

THE RIO NEWS.

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

VOL. XII.

RIO DE JANEIRO, FEBRUARY 15TH, 1885

NUMBER 5

OFFICIAL DIRECTORY

AMERICAN LEGATION.—157, Rua das Laranjeiras.
THOMAS A. OSBORN,
Minister.
BRITISH LEGATION.—No. 22, Marquês d'Almeida.
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BRITISH CONSULATE GENERAL.—No. 8, Travessa
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Consul General.

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of England Service every Sunday at 11 a. m. Holy Com-
munion on the first Sunday in the month at 11 a. m. Chil-
dren's Service on the 2nd and 4th Sundays in the month
at 4 p. m. Holy Baptism every Sunday, and during the
week, on due notice being given to the Clerk.
FREDERICK YOUNG, M. A., Chaplain.
157 Rua das Laranjeiras.
ALBERT ALLEN, Clerk.
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PRESBYTERIAN CHURCH.—No. 15, Travessa da Barreira.
Services in Portuguese at 11 o'clock, a. m., and 7 o'clock,
p. m., every Sunday; and at 7 o'clock p. m., every
Thursday.
METHODIST EPISCOPAL CHURCH.—Largo do Cattede.
English services: Sunday School 10 a. m., preaching 11:20
a. m. Sundays; prayer-meeting 7:30 p. m. Fridays.
Portuguese services: Sunday School 6:30 p. m., preaching
7:30 p. m. Sundays; prayer-meeting, 7:30 p. m. Wednesdays.
J. L. KENNEDY, Pastor.
Residence: Rua S. Salvador, 27 A.
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in Portuguese at 11 o'clock, a. m., and 7½ o'clock, p. m.,
every Sunday; and at 7½ o'clock p. m., every Tuesday.
Sunday School at 10 o'clock, a. m., every Sunday.
W. H. BAGBY, Pastor.
SAILORS' MISSION.—163 Rua da Saude; 3rd floor. Ser-
vices at 11 a. m. every Sunday.
FRANCIS CURRAN, Missionary.
SAILORS' GOSPEL MISSION.—26 Rua do General Ca-
mara. Open from 9 a. m. to 4 p. m. Gospel services on
Sundays and Wednesdays at 7 p. m.
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welcome to all
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TRAVELLER'S DIRECTORY

RAILWAYS.
DOM PEDRO II.—Through Express: Upward, leaves
Rio at 5 a. m.; arriving at Barra (direction) at 7:15 a. m., Entre
Rio (central line) 12:21 a. m., Lafayette (Queluz) 7:28 p. m.,
Porto Novo branch from Entre Rio) 12 p. m., Cachoeira (8 Paulo
branch) 11:55 a. m., São Paulo (Por. S. P. & Rio R. R.) 6 p. m.
Downward: leaves São Paulo 6 a. m., Lafayette 5:05 a. m.,
Porto Novo 12:13 p. m.; arriving at Barra 4:11 and Rio 7:12
p. m. Connects with Valenciana line at Desaguardo, Rio
das Flores line at Comarcas, União Mineira line at Serri-
ca, Oeste de Minas (S. João d'El-Rey) line at Sítio;
Leopoldina line at Porto Novo; Renêde e Areas line at
Sumbay; and S. Paulo and Rio de Janeiro line at Cachoeira.
Limited Express: Upward, leaves Rio 6:40 a. m.; arriving
at Barra 9:42 a. m., Porto Novo (central line) 5:20, Cachoeira
(S. Paulo branch) 5:38 p. m. Downward, leaves Cachoeira 6:24
a. m., Porto Novo 6:29 a. m., arriving at Barra 1:12 and 1:38 p. m.,
Rio 5:38 p. m. Stops at all stations. Connects with Santa
Cruz branch at Sapopemba, and Macacos branch at Belém.
Mixed Trains: Leave Rio at 8:20 a. m., and 1:07, the first
going to Entre Rio, and the second to Barra do Piraty.
CANTAGALLO R. R.—Leaves Niterohy (Sant'Anna)
7:15 a. m., arriving at Nova Friburgo 12:02; Condeiro (1 hour
per tramway from Cantagallo 2:12 and Macaco 3:48 p. m.
Return train leaves Macaco 8:20, Condeiro 9:48 and Nova
Friburgo 12:25 p. m., arriving at Niterohy 4:55 p. m.
A ferry boat runs between Rio and Sant'Anna, connecting with
trains.
PETROPOLIS STEAMERS & R. R.—Steamers leave
Trapiche Mauá at 4 p. m. week days and 7 a. m. Sundays
and holidays. Returning, trains leave Petropolis at 7:30 a. m.
week days, and 4 p. m. Sundays and holidays.

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BIBLIOTHECA FLUMINENSE.—No. 62, Rua do Ovi-
dor.
MUSEU NACIONAL.—Praça da Acclamação, cor. Rua da
Constituição.
GABINETE PORTUGUEZ DE LEITURA.—No. 12
Rua dos Benedictinos

Medical Directory

Dr. Custodio dos Santos, Surgeon and Physician.
Residence: Rua do Haddock Lobo, No. 70. Office Rua do
Rosario, No. 131, from 1 to 3 p. m.
Dr. Alexandre Calaza—Surgeon and Physician—
Office, Rua Primeiro de Março No. 22. From 1 to 3 p. m.
Residence, Rua de S. Francisco Xavier No. 47.
Dr. W. J. Fairbairn: M. D. Edin; Surgeon and
Physician. Office: Rua 1º de Março, No. 45, from 11 to
1 p. m. and 4 to 4:30 p. m. Residence: Rua D. Carlota,
Botafogo, Med. Director of Equitable Life Ins. Co. of N. York.

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Rua do Mattoso No. 31.
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THE RIO NEWS

PUBLISHED TRIMONTLY
for the mail packets of the 15th, 15th and 24th
of the month.

A. J. LAMOUREUX, Editor and Proprietor.

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

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All subscriptions should run with the calendar year.

EDITORIAL AND PUBLICATION OFFICE: —
79, Rua Sete de Setembro.

Subscription and advertisement accounts will be received by
GEORGE H. PHELPS, Esq.,
154 Nassau Street,
New York.

Messrs. JOHN MILLER & Co.,
São Paulo and Santos.

RIO DE JANEIRO, FEBRUARY 15th, 1885.

We are sorry to learn that we were unjust to the packet line serving between this port and New York in reference to the trip of the *Merrimack*. While we did not make any statement inconsistent with truth and justice, still this steamer was detained ten days in St. Thomas by some disarrangement of her machinery, and the documents necessary to prove a case of *force majeure* were produced to the satisfaction of the Brazilian authorities. In this particularly case our object was not in any manner to blame the company, but to show the commerce of the United States, that without a more frequent communication with our ports, Brazilian trade cannot be attracted. We are not hardy enough to demand increased facilities at the cost of the steamship company; American commerce must meet this. Our readers all know that we are from "across the fish pond" and that when we criticise American steamship companies, or American commercial schemes, it is love for the land of our birth and no carping, critical motive that inspires us. The service between Rio and New York is not what it could and should be, and no efforts should be spared to improve it. Certainly, it could be done, and with manifest benefit to the interests of trade. We here repeat what we said in our last number; if American manufacturers and merchants seek to open the Rio market for their wares, they must commence by improving the means of transport.

The attention that is attracted by the approach of the opening of the legislative Chambers renders the following remarks of the *Jornal do Commercio* of special interest:

Sad experience has pointed out the necessity of great alterations in the law of 9th January (electoral reform law) which, by general consent, should not rule a new election. Formerly our election disgraces were generally imputed to the ignorant multitude. We restricted the ballot to a point below that tried in the world; we sought the quality of fitness by strict proofs; we created 150,000 privileged individuals, out of a probable free population of ten millions, and if the result, after all, is certainly better than we could have expected under the old regime, it has nevertheless filled the minds of all honest men of whatever party they may be, with apprehensions. No one will allow himself to be rocked to sleep in an illusory expectation that law alone will do that which must be principally performed by a transformation in habits.

Nothing can more clearly explain the difficulty that, of late, cabinets have experienced in retaining power and it would almost seem that to Senator Saraiva's law is directly chargeable the position into which public affairs have drifted. How can any minister propose measures of vital importance, when a cabal of discontented

legislators may at any moment force his resignation on him? His time and thoughts must be necessarily occupied in the task of keeping a majority faithful, and to this end compromises are certain and his action more or less restricted. Certainly, there will be some step taken to promptly correct the defects that have been discovered in the law. Its importance and necessity is recognized by all, and its execution would go a long way to remove the want of confidence felt towards this empire abroad. As the *Jornal* points out, we are living under an oligarchy, while supposing it was a limited monarchy that ruled. At the same time it seems hardly probable that the reform of the electoral law would be easily accomplished. An extension of the suffrage would cause such changes as might modify to a great extent the elective Chamber and interests would be attacked that will resist a reform to the bitter end. The present session of the legislature will be watched with intense attention by all who have an interest in the welfare of Brazil, among whom we claim to be.

THE financial position becomes more and more serious, and the commerce of this city is seriously alarmed. Exchange has touched a point, that could only be justified by war, or some similar catastrophe, and importers look at each other and speculate as to where "bottom is to be found." We may be charged with precipitancy in touching on this question a few days before the premier will (and must) present his *relatorio* to the Chambers; but we can defend ourselves. The minister of finance has no right to disarrange the commerce of Rio, by his constant drafts upon its financial resources. The debt of the Treasury to the banks was on the 31st ulto:

Treasury bills:

Bank of Brazil	36,750,000
Banco Rural	7,070,000
Banco Commercial	1,500,000

Bank of Brazil: account current	45,320,000
do	10,307,000
do	55,627,000

This means that nearly the whole of the capital of the native banks is loaned to the government. An analysis of the statements shows further a marked and important increase in deposits. We will tabulate them and gladly correct any errors:

Bank of Brazil—increase	2,912,000\$
Banco Rural do	3,071,000
Banco Commercial do	386,000
Banco Industrial do	210,000
B. do Commercio do	611,000
English Bank do	45,000
New London & Brazilian do	439,000

do	8,574,000\$
do	310,000
do	8,264,000\$

The increase at the Banco Commercial may be explained by dividends for Portuguese account held back for better exchange rates; in the two English banks, because importers hope for better rates also and will leave their money on deposit until 20 pence be again the rate. The careless we might even say condemnable management of finances has thrown the whole business community of the empire on its back. We have no war, pestilence nor famine; the exports have much exceeded those of last year; but by mismanagement and a total want of financial education, the cabinet has placed the country in such a position that its escape from impending trouble seems difficult if not impossible. The very low rate of exchange will infallibly cause a decrease in imports, which means a corresponding decrease in custom house receipts and a decrease in budget estimates; it further causes an enormous augmentation to such items as are payable

in gold at par; the cost of the *Aquidaban* will be something prodigious; and what will be the solution no one can guess. Senator Dantas might have followed the example of his predecessor and published something as to what he proposed to do. Secrecy is now most objectionable. Does H. Excellency propose to turn over to the Bank of Brazil the new treasury bills, which professedly paying 4 ½ and 5 per cent. may cost the country 8 or 9? How does he propose to settle the 55,000,000\$ of floating debt due to the banks? To all of these questions H. Excellency will no doubt refuse an answer to us, but they must be replied to in some form, and the answer must be categorical. Commerce, and this under foreign direction, is long suffering; but patience has a limit and he is wise man who does not place the last straw on the camel's back. We are willing to recognise that H. Excellency entered upon his duties as minister under difficult circumstances. He found the Treasury already embarrassed, through the wild operations of his predecessors, but it was his duty, to have made such reforms as are (said to be) within reach of his hand, and not to have suffered the empire to drift into such a position as it to-day holds. The fact seems to be that the facility with which loans were raised in England completely demoralized our financial statesmen, just as a complaisant banker has ruined many a merchant; when the purse strings are drawn and a more tangible security than "the future of the country" demanded, those who should become the head of the government lose their own and chaos, ensues. It is as more in sorrow, than in anger we write these lines. We have clearly foreseen, that breakers were ahead of the ship of state. We wished to buoy the channel and serve as a light ship; our forecasts were scoffed at, and by those who to-day are unwillingly acknowledging the truth of them.

On the 23rd ulto, the minister of finance issued the regulations as to the treasury bills to be emitted under the last budget law. These regulations in a condensed form are: the bills will be of 1,000\$ each, at 6 or 12 months date and will earn interest at the rate of 4 ½ or 5 per cent. respectively, payable at the due date; at the Custom house and at the *Recebedoria* these bills will be received, until further orders, in payment of duties, taxes, etc. for their face value, plus accrued interest to the day of presentation, provided they are not tendered for a less sum than the aggregate of the face value and accrued interest; they will also be received at the National Treasury in settlement of deficiencies (*alcances*) or of other debts, observing the last paragraph of the preceding article; when the bills are paid in, the bearer must declare on the back thereof the amount of accrued interest to be included, dating and signing this declaration. The calculation will be checked by the employé charged with this duty, who will mark it, as conferring, also dating and signing his declaration; the Custom house and the *Recebedoria* will remit to the Treasury on the stated occasions the bills they may have received, including in the value of these the amount of accrued interest; they will furnish in the financial operations (*movimento de fundos*) the amount of capital and interest; after checking at Treasury the bills will be destroyed; interest ceases after maturity, etc. The object of the law, under which these treasury bills are issued, was to allow of a certain circulation for them in trade and commerce, through which the money withdrawn by the Treasury from these, trade and commerce, might become available in the form of certificates of debt. This idea is rendered impracticable by the regulations we print above. The face value is so large, that

they will, and must, fall into the hands of banks and capitalists, who will hoard them for the remuneration to be obtained through the interest. Then comes the unnecessary clause that no change will be given: *id est*, if an importer or a tax payer owes, or needs to pay 1,000\$000, a treasury bill representing 1,022\$500 may not be tendered in payment. And then comes the clause that shows most incapacity as to the purpose for which the law was passed: the bearer must calculate the interest due him, date and sign his declaration which will be attested by an employé appointed for that service. Nothing could be more absurd. How long would be requisite to obtain this necessary attestation? With the celerity observable in most government departments, it might be obtained on the day following the presentation; but this is very doubtful. The government has completely destroyed any utility to these bills (which we do not consider should be a charge against it) by this unnecessary restriction. The manner in which it should have framed the regulations was; to have announced that interest would be paid every quarter, and the holder of bills at the end of the quarter would receive this interest. The bills might—we do not say would—have in this manner entered into circulation as a species of endorsed check and might have effected some saving in the use of currency; but with this clause of the regulations they are necessarily cast aside. For what merchant has time to calculate, even with the table promised by the Treasury officials, one, two or three days interest? That some work must be found for the public servants we quite recognise, but that this work be sought for at the cost of commerce and trade is quite out of the question. So far as we know there is but one similar regulation. We mean that, which taxes a cheque to bearer 100 reis, and the same cheque to order 1\$000 per cento of reis; the two regulations should be enframed and religiously guarded as a proof of the financial and commercial ability of our legislators. This matter of treasury bills, or government certificates, was known to the writer of this article some twenty years ago in the United States. The certificates were not issued in anticipation of revenue (Heaven save the mark!), but to serve as a medium of exchange between banks belonging to the clearance—houses, and were of great service in avoiding an unnecessary count of, at times, large sums of money. No one of the Associated banks ever thought of calculating the days interest, from the morning when the certificate was received to that on which it was paid in to settle a contrary balance; those which were fortunate enough to hold the certificates at the termination of a quarter drew the interest and no one could complain. Can any merchant imagine the stupidity of sending his *despachante* to clear goods on treasury bills with the certain delay staring him in the face? We will drop the regulation and look at the fact of the issue of these bills. It will be difficult to deny, that had the government shown more ability in the matter these tokens of debt would have been neither more nor less than an issue of paper money. Therefore we say, we do not consider that this defeat by regulations is blameable; but had they been properly launched on the market, what could the effect have been? Currency would have been displaced; these bills would have liquidated all transactions of 1,000\$ or a multiple of this sum, while the terrible uncertainty as to how many and how, there had been issued would have been a still more striking feature in our money market. Moreover, they are to be issued in anticipation of revenue. How many months revenue will suffice to make settlement of the floating debt incurred previous to the issue of these new samples of financial inexperience?

We print in another column an interesting extract on the development of agriculture in Southern California from which the writer, evidently a close observer, draws a valuable lesson with special reference to the arid plains of Mexico, but equally applicable to large tracts in Brazil. The lesson is that in regions having a wet and dry season, the grassy plains, which during the prolonged dry season are apparently a type of aridity and sterility and which until recently have been universally looked upon as fit only for pasturage, are not only susceptible of cultivation, but, with proper management, may be as successfully and profitably cultivated as the forested and prairie lands of the temperate zone which enjoy a more uniform distribution of rainfall. If, as there seems to be no reason to doubt, this lesson is applicable to Brazil its importance in the future development of the country can not be overestimated. We are probably within the mark in stating that over one half of the territory of Brazil consists of *campos* lands that, as was until recently the case in California, are universally regarded as valueless except for the purpose of stock raising which, as practised in Brazil, is the most primitive and least lucrative use to which land can be put. It is to be farther noted that, for the most part, these *campos* lands are, from the disposition of the surface, the ones best fitted for a rational system of agriculture since they abound most in the plainer portions of the country while the forested districts are generally the mountainous ones in which the plow and other improved agricultural implements can only be employed with difficulty or not at all. As regards climatological conditions these lands in Brazil are more favorably situated than those of Southern California since the mean annual rainfall is greater and, except in the regions of the northern provinces subject to *secas*, is more uniform, being also, apparently, longer; moreover, in the subtropical regions of Brazil in which variation of temperature becomes an important element, the warm and growing season coincides with the rainy season whereas the contrary is the case in Southern California where the crops have to stand the regular annual *seca*. Another point of great importance, which merits the attention of Brazilian statesmen, is the fact that the region in question which has proved capable of sustaining well a prosperous agricultural population, resembles, more closely than any other in Brazil, the *seca* regions of the north. Like the latter, it is subject to prolonged droughts which, judged by the annual rainfall, are even more severe than those of Ceará. For three years out of ten the rainfall of Southern California, outside the mountain districts, is stated to be under 18 inches (456 millimetres) and to be in some years as low as 10 or even 5 inches (253 and 126 millimetres) whereas the rainfall of Ceará during the *seca* years of 1877-79 is given by the engineer, Dr. Morsing, as 355, 517 and 621 millimetres. It would seem therefore that there are good reasons for hoping that the frightful evils and sufferings of our *seca* region may be in great part mitigated, if not wholly cured, by the adoption of an improved and rational system of agriculture supplemented by well boring and greater facilities of communication. The experiment of cultivating the Brazilian *campos* has never been fairly tried, and although it can not be safely predicted that there are no unknown elements in the question that might lead to different results from those obtained in California, the probabilities seem to be rather in the contrary direction. Should such experiments prove successful the results would be of incalculable benefit to the country, since, once that the value of these lands was practically demonstrated, the present proprietors and colonists would quickly learn the methods

applicable to them, and they would rapidly come under cultivation, thus adding greatly to the national wealth. The experiments might be made either by private individuals or by the government. On many accounts we think the latter the method most likely to achieve speedy and satisfactory results. Private enterprise is proverbially slow in Brazil and many years may elapse before any serious attempt is made to test the agricultural value of the *campos* lands. The use of the plow is a *sine qua non* and a knowledge of how to use this implement is equally indispensable. Only a limited number of planters make any use of the plow and these, so far as our observation goes, make it a hoe worked by horse power, rather than that effective ground breaking and turning tool employed on the California *campos*. A practical method of studying this problem would be for the government to establish a few moderate sized model farms in regions offering a variety of conditions of climate and soil, as for example the low lying *campos* about Rio de Janeiro, those of the upper Parahyba valley in São Paulo and those of Barbacena in Minas Geraes. Each should be under the charge of an administrator accustomed to the conditions and methods of Southern California and the whole should be under the direction of an intelligent, practical and scientific agriculturalist from the same region. Can not the "Sociedade Central de Imigração" further its ends by promoting some such scheme as this?

FINANCIAL NOVELTY.

Although the two first meetings of the *patres conscripti* have been far from edifying, still they have not been entirely lost to a reflective mind.

One deputy calls another a fraud (*homem fraudulento*); another is reported as replying to his antagonist in this wise: "Keep your remarks for your own country, where the employés are paid with pumpkins."

This latter remark, and made by clerical gentleman too, is as choice an example of parliamentary language as could be desired.

Had he told his opponent to plant potatoes, we could have excused the remarks, for as potatoes are not planted to any great extent in Brazil, if the party addressed took the matter to heart it might have led to a new *industria nacional*: but to publicly charge that one of the provinces of the empire settles its obligations to its employés in pumpkins is positively startling.

This means of exchange is so very cumbersome. The ancient Spartans used iron money to prevent the accumulation of wealth; this pumpkin currency is a decided improvement on the Spartan financiers' idea.

Then, what becomes of the vegetable? Can it be possible that the the whole of the provincial employés of Rio Grande do Norte support themselves by this healthy, no doubt, but decidedly cloying food?

They may barter them for luxuries and necessities with other parties who have a more current quality of money to be sure, but if, as we suppose is the case, the employés are paid in pumpkins monthly the barter value must be pushed down at the beginning of the month, while towards the close a pumpkin famine might present itself. Then too, suppose there was to be a failure of the crop; one shudders at the fate of the employés!

We sincerely trust that this question will be cleared up, when the Chamber is organized. The matter is of sufficient importance, as a perfectly new and original feature in the modern history of finance, for the question of its explanation by the reverend gentleman who asserted its existence not to be allowed to drop.

Seriously, we do not at all like the flip-pant manner in which one of our daily colleagues treats the matter.

In an essentially agricultural country every question that interests farmers should be studied, and not made fun of. No one can say how much profit might be obtained by our colleague in a careful and serious investigation of the question.

There is one thing certain. This pumpkin currency possesses some intrinsic value and the population of the United States recognises this; pumpkin pie is very nice as all who have been fortunate enough to taste it will acknowledge, and there is here a chance for the employés of Rio Grande do Norte to coin—so to speak—their pumpkins. A pie would be much easier to carry than the crude article and various sizes of pies and tarts might serve the purposes of small change.

Then the pumpkins might be converted into pork, not by barter, but by assimilation so to say, and the porker would represent a valuable investment of a certain quantity of currency. The subject is very far from exhausted although our space is. We will therefore summarize the currency question in Rio Grande do Norte; the employé receives his fixed quantity of pumpkins, and barter so many of them as will satisfy his bread, meat, rent, etc. bills, and if he be a careful man he deposits his savings, not as is the usual thing in a *Caixa Economica*, but inside of a specimen of the swine family.

PARANÁGUÁ AND CORITIBA RAILWAY.

The inaugural train passed over this road on the 2nd inst., but the inaugural excursion, so far as the guests from Rio de Janeiro were concerned, commenced on the 31st of January. A special steamer, the *America*, was engaged, and about seventy invitations were issued; these included many distinguished engineers, with a sprinkling from other professions, representatives of the press, two or three members of the consular corps, and a number of ladies; the minister of agriculture and his party joined the *America* at Santos. The weather, both going and returning, was all that could be desired; champagne, banners and a German band proclaimed the festive character of the journey, and the *America* was duly saluted by forts and ships as she passed. As for the rockets, they go without saying. In fact, the journey might be divided, according to an ascending scale, into rocketing, rocks and rockets. The first was generally disapproved; the second excited great admiration; the third, even in their grand final diaplex-celestial performance at Coritiba were generally regarded with indifference.

The *America* landed her passengers at the Porto Pedro II, where everybody embraced everybody else with much effusion. Here the inaugural train was waiting; the president of the province escorted the minister to the only first-class car (according to American ideas) and the other guests stowed themselves as best they could on the bare benches of the other cars. The railroad-journey, with its frequent stoppages, occupied nearly the whole day; there was lunch, or breakfast, at one of the highest points of the *seira*, involving more champagne, rockets and German band: all the various stations fired off rockets, champagne and German bands at the passing train; and all the immigrant population of Paraná seemed to be gathered at the station of Coritiba, where some hundred rockets were let off at once, no doubt to the great edification of some body. There was a scarcity of sleeping accommodations at Coritiba, and about thirty guests waited disconsolately about the station until the great dinner was announced—also in the station-building. The dinner, of course, was very good, and of course it involved more firing off of German bands and drinking of rockets and champagne, while distinguished orators floated in vivid bands of color from the roof, and the air was replete with words of hope and cheer from the banners of all nations. (This was written immediately after the dinner.) Next day there was much strolling about the streets by small parties, who examined nothing and smiled at everything with that idiotic helplessness which appears to be inseparable from excursions. There was a ball (surely, Coritiba never before saw so many claw-hammer jackets) and more rockets and German band; and at 7 o'clock on the morning of the 4th the excursionists were packed off again, while the hotel-keepers retired to count their gains, and the railroad company to reckon its

losses; both of them, no doubt to count their spoons.

Joking aside, the *Rio News* wishes it to be understood that it enjoyed the inaugural journey; that it approved of all the arrangements, and that it is always ready to receive invitations to similar parties. We count it among the dearest of our editorial privileges that we can attend the inauguration of railroads and go to the bull-fights for nothing.

Now, as to the railway. The ordinary excursionist who passes over it will be apt to have his judgement carried away by the magnificent scenery along the route and the splendid engineering that is everywhere apparent. Railways in eastern Brazil have a deal of climbing to do, and on this Paraná line the obstacles were probably greater than they have been on any other. The first section, from Paranaguá to Morretes (about 41 kilometres) lies mainly on very low ground, swamps and alluvial soils: even here great expense was incurred in laying down the road-bed, and in securing firm foundations for the bridges and other works. The main difficulties occurred between Morretes and Piraquara, rather more than 22 kilometres in a direct line, but over 45 kilometres as the railway runs. In this section the line has had to climb 945 metres, to reach the summit of the *Serra do Mar*; whence the ground slopes irregularly but gradually to Coritiba. To perform this feat of engineering, advantage was taken of an immense valley which here extends far up the *seira*; dividing near the top into many branches the beds of little streams. The road zig-zags around the heads of these valleys, turning to nearly every point of the compass, but steadily ascending to its culminating point at *Roca Nova* 955 metres above the sea. Some idea may be formed of the immense difficulties that were overcome here by the mere enumeration of the principal works: 15 tunnels, with an aggregate length of 1,600 metres; iron-bridges and viaducts, including the great viaduct of S. João, in which 480 tons of iron were used; 3,064 metres of supporting walls, 165 culverts, 32 drains and 37 cuttings, some of them very deep: all this to get the road over 22 kilometres or not quite 14 miles. The maximum grade is 3 per cent.

From Piraquara to Coritiba (24 kilometres) the work was comparatively easy; the most important works being to bridges or viaducts and 3 cuttings.

So far, our impressions of the road are good. The scenery is grand beyond all description, finer even than that on the D. Pedro II R.R., the work seems to have been done carefully, with an eye rather to durability and usefulness than display; and the ascent of the *Serra do Mar* is a feat of art which reflects all honor on the Brazilian engineers who accomplished it. There remain two or three important questions—very grave questions, they appear to us—which have been raised before and which are likely to be raised again in the future.

1st. Could the *Serra do Mar* have been scaled with less expense by some other system—for example, by the traction system used between Santos and São Paulo, or the Riggenbach, used on the Grão Pará R.R. in ascending to Petropolis? This question is one for engineers to settle: we have heard various opinions, many of them unfavorable to the plans adopted by the Paraná R.R.

2nd. Will the railroad pay? We think that it may return a moderate percentage on the invested capital many years hence. The important exports of Paraná may be included in two items—*maté* and hides. The railroad cannot carry more than a part of these products, and if it could, it is questionable whether the freight would be sufficient for support. In a thinly populated region like Paraná the amount of passenger traffic and of import trade must be small.

The railroad was in fact a draft made on the future, which the future may, or may not however, honour according to circumstances.

And this brings us to the third question, which we shall not attempt to answer: Was the government justified in guaranteeing interest at 7 per cent on the amount of nearly 12,000,000\$ invested by the *Compagnie Générale des Chemins de Fer Brésiliens* in this route?

THE St. Paul *Pioneer Press* says:—"In Mr. —'s store recently, a farmer came in to settle for a load of wheat and made a number of purchases, and among them were several pounds of ordinary butter and three or four dozen packed eggs. I enquired if this sort of thing was a common practice of the farmers in the vicinity. 'Farmers', replied the merchant contemptuously; 'Why, we have n't got twenty real farmers in this county. They are all nothing but wheat raisers, and that is a long way from being a farmer. A larger number of farmers in Dakota, who own whole quarter-sections of land, seldom have milk in the house, and the butter they eat is bought at the nearest store. They don't even keep a cow or pig, or try to raise vegetables to provide for winter.'—*Exchange*. Change Dakota to Brazil, wheat raisers to coffee planters and we have a good exposition of planting in Brazil.

POLITICAL EVENTS.

From the *Gazeta de Notícias*, Feb. 9.

Not only have our political parties no sufficiently blameless past to recommend them, but they have to-day arrived at a point where they have not even the courage to promise anything that will seduce any one. The last experiment in this direction was the liberal *manifesto*, which preached revolution, if reform was not secured, and which was forgotten so soon as place was obtained. At the end of seven years' government, we have the same retrograde laws, as formerly; we have not advanced in any manner. Marriages are not contemplated by the legislature, and on these depends the formation of the family and the holy right of the father to leave to his children that of which he deprived himself for their benefit; we have not yet succeeded in attracting to our rich land the poor foreigner who does not find in his own country the advantages that ours offers him; we have slavery still, a noxious plant, and absorbent, with all its fatal roots, such as the labor contract law, which entangles the immigrant (*colono*), and the exclusive *regimen* of great estates which embarrasses the reform of the law of forced adjudications and thus torpifies that credit which every industry needs for its development; we are to-day just where we were seven years ago, for no one can say that the electoral reform met the intentions, which we consider were sincere, of its framers. Intutilized, now by government, now by the opposition, reflectively or not, to-day when all its weaknesses are recognised, not even that most strict Sr. Saravia would obtain through it an expression of the national will. To-day that party, be it what it may, in place or in opposition that tranquilly trusts its destiny to the ballot-box, without using cunning, will be necessarily vanquished, what ever be the platform on which it presents itself. This is because the defect is not so much in the law as it is in the political conscience and education of those who execute it, or of those who avail of it.

Under these circumstances; when the platform of the present ministry relative to slavery is known, when petty (but opportune) practical measures for immigration are taken, when the absolute lack of a programme from this cabinet on other questions is known, but when it is equally recognized, on the other hand, that the conservative party has no programme, what can the country gain by a change in the situation? Who is to sustain the change? The only abstract argument capable of quieting some minds, is that we will not follow a worse track and for a trial it would be well to make the change; this change however would cause a loss of time in the organization of scattered forces and during this the country would have to await some of those reforms which are most urgently necessary.

AGRICULTURE IN MEXICO

To form anything like an accurate opinion of the agricultural resources of Mexico, or of any of the countries having a wet and dry season, one must have seen the changes that have taken place in Southern California in the last ten years, or rather in the last five years. One must see go beyond the reach of the water ditches, artesian wells, and all other facilities for irrigation, and see what has been done with land that only ten years ago was universally pronounced worthless except for stock range. One must see such tracts covered not only with vineyards, orchards, and fair gardens, but bearing as good corn, potatoes, beans, and other cultivable crops as some of the best sections of New York or New Jersey; on land, too, where the underground water is over thirty feet below the surface, and where not a drop of rain has fallen since the seed was sown. One must have seen not only the grape and the olive, which can live with little water, thriving there, but also the apricot, peach, apple, pear, plum, and other fruits, which in the East would fail to bear good fruit after a drought of seven or eight weeks, march triumphantly through California's long dry season of six or eight months with not a leaf withered or yellowed, and with fruit even more fair and fine flavored than the best irrigated orchards can show, though perhaps not as large. Yet more than this. One must see how these have passed through eighteen months of practical drought without a particle of surface water applied to save them. For in about three years out of ten the rainfall in Southern California, except in the mountains and higher table lands, is not sufficient to wet the ground eighteen inches during the whole season. The whole rainfall for the year is sometimes as low as ten inches on the lower levels, and has been as low as five, and so distributed that the soil was not wet over six inches deep for eighteen months. Ten years ago no one dreamed of anything being kept alive upon such soils without irrigation. Even five years ago few had awakened to the marvellous reality. To-day it is scarcely known outside of the State. Yet to that reality is owing almost entirely the great advance of Southern California during the last four years which is greater than that of any other part of the Union of equal extent.

The discovery is simply this—that the same amount of cultivation which the farmer of Kansas or Illinois is compelled to use to keep down the weeds will, in California, if the ground be deeply ploughed at first, not only retain the greater part of the moisture from the winter rainfall, but will also draw up moisture from many feet below and absorb it from the atmosphere above it at night. In hundreds of orchards and gardens in Southern California one may now find soil moist enough to pack into a ball in the hand only five inches beneath the dry surface above. And this in October or November, six or seven months after the last rain; and after a winter, perhaps, when the total rainfall was lower than the rainfall of the driest summer ever seen in the Atlantic States; yet one can see the most conclusive evidence that there has been no irrigation of any kind. Without this discovery Southern California could never have been what it is to-day; all further advance would have been impossible; because about all the available running water has been long since appropriated; on many of the best sections artesian wells are only remote possibilities, and irrigation from windmills, etc., is too scanty for any extended operations.

To one who, like the writer, has seen in California the whole progress of substituting thorough and continuous cultivation for irrigation, old Mexico appears vastly different from the Mexico described by correspondents and tourists. Most of the great plains and valleys of the plateau through which the Mexican Central Railroad runs are composed almost entirely of the same red soil that is now so highly valued in California for its extraordinary power of retaining moisture and the ease with which it may be worked under the extremes of wetness and dryness. Though not quite so strong as the *adobe* soil seen nearer the City of Mexico and found in many parts of California, it is still rich enough. In California it has borne as many successive crops of wheat and yielded as high an average as the best prairie soil of Minnesota. And for general use, for average results, it is valued more highly in California than *adobe* similarly situated. It is composed mainly of the friable red granite finely pulverized, though the harder red granite produces the same kind of soil. Its quality is not indicated by the growth of the natural vegetation. Some of the best tracts look almost as poor and barren as sand until they are ploughed, while some of the coarser and poorer varieties bear grass three times as rank. The size of the grass upon it indicates only looseness; and when the harder kinds are ploughed, the native grass at once springs dense and rank. It is fair to presume that the same is the case with the immense tracts of red land in Mexico and that the parts now covered with scanty grass may be as rich as any.—*N. Y. Evening Post*.

LEGISLATIVE NOTES

Feb. 11.—The first preparatory session of the Chamber of Deputies, was held to-day. Deputy Henriques, as the oldest member present took the chair and the session was riotous and altogether disgraceful.

Feb. 12.—The tone was quieter, but some very unparliamentary language was again used. On motion of Deputy Moreira de Barros it was resolved that only such diplomats as are in accordance with the law should be received, and he asked those members who had duplicate diplomas, to abstain from voting, to which these consented. To-morrow the election of officers will be commenced with.

Feb. 13.—The officers to preside over the preparatory sessions were elected viz: Deputy Moreira de Barros, president; Lourenço de Albuquerque, Antonio Prado and Barão de Guabaly, vice presidents and Affonso Celso Jr., Valladares, Simbaj Jr. and Costa Rodrigues, secretaries. The committee on credentials is composed of Deputies Affonso Penna, Lourenço de Albuquerque, Ferreira de Moura, Andrade Figueira and Rodrigo Silva. The result is considered a reverse to the government, and as the committee appointed consists of 2 conservatives and 2 dissident liberals, against only one supporter of the government, the diplomas of friends of the government will be very strictly scrutinized.

—An electric tramcar, fitted by the Electrical power and storage company now running at Millwall, costs, it is claimed, including 15 per cent. for depreciation of machinery and 15 per cent. on accumulators, about half the cost of horsing on tram lines. The car at Millwall can be run for two hours with one charging of the accumulators, starting, stopping, and reversing every minute. The used accumulators can be taken out and the car supplied with fresh charged cells in as short a time as is occupied by the changing of horses. The accumulators are placed under the seats completely out of sight, the motor is placed under the car very neatly, and is only seen when looked for. The interior is furnished with four twenty-candle power incandescent lights, and with pushes for electric bells for communication between the passengers and the conductor.—*Railway News*, Jan. 10.

PROVINCIAL NOTES

—A government employé in Paralyha ran off with 2,500\$.

—The papers of Pará think 1\$500 per kilo, a very stiff price for beef. So do we.

—The Bahia custom house receipts in January were 835,026\$883.

—A man in Campos swallowed his teeth; and now he is dead. The teeth were false.

—The Pernambuco custom house receipts in January were 797,230\$919, against 1,319,200\$255 for January 1884.

—There were 2,795 deaths in Pará during 1884, but as the population of the city is not given the percentage is unknown.

—The receipts at the Penelo, Alagoas, custom house in December were 14,668\$994, against 11,392\$530 for the same month of 1883.

—The official value of the exports from Pará for the last six months of 1884 was 26,161,189\$086 against 38,207,351\$431 for the same period of 1883.

—The S. Paulo post offices received during the second quarter of the present fiscal year 63,683\$870, against 60,271\$750 for the same period of last year.

—Some oversight caused the complaint of our colleague of the *Echo Municipal* of Bocaina. We will endeavor to set the matter right, and can only offer apologies.

—According to a table published by the *Provincia de S. Paulo*, there arrived in this port (Rio) during 1884, 17,999 immigrants, against 26,789 in 1883 and 25,845 in 1882.

—The president of the province of Rio de Janeiro has called an extra session of the provincial assembly for the 9th March. His object is to obtain funds for the extension of the Cantagallo railway to the sea-beach, and a decision as to the gauge of the proposed Macabé extension.

RAILROAD NOTES

—The January receipts of the Leopoldina railway were 158,449\$430. Expenses not given.

—Our representative at the inauguration of the Paraná railway cannot help being funny. All of us are.

—The traffic receipts of the D. Pedro II railway in November were 1,051,265\$018 and expenses 515,868\$124.

—Nine railways and the Grand Junction Canal carried to London the enormous quantity of 6,846,725 tons of coal in 1884.

—The traffic receipts of the Rio Grande do Sul and Bagé railway in December were 49,882\$890 and expenses 37,092\$860.

—The West of S. Paulo (Paulista) railway traffic receipts for the last half of 1884 were 1,467,636\$780 and expense 563,145\$870; balance 904,490\$910.

—The director of the Dom Pedro II railway has asked the minister of agriculture for authority to reduce by 25 per cent. the freight charges on live stock. He proposes to charge per head, 20 reis per kilometre for the first 100 kilometres; 15 reis for the second 100 and 10 reis for the third.

—The following table, from *For's Manual* shows the comparative mileage for the last ten years:

	Miles built.	Total mileage.
1875.....	1,712	74,096
1876.....	2,712	76,808
1877.....	2,281	79,089
1878.....	2,687	81,776
1879.....	4,721	86,497
1880.....	7,174	93,454
1881.....	9,889	103,242
1882.....	11,509	114,838
1883.....	6,879	121,592
1884.....	3,879	125,402

From this it appears that in the last ten years our railway mileage has increased more than 51,000 miles, or nearly 70 per cent., and that the total mileage of the United States is about 125,500 miles. In all likelihood every succeeding year will add thousands to this aggregate, until it has been doubled at least,—since in such vast territory of inexhaustible resources which must inevitably be developed in the future, it is impossible to set any bounds to the extension of our railway system.—*Baltimore Journal of Commerce*.

DIVERSIFIED industry is the salvation of a country, diversified farming the safeguard of its agriculture against distress. Any man or community that depends on a single industry is sure to have "hard shelling" some of the time. But with varied products he may have more than one spring to his bow. An illustration of how diversity aids the entire community is in the following case: "A farmer on Russian River, California, ten years ago owned one hundred acres of wheat land, from which he derived an annual profit of \$1,000. He cut it into five-acre tracts and sold it to hop and fruit growers. Now the same one hundred acres supports eleven families, and yielded this year a profit of \$32,000, a single acre producing \$600 in plums."—*Exchange*.

LOCAL NOTES

—The flying squadron sailed from Rio on the 5th. —May we ask our readers where is Serigon? Rice seems to come from there.

—Is not this *manifestação* business being driven just a little bit into the ground?

—Will one of our colleagues of the daily press let us know what is *intenção peccaminosa*?

—A boy tries to steal a ride on a tramcar; gets run over and killed and there he is called a victim!

—The *Gazeta de Notícias* is too bad when it includes monkeys and deputies in the same category.

—On the 31st ulto, a woman 120 years old was buried in Praia Grande. *O Paiz* is our authority.

—The *Paiz* learns that Deputy Martin Francisco will be the government candidate for president of the Chamber.

—*O Paiz* only on the 12th inst. heard of that venerable story of the man who was his father's father-in-law.

—Your American marriage is excellent, colleague. But the man did get married and that does not always occur here.

—*O Paiz* of the 4th says that they are making jerked beef of mare's flesh in Rio Grande. Does not this recall a mare's nest?

—Take your choice. *Acordar-elles* or *acordalos*. The former is not considered elegant and should be employed with care.

—"When is charity like a top? When it begins to hum." Might not our colleagues who are getting up earthquake subscriptions take example?

—We must correct our colleague of the *New York Maritime Register* on one point. Dr. Domingos Freire is not a Frenchman, but a Brazilian.

—*Punch* has been pressed into the service of the roulette players. It is hardly fair however to say it is *Punch*, for it is his Brazilian representative, *João Mithuca*.

—A correspondent of the *Jornal do Commercio* says that the Italian steamer *Matthéo Bruzzo* was quarantined on her arrival in Italy. Good enough!

—We apologise for not having acknowledged the receipt of *El Eco de Espana*, the organ of the Spanish colony here; and to the new colleague we wish every success.

—It is getting serious. The *Jornal do Commercio* of the 11th says that two dynamite cartridges were found on the rails of the Jardim Botânico tramway on the evening of the 10th.

—The *Paiz* of the 11th says, that the Porto Real central sugar factory has bought from the government for 3,293\$367, land that cost the nation 100,000\$. And surprise is expressed that exchange declines.

—What is a *Dead Leaf* at the Derby?
—The Yankees are good for nothing. The Rio correspondent of the *Diário Mercantil* of S. Paulo says that Gottschalk, the pianist, put Patti on the stage! And they never knew it!

—The *transmigration* not the emigration of Brazilians to Uruguay is what causes friction with the Argentine government. The Rio Grande breeders go over the frontier, when their own prairies are exhausted.

—How does this read from a country that wishes to attract immigration:—"The Bank of Brazil alone has mortgages on 636 plantations; these 636 men hold, at least, 53,760,800,000 square metres, at the low value of the surveys worth 53,552,955\$740."—*Gazeta de Notícias* Feb. 12. And still they are not happy!

—And still it reached its destination! *per French Mail*. *Messrs.*—*Rio de Janeiro, S. Africa*. We offer our thanks to the gentleman who furnished us this new contribution to geographical science. Either the Mauritius postal authorities are geographical experts, or some others have level heads.

—There is another Rink now. The Club Rink. It was bad enough to kick the word with the Foot Rink, but to hammer it with a club is outrageous. *Propos* of Rink, we have heard that no such word exists in English. It does in Scotch however, for a *curling rink* is common in the land, that Johnson so sharply criticized.

—Immigration statistics are difficult to obtain here, for all third class passengers are considered immigrants, which in many cases they are not. In January 1,998 immigrants arrived, of which 1,295 were Italians; of these 1,467 were over and 531 under to years of age. During the month 2,433 immigrants left the city, of which 1,573 went to Rio Grande do Sul. Of the arrivals 573 who in all probability were not immigrants in the strict meaning of the word have left for unknown destinations.

A decree dated December 6th 1884 is published in the Diario Official of February 11th.

Pedro Passaro and Amelia Passaro have received permission to marry. A literal case of billing and coiming!

Imports, according to the Boletim da Alfandega, for the last quarter of 1884 were 3,319,041\$266 less than for the same time in 1883.

The number of patents issued in 1884 was 88, in which is included one for a machine called Pendua Miranda. Can this be an improved gallows?

The police captured a large quantity of Buenos Ayres lottery tickets on the 13th. It is claimed that they are bogus; whether this be so, or not, the police were quite right to protect the home production.

We have culgelled our brains, and sought information from all of our friends as to what was the Royal Britannia, which has agencies in the provinces, and to which the minister of marine refers in his circular published in the Diario Official of the 13th.

We are very sorry to notice the death, at his home in Selma, of Dr. Russell McCord on the 8th January. Dr. McCord was for many years the most popular physician at Macacé and his death will be sincerely deplored by his friends in that city and in Campos.

The official value of the total exports for the last half of 1884, as compared with the same period of 1883 were: 61,373,382\$059 in 1884, against 46,042,119\$506 in the same period of 1883. An increase of 15,331,262\$493. And yet exchange has gone down all the time.

Lavoura and Comercio. The 10 per cent. addition on import duties produced in the last half of 1884, 920,012\$040, while the reduction of 2 per cent. on export duties cost the government, or rather tax-payers, 1,186,389\$670. Result, a present to the Lavoura of 266,377\$030.

The association formed for leveling the Souda hill is about to commence operations. The earth will be used in filling up a swamp near the Poor House, and will be carried in trucks over the rails of the Carris Urbanos tramway. This is a good move and we trust the Castle hill and S. Antonio will soon be dumped into the sea or another swamp also.

The total number of immigrants arrived here during 1884 was 17,999, of these 8,683 were Portuguese and 5,933 Italians. Americans appear to the number of 25. As to sex, 11,404 were males and 6,535 females; as to age, 11,113 were over 10 years of age and 6,886 under that age. During the year 9,598 immigrants left for various provinces, of which S. Paulo was the favorite, 4,427 immigrants going there. The number, 17,999, makes us wish that just one more immigrant had managed to come in.

Mr. William G. Morrilt, one of the oldest English residents in Brazil, died from an accident, on board of the steamer Galicia at sea Mr. Morrilt's hospitality was freely offered to all foreigners visiting Petropolis, his former residence, and his death will be felt by all of those who have been so well received by him. Mr. Morrilt who was a considerable shareholder in several national companies owed his fortune to his business capacity. To his bereaved family our sincere sympathy is offered in which we will be joined by his many friends in Rio.

We learn from a trustworthy source that Mr. Bateman, the well known hydraulic engineer, will pass through here en route for Buenos Aires about the end of March. There are various harbour and other hydraulic works both in construction and projected, upon which the opinion of such an eminent and experienced specialist would be invaluable; and we trust that the government will be sufficiently alive to the public interest to make arrangements with Mr. Bateman to break his voyage here and give them the benefit of his advice and opinion; such opportunities occur but seldom, and therefore should not be neglected.

The Boletim da Alfandega of Feb. 9th gives the official value of the exports for the six months to 31st December 1884:

Table with 2 columns: Country and Value. Includes United States (36,977,498\$534), Germany (6,875,191 513), Great Britain (3,847,043 459), France (3,734,662 412), Austria (3,627,454 146), Belgium (1,601,108 912), Mediterranean (1,031,610 568), Cape of Good Hope (1,026,323 040), Argentine Confederation (1,917,412 14\$), Italy (668,968 823), All others (966,108 504).

The United States has consequently taken very nearly 60 per cent. of the exports from this port for the time under review.

The burglars entered the residence of the Oriental minister on the night of the 13th and stole a quantity of plate.

Dr. De Witt Clinton Van Tuyl the doyen of American dentists in Rio, but who has recently been interested in gold mining, was murdered by an engineer, in his employ apparently, in a small town of the province of Minas. The assassin then committed suicide. No cause for the crime is given.

PUBLICATIONS RECEIVED.

Estudo sobre uma fabrica de ferro do sistema Italiano; by Messrs. Ribeiro, Magalhães Junior and Rocha Lagoa. The authors of this work are students at the school of Mines at Ouro Preto, province of Minas Geraes, and the pamphlet is a reprint from the Revista de Engenharia. It treats of a technical question, on which we confess our inability to give an opinion.

Considerações Botânico-Medicas sobre a herba dicta Homeiana; by Conselheiro Dr. Joaquim Monteiro Caminhão. This is a treatise on a plant that has occasioned such various opinions, that while thanking the author for the paper, we must, from want of necessary qualifications decline to give any opinion on it.

O Parvoze Perdido; David Corazzi, editor. Lisbon 1884. Mr. Mello, the agent of the editor, in this city has sent us the 18th number of the translation of Milton's master-work, for which we are obliged. The engravings and typography are very good.

Relatorio e Synopse dos trabalhos da Camara dos Srs. Deputados, na sessao do anno de 1884. We have received from the secretariat of the Chamber of Deputies this useful work, which we will examine with the necessary care. We thank the director for his courtesy.

The name of the amalgamated Exchange shall be "The Merchants' Exchange of New York," or "The Importers' and Merchants' Exchange of New York," or the "Importers' and Coffee Exchange of New York," or the "Coffee and Grocers' Exchange" of New York.

A call shall be made twice every day of coffee, tea, and raw and refined sugars.

At present the status of the New York Coffee Exchange and of the Importers' and Grocers' Exchange of New York is said to be. The New York Coffee Exchange has 311 members; 112 admitted at \$250 each, \$28,000; 99 do. at \$500 each, \$49,500; 100 do. at \$1,000 each, \$100,000; 311 admitted, producing \$177,500. It has investments of the value of \$160,000. The Importers' and Grocers' Exchange of New York has 220 members; 115 admitted at \$250 each, \$28,750; 100 do. at \$500 each, \$50,000; 5 do. at \$1,000 each, \$5,000; 220 admitted, producing \$83,750. It has a fund of about \$70,000. The expenses of the New York Coffee Exchange at present are about \$26,000; net by income on investments, \$8,000 and annual dues of \$60 each—about \$18,000. The expenses of the amalgamated Exchange are estimated at \$32,000; to be met by income on say \$20,000 at 5 per cent—about \$1,000; annual dues of 461 members at \$45 each—about \$20,000. The above is on an estimate of 150 member coming into the arrangement. If 200 members should come in the result would be; say expenses,—\$32,000; fund increased to \$263,000 at 5 per cent—about \$13,000; annual dues of 511 members at \$40 each—about \$20,000. New York, Commercial Bulletin, 22nd Decr.

COMMERCIAL

Table with 2 columns: Item and Price. Includes Rio de Janeiro, February 14th, 1885. Par value of the Brazilian mil reis (5000), gold 27 d. 6m at \$4.84 per £1 stg. 54 45 cents. do \$1.00 (U.S. coin) Brazilian gold 1837 do of £1 stg. in Brazilian gold 8 825.

EXCHANGE.

February 4.—Market quiet at unchanged rates, viz: 19 1/4—19 3/16 on London, 495—496 on Paris and 611 on Hamburg at 90dps; on New York at sight 2460. Commercial sterling was quoted at 19 1/16—19 1/8. Sovereigns closed with buyers at 128\$80, no sellers. February 5.—There is still no change in the market, which remains quiet. Commercial sterling is quoted at 19 1/16—19 1/8. Sovereigns closed with buyers at 128\$80, no sellers. February 6.—Market continues quiet at unchanged rates, yet the business reported in coffee is large, about 37,000 bags changed hands. Commercial sterling was quoted at the extremes of 19 1/16—19 1/8. Bank on Paris was done at 495. Sovereigns closed with buyers at 128\$80, sellers at 128\$90.

February 7.—The market opened at unchanged rates, but about mid-day the English Bank and the natives retired. The New London and Brazilian continued to draw on head office at 19 3/16. Commercial sterling was quoted at 19 1/4—19 1/16 and bank on Paris was officially quoted at 494 (7) Sovereigns closed with buyers at 128\$80, sellers at 128\$90.

February 9.—The market opened at lower rates. The English banks did something in the morning at 19 1/2 on head offices, but withdrew about mid-day. In the afternoon the New London and Brazilian did something on bankers at 19. Commercial sterling was quoted at 19 3/16—19 1/4. Sovereigns closed with buyers at 128\$80, sellers at 128\$90.

February 10.—The native banks posted no rates, the English banks were drawers at: 19 on London, 500 on Paris, and 618—619 on Hamburg at 90dps and 2460 on New York at sight Market quiet, with commercial sterling quoted at 19 1/2. Sovereigns sold at 128\$90, and closed with buyers at 128\$90, sellers at 128\$90.

February 11.—The market opened at yesterday's rates but was weak and the English banks, the only drawers, retired in the afternoon. Some transactions were reported at 18 1/2—19, latter on head offices, on London, and 500 on Paris. Commercial sterling was quoted at 18 1/2—18 3/4. Sovereigns sold at 128\$90—240, closing with buyers at 128\$70, sellers at 128\$80.

February 12.—The market opened at yesterday's rates, but was shortly after withdrawn and the English banks fixed rates at: 18 1/2 on London, 510 on Paris and 630 on Hamburg at 90 dps; sight on New York 22710. Commercial sterling was quoted at the extremes of 18 1/2—18 3/4. Sovereigns sold at 128\$90—050, closing with buyers at 128\$40, no sellers.

February 13.—The market was much stronger at the close and bank paper was obtainable at 18 1/2 on London; commercial sterling was reported done at 19 1/16. There was not much doing. Sovereigns closed with buyers at 128\$50, no sellers.

Exchange passed: £ 569,414 at 19 3/8—19 1/16 1/2. Frances 1,274,318 at 490—495 1/8. R. Marks 81,055 at 607—611 1/8. Coffee sold: 148,387 bags weighing 8,913,220 kilograms.

DAILY COFFEE REPORTS. BANK OF BRAZIL. BALANCE SHEET, JANUARY 31st, 1885.

Rio Associação Commercial daily cablegram on New York regarding position and quotations of the Coffee market.

Table with 4 columns: Month, Price, and other details. Includes Stock this morning, Receipts during week to 6th Feb, Sales for United States during week, etc.

WEEKLY SUMMARY.

Table with 2 columns: Item and Value. Includes Sales for United States during the week, Receipts during week to 6th Feb, Sales for United States during week, etc.

The new Treasury bills authorized by law 3,229 of 3rd September ultimo were issued on the 6th inst.

The directors of the London Joint Stock Bank announced on January 8th a dividend of 200 per share being 1 1/2 per cent. per annum upon the increased capital now amounting to £1,800,000.

At the general meeting of the shareholders of the Bank of Brazil held on the 12th inst. it was decided to appoint a committee of five to study, and draw up a report upon the proposed changes in the by-laws.

Messrs. Glyn, Mills, Currie & Co., the London bankers, have resolved upon registering the house as a joint stock company, without limited liability. They will thus combine the advantages of a private bank with the publicity of a company. The partners are the present members of the firm.

The Western and Brazilian Telegraph Company showed for the year ending 30th September ulto, earnings of £106,374 and the working expenses exclusive renewals of cable were £68,871. No dividend is recommended by the directors, for £15,000 had been credited renewal fund from revenue, against £36,000 expended in laying 388 miles of new cable. The general position of the company, financially and otherwise, shows decided improvement.—Railway News, Jan. 17.

The receipts at the Rio custom house for January were: Importation 3,130,385\$737, Port dues 18,554 670, Exportation 509,899 508, Sundries 1,150 686, 3,662,590\$101.

Deposits 27,388 896, Restitutions 19,164 951, Internal revenue receipts 412,551 126.

FORTNIGHTLY BULLETIN OF THE BOARD OF BROKERS. 16th—31st JANUARY. Exchange passed:

Table with 2 columns: Item and Value. Includes Commercial Department, Bills discounted, National Treasury bills, Bills with two resident endorsers, etc.

Table with 2 columns: Item and Value. Includes Bills secured by collaterals, By Government bonds and shares, Securities in liquidation, etc.

Table with 2 columns: Item and Value. Includes Mortgage Department, Capital account, Supplemental loan, Accounts current, guaranteed.

Table with 2 columns: Item and Value. Includes Sundry loans, Loans to Provincial governments, Real Estate, Edifice and furniture of bank, etc.

Table with 2 columns: Item and Value. Includes Stocks and Shares, Public Funds, Shares and debentures in various companies, Documents deposited, etc.

Table with 2 columns: Item and Value. Includes São Paulo Branch, Capital account, Account notes in circulation, Account current, etc.

Table with 2 columns: Item and Value. Includes Rural, at long dates, short, City, at long dates, short, Interest due on mortgages, Percentage due on administration, etc.

Table with 2 columns: Item and Value. Includes Cash account, Hypothecary notes, LIABILITIES, Commercial Department, Capital, Reserve fund, Special, etc.

Table with 2 columns: Item and Value. Includes Notes in circulation, In notes of Head Bank, Branch Banks, Bills payable for fixed deposits, etc.

Table with 2 columns: Item and Value. Includes Dividends, Unclaimed dividends, Mortgage Department, Capital supplied by the commercial department, Supplemental loan, etc.

E. & O. E. Bank of Brazil, February 4th, 1885. José Machado Coelho de Castro, President. Eduardo Braga, Accountant.

THE NEW LONDON AND BRAZILIAN BANK LIMITED.

Table with financial data: Capital, do paid up, Reserve Fund.

BALANCE SHEET 31ST JANUARY 1884.

Table with financial data: Assets, Capital, un-called, Bills discounted, etc.

Table with financial data: Liabilities, Capital subscribed, Deposits in account current, etc.

E. & O. E. Rio de Janeiro, 6th February, 1885. For The New London and Brazilian Bank, Limited, Edward Herdman, Manager, Fva. Dycke, actg. Accountant.

SALES OF STOCKS AND SHARES.

Table with financial data: February 4, Six per cent apolices, do Prov. Rio, Banco Commercial, etc.

Table with financial data: February 5, Six per cent apolice, do do, Banco Brazil, etc.

Table with financial data: February 6, Six per cent apolice, do do, Banco do Brazil, etc.

Table with financial data: February 7, Six per cent apolices, do do, Banco Commercial, etc.

Table with financial data: February 8, Six per cent apolices, do do, Banco Commercial, etc.

Table with financial data: February 9, Six per cent apolices, do do, Banco Commercial, etc.

Table with financial data: February 10, Six per cent apolices, do do, Banco Commercial, etc.

Table with financial data: February 11, Six per cent apolices, do do, Banco Commercial, etc.

Table with financial data: February 12, Six per cent apolices, do do, Banco Commercial, etc.

Table with financial data: February 12, Six per cent apolices, do do, Banco Commercial, etc.

Table with financial data: February 13, Six per cent apolices, do do, Banco Commercial, etc.

MARKET REPORT.

Rio de Janeiro, 14th February, 1884.

Exports. Coffee.—We have again had an active market, but the demand seems to be almost entirely for the United States; European buyers doing little or nothing. The steady decline in exchange has kept the market very firm and on the 13th brokers advanced quotations 100-200 reis per arroba. Receipts have decreased to a marked degree and our stock is much reduced. On the 7th brokers reported a resale to packers of some 7,000 bags which was added to stock. The market closes firm at the advance. It is difficult to say to what extent very heavy rains in the interior affect our receipts but there has been no interruption of railway traffic.

Sales since our last report have been: 149,923 bags for United States: 27,710 Europe 3,630 Cape of Good Hope 6,431 Elsewhere 187,094 bags. Since the 1st inst the sales are: 161,002 bags for United States: 28,812 Europe 3,059 Cape of Good Hope 6,431 Elsewhere 199,295 bags.

The clearances have been: United States: Feb. 6 New York Br str Rubens 18,292 do do Amer str Moritz 19,757 do do Br bk St. Kilda 21,044 Baltimore Amer lug Glad Tidings (additional) 2,150 New York Br hg Rosella Smith 5,000 Baltimore Arg str David Stewart 11,997 Savannah Nor hg Favorit 5,000 do Ger lug Diana 5,976 Baltimore Amer lug Adda J. Bonner 10,300

Europe: Feb. 4 Havre Fr str D. Pedro 4,518 Hamburg Ger str Coara 4,184 do do Condor 1,422 Antwerp do 1,084 London Br str Trent 753 Trieste do Coentina 12,207 Channel f.o. Dan hg Familien Haab 3,500 Marsailles Ital str Singapore 4,775 Genna do 1,200 Odessa do 100 Hamburg Gr str Santos 8,856 Antwerp do Berlin 1,000 Londn Br str Arazoo 1,148

Eliminators: Feb. 4 River Plate Br str Teniers 300 Cape of Good Hope Br hg Silver Cloud 3,500 River Plate Fr str Senegal 1,957 Receipts for the past ten days have averaged 7,628 bags against 10,180 for the preceding twelve days, and the daily average since the 1st inst. is: against 9,357 in 1884 9,117 in 1883 6,467 in 1882 12,349 in 1881 5,035 in 1880 9,479 in 1879

Brokers' quotations are: Washed: 48360-53310 nominal Superior: 4 630-4 720 6 800-7 000 Good first: 4 430-4 560 6 500-6 700 Regular first: 4 090-4 220 6 000-6 200 Good second: 3 810-3 950 5 000-5 800 Ordinary second: 3 270-3 540 4 000-5 200 Capitania: nominal Escolta: 2 720-2 860 4 000-4 200 Stock was this morning estimated to be 119,000 bags in first and about 80,000 bags in second hands.

Vessels loading and to load.

Table with shipping data: New York Port bk Triumpho, do Amer str Advance, do Port ship America, etc.

Imports.

The markets are reported as showing considerably more activity since our last report. Prices are generally about the same: Flour is flat, under very heavy receipts, Pine is steady, Kerosene is rather steadier at lower prices, Lard is weak.

Table with shipping data: Flour—The arrivals since our last report have been: Ceara from River Plate: 500 bags, Gamaliel from Baltimore: Mt. Vernon, Codorus, Rockland, Munrovia, etc.

Table with shipping data: Julia Rollins from Baltimore: Mt. Vernon, Araby, Codorus, Castilla, Mapleton, Baldwin, Chesapeake, etc.

Table with shipping data: Advance from United States: Mt. Vernon, Silver Spring, Piedmont, Gallego, O'Dance, etc.

Table with shipping data: Albarcaze from Baltimore: Mt. Vernon, Silver Spring, Patasco, Chesapeake, etc.

Table with shipping data: Wanduira from Richmond: Haxall, Crawshaw, Clara, Rosebud, etc.

Sales are about 18,000 bbls, but the arrivals have somewhat disheartened buyers, and the market closes weak at the following quotations: Trieste 18,000-18,800 Richmond 1st 17,500-18,000 Baltimore 1st 17,500-18,000 Western Int. 16,000-17,500 Chili 14,500-15,500 River Plate 13,500-16,500

Stock in first hand is estimated to be: 61,800 bbls, American 3,300 " Trieste 2,400 " Chili 62,800 bbls, 69,500 Pitch Pine—Receipts are 307,049 feet per Commerce from Pensacola, sold at 47,800 per dozen without duty to claims. Market firm and quoted at 47,800-48,500 per dozen. White Pine—Receipts have been: 186,574 feet per Flash Light 62,850 " Flash Light New York.—Quotations are unchanged at 125 reis per foot, from steady. Spruce Pine.—There have been no arrivals Swedish Pine.—Receipts have been: 373 dozen per Denmark from Carlshamm 786 " Union " Westervick The first was sold on private terms, the second was on order. The market is now fairly supplied, but steady White deals may be quoted at 38,800-39,200 and red Westervick deals at 41,800-42,800 Kerosene—Receipts have been: 9,000 cases per 1 Apstagon from New York 12,500 " Harvest Upham do 19,000 " 100 bbls per Flash Light do Prices are lower, but the market is quoted steadier at about 6500 per case. Lard.—Receipts have been: 4,550 kegs per Gamaliel from Baltimore 1,700 " Albarcaze do Market flat at 415 reis per lb. for invoices and 420-425 at retail Rosin.—Receipts have been: 100 kegs per Apstagon from New York 300 " Severe " Baltimore 170 " Flash Light " New York Questions are unchanged at 75,000-105,000 per bbl as to quality. Turpetine.—Receipts have been: 750 cases per Apstagon 250 " Flash Light from New York. No change in quotations. Indian Corn.—The Ceara from River Plate brought 150 bags. Brokers quote River Plate corn at 3880-4800 and that from the northern provinces 3870-3880 per bag. Hay.—None arrived. Bran.—Receipts have been: 499 bags per Ceara from River Plate 955 " Singapore do 1,600 " Trent do Market unchanged at 2880-3880. Codfish.—Arrivals nil. Coal.—Receipts have been: 2,260 tons per Minnie Burrill from Cardiff 2,014 " True Brill do 293 " Clementia do 1,870 " Norwington do 1,040 " Nevada from Newcastle 908 " Rowena do 1,000 " Martha Reid from Swansea 30 " Avadus from Antwerp all to dealers and companies. Cement.—Receipts are: 4,704 casks per Lufra from London 3,838 " Grunhill do Brokers quote the market unchanged at 7500-7550 for English and 6500-6550 for German. Rice.—No arrivals and the market is firm at about 4700 for invoices and 4850-4860 at retail.

SHIPPING NEWS.

ARRIVALS OF FOREIGN VESSELS.

FEBRUARY 4.

CARDIFF—Br ship True Briton; 1364 tons; Jefferson; 41 ds; coal to Messageries Maritimes.

OPORTO—Port lug Aires; 255 tons; Gonçalves; 37 ds; sun, dries to C. Abranches & Co.

HIGH-SIAS—Amer bk Abdel-Kader; 384 tons; Levitt; 10 ds; in distress; sailed here for River Plate.

ARACAJU—Port bk Estima; 254 tons; Camisa; sundries to C. Abranches & Co.

LONDON—Nor bk Lufra; 487 tons; Olsen; 43 ds; cement to Monteiro, Hime & Co.

—Swed bk Nordenskjold; 666 tons; Brantengen; 45 ds; sundries to F. M. Brandon.

CARDIFF—Ger hg Clementine; 207 tons; Bruyman; 44 ds; coal to order.

—Br ship Marvington; 1357 tons; Jones; 42 ds; coal to D. Pedro II railway.

BALTIMORE—Amer bk Gamaliel; 538 tons; Powell; 55 ds; sundries to Phipps Brothers & Co.

RICHMOND—Br hg Acadian; 484 tons; Perry; 49 ds; flour to Francisco Clemente & Co.

SWANSEA—Br bk Martha Reid; 630 tons; Jones; 66 ds; coal to Watson, Ritchie & Co.

NEWCASTLE—Br bk Nevada; 674 tons; McIntosh; 48 ds; coal to Nithery Gas Co.

NEW YORK—Br bk Apstagon; 573 tons; McKenzie; 62 ds; sundries to Phipps Brothers & Co.

NEWCASTLE—Br bk Rowena; 729 tons; Crogan; 49 ds; coal to Wilson Sons & Co.

BRENOIS AIRES—Port ship Amara; 930 tons; Soares; 13 ds; ballast to Hime, Zeha & Silveira

LONDON—Swed hg Grunhill; 219 tons; Olsen; 46 ds; cement to order.

MARSHFIELD—Nor bk King Karl; 594 tons; Knutzen; 46 ds; sundries to Cerf, Dale & Co.

GLASGOW—Br lug Psyche; 335 tons; Patmore; 48 ds; sundries to John Moore & Co.

BALTIMORE—Amer bk Severe; 592 tons; Segeman; 32 ds; sundries to master.

—Amer bk Julia Rollins; 565 tons; North; 35 ds; flour to Francisco Clemente & Co.

NEW YORK—Br lug Harriet Upham; 504 tons; Florian; 53 ds; sundries to order.

—Br hg Flash Light; 569 tons; Elder; 53 ds; sundries to Francisco Clemente & Co.

CARLSHAM—Dan hg Danemerk; 471 tons; Storr; 56 ds; pine to Harbann & Co.

PENSACOLA—Amer bk Commerce; 453 tons; Chase; 78 ds; pine to order.

ANTWERP—Ger hg Avadus; 250 tons; Theisen; 50 ds; sundries to F. Sauer & Co.

WESTERVICK—Swed bk Union; 361 tons; Hallguist; 68 ds; pine to order.

BALTIMORE—Amer bk Albarcaze; 413 tons; Forbes; 33 ds; sundries to Phipps Brothers & Co.

RICHMOND—Br lug Wanduira; 391 tons; Hatfield; 35 ds; flour to Phipps Brothers & Co.

DEPARTURES OF FOREIGN VESSELS.

PENSACOLA—Br bk Lady Cartier; 793 tons; Humphreys; ballast.

VALPARAISO—Br bk Ada Brown; 1013 tons; James; do.

CADIZ—Br hg Union; 193 tons; Syrett; ballast.

RICHMOND—Amer hg Elisha Gibbs; 472 tons; Woods; do.

BARRADORS—Br bk Selma; 254 tons; Bach; do.

BRENOIS AIRES—Swed hg Frits; 250 tons; Tellstrom; paving stones.

BARRADORS—Dan hg Theresia; 443 tons; Amesen; ballast.

—Nor bk Isaac Benham; 922 tons; Klavensen; do.

PARANAGUA—Ger hg Freya; 695 tons; Kolim; do.

ST. THOMAS—Ger hg Vorwarts; 381 tons; Niemann; ballast.

COLOMBO—Br bk Kingdon; 406 tons; Bartlett; do.

CADIZ—Br hg Composita; 155 ds; Pettit; ballast.

PENSACOLA—Russ bk Mary Ann; 598 tons; Lehmeta; ballast.

ST. THOMAS—Swed bk Lena; 405 tons; Waleries; do.

PORTO ALGERE—Ger sch Rosalie; 101 tons; Amussen; sundries.

LATEST LONDON QUOTATIONS OF BRAZILIAN STOCKS AND SHARES.

EXTRACTED FROM THE "STATIST" AND "RAILWAY NEWS" OF JANUARY 17TH.

Government Stocks.

Table of government stocks including 1863 4 1/2 per cent Loan, 1865 5, 1871 5, and various railway stocks like Alagoas, Bahia, and Campes & Carangola.

Railways.

Table of railway stocks including Imp. Braz. Natal & Nova Cruz, Minas & Rio, and various other lines.

Miscellaneous.

Table of miscellaneous stocks including Amazon Steam Navigation, English Bank of Rio, and various other companies.

Table of miscellaneous stocks including West & Braz. Tel. and Lam. Deb. A. 6 per cent., London, Plat. & Brazil Tel. Lim., and Bahia Gas.

FOREIGN SAILING VESSELS IN THE PORT OF RIO DE JANEIRO, FEBRUARY 14th, 1885.

Table of foreign sailing vessels with columns for Name, Tonnage, Where from, Consigner, and Agent.

DEPARTURES OF FOREIGN STEAMERS.

Table of steamship departures with columns for Date, Name, Where to, and Cargo.

Calling at intermediate ports.

VESSELS AFLOAT & LOADING FOR RIO.

Table of vessels afloat and loading for Rio, including ship names, destinations, and dates.

SANTOS.

From Messrs. John Bradshaw & Co's Market Report, 1st February.

COFFEES - Up to the middle of past month our market... The clearances in January were: United States, Europe, Rio and coastwise.

SUMMARY OF THE BANK STATEMENTS.

January 31st. (in contos de reis or 1:000\$000.)

Summary of bank statements for various banks including Brazil, Real, Commercial, Industrial, Mercantile, and English.

GOVERNMENT BONDS.

Table of government bonds including General Annuities, Provincial Annuities, and National Loan of 1879.

BANKS AND PUBLIC COMPANIES.

Table of banks and public companies with columns for Capital, Shares, Bank Name, Reserve Fund, Last Dividend, and Last Divided.

ARRIVALS OF FOREIGN STEAMERS.

Table of foreign steamer arrivals with columns for Date, Name, Where from, Consigner, and Agent.

Insurance.**GUARDIAN FIRE AND LIFE INSURANCE CO.**

Agents in Rio de Janeiro
Smith & Youle.

No. 62, Rua 1º de Março.

THE LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

Agents in Rio de Janeiro
Phipps Brothers & Co.

No. 16, Rua do Visconde de Inhaúma.

LONDON AND LANCASHIRE FIRE INSURANCE CO.

Agents in Rio de Janeiro
Watson Ritchie & Co.

No. 25, Rua de Theophilo Ottoni.

PHENIX FIRE OFFICE.

Established 1782

Agent in Rio de Janeiro

E. W. May,

No. 49, Rua 1º de Março.

HOME AND COLONIAL MARINE INSURANCE CO.

Agents for the Empire of Brazil

Norton, Megaw & Co.

No. 82, Rua 1º de Março, Rio de Janeiro.

THE MARINE INSURANCE COMPANY LIMITED.

Capital..... £1,000,000 sterling
Reserve fund.... £ 410,000 "

Agent in Rio de Janeiro

E. W. May,

No. 49, Rua 1º de Março.

COMMERCIAL UNION ASSURANCE COMPANY.

FIRE AND MARINE.

Fire Risks Authorized 1870
Marine Risks Authorized 1885.

Agents for the Empire of Brazil

Wilson Sons & Co. Limited.

No. 2 Praça das Marinhãs.

ROYAL INSURANCE COMPANY, LONDON AND LIVERPOOL.

Capital..... £2,000,000
Accumulated Funds.... £5,245,104

Insures against the risk of fire, houses, goods and merchandise of every kind at reduced rates.

John Moore & Co. agents

(Agents for Lloyds)

No. 8, Rua da Candelaria

NOBEL'S EXPLOSIVES Co. LIMITED.

Blasting Gelatine and Dynamite

In cases of 50 lbs. ea., nett weight
Also patent Detonator caps and Bickford's patent fuse. For further information and price, apply to the

Agents for Brazil:

Watson, Ritchie & Co.

No. 25, Rua Theophilo Ottoni
Rio de Janeiro.

UNITED STATES AND BRAZIL MAIL STEAM SHIP CO.

The fine packet

ADVANCE,

will sail 21st February at 10 am. for

NEW YORK

calling at

BAHIA, PERNAMBUCO, MARANHAM,

(entering the two last named ports)

PARÁ and St. THOMAS

For passages and information apply to

Wilson, Sons & Co., Limited; Agents

No. 2 Praça das Marinhãs

And for cargo to

W. C. Pack.

No. 6, Praça do Commercio.

LIVERPOOL, BRAZIL AND RIVER PLATE MAIL STEAMERS.

UNDER CONTRACT WITH THE

BELGIAN AND BRAZILIAN GOVERNMENTS.

February Departures:

To New York:

[Every Saturday]

Rubens..... Feb. 27th
Archimedes (Loading also in Stes) .. 14th
Sirius..... .. 29th
Ptolemy (do do) 28th

To Europe:

Maskelyne (Southampton Ant.) Feb. 13th
Leónida (do) (do) (do) (do) .. 29th

For Other Ports:

Patrol New Orleans Feb. 15th

To Rio Grande Ports:

Cavour..... Every
Chatham..... Every
or Caning..... Wednesday

LAMPORT & HOLT,

21 Water Street, Liverpool.

ARTHUR HOLLAND & Co.,

17, Leadenhall Street, London.

For freight and passages apply to

Agents:—NORTON, MEGAW & Co.

No. 82, Rua 1º de Março.

Broker:—Sivert Sivertsen,

Rua 1º de Março No. 35.

THE NEW LONDON AND BRAZILIAN BANK (LIMITED)

HEAD OFFICE: LONDON

BRANCHES:

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

Capital..... £ 1,000,000
Capital paid up..... .. 500,000
Reserve fund..... .. 225,000

Draws on:

Messrs. GLYN, MILLS, CURRIE & Co.,

LONDON,

Messrs. MALLET FRERES & Co.,

PARIS,

Messrs. SCHROEDER & Co.,

HAMBURG,

Messrs. MORTON, BLISS & Co.,

NEW YORK.

ESTABLISHED 1847.

A. WHITNEY & SONS,

PHILADELPHIA, PENN., U. S. A.

Chilled CAST WHEELS for RAILWAYS,

TRAMWAYS and MINE ROADS.

WHEELS IN ROUGH, BORED, OR FITTED ON AXLES.

ROYAL MAIL STEAM PACKET COMPANY.

Under contracts with the British and Brazilian Governments for carrying the mails.

TABLE OF DEPARTURES, 1885

Date	Steamer	Destination
Feb. 17	Guadiana	New York, calling at Barbadoes and St. Thomas.
" 17	Tamar...	Montevideo and Buenos Ayres.
" 24	La Plata.	Southampton, calling at Bahia, Mació, Pernambuco, and Lisbon.

This Company's steamers leave Southampton on the 1st, 9th and 24th of every month and arrive in Rio de Janeiro on the 27th, 29th and 16th. The latter two proceed to the River Plate the former going on to Santos only, where she loads for New York.

The homeward bound steamers continue to leave Rio on the 9th and 24th of every month.

The steamer to New York will call at Barbadoes and St. Thomas, thus connecting with the West India line of the same company. Through tickets will be issued to any of the West India ports.

For freight and passages apply to

E. W. MAY, Superintendent.

Rua 1º de Março No. 49.

ENGLISH BANK

OF

RIO DE JANEIRO

(LIMITED)

HEAD OFFICE IN LONDON

BRANCHES:

Rio de Janeiro, Pernambuco, Santos and Pará

Capital..... £ 1,000,000
Ditto, paid up..... £ 500,000
Reserve Fund..... £ 170,000

Draws on

THE LONDON JOINT STOCK BANK,

and transacts every description of Banking business.

TYPOGRAPHIA ALDINA

79, Sete de Setembro.

All kinds of commercial and general printing executed with neatness and dispatch. English commercial printing a specialty.

A new assortment of the latest styles of type just received from the United States, in which will be found the best styles for circulars, bill heads, letter heads, and cards of any office in this city.

CRASHLEY & Co.,

Newsdealers and Booksellers.

Subscriptions received for all the leading English and American newspapers and periodicals. Agents for

The European Mail.

A large assortment of English novels, of the Tauchnitz Editions of the Franklin square Library and of the Lovell Library constantly on hand.

Orders received for Scientific and other books.

Dealers in *Aikin's, Piesse & Lubin's* and *Royal Perfumeries*

and *Pear's Soap.*

No. 67, Rua do Ouvidor.

THE CRUISE OF THE BROOKLYN.

on the

SOUTH ATLANTIC STATION

Compiled from the record of the cruise published in *The Brooklyn Eagle.*

Contains a full account of the principal incidents of the cruise; a graphic description of the places visited and the social entertainments given and received by the officers of the ship at Rio, Montevideo, Cape Town, St. Helena and elsewhere.

Paper, 272 pp.; Price 4\$000.

For sale at No. 79 Sete de Setembro, 1st floor.

TYPOGRAPHIA ALDINA

79, RUA SETE DE SETEMBRO.

Established in connection with the publication office of "The Rio News." Well mounted with the latest styles of American type and the best of American presses.

All kinds of Commercial work executed at reasonable prices and with dispatch.

Special attention is given to English work.

The office will keep in stock all the commercial forms in regular use, and is now prepared to furnish:

Telegram Forms

for the Government lines, (T) in pads of 100 and 200 forms each.

U. S. Consular Invoices

with blanks for insertion of firm names. Special orders for forms with firm names filled with dispatch.

Custom-house Dispatches

for general use. Special forms with firm names printed on short notice.

FAHNESTOCK'S "B. A." VERMIFUGE.

THIS valuable remedy has now been prominently before the people for fifty-seven years, the manufacture and sale of it having commenced in 1827. Its popularity and sale have never been so large as at the present time, and this, of itself, speaks loudly as to its wonderful efficacy.

We do not hesitate to say, that in no single instance has it failed to remove worms from either children or adults who were afflicted by these foes to human life.

We are constantly in receipt of testimonials from physicians as to its wonderful efficacy. Its success has produced counterfeits, and the buyer must be particularly careful to examine the entire name, and see that it is

"B. A. Fahnestock's" Vermifuge.

THE RIO NEWS

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

The Rio News was established under its present title and management on the 1st of April, 1870, succeeding the *British and American Mail*. Although the style, title and frequency of issue were changed at the time of transfer, the designations of number and volume were continued unbroken. At the beginning of 1881 the style of the publication was still further changed by an increase from four to eight pages, and a diminution in the size of the page. This change not only largely increased the size of the publication, but it added greatly to its convenience for office and reference use.

The policy adopted by The News at the outset was that of strict independence and impartiality. The editors had well-grounded convictions on political and economic questions, and as they believed that all such questions had a direct or indirect influence on commercial and financial enterprises they decided to discuss them just as far as their relative importance made it desirable. In this line of policy The News has been successful even beyond all expectation.

With the beginning of its eleventh volume (January, 1884) the editors feel themselves warranted in calling attention to the uniform and general satisfaction with which their policy and management have thus far been received, and in advising their patrons that no deviation whatever from them will be made. The News will seek to keep its readers fully and accurately informed on all commercial questions, and upon all matters of Brazilian news or policy which may have more or less bearing upon any and all enterprises and investments. In its discussions it will treat every question frankly, and for the opinions expressed the editors will hold themselves personally responsible. In its news columns it will seek to keep its readers fully informed on all matters and occurrences throughout Brazil.

TERMS:

One year's subscription..... 20\$000
English and American subscriptions..... 6\$ and 10\$

All subscriptions should run with the calendar year.

BUSINESS AND EDITORIAL ROOMS:—

79, Rua Sete de Setembro.

POST-OFFICE ADDRESS:— Caixa no Correio, A

177, ALDINA, 79, Sete de Setembro.