

—The *Município*, of Araraquara, São Paulo, says that the coffee orchards in that municipality promise an abundant harvest for next year. A number of large steam mills for cleaning coffee have been erected there, and the industry is rapidly growing in importance.

—The November receipts of the São Paulo provincial postoffice amounted to a total of 22,866\$860, against 19,876\$550 during the same month of last year. The increase was wholly due to the agencies throughout the province, the São Paulo central office showing a decrease.

—The November customs and excise receipts at Pernambuco were as follows:

	1881	1880
Custom house	1,508,352\$739	1,320,428\$802
Recebedoria	60,027 622	47,979 400
Consulado	276,199 192	260,212 830

—Late mail advices from Maranhão report the survey of a road from Labria, on the Rio Purús, to the margin of the Rio Beni, to be partially completed. The surveying party under Col. Labre has examined 90 miles of the route, the work consuming 45 days. Col. Labre reports the existence of fine campos suitable for cattle-raising.

—The little village of S. Salvador, Rio Grande do Sul, is suffering great hardships from the tyrannical conduct of its shepherd. This man has been guilty of compelling his congregation to listen to his teachings—"fanatical discourse," a resident says—by closing and fastening the doors. Such conduct is not at all satisfactory to the flock, who are now complaining to the bishop.

—The municipality of Jaboticabal, São Paulo, is seeking notoriety. On the evening of the 21st ult. a man was shot and killed by some person unknown while sitting in a house playing the viol. On the evening of the 22nd a man and his wife were shot by some ruffians when returning to their house from a walk. On the 23rd an old man was attacked by two ruffians, and was nearly beaten to death. Jaboticabal is a good place for Jack Ketch to visit.

—The directors of the Porto Alegre commercial association have drawn up a petition to the Emperor protesting against the building of the sub-treasury edifice on the site chosen—the Praça Dom Pedro II. They assert that this site is in the upper part of the city at a long distance from the custom house and business centre, and that it will cost more to construct the edifice there. They ask that the Praça d'Alfandega shall be selected, as it will be more convenient and less expensive.

—The *Provincia*, of São Paulo, says that a contract has been signed between Manager Ferrari and some gentlemen of that city for 14 representations there in September, 1882, with the same opera company employed in Rio. The São Paulo parties guarantee the sum of 80,000\$, and agree that all receipts over that sum shall belong to the manager. The receipts for the season just closed in São Paulo were 81,000\$, besides the product of five extraordinary nights. All of which proves that the amusement market is as yet very little affected by the impending labor crisis.

—A few cases of small-pox, according to the *Correio Paulistano*, have appeared in the city of São Paulo.

—The November receipts of the Santos custom house were 644,479\$038, and of the *meza de rendas* 193,223\$159.

—The construction of the Arvoredo lighthouse, Santa Catharina, is progressing favorably. The work is nearly completed.

—The Pará provincial government has signed a contract with J. C. da Gama Malcher for next year's opera representations.

—Campinas is experimenting with the electric light in her public garden. The first experiments have given great satisfaction.

—The Conde d'Eu and his sons were received at Petropolis on the evening of the 10th inst. with fireworks and a public illumination.

—The slave Bento who attempted a few months since to poison his master Honorio José de Lemos, vicar of Lage, Pernambuco, has been sentenced to death.

—Ex-minister Thomaz Coelho was beaten in the second elections in the Campos district. He claims however that extensive frauds were practiced by his opponents.

—The coasting steamer *Rio de Janeiro* waited off the Rio Grande bar ten days last month, and was then compelled to proceed on her voyage without getting an opportunity to enter.

—The commercial association of Rio Grande decided on the 30th ult. to request a London firm to send a specialist to examine the Rio Grande bar with the purpose of removing it with dynamite.

—The *Gazeta de Notícias* of the 11th relates that a little mulatto girl of 10 years of age, at Desterro, Santa Catharina, is in a state of pregnancy, and will probably lose her life. The author of the outrage is unknown.

—From the 1st of June to the 26th of November there were 111 homicides and attempts to kill in the province of Minas Geraes. In the same period 257 criminals were captured, 126 of which were for the crime of homicide.

—A fight between José Pereira Santiago and Laurindo Pires Ferreira at Sacramento, near Uberaba, Minas Geraes, on the 4th ult., resulted in the death of both. One was shot through the bowels, and the other was cut through the stomach.

—In order to insure precedence and avoid a repetition of the Pernambuco experience, the president of Bahia issued orders that on the arrival of the *Niger* no boat should approach the steamer until after the presidential visit had been made to the Princess Imperial.

—A Panellas correspondent of the *Diário*, of Pernambuco, writes that a substitute of the police delegado of that place, named Manoel João de Souza, arrested and ironed one Alexandre Bernardo do Sobral on the 12th ult., with the assistance of a gang of ruffians, and then gave his prisoner a barbarous whipping. A police official of this character should be looked after.

—The Pernambuco authorities, who had prepared a brilliant reception for the Princess Imperial on the 6th, on which day the *Niger* was expected to arrive, were surprised to find the illustrious travelers on shore on the afternoon of the 5th. The steamer had arrived ahead of time, and the Princess and party went ashore in a private boat without any official demonstration whatever.

—The *Diário* of Rio Grande relates that a horrible assassination took place at Albardio, parish of Tahim, Rio Grande do Sul, on the 1st ult., in which an Italian, named Julio Henrique, and his whole family were the victims. The total number murdered was seven, being composed of the Italian, his wife and three children, and two persons who happened to be in his house at the time. The crime is said to have been committed by a gang of outlaws infesting that locality.

—A wretched slave woman presented herself to the editor of a Paraná paper on the 2nd inst. and complained of cruel treatment from her master. A police examination was held when she stated that she belonged to one João Ricardo, in the district of Pacutuba, and that eight days before she had been knocked down by her master, causing an abortion. A medical examination proved the truth of her statement, and disclosed proofs of the most brutal treatment. The poor woman was sent to the hospital.

—Under date of the 6th inst., the Rio Grande commercial association notified the president of that province by telegraph that they had obtained permission from a Liverpool firm to employ a specialist in the use of dynamite to remove the serious obstructions on the bar of that port. This specialist was then in Santa Catharina, and was expected to arrive at Rio Grande on the 8th. As his services could be procured for a period of only ten days, the association asked that orders should be issued by the government placing all needed means at his disposal for carrying on the work.

—The mortality reports of Pará show many deaths from yellow fever.

—The government has ordered the construction of a lightship at the Pará marine arsenal for the Bragança channel similar to the new one wrecked some months since.

—On the 19th ult. the *Diário do Gram Pará* announced the appearance of "Change of a prospectus for a new discount and loan bank. On the 23rd the same journal announced subscriptions for 4,000 shares.

—The *Comercio do Amazonas* relates that a dispute between two men at Borba, Amazonas, on the 22nd October, over the possession of certain lands and rubber trees, resulted in the death of both by gunshots.

—The new Amazon steamship company, entitled the *Companhia de Navegação a Vapor de Manaus*, whose statutes were approved by the imperial government on the 3rd September, has been finally organized at Manaus. The company has the sum of 53,110\$ on hand for the purchase of its first steamer.

—The entire press of Pará, without regard to political affiliations and with but one exception, presented an address to the president of the province on the 25th ult., in which they congratulate the government on the success of the new electoral laws, and upon the absence of all official influence and pressure at the elections. The journalists of Pará in this representation echo a very general opinion throughout the whole empire.

—The *Artista* of Rio Grande asserts that the police force of that province is insufficient in number and too poorly armed to suppress disorder and check the numerous crimes occurring throughout the province. Our colleague very justly calls the attention of the provincial government to this state of things, and asks that steps be taken to put the police force on a better footing so that it can afford some adequate protection for life and property.

—The proposals for a line of steamers between Maranhão, province of Amazonas, and the United States, were opened at the former place on the 17th ult. There were four proposals for the service; two American and two English. The proposals and terms per voyage were as follows:

- 1st—H. H. Nicholson, of Liverpool; subsidy 8,000\$ per voyage for the first five years and 7,000\$ for the second five years.
- 2nd—Henry A. Gould, of Boston; subsidy, 12,000\$ per voyage.
- 3rd—Baekus & Brisbin, (Americans) of Pará; subsidy, 12,000\$ for the first five years, 10,000\$ for the second.
- 4th—Booth Steamship Company, of Liverpool; subsidy, 10,000\$ for the first five years, 9,000\$ for the second.

RAILROAD NOTES.

—The Campinas tramway lines carried 15,350 passengers during November.

—The November receipts of the "Macahé e Campos" railway amounted to 129,133\$320.

—The São Paulo tramways carried a total of 106,016 passengers during the month of November.

—The government has granted an abatement of 20 per cent on the Dom Pedro II railway tariffs for all freights received from the S. João d'El-Rey line.

—The September receipts of the "Bahia ao S. Francisco" railway amounted to 29,263\$180, and the expenditures to 43,124\$700, leaving a deficit of 13,861\$520.

—It is announced that the commission charged with raising 50,000\$ for extending the Sorocaba railway to Tietê, has finally succeeded in obtaining the money.

—The minister of agriculture has authorized the emission of 200,000\$ in debentures by the Pirahy-e-railway, the amount realized to be applied to the conclusion of various works.

—After paying a dividend of 8 per cent. for the year ending June 30 last, the São Paulo Railway Co. had a surplus left of £49,456 14 6, of which one half went to the imperial treasury.

—The *Monitor Campista* of the 6th inst. noted an interruption on the Carangola railway just beyond S. Domingos, which was caused by a land slide. It was hoped to have the track cleared by the 8th.

—An unknown woman was run over and killed on the Paulista railway near Campinas on the 8th inst. The accident took place at curve where the unfortunate woman was not seen soon enough to stop the train.

—The August receipts of the S. Paulo and Rio de Janeiro railway amounted to 115,442\$320, and the expenditures to 76,898\$187, leaving a surplus of 38,544\$133. This gives a total surplus of 62,215\$283 since July 1.

—The minister of agriculture has given orders for the issue of excursion tickets on the Dom Pedro II railway during the national exposition at a reduction of 50 per cent. The regulation went into force on the 11th inst.

—The government has made its customary annual requisition upon the various tramway companies of the city for free passes for the year 1882. An exception is made in favor of the "Copacabana line."

—The October receipts of the Paulista railway amounted to 303,910\$320, and the expenditures to 79,159\$150. This gives an aggregate since July 1 of 952,714\$510 in receipts and 264,966\$820 in expenditures, leaving a net surplus of 687,747\$690.

—In response to the proposal of a member who asked that a representation should be made to the government in favor of the adoption of an uniform gauge of one meter for all Brazilian railways, the engineering club decided on the 1st instant to oppose such a step as the choice of gauge is best left to the companies themselves.

VICISSITUDES OF COMMERCIAL PORTS.

The history of the Dutch commercial cities is curious enough as illustrating the ebb and flow of mercantile enterprise, but that of Belgium is scarcely less replete with much the same radical if not revolutionary changes. The decline of Middleborough, Flessing, Leyden, etc., and the sudden prosperity of Amsterdam, is paralleled on the other hand by the utter insignificance of Bruges at the present day and the ever-growing importance of Antwerp. The prosperity of this last mentioned port has excited the jealousy of Havre and even Hamburg; but the new docks (upwards of a hundred acres in all) and the increased facilities for commerce which have been secured by the Belgian port have given her a vantage ground of which it will be difficult to deprive her. The arrangements for storage, loading and unloading on quay direct from railway wagons are said to be unsurpassed. The movement of goods in the port is computed at 2,500 wagon loads per diem. The quays are also to be greatly lengthened and widened—the total cost being estimated at 40 million francs.

Another of the causes, if not the principal cause, of the increasing prosperity of Antwerp is the low railway tariffs on the Belgian lines, at the same time that an admirable railway and canal system afford unequalled transport facilities. The total number of ship arrivals in 1880 was 4,626, of 3,117,754 tons, of which number England alone furnished 2,149 vessels, of 1,706,656 tons, followed next, though far behind, by Belgium, with but 478 vessels, of 329,195 tons. English bottoms, with some 700 or 800 German and Scandinavian vessels, carry on the principal commerce. While there are large cargoes going into Antwerp, however, the fact is not overlooked that most of the vessels come away in ballast; a tolerably conclusive proof that this great trade is not to be ascribed to any extraordinary commercial activity of the Belgians themselves, but simply to favorable geographical position, with the causes above enumerated, to which must be added the important factor of free trade, which perhaps more than any other influence has contributed to the prosperity of her merchants. To understand properly the relative commercial position of Antwerp, the follow statistics of the leading ports for 1877 will be useful:

ports	vessels, entries	tonnage	av'g ton'ge
London	47,688	9,700,000	203
Liverpool	14,855	6,624,270	445
Antwerp	4,437	2,499,482	561
Hamburg	5,473	2,233,929	408
Marseilles	4,808	2,004,251	429
Glasgow	6,841	1,875,733	274
Havre	2,819	1,568,548	556
Rotterdam	3,320	1,454,213	438

As the port commerce of Antwerp has more than doubled within the last ten years, it is not an extravagant assumption that it must continue to further monopolize trade, and become, if it is not already, the most important commercial mart in continental Europe.—New York Commercial Bulletin.

BUENOS AIRES HERALD.

—Nothing has been decided yet about the location of the provincial capital, and this is as much as we can expect to have to say on the subject for some time to come. The Provincial Bank has received its first instalment of specie, three hundred thousand dollars, half gold and half silver, from the national mint, and in future all its exchanges will be effected in that coin.

—From the provinces we have little or nothing to report that would be of any interest to our readers abroad. There is an increased interest visible in the concerns of business and colonization, and, with due encouragement on the part of the national government, and the prompt suppression of everything in the line of amateur revolutions for which there is still rather a too decided liking in some parts, particularly in Entre Rios and Corrientes, where the old "caudillo" spirit is hard to die, we may expect to see rapid and very encouraging developments before long. Great interest is being taken in the new-born sugar trade, which gives promise of becoming one of the most profitable industries in the republic, and, with it, other industries are coming into being, which, when full grown, will entirely change for the better the condition and prospects of the provinces.

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RIO DE JANEIRO, DECEMBER 14TH, 1881.

THE NEW American minister, Hon. Thomas A. Osborn, with his family, arrived in this city on the 10th instant, on the Pacific Mail steamer *Cordillera*, and will at once assume charge of the legation attached to this court. Mr. Osborn comes to Brazil with an exceptionally high reputation, both in his diplomatic relations with a government engaged in war, and in his social relations with its people. His mission here will be free from all those influences which made his mission to Chili so important and so difficult, but still it will not be altogether free from responsibilities and tasks of great importance. As yet the commercial relations between the United States and Brazil are comparatively undeveloped, and this development, let us hope, will be the agreeable task which Mr. Osborn shall succeed in accomplishing. It is an agreeable task to add, in this relation, that under the efficient administration of Mr. John C. White, *chargé d'affaires* during the past six months, the affairs of the legation are in the most satisfactory state. Mr. White will continue to occupy the position of secretary of legation, as he has done since 1878.

It is to be deeply regretted that a charitable association like the British Benevolent Society is compelled to make a second appeal for assistance, with a reluctant confession that its first appeal has met with almost no response whatever. And yet, from the communication which will be found in another column, that is just exactly the state of affairs which the society now makes public. An association like this, with so long and so honorable a record, should never be compelled to ask twice for help; in fact, its support should be so guaranteed that even one appeal may never be necessary. It is but little that is needed to meet its normal expenditures, but beyond that is the ever-present possibility of extraordinary demands through epidemics, or some calamity which deserves instant and adequate help. Without the organized work of the society, all these demands would be brought directly to the doors of business men themselves, and would soon prove a grievous burden to them. Through its aid, however, the essential work of relieving the sick and destitute is so systematized that it is carried on at the minimum of cost and annoyance. It is a work of necessity, even as it is a work of voluntary charity; and it is one which should appeal directly to every one whose means will permit a subscription. We trust that our readers will remember this most deserving charity in their Christmas offerings.

The recent enterprise of the city council in breaking down the butchers' monopoly is a matter worthy of hearty praise. The purpose of these tradesmen to keep the business so closely within their own hands as to be able to impose exorbitant prices

upon helpless consumers, is one which should not be permitted for a moment. Living is not so cheap in this city that the people can afford to pay 800 reis per kilo for fresh beef, nor are the substitutes so plentiful that beef can be laid aside at pleasure. The movement on the part of the butchers to combine in the purchase of the Santa Cruz beef at the public sales at the lowest possible price, and then to retail it at famine prices, was not only an improper transaction in a business sense, but it could not be otherwise than highly prejudicial to the public. We can not unreservedly commend the general policy adopted by the city council in having animals killed at Santa Cruz on its own account and then to sell the meat here at public auction; but in view of existing laws and practices there was probably no other course to pursue. As a general policy, we believe that the government, whether general, provincial or municipal, should interfere just as little as possible with private occupations. The province of government is one which should be restricted wholly to matters of public and general concern, and should in no respect whatever interfere with private interests. Unfortunately, however, the city council could not have adopted that course in this matter, even had it been so inclined. The established usage of granting monopolies, particularly these *abattoir* monopolies, throughout the whole empire has long been a stumbling block in the way of a healthy development of private enterprises and prevents the abrupt removal of government control. When the laws shall be so changed that there can be no further grants of these exclusive monopolies, and when any and all private enterprise shall be left perfectly free and unrestricted, then such interference will be no longer necessary because these evils will right themselves.

For "conveniences of public order"—whatever that may mean—the chief of police has recommended the deportation of six persons for the apparent offense of writing obnoxious things in the newspapers, and the government has sanctioned the act. The whole matter has been shrouded in mystery, and as far as the public is informed no specific charge has been made and the accused persons have been denied every opportunity for defense. They have been judicially charged with no crime, no breach of good order, no offense against public morality. We do not even know that they have been charged with that vaguest of crimes—sedition. All that is definitely known, judging from the slight and indefinite allusions in responsible journals, is that these journalists have been sentenced to deportation. And by whom? The chief of police, and the minister of justice! Although there is no warrant for such an act in the laws of the country, and although it is a gross infringement upon the rights and liberty of the accused, this arbitrary act has called forth little more than the feeblest and most timid of protests from the press, and dumb acquiescence on the part of the public. We do not undertake to say that the accused have done no wrong, for we know nothing of the charges against them. We do know, however, that the chief of police and minister of justice have assumed the right to arrest and punish individuals upon their own responsibility, and without the employment of those legal processes and agencies which are guaranteed to every man. The resort to so unusual a punishment as deportation implies that the accused have done something which can not be punished through the courts, and it is possible therefore that their offense is one which no law recognizes as punishable. It is possible that these persons have done nothing more than to offend the official pride of the minister and his aide; it is even

possible that it is purely a matter of private revenge. All these are mere conjectures, of course; but under such an extraordinary assumption of power nothing but conjecture is possible. In view of this proceeding we wish to call the attention of our colleagues to a few plain interrogations, a frank discussion of which will go far to set this matter right. In the first place, what is the offense of these six persons so mysteriously deported? If guilty of any crime, or misconduct, could they not have been tried in a Brazilian court? In the second place, what is the meaning of "conveniences of public order?" What specific offenses fall within this general designation? And in the third place, can any man be arrested and forcibly expelled from the country by a simple cabinet order? Under Brazilian law can not every accused person demand a judicial hearing? Are not the laws of the country comprehensive enough and powerful enough to punish any and every offense? Besides all this, has any country the right to turn its criminals adrift upon the world? We sincerely trust that our colleagues will lay aside their inexplicable reserve and answer these questions fully. We want to know just what powers a minister may assume outside of those specified by the constitution. We want to know if the press is afraid to protest against such an assumption of authority. We want to know just what measure of security this country affords. And, too, we want to know whether it is possible for any man to be arrested one day and expelled the next. This matter involves both personal rights and property rights. If there is warrant for this recent proceeding, then the foreigners residing here will be very glad to know it. Some of them may desire to arrange matters for an early departure to a country where a man's most sacred rights and privileges are better respected.

THE SOUTH AMERICAN TELEGRAPH.

In an elaborate report to the shareholders of the Central and South American Telegraph Company, Mr. James A. Scrymser, president of the company, states that contracts have been concluded for 3,082 nautical miles of submarine cable of various types, with the India Rubber Gutta Percha and Telegraph Works Company, limited, of London. The latter company is to lay and guarantee the perfect working of these cables as a whole, and is required to guarantee that the various types of cable shall be of sufficient length, respectively, to properly connect the points required. 22 miles of cable are being completed daily, and it is reported by the company's electrician to be of very superior quality. The provisions of the contract amply secure the company in every particular against loss, damage, or delay. No less than five steamers will be necessary to transport the cable and its accompanying material. The first shipment will clear from London Nov. 15, or pay a penalty of \$1,000 per day for each day's delay; the other shipments will follow at fixed dates under heavy penalties for delay. The cable connecting Panama with Callao is to be completed by May, 1882, and it is expected that the whole line will be in commercial operation during the ensuing month of July. Careful estimates of cost have been made, and it is expected the company will have an ample cash surplus and \$1,000,000 par value, of its stock in its treasury on closing the construction account. This result will be attained notwithstanding the fact that the company will have about 900 tons of cable more than the original estimates called for, and that it has secured the following valuable exclusive telegraphic rights not included in the original prospectus: United States of Colombia, the exclusive right covering its Pacific coast, inclusive of the isthmus of Panama, for 25 years; Ecuador, the exclusive right for 50 years; and Peru, the exclusive right for 25 years. All of these rights have been ratified and confirmed by the respective governments, and contains other privileges highly beneficial to the company. J. B. Stearns, who has been appointed electrician and general manager of the company, has secured an experienced staff of electricians to watch over the cable in every stage of its manufacture and laying. The establishment of these cables will connect telegraphically the United States with Brazil, via Mexico, Guatemala, Costa Rica, Panama, Colombia, Ecuador, Peru, Bolivia, Chili and the Argentine Republic; and their geographical position is such as will insure a large and remunerative traffic from the time of opening. This traffic is secured exclusively to the company under the protection of the valuable rights which it possesses.—New Orleans *Democrat*, Oct. 7.

LOCAL NOTES.

—The minister of agriculture has authorized the treasury agency in London to make a contract with Messrs. Shaud, Mason & Co. for the supply of a floating fire engine for use in this port. The cost must not exceed 30,000\$.

—The second elections in the 1st district of this city on the 3rd inst. resulted in the victory of the conservative candidate, Dr. Duque-Estrada Teixeira. There were unlimited brass bands and fireworks in the evening.

—The minister of agriculture has granted permission to Geo. H. Sumner, agent of the gas company in Pará, to put up a telephone line between the manufactory and the warehouses, providing that the said line shall be removed whenever required by public convenience.

—We await the *Cruzeiro's* explanation of the defeat of Leoncio de Carvalho in the 1st district of this city. Was it not owing to an undue subservience to foreign influences in educational matters? And was not the result of the election a stern rebuke by the people?

—An assassination growing out of a quarrel over a division of some fish, took place on the Penha road near this city on the 14th inst. The victim was João Lourenço de Sant'Anna, and the assassin Americo Garcia da Costa who was captured by some witnesses of the crime.

—A murder was committed at the *praia dos Mineiros* on the evening of the 2nd inst., a boatman named Antonio de Souza receiving a deep gash in the left loin from the effects of which he died within a few minutes. The assassin is a desperate character named Manuel Francisco Pereira, nick-named "Russo." His discovery and arrest were effected on the following day.

—It is related in the *Jornal* that some days since a respectable-looking family applied for permission to inspect a house in this city which had been newly fitted for rental. The party, comprising the parents, two sons, and three daughters, all looked so highly respectable that the attendant did not go with them to examine the premises. In a short time the party returned and explained that the house did not suit. Later in the day, the attendant visited the premises with another party, when to his surprise he found that every gas globe in the house had been carried away.

—In his letter of the 1st ult. the New York correspondent of the *Jornal* reaffirms his previous statement of the failure of the Brazilian government to offer sympathy to the late President Garfield in union with other foreign governments. Secretary Blaine's acknowledgment of such a message was dated July 27, twenty-five days after the shooting. It is asserted by the same correspondent that this matter occasioned so much feeling at Washington that the message of condolence on President Garfield's death was not published by the state department, but through his own personal efforts.

—It will be pleasant news to the Conservatorio Dramatico, whose virtuous concern for the welfare of this community would not permit the presentation of *La Mascotte* by the Grau company, to know that the London public, including the Prince of Wales, has become wildly enthusiastic over that questionable production. On its first presentation in London the house was crowded and a multitude of people were turned away. Everybody praises the piece, and nobody seems conscious of the immoralities which so shocked the moral perceptions of our dramatic censors.

—In conformity with a decision of the council of state the government has resolved to pay the contractor of the new *abattoir*, Augusto Teixeira Coimbra, the sum of 152,590\$686, on condition that he accepts that sum as a full satisfaction for all claims and agrees to make no further claim under any possible pretext. The sum claimed by Coimbra is 713,960\$280, which covers indemnities, fines, guarantee and the value of materials remaining in the hands of the government. The difference between the amounts claimed and allowed is somewhat striking; as is also the condition which the government seeks to impose.

—The amount paid by the Botanical Garden Rail Road Co. to defeat the Copacabana enterprise has lately risen from 700,000\$ to 1,200,000\$. Long purse that, Quintino! But then, no one seems to have received the money! One of the grantees denies receiving any of it; the other is silent; the capitalist of the enterprise claims to have been defrauded; the minister of that time is the bosom friend of the man who first made the charge; and the managing editor of the *Globo*, who is so fiercely virtuous about the whole affair, is a brother-in-law of the silent grantee. With such a combination there should be no necessity for unsupported charges. The facts are all in their own hands, and they all know that the charge of bribery is an unequivocal falsehood. A case of bribery, Quintino, involves two parties. We know what you think of the party employing a bribe; now let us know what you think of the party receiving it!

The former has been sold at 108 reis per foot and the latter, was sold before arrival at 115 reis per foot. Market well supplied.

Sweedish Pine.—The arrivals consist of 974 dozen per Fleetwing from Heronsand which was sold at 33850 per dozen free of abatement.

The market remains firm at 41800 per dozen for prime Westwick cargoes.

Spruce Pine.—There is a good demand but no supply. We quote nominally 33800—38000 per dozen.

Kerosene.—The arrivals have been: 3000 cases per Napier from New York

5550 " " Blanche How from do 9790 " " H. J. Libby from do

In view of the heavy supply the market is depressed. We quote 7800—7400 per case for Devo's Brilliant.

Lard.—Arrivals: 1425 kegs per Geo Peabody from Baltimore 1100 " " H. J. Libby from New York

The market continues firm at 445—450 reis per lb. for George 440—445 " " " " Jenkins

410—415 " " " " New York Resin.—Arrivals: 500 barrels per Napier from New York

100 " " Geo Peabody from Baltimore 400 " " Blanche How from New York

400 " " H. J. Libby from do Market firm at 85500—9000 per barrel.

Yarfatine.—Arrivals: 245 cases per H. J. Libby from New York. Sales from second hands continue to be effected at 600—650 reis per kilo.

Hay.—Arrivals: 765 bales per Forest Princess from Rosario 800 " " Herman from do.

The market continues firm at 71—73 reis per kilo. Bran.—The arrivals consist of 775 bags per Rotas from River Plate

827 " " Trent from do Market quiet and prices somewhat lower. We quote to-day 28800—3000 per bag.

Indian Corn.—Arrivals: 8,684 bags per Ruse from River Plate 1,274 " " Umberio I from do

303 " " Bahia from do 1,000 " " Galicia from do 2,283 " " Trent from do

The market continues firm at 4800—4900 per bag. Cassia.—Arrivals: 200 casks per Elizabeth Taylor from Marselles.

Market unchanged. We quote: English 7800—8800 German 6200—6800 French 7500—8000

Cowh.—The arrivals have been: 1,803 tons per Dadoo from Swansen 1,798 " " Astracana from Liverpool

1,359 " " Drummond from Cardiff 945 " " Connets of Kintore from Hull all for companies' account.

In the absence of sales prices continue nominal. Coffee.—The arrivals consist of 475 cases per Montevideo from Hamburg

5,252 tubs per Century from New Carlisle 5,000 tubs per Hebe from Gaspé

The consumption keeping pace with the supply, the market remains firm and retail prices are maintained at 41800—46000 per tub.

Bees.—Arrivals: 25 barrels per Napier from New York 70 cases per Montevideo from Hamburg

We quote: Bass (Hlers & Bell) 7800—7800 Tennent 4500—5000 Guinness' Stout 7200—7300

German Carlsberg 7250—7350 Cavallo 7000—7100 do sundry brands 5000—5500

Butter.—Arrivals: 125 barrels per Napier from New York 85 cases per Montevideo from Hamburg

We quote: French, in barrels, 18000 per lb. do in tins 1000—1100 Danish 1000—1100 Italian, Facchioli 1000—1100

do Modesto Galone 1000—1050 do American 800—850 PORT OF SANTOS.

November 28th, 1881. Coffee.—Market firm at 4800—4100 per 10 kilos for superior

The receipts last week averaged 6,554 bags per day. Stock to-day 180,000 bags.

We are indebted to one of our Santos friends for the following statistical figures, taken from official returns: Total foreign exports of coffee:

1880-81... lbs. 159,727,358 value... \$1,466,609.38 1879-80... " 149,029,458 " " 1,800,460.88

showing an increase in weight of 16,734,900 lbs. but a decrease in value of \$1,133,851.51.

Exports of coffee to United States: 1880-81... lbs. 24,973,832 value... \$2,755,942.61

1879-80... " 31,941,890 " " 4,315,279.55 showing a decrease in weight of 7,973,748 lbs. and a decrease in value of \$1,559,220.74.

Vessels cleared from the port: 1880-81 571 vessels of 398,017 tons register

1879-80 519 " " 354,454 " " showing an increase of 52 vessels of 43,563 tons register.

During 1880-81 the flag of the United States was represented by only 9 sailing vessels of 5,592 tons register!

PORT OF BAHIA.

November 26th, 1881.

Sugar.—The demand continued for a few days after our last report when the market became flat and prices receded about 24 reis per 10 kilos.

The sales during the fortnight amounted to about 28,000 bags of regular to good brown at 18365, 18500 and 18524 per 10 kilos corresponding to No. 7, 8 and 9 DS, which at the exchange of 22 1/2 is equal to 1614, 1713 and 1771 per cwt. f. o. b. without freight and commission. Entries are limited and stocks in first hands about 1,000 tons,

Shipped since the 12th inst.:

6,098 bags per Strabo to Liverpool 5,743 " " Minnie Swift to New York 5,572 " " Nansyth to do

4,437 " " Amor to Channel 8,866 " " Star of the Isle to do 5,002 " " Ellie D. to New York.

Loading or going to load: 350 tons per Biela to Liverpool 670 " " Alfaria to St. Johns

550 " " Comte d'Ev to Halifax 700 " " Thorguy to New York 400 " " Wanderer to Channel

350 " " Lily to do 300 " " Pride of Channel to do 350 " " Diana to do

400 " " Copernicus to Liverpool. Cotton.—No sales have been effected and quotations are nominal.

Cocoa.—Market flat. About 2,000 bags of fermented have changed hands at 5383 and 4870 per 10 kilos, equal to 538 and 531 per cwt. f. o. b. Stock about 500 bags.

Shipped during the fortnight: 725 bags per Strabo to Liverpool 1,069 " " Menouso to New York

400 " " Epantour to Bordeaux 43 " " Nansyth to New York.

Coffee.—Market quiet. Sales during the fortnight amount to 4,400 bags, viz: 4,300 bags Moritabas at 3813—3800 or 361 to 368

2,500 Nazareth first at 28755 or 312 1,000 do superior at 2791 or 3215

300 do do seconds at 28383 or 2816 228 unwashed Caravelas at 2791 or 2916

253 washed inferior Caravelas at 28949 or 4318 per cwt. f. o. b. freight and commission. Stock about 20,000 bags.

Shipped since the last report: 1,000 bags per Little Sleightsheln to Liverpool

4,643 " " Graf Bismark to Antwerp 720 " " Valparaiso to Hamburg

1,494 " " Hohenstauffen to Antwerp 4,590 " " Philippine to Lisbon f. o.

1,501 " " Nansyth to New York Hides.—Market quiet. About 1,500 dry salted and 2,500 dry have been sold at 58700 the former and 68700 per 10 kilos the latter. Stock about 6,000 hides.

Shipped since the 12th inst.: 2,000 " " Valparaiso to Hamburg 1,246 " " Vera Luz do Dia to Oporto.

Tobacco.—Without alteration. No sales have been reported, dealers continuing to hold out for better prices. Stock about 73,000 bales.

Shipped since the last report: 280 bales per Graf Bismark to Bremen 1,000 " " Valparaiso to Hamburg

296 " " Valparaiso to Bordeaux. Freight.—Chartered to load here: Nox bk Alfaria, sugar, 276 and 5 7/8 St. Johns

Br lug Haldener, sugar, 301 and 5 1/2 Channel Br schr Pride of the Channel, sugar, 301 and 5 1/2 Channel.

Steamer rates: Halifax 231 in full for sugar Liverpool and London 301 to 351 in full

Have fcs. 40 and 175 Hamburg and Bremen 2716 to 301 in full Antwerp 301 in full.

Flour.—Arrivals: 60 barrels from Liverpool and 1,666 bins from Richmond for retailers account. Trieste and Hungarian is retelling at 27800—38000, and American at 25800—24800 per barrel.

Lard.—Arrivals: 1,000 kegs from Richmond. Large part met buyers at 18700 per kilo and small lots at 1840.

Coffee.—Arrivals: 3,500 barrels per Lady Ellbank from St. Johns 3,500 " " Meteor from do

1,643 " " Clifford from Halifax all for dealers account. The demand for cases has lately been very limited.

Retail prices rule 21800—22000 for cases and 19000—20000 for barrels and drums.

Coal.—Arrivals: 50 tons from London, 640 tons from Liverpool, 493 tons from Mlyth and 2,204 tons from Cardiff, all for company's account, besides 354 tons per Blanche from Cardiff which were disposed of at 168500 per ton. Prices in retail on board rule 168500—17000 per ton.

Imports. Flour.—Arrivals: 60 barrels from Liverpool and 1,666 bins from Richmond for retailers account. Trieste and Hungarian is retelling at 27800—38000, and American at 25800—24800 per barrel.

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ROSAHO.—Br lug Forest Princess; 281 tons; Bengay; 22 ds; hay to order.

DEC. 4. HERONSAND.—Br bk Fleetwing; 349 tons; Isles; 63 ds; pine to order.

N. CARLISLE.—Br bgn Century; 181 tons; Le Conteur; 44 ds; codfish to Hime Zeha & Silveira.

DEC. 6. N. YORK.—Am bk H. J. Libby; 621 tons; Pratt; 43 ds; sundries to F. Clemente & Co.

DEC. 7. DARIEN.—Am bgn S. V. Merrick; 335 tons; Lippincott; 60 ds; pine to McCulloch Beecher & Co.

BOSTON.—Am ship Thomas Lord; 1,315 tons; Holt; 45 ds; ice to B. F. da Costa e Sousa.

DEC. 8. GUALQUAY.—Sp bg Arrogante Emilia; 218 tons; Rossel; 18 ds; jerked beef to Souza Irmão & Co.

ROSAHO.—Am bgn Herman; 448 tons; Hichborn; 30 ds; hay to Backeuser & Meyer.

DEC. 9. I. DE MAIO.—Port lug Bento de Freitas; 283 tons; Lopes; 19 ds; salt to Monteiro Braga & Co.

DEC. 10. GASPÉ.—Br bg Hebe; 236 tons; Pine; 41 ds; codfish to P. S. Nicolson & Co.

DEPARTURES OF FOREIGN VESSELS. DECEMBER 2. BALTIMORE.—Am bk Adelaide; 397 tons; Bailey; coffee.

MANZANILLO.—Am ship Loretto Fish; 1,944 tons; Hadgam; same cargo.

MONTREVIDE.—Sp bgn Hugo; 163 tons; Oliver; ballast. PORT NATAL.—Dan schr Anita; 103 tons; Sorenson; coffee.

ARACAJU.—Nor bg Opa In; 270 tons; Jacobson; sundries. ANTONIA.—Sp bk Linda; 361 tons; Ferrer; sundries.

DEC. 3. BRINSWICK.—Br bk Union; 284 tons; Webb; ballast. CADIZ.—Br bgn Homey; 232 tons; Marett; ballast.

N. ORLEANS.—Nor bk Anteusud; 282 tons; Schage; coffee. DEC. 4. S. FRANCISCO DO SUL.—Gr bgn Amalia; 159 tons; Kegeler; sundries.

DEC. 5. NORTHERN PORTS.—Nor bk Tordenskjold; 526 tons; Elfsen; ballast. DEC. 6. PORT NATAL.—Gr bgn Anton; 181 tons; Abrams; coffee.

COLOMBIA.—Br ship Annie Foster; 1,255 tons; Conesbrood; b/t. CHILE.—Prbk Margaret Mitchell; 660 tons; Rees; ballast.

MANZANILLO.—Port bk Saudade; 396 tons; Pauls; sundries. DEC. 7. CADIZ.—Br bk Union; 196 tons; Le Dain; ballast.

CALCUTTA.—Br bk Homewood; 1,137 tons; Dingler; ballast. NORTHERN PORTS.—Br bg Bostrice; 296 tons; Penwith; ballast.

DEC. 8. LISBON f. o.—Nor lug Kong Sverre; 261 tons; Gunvalden; eff. CALCUTTA.—Am ship Samuel Skjoldfi; 1,515 tons; Hall; b/t.

R. THOMAS.—Br bk Arvik; 256 tons; Stone; ballast. ST. GEORGE.—Br bgn Australia; 576 tons; Widmann; sundries.

PERAMBUCO.—Br lug Harry Kraler; 258 tons; Fuller; b/t. DEC. 10. AMBY.—Fr bk Trés Frères; 471 tons; Bander; ballast.

PERAMBUCO.—Sp bk Adela; 132 tons; Guerdas; sundries. DEC. 12. FALMOUTH f. o.—Fr bk Phyllis; 689 tons; Macé; same cargo.

PERAMBUCO.—Br bk Elithias; 345 tons; Fraik; ballast. —The Phoson, De Boer, from Paysandu for Antwerp, cargo hides, put into Falmouth Nov. 17, with master sick.

—The Br. bk Queen Victoria, which sailed from Cardiff on Nov. 9th, for Rio de Janeiro, put into Swansea, leaky, on Nov. 17th.

—In Monte Hermoso (Patagonia) a light, which can be seen at 10 miles distance, has been placed to indicate the entrance to the port.

—The Bahia de Arrived, from Liverpool for Rio de Janeiro, general cargo, arrived at Falmouth Nov. 18 with loss of sails and leaking.

—A telegram from Madeira Nov. 15 states that the Port. bg Angelina, from Brazil for Hull, has been abandoned at sea in a sinking condition. Crew saved.

—The Fr. bk Payis from Tocopa for Falmouth, cargo saltpeper, which was put into this port on Nov. 10, having finished her repairs, left for her destination on the 12th inst.

—The Gr. bgn Heberich from Rio de Janeiro July 6th for Havre with rosewood, previously reported as put into Penzance on Oct. 3rd, put into Plymouth on Nov. 9th leakey.

—The Gr. bg Ubina, 262 tons, from Rosario for Rio de Janeiro with a cargo of hay, was burnt at sea on the 7th ult. in lat 27° 40' S., long 47° 22' W. Captain and crew saved themselves in boats and arrived at Desterro on the 8th.

—The Am bk Ada Wrevel, from New York for Buenos Ayres, was wrecked on the Iba das Flores, Argentine Republic, during the night of the 28th ult. Part of the crew was saved themselves by swimming and the others remained on board until they were rescued by the steamers Uruguay and Fortuna.

—The Felicia, Landergren, which sailed from London Nov. 7 for Rio de Janeiro, cargo cement, put into Falmouth Nov. 15. She reports that at midnight of Nov. 9 she was in collision with the brg. Shamrock Off Overs lightship. The Felicia had jibboom, two topsails and anchor carried away and sustained other minor damages.

ARRIVALS OF FOREIGN VESSELS. DATE NAME WHERE FROM CONSIGNED TO

Dec. 2 Rosse, Hlg River Plate 6d Norton, M'W & C

3 Montevideo, Gr Hamburg 24d Ed. Johnston & C

3 Napier, Br New York 43d McCulloch, Beech

3 Umbria, I. It River Plate 3d Ed. Johnston & C

3 Bahia, Gr Santos 21b Santos 21b

3 Dalton, Br Liverpool 25d Norton M'W & C

3 Escalib, Br Santos 1 do do

7 Maskelyne Br River Plate 4 do do

DEPARTURES OF FOREIGN STEAMERS

Table with columns: DATE, NAME, WHERE TO, CARGO. Includes entries for Dec 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12.

* Calling at intermediate ports.

FREIGHTS:

Table with columns: Steamers, Sailing-Vessels, London, Liverpool, Antwerp, Hamburg, Havre, Bordeaux, Marselles, New York.

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

Table with columns: NAME, TONNAGE, ENTERED, WHERE FROM, CONSIGNER. Includes entries for AMERICAN, BRITISH, GERMAN, NORWEGIAN, SWEDISH, SPANISH.

VERNMENT BONDS

Table with columns: EMISSION, DENOMINATION, INTEREST, NOMINAL VALUE, QUOTATION. Lists various government bonds with their respective values and interest rates.

BANKS AND PUBLIC COMPANIES

Large table with columns: CAPITAL, SHARES, ISSUED, VALUE, PAID UP, NAMES, RESERVE FUND, LAST QUOTATION, LAST DIVIDEND. Lists numerous banks and public companies with their financial details.

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The difficulty of winning and holding such a position will be fully recognized by all who have undertaken to compile Brazilian commercial statistics...

In the year now approaching "The News" will continue the same policy. As a commercial newspaper it will aim to give its readers a full and correct report of the markets and to keep them accurately informed in all matters affecting commercial and financial transactions...

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DATE	STEAMER	DESTINATION
Dec. 24	Douro	Southampton and Havre via Bahia, Maccó, Pernambuco and Lisbon.
" 30	Derwent	Southampton and Antwerp via Bahia, Pernambuco, etc.

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THE RIO NEWS

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

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

The policy of THE NEWS will continue to be that of strict independence and impartiality. It will seek to obtain the earliest and most reliable information on all commercial topics, and to incorporate all statistical information in such a manner as to give it a permanent value for reference. Its reports for the port of Rio de Janeiro will be made by men who are recognized experts in their several branches of business. No pains will be spared in making these reports thoroughly accurate and reliable. The absence of regular newspaper summaries of NEWS from keeping its readers fully informed on that subject. It is hoped that the difficulties in the way of accomplishing this purpose will soon be overcome, after which regular reports from all the leading ports of the empire will be given.

In its general news columns and in its discussions of political and current topics THE NEWS will seek to keep its readers thoroughly informed and, to that end, to present every subject in a true light. Its purpose is simply to keep its readers—men whose capital is invested in whose business is located in Brazil—cognizant of every important event, of the general drift of political and social affairs, of the state of the markets, and of every occurrence which might affect the profits of business or the security and permanency of investments.

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