

THE RIO NEWS.



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From the Inter-Ocean, February 8.

THE «BELGICA» EXPEDITION.

LETTER FROM DR. COOK.

MONTEVIDEO, Nov. 14.—I have now been on the *Belgica* nearly a month, and my admiration for her becomes stronger as we advance toward the southern ice. Her history, her fittings, her equipment, and her omen all serve to enhance this affection, and every day I find in our good ship new points of interest. She has been dressed and redressed so much on this voyage down the Atlantic that the original owners would now hardly recognize her. She has been scraped and polished and painted and rearranged inside and out until she looks quite like a pleasure craft. Her new name, steam yacht *Belgica*, now fits her; her aspect and atmosphere as a greasy, sooty sealer have vanished. The almost inseparable distinction of a sealing craft—the persistent fishy odor—is gone. The more we drive her over this lonely sea, the more we fix and comb and dress her, the stronger we feel her quivering animation. She already has a place in our affections as definitely as a pet horse. As she takes us farther and farther away from our homes, we become daily more dependent; as she pitches and tosses in the unruly seas and rides out the forbidding storms we feel we shall love her better.

We may have become sentimental about our little pet, but much depends on her. On the ability of the *Belgica* to plow through the virgin antarctic ice depends our success in exploring new lands. On her hospitality depends our comfort, and on her stability depends not only the success or failure of the entire expedition, but our future existence. Our lives depend on her life; if she is buried in the antarctic we cannot hope to survive. It has not fallen to our lot to witness the birth of the *Belgica*. She was built at Svelvig, Norway, in 1884. Her first name was *Patricia*, and under the Norwegian flag she made ten sealing voyages of four months each to the arctic ice north and west of Norway. This then was the nursery of the sterling qualities for which she was selected to carry this expedition. With an At certificate from «Det Norske Veritas» she was rechristened *Belgica*, placed under the Belgian flag, and under that of the Antwerp yacht club.

To see the *Belgica* and appreciate her gilded value, she should be observed in the polar ice—her natural home. In a cosmopolitan harbor like Antwerp or Rio de Janeiro, among the larger and more fleet ironclads she seems like a small bulldog amid a group of large greyhounds—small, awkward, and ungraceful. In color the *Belgica* is gray, with natural wood trimmings. She is bark rigged, and has patent single top-sails, with a body 110 feet long, twenty-six feet wide, with a draught of fifteen feet. In a good wind, without steam, she is able to sail ten knots. An auxiliary steam power is placed well aft, that the bow may rise to crush the ice. The boiler is new, and the engine has an effective horse power of 150. Burying three and a half tons of coal in Belgian bricks (bricquettes), and with smooth water, the *Belgica* will make seven knots an hour. But we shall only use her half speed, for with two tons of coal she will make about five knots, a speed quite sufficient amid icebergs, drifting floes, pack ice, and unknown rocks.

There are many points of special interest in the construction of a modern steam sealer like the *Belgica*. But to describe all these would lead us into too many nautical details. A general outline of the construction of the ship, however, should be given. In selecting the framework of the *Belgica* timbers were obtained of double the ordinary size and strength of vessels of the same measurement. The stern was inclined, making the bow of an inclination similar to that of a sledge runner, which enables the vessel to rise onto the surface of the ice and crush it rather by its own weight than by the motive force, as did the older ice vessels.

Otherwise the shape is similar to that of a well-built modern sailing vessel. The planking inside and outside of the ponderous framework is of extraordinary strength, and over all is a special ice sheeting of very hard wood.

The bow and stern are protected by four-inch planks of greenheart, a tropical wood possessing the remarkable quality of being both hard and elastic. Experience has taught that this wood affords the best protection against ice destruction. Amidship the wear is less, and here thick oak plank seems to afford the needed security, while it is much lighter and cheaper. The stern is fifteen feet thick, and the breast wall about twelve feet in antro-posterior diameter. Outside of this there is a protective sheathing of soft Swedish iron to receive the first cutting edges of the ice. The rudder is large enough to stand the ice crushing, should the vessel go stern first into the pack, and its helmport is large enough to make it possible to dislodge obstructive ice. The propeller, too, has its special points of interest. It can be raised out of the water as occasion may require to free it from destructive ice masses or to replace it with a new one should it be broken, and also to permit freer sailing.

And then there is the crow's nest, a huge barrel raised to the top of the mainmast to enable the look out to view a greater horizon. We shall often expect to hear, as I have in the arctic, startling news from the man in the sky-barrel. He will probably announce the first sight of some new lands, and often send down the signal of our approach to some big animal—have us all on deck armed with rifles, only to find a piece of discolored ice or snow as a target. If by chance the southern ice floes should hug us too affectionately we are well prepared for its unwelcome caresses. Our little ship will stand a good deal of hard squeezing. She is constructed to fight not only with her engine and her armored breast, but in her bowels we have stored something like 2,000 tons of tonite, a Belgian explosive, said to be superior to dynamite for ice destruction. With this tonite we hope to blast and shatter and find freedom for our *Belgica* if embraced by the ice.

Although we do not expect to hunt seals or whales or anything else for commercial purposes, the expedition is well prepared to take all kinds of life for scientific study. We have harpoon guns to capture whales and sea elephants; we have rifles, shotguns, pistols, knives, and ammunition to do justice to a pirate ship. Several thousand pounds of alcohol and a large quantity of chemicals to preserve animal specimens. There are also cotton for stuffing birds, apparatus for blowing eggs and cameras of all varieties for photographing the strange antarctic life with its immediate surroundings. The devices for scientific fishing are as complete as the limited finances would permit. We will be able to fish on the surface, in the middle stratas, and on the bottom of the deep sea. We can even scrape the bed of the ocean with huge dredges for low forms of life; can drop thermometers down to register the degrees of heat of their invisible homes. The trawls and dredges are made after the last American Sigsbee system, as improved by Professor Agassiz. There are four huge frames, fifteen nets, and 3,000 fathoms of galvanized steel rope, with a tensile strength of five tons to haul the catch by steam. And then there is the tangle bar and much other fishing apparatus, all of which would make an old-time fisherman stare with envy. Scientific fishing will be an important and interesting part of our work. In short the equipment is such that not only the life of the air and the land will be possible, but a systematic study of the marine life inhabiting the unmeasured depths of the Southern ocean will be possible.

The new science of oceanography, or, as Lieutenant Matury, its father, called it, the «geography of the sea», has been constantly in mind in the organization

and equipment of the *Belgica*. The outfit for fishing partly belongs to this department, unique in devices for sounding the ocean in all depths, with pianoforte wire and steel rope as a line, and sinkers which detach automatically, and a complicated system of special steam machinery is now adjusted ready for use. We expect to study the submarine currents, temperature, and the composition of the waters. For all of this we have special apparatus. Perhaps not interesting to the average reader is a description, but the results are sure to add new and startling chapters to the growing annals of ocean science.

The laboratory is in a small, specially constructed deckhouse behind the foremast. Its dimensions are small, perhaps fifteen feet long and twelve feet wide, but its capacity for storing apparatus and its convenience for work are phenomenal. It is intended as the center for all scientific work, a sort of union den for the working staff, as the motto, painted in large letters over the window, «L'Union Fait l'Force», indicates. It will, however, be principally used for meteorologic, oceanographic, and zoological investigations.

A very complete library is on board—a library, like the men, of various tongues and descriptive of a great variety of subjects. Each department has its technical bibliography. The commandant and the writer have a general collection of all the antarctic narratives in all tongues. The captain has a heap of charts and books on navigation. Lieutenant Dance has everything pertaining to terrestrial magnetism. The general scientific library is, indeed, a cosmopolitan collection. It contains books in French, English, German, Polish, Norwegian, and Roumanian print.

The quarters for officers and men are fairly good—palatial, as comfort is measured on a sealer. The commandant has a neat little room behind the mizzenmast and opposite the kitchen. It is carpeted, nicely furnished, and the walls are artistically bedecked by old Dutch sketches, some paintings, and many photos of polar scenes. We are so pressed for space that we are told that even this room will be partly filled with coal at Punta Arenas.

A door through the lift of the cabin opens into an aisle, at the side of which are the four berths where the denizens of science sleep. The sides are thoughtfully lined with lockers, but every nook, the beds, the ceiling, and, at times, even the floor, are covered with clothing, instruments, and books. After a storm it is a joyous rivalry of hopeless entanglement. The forecabin occupies the space between decks, from the foremast to the stern. It is large, light, and, as compared to the officers' quarters, it is extremely comfortable. We speak French in the cabin, German in the laboratory, and a mixture of English, Norwegian, French, and German in the forecabin. The life on board the *Belgica* is that of a well-regulated family. Each man has his duty to perform, but he will also be expected to lend a brotherly hand to his companions as occasion may require. On clear evenings the music box is often brought out into the strangely clear atmosphere, some sing, others dance; some walk about, still others play games. The scene is truly melancholy upon reflection. We are going farther and farther away from home to the most desolate and forbidding part of the known or the unknown world. Our return is uncertain, our future is dark; but we have set out with this knowledge before us, and now it is our duty to aid in keeping up the general family cheerfulness. Whatever else may be our future, success or failure, our domestic comforts are assured. When we assemble on deck after dinner, with the music in our midst, to draw out a general feeling of well-being, a generous and unanimous air of joy rises with the ascending dew of the setting sun.

FREDERICK A. COOK, M.D.

From *The Dublin Review*, January, 1898.
THE HIBERNO-DANISH PREDECESSORS OF COLUMBUS.

By MRS. MARION MULHALL.

There are few things more interesting in history than to trace the footsteps of the discoverers of unknown lands, and one cannot help envying the ignorance of our ancestors concerning distant parts of the world, which left them free to people the bleakest and most inhospitable wilderness with the creations of a fervid imagination.

A considerable number of years have elapsed since the attention of the world was first directed to the discovery of America by the Dublin Norseman 500 years before Columbus, whose fame is held so sacred by the bulk of mankind that it requires not a little courage even in the slightest degree to seem to detract from the merits of his great rediscovery. Bancroft in his history of the United States says «that, although there may be some truth in the report mentioned by an historian of Iceland, of a vessel driven from Greenland to the shores of Labrador, yet this fact no way diminishes the claim of Columbus to that discovery which had been the constant object of his thoughts, and the hope of which gave him that patient endurance of the many disappointments which so impeded the execution of his purpose.»

The first name given definitely by the «Landnamabok», p. 132 (which may be called the Doomsday-book of Iceland), as having visited the New World, is Ari-Marson, the great-grandson of O'Carroll, King of Dublin, who was wrecked on the coast of Florida in 983, which he called Great Ireland or Whitemen's Land. Ari-Marson is mentioned in the «Kristni Saga», chap. 1, p. 6, among the principal chiefs in Iceland in the year 981, at which time Bishop Fredrick and Thowald Kodranson came there to preach Christianity, and, according to Rafn, Ari was baptized a Christian in 983. The illustrious Icelandic sage and historian, Ari Frode, states that his uncle Thorkell Grelleson had been informed by Icelanders that Ari-Marson, on landing on Great Ireland or Whitemen's Land, had been recognised and could not get away, but was there held in great respect. This statement, therefore, shows that in those times there was occasional intercourse between the New World and Europe, principally Ireland. Although Ari-Marson is the first name given by the «Landnamabok» as having discovered America, yet another Irish Dane, descendant of King Aulaf of Dublin, fled from Iceland in 908 to escape the rage of an infuriated husband and brother. This was Biorn Asbrand, «the hero of Breidviking» («Muller's Bibliothek», vol. i, p. 193), a brave who, like Samson of old, fell into the meshes of another Delilah, Thurida, wife of Thorodd, a Dublin merchant settled in Iceland; rumor asserted that he was the father of her son Kiartan. It was supposed that Biorn had perished at sea, but it is more than probable that it was he and his companions who recognised in Ari-Marson a great Icelandic chieftain, and it may have been Biorn also, not Ari, who first gave the name Great Ireland to the New World. Be this as it may, a few years after, according to the «Eyrbyggja Saga», Gudliel, another Dublin merchant, was driven by contrary winds to an unknown land, and on going on shore found himself in the midst of a people who threatened him in what seemed to Gudliel the Irish language. At last he saw a grand-looking old man with flowing white beard approaching, surrounded by Norsemen («Eyrbyggja Saga», chap. xiv, p. 328); he addressed Gudliel in Norse and told him that he was Biorn, who had been driven from Iceland, and that he did not wish to return to that country; all he desired was that he should be left in peace. However, on Gudliel's departure, Biorn gave him a gold ring for Thurida and a sword for her son Kiartan. Gudliel sailed for Dublin, and afterwards delivered Biorn's

presents and message to Thurida in Iceland.

Although M. Rafn was the first historian in modern times who collected and published under the title, «Antiquitates Americæ Columbarium» (Copenhagen, 1837), all the documents treating of the early voyages of the Northmen, yet as early as 1570 Ortelius claimed for them the merit of being the first discoverers of the New World from the European continent. Tofenius, in his «Historia Vinlandiæ Antiquæ», published in 1705, and in his «Gronlandia Antiqua», which appeared the following year, Suhn, Schonig, Lendeborg and Schroder, all gave information on this subject. The English writers, including John Reinhold Foster in his «History of Voyages and Discoveries by the Northmen», but without entering into details, and we are indebted to the indefatigable labors of M. Rafn, assisted by Finn Magnussen and other eminent scholars, for the transcription of the old manuscripts of the Sagas relating the story.

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RIO DE JANEIRO
Sited in one of the healthiest and most attractive localities of this city, at a considerable elevation above the sea, and well within its own grounds. The grounds are tastefully laid out with walks and shrubbery, making it a most desirable place for convalescence.
The Hospital is provided with an
Isolated Fever Ward,
entirely separated from the main building. Patients seeking treatment for other diseases can therefore be received at any time, without being associated in any way with fever cases.
The Hospital is specially recommended for surgical cases, because of its coolness and cleanliness, and especially because of its staff of trained nurses. Great success has thus far attended every operation in this Hospital.
The Hospital was built and is supported by subscription. But is open to non-subscribing patients of all nationalities. The terms for non-subscribers are:
General ward.... 15\$000 a day
Private room.... 20\$000 "
which includes medical and nurse's attendance, food and ordinary medicines, special remedies, wines, and outside medical attendance extra.
Nurses supplied for outside cases during the cool season.
Patients are admitted at any time, but should be provided with an "order for admission" signed by some subscriber.
For further information apply to the Physician-in-Charge DR. RAYMUNDO BANDEIRA, No. 73, Rua 19 de Março (1 to 3 p. m.) or to the Treasurer, No. 50, Rua de Março, or to the Secretary, No. 79, Rua Sete de Setembro, 1st floor.

Travellers' Directory.

São Paulo:
Through express trains leave the Central station daily at 6 a. m. and 8:30 p. m.; returning leaves S. Paulo at 5 a. m. and 9 p. m.
Numerous steamers weekly for Santos, connecting with the São Paulo Railway at Santos.
Cachambú and Lambari:
Central Railway (São Paulo express) to Cruzeiro, thence by Minas and Rio Railway to destination.
Juiz de Fora, Barbacena, Ouro Preto, etc.
Through express trains leave Central station daily at 5 a. m. and 8 p. m. Connects with all branches along the main line (Linha do Centro) of that railway. Intermediate trains leave at 7 a. m. and 10 p. m.—the first running through to Barbacena, and the second to Entre Rios.
Bello Horizonte:
Trains leave station of General Carneiro, on main line of Central railway, at 2:21 p. m. and 11:40 a. m.—the latter a mixed train.
Petropolis:
Barca leaves the Prainha at 4 p. m. daily, except Sundays and holidays, to connect with the Leopoldina Railway at Sant' Anna de Marly. Returning trains leave Nova Friburgo at 2:25 p. m. daily, and at 6 a. m. on Mondays. Excursion train leaves Marly at 5:15 p. m. Barca leaves Rio at 2:30 p. m., and returning leaves Friburgo at 6:30 a. m.
Corcovado:
Regular trains, week days, leave st. Rua Cosme Velho, Laranjeira, at 6:45 a. m. and 7:15 a. m., returning leave the summit at 7:30 and 9:30 a. m. and 1:45 and 2 p. m. On Sundays and holidays, the hours are: ascending 6:30, 8:30 and 9 a. m., 12:20, 2:30, 5:15 and 8 p. m.; descending 5:55, 10:05, 11:55 a. m., 1:05, 2:35, 4:05, 6:7 and 9 p. m. Each train gives the excursionist half an hour of the summit.
S. B.—Travellers will oblige by notifying Editor of any changes in the foregoing details that may be experienced and of which no public announcements have been made by the Railway authorities.

Official Directory

U. S. LEGATION.—Petropolis. E. H. CONGER, Minister.
BRITISH LEGATION.—No. 1 Rua Visconde de Itaboraí (opposite Custom House), Petropolis. EDMUND C. H. PHIPPS, Minister.
AMERICAN CONSULATE GENERAL.—No. 96, Rua 1.º de Março. EUGENE NEBEGER, Consul General.
BRITISH CONSULATE GENERAL.—No. 7, Rua Visconde de Itaboraí (opposite Custom House). WILLIAM G. WAGSTAFF, Consul General.

Church Directory

CHURCH OF ENGLAND.—Until further notice the Church will be closed for repairs. The services will be held every Sunday (except on the 1st Sunday in the month) at twelve o'clock, in the Methodist Episcopal Church, 4th and 1/2 Largo do Catete. Baptisms and Marriages at times to be arranged with the Chaplain.
RAYNE CRAWSHAW, M.A., British Chaplain.
66, Rua do Apuleu.
IGREJA EVANGELICA FLUMINENSE.—Rua Largo de S. Joaquin, No. 179.—Divine service in Portuguese on Sundays. Prayer meeting at 10 a. m. Worship at 11 a. m. Biblical class to study the Holy Scriptures, at 5 afternoon. Gospel preaching at 6:30 p. m. on Wednesdays. Biblical study and preaching at 7 p. m.
JOAO M. G. DOS SANTOS, Pastor.
METHODIST EPISCOPAL CHURCH.—Largo do Catete. English services at 12 a. m. Sundays. Prayer meeting service, Thursday, 7:30 p. m. *Portuguese services* at 10 a. m. and 7 p. m. Sundays, 7 p. m. Wednesdays.—E. A. TILLY, Pastor. Sunday school, 11 a. m. at Fabrica de Barboza, Sundays, 11 a. m. and 4 p. m. Rev. FRANK WIEDRHEKER.
PRESBYTERIAN CHURCH.—No. 15, Travessa da Barreira. Services in Portuguese every Sunday at 11 a. m. and 7 p. m., and at 7 p. m. on Thursdays.
ALVARO E. DOS REIS, Pastor.
Residence: Rua Petropolis, 32.
BAPTIST CHURCH.—No. 25, Rua de Sant' Anna. Services in Portuguese every Sunday at 11 a. m. and 7 p. m., and every Wednesday at 7 p. m.
W. B. BAGBY, Pastor.
Caixa 352.
IGREJA PRESBYTERIANA DO RIACHUELO.—No. 234, Rua D. Anna Nery, Estação do Riachuelo. Services Sundays, 11 a. m. and 7 p. m. Wednesdays, 7 p. m. FRANKLIN H. NASCIMENTO, Pastor. Primary school in the church building.

Professional Directory

Dr. William Frederick Eisenlohr, German Physician. Office: 28, Rua General Camara. Consulting hours from 12 to 3 p. m.
Englishmen and Americans wishing to learn Portuguese should apply to PROF. L. MARCHANT, Rua do Ouvidor, No. 55.
Dr. Hareburg, Physician and accoucheur. Residence: 8a, Rua 19 de Março. Consulting hours from 12 to 3 p. m.
Dr. Brinkley, Surgeon, graduate of the Faculty of Paris. Specialist in diseases of females, urinary passages. Radical cure of hernias, hemorrhoids, tumors, surgical diseases of the bones, and surgical operations.—Consultations from 1 to 2 p. m., Rua da Quitanda, No. 42.

Miscellaneous.

AMERICAN BIBLE SOCIETY'S AGENCY.—No. 23, Rua d' Ajuda.—H. C. TUCKER, Agent.
BRITISH AND FOREIGN BIBLE SOCIETY'S AGENCY.—Rua Sete de Setembro, No. 71.—On sale, the Holy Scriptures in Portuguese, English, French, German, Italian, Spanish and other languages.
JOAO M. G. DOS SANTOS, Agent.
BRITISH SUBSCRIPTION LIBRARY AND READING ROOM.—Rua General Camara. Open from noon to 6 p. m.—For terms, apply to Librarian.
RIO SEAMEN'S MISSION.—*Rest and Reading Room.* 15, Rua da Imperatriz, 2nd floor; W. J. LEMMY, Missioner. Gifts of books, magazines, papers, etc. also of left-off clothing, will be gratefully received at the Mission, 1st at No. 27, Candelaria.
ROUND MEN'S CHRISTIAN CONFERENCE.—No. 31, Rua da Quitanda, 2nd floor. Rooms open from 6:30 to 9 o'clock p. m. Secretary's office hours: from noon to 1 o'clock p. m. Nicolas A. Rodrigues, President; Thomas L. da Costa, General Secretary; Y. A. W. Sloan, Hon. Treasurer.

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TWO GAS ENGINES

One of 3-horse-power and the other of 6-horse-power both used, and both of the Korting system, will be sold cheap for cash. Inquire at this office.

Missing Friends.

Information wanted at the British Consulate-General, No. 2, Rua General Camara, as to the following: DOUGLAS, JOHN—of Dunkeld, Perthshire, Scotland, who left Rio about 1888 or 1889. Appears to have been employed on one of the railway lines. CONNOR, JOHN—of Coventry, England. He left Rio for Santos and Sao Paulo in February, 1892. Rio de Janeiro, December 2nd.

CRASHLEY & CO.

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RIO DE JANEIRO.

beg to inform their customers that they have just received a fresh consignment of their well-known marks of Claret—(Chateau d'Arles, and Mont ferrand) in barrels ready for bottling.

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Several good cheap bicycles in stock and a large consignment of STANDARD HIGH GRADE WHEELS SHORTLY.

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All orders for enamelling must be given on or before Thursday of each week, for delivery on the following Monday.

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HAND BOOK OF RIO DE JANEIRO

A SECOND EDITION of this useful guide book is now in course of revision and will be published at the earliest date possible. It will be considerably improved and enlarged. A few good advertisements will be received for terms and other information apply to the Editor of *The Rio News*.

FINE ENGLISH TAILORING.

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1st floor.

RIO DE JANEIRO.

English and Scotch Goods.

POCKET CHARMS.

Every one knows how large a part charms of all kinds play in popular superstition. Leaves and roots of plants, nuts and fruits of various kinds, bones of animals, shreds of clothing, strange pieces of doggerel—often of a religious cast—and many other wonderful things, both homely and strange, have been used in one way or another, either as protections from evil, or as remedies for disease. They have been worn as amulets, carried as talismans, placed in little bags and worn round the neck or round the waist, and have been cherished with as much anxious care as a West African negro could bestow upon his fetich.

The belief in charms is supposed to be nearly extinct in these days of illumination; but those who think thus would probably be surprised if they were told how many and various are the charms which are still worn or carried about the person, and not alone by the uneducated portion of society. It is not at all an uncommon thing, for instance, for grave and sober citizens, as for ignorant rustics, to carry a potato in the pocket as a preservative from rheumatism. No one seems to know exactly how the charm works, or why the potato should have been selected as the irresistible foe of rheumatism; but the fact remains that it is carried about daily in no small number of pockets. Faith is no doubt of great assistance. An East Anglian periodical some years ago recorded an instructive conversation between a gentleman who suffered from rheumatism and an old gamekeeper who hailed from Suffolk. The sufferer was one day complaining of being rather stiffer than usual. "Well, sir, do ye try it. I have carried one in my pocket for many years. Only, mind ye, sir, it must be stolen. You must get it out of a neighbor's field." And then the old man drew from his pocket an old potato black with age. "Well, keeper," said the gentleman, "has it cured your rheumatism?" "I do'ent exactly know,

sir," was the reply, "but I haven't had much of it lately."

Other sufferers from this most troublesome and painful complaint have declared without hesitation that since they have taken to carrying a potato in their pockets their pains have either vanished, or, at least, have been much relieved. After a potato has been carried about in the pocket for a few months, it dries up and shrinks to quite a small size, and becomes as hard as a stone. The belief in the beneficial effect which the humble vegetable has upon rheumatic pains is very widespread. Even the water in which potatoes have been boiled has been warmly recommended for application, as hot as can be borne, to the part affected; and sufferers have been told that one application of this very simple remedy has been known to cure the most obstinate rheumatic pains.

Other things besides potatoes have been used as pocket charms for rheumatism. An old Sussex lady once advised a victim to find an elder stick with three, five, or seven knots upon it, and then to carry it in the pocket. Horse-chestnuts are similarly used in some parts. Not long ago a New York paper mentioned that at a gathering of some twenty lawyers, ministers, and other professional men, the talk turned upon this belief in the effect of the horse-chestnut on rheumatism, and no less than thirteen out of the twenty confessed that they then had chestnuts in their pockets. One or two other things, including small pieces of alum, roll sulphur, the right forefoot of a hare, and sprigs of mountain-ash, have been carried about in the pocket as charms against rheumatism. Other complaints have their own pocket charms. Both toothache and ague may be prevented or cured by carrying in your pocket a paw cut off from a live mole. A mole catcher once told a friend of the late Mr. William Henderson, the well-known author of "My Life as an Angler" that he had often been asked for moles' paws for this purpose. Superstition reckes little of cruelty. Less cruel was the method once suggested in one of the Southern counties. A coachman's daughter, a victim of ague, was strongly advised to cure herself by putting a caterpillar into a box, and carrying it in her pocket. She was assured that as the caterpillar wasted away, so her ague fits would decrease. A double hazel-nut has also been carried as a pocket-charm against toothache. Cramp, which, like ague and rheumatism, is a common rural complaint, may be guarded against by carrying in your pocket the small bone of a sheep's or lamb's leg. Some daring victims have substituted the human "patella" for the sheep's bone. A small bone in the head of a goose has been made to serve the same purpose.

Pocket charms are not all of a medical nature. Some are borne about the person simply with a view to ensure luck. A crooked sixpence is a very good talisman to carry for luck, but it should be carried in the left-side pocket. Miss Courtney, in her interesting collection of Cornish folk-lore, says that she once saw an old woman turn out her pocket; and among its rather multifarious contents were a knuckle-bone carried as a cure and preventative of cramp, and the tip of an ox-tongue kept for good luck. Perhaps the most curious development of this pocket worship of luck is found in the habit which burglars have of carrying a piece of coal in the pocket "for luck." Over and over again at Bow-street, and at other police-courts, it has been stated in evidence by constables, when recounting the contents of their prisoners' pockets, that among skeleton keys and other tools of the nefarious trade, they had found a piece of coal to ensure luck in burglarious enterprises. It is melancholy to think how often this talisman has not only failed to secure the desired end, but by being found in a prisoner's pocket, has been almost equivalent to incriminating evidence. Of all pocket

THERE seems to be some confusion in regard to the protection of forest lands in and about this city. The municipality says that it has no control over these lands and has no *guardas* to protect them against devastation. The only competent authority, in some instances, is the national government, which administers the public water supply and is thus interested in preserving the forests. In every part of the city, however,—on the Copacabana hillsides, in Lorangeiras, along Rio Comprido, and on every hillside out to Tijuca, the piratical wood-cutter is steadily cutting away the trees, and in some cases is even burning away the underbrush in order to make small plantations. The result of this will be a very serious prejudice to the city in the years to come. If the accounts of old residents are true, the rainfall here has greatly diminished within the last fifty years, and this is due, without doubt, to the forest destruction which has been going on. In the immediate neighborhood this destruction has been all the greater because of the great number of persons seeking firewood, and also to make small clearings for cultivation. In the interests of public health, something ought to be done at once to correct the evil. Much of the mountainous districts hereabout, if we are not mistaken, is still public property, and its protection ought to be an easy task. As for other lands, if they cover water sources, some general provision for their preservation against indiscriminate wood-cutting ought to be framed. We understand, of course, that a man ought to have the right to do what he pleases with his own, but at the same time, if his liberty of action leads to public injury, then some restraint should be used. The state might very well pass some general law for the preservation of forests on the mountain sides and about the sources of all public water supplies. Such lands are commonly unfit for cultivation, and are of no value except for wood. If their proprietors refuse to observe the regulation, then the law should provide for their expropriation for public uses.

TO SETTLE the constantly recurring disputes and difficulties in the custom-house, the government ought to provide for their settlement outside. The customs officials should be inhibited from the exercise of judicial functions, and their acts should be made subject to the revision of some outside authority, and the final interpretation of any law should rest with the courts. This is no more than fair and just. The merchant has just as good a right to appeal to the courts against an arbitrary ruling or mistaken interpretation of the law as any other citizen can have, and congress has no power to abridge that right. In our opinion the restriction on appeals from decisions in the custom-house, is clearly unconstitutional. Were it possible for an importer to appeal to the courts against the arbitrary decisions of customs officials, the latter being held responsible for costs and damages like any other litigant, greater care would be exercised in that public department, and fewer cases of injustice would be reported. Immunity from prosecution, and even from revision, places the customs official in a position where his opinion and will are above the law itself. He is a dictator, and his word is law. He interprets the law one way to-day, and another way to-morrow; and there is no appeal from his decision as long as the amount involved is within a certain limit. If he chooses to classify vaseline as dynamite, and fine the importer for an attempt to evade customs regulations, he does so with impunity. To prevent such abuses, every importer should have the right of appeal to some higher authority. In fact, the custom-house should be purely executive in character, and should at all times be subject to the courts and revisionary tribunals. In such matters the people have equal rights with the government, and these rights should be as carefully protected and respected as those of the government. We have no patience whatever with the

theory that in a republic the rights of the government in such matters are superior to those of the citizen. In the true republic the government is the collective body of citizens, and enjoys nothing more than their common rights and privileges, together with such delegated rights as may be necessary to maintain its representative character and maintain its dignity and authority. That it has sovereign rights, and may exercise powers not delegated to it and in opposition to the will and welfare of the people, no genuine republican will admit. The exercise of such authority is arbitrary and monarchical, not republican. Then, too, the practice generally fails in its ostensible object—that of protecting the revenues. It hampers trade, destroys mercantile profits, increases the costs of fiscalization and collection, and ultimately reduces the revenue. The simplest and most liberal methods are always best, and it should be the common aim of both government and people to attain them. And there is no better way to do this than to give the courts revisionary powers.

WHATEVER may be the outcome of the present strained relations between the United States and Spain, it must be admitted that the bearing and procedure of the United States government has been dignified and exceptionally courteous. The loss of the new armored cruiser *Maine* and the greater part of her crew in the harbor of Havana and under very mysterious circumstances, was calculated to arouse suspicions of foul play, and these suspicions were intensified by the open rejoicings of certain fanatical Spaniards, and by the contemptible inventions of others. The Spanish government, however, so promptly expressed its sympathy, and its representative in Cuba and the municipal authorities were so prompt in their tenders of assistance, that it was not possible to believe them guilty of so base a treachery. Among the Cuban sympathizers in the United States, the belief was entertained and nourished that the loss of the *Maine* was due to some outside cause, and they have done their utmost, therefore, to embroil the two nations in war. Happily President McKinley has been strong enough to resist every effort in this direction. The officers connected with the ill-fated ship have maintained a discreet silence, and the government has calmly waited for the results of an official investigation. Although the wreck was allowed to be extra-territorial, or a part of the United States, even though below Spanish waters, the United States government at once gave permission to the Spanish authorities to make an independent investigation. The proposal to conduct a joint investigation was not entertained, and for the simple reason that such an inquiry is essentially national and at the outset purely professional—that is, it belongs exclusively to the navy department. If no evidence of criminal treachery were found, then the inquiry will never pass beyond the jurisdiction of that department, and with this the Spanish government can have nothing to do. If, however, evidence were found that the cruiser was blown up by a torpedo from the outside, then the question would become a political one, and the Spanish government would have a right to make a separate examination of the wreck. The ready permission given by the American government for an independent investigation, even before the question could possibly become political, must therefore be accepted as a desire to be fair and just. At this distance from the scene of this great disaster, and with the untrustworthy telegraph service which furnishes us news, it is impossible for us to form a correct opinion on such a subject before mail advices are received. And now that we have these advices, we are glad to say that both nations have conducted themselves with dignity and good judgment, notwithstanding the popular excitement and clamor, and in spite of the bellicose attitude of the jingo ele-

ments in both countries. Both countries, it is true, are hurriedly preparing for war, but this, we are convinced, is more for eventualities than with intention. It should be said, however, that the United States has been steadily increasing its navy and coast fortifications for some years past, and the recent acquisitions of war material, therefore, can not be considered as an indication that the government has resolved upon war.

COFFEE NOTES

At Tieté, » says an exchange, » the coffee crop this year has been enormous. Since last year it has been necessary to have several special trains solely for removing the coffee. In spite of this relief the warehouse at the station has been constantly full.

According to a bulletin issued by the Central railway there were 23,071 bags of coffee at the stations of that line on Saturday last, of which 7,339 were at those where the product is shipped and 12,732 at destinations. We do not understand that these figures include the quantity in transit.

The first government estimate for the growing Java crop is 128,000 piculs, against 490,000 piculs this season. The new private crop is estimated at 190,000 piculs, against 500,000 piculs. The duty payments and deliveries of coffee in the Zollverein in 1897 were 135,790 tons, against 129,900 tons in 1896; in Holland, 73,479 tons, against 67,117 tons in 1896.

The exports of coffee from India in 1896-97 were 210,797 hundredweight, being the same for years. The exports of coffee, as reported by the *Trade Review*, have been as follows:

	Cwt.		Cwt.
1888-89	273,773	1892-93	296,680
1888-89	365,299	1893-94	278,730
1889-90	239,795	1894-95	281,290
1890-91	233,451	1895-96	290,900
1891-92	311,864	1896-97	210,790

A correspondent of the *Bahaway Chronicle*, writing from Zomba (British Central Africa), says: » The present coffee crop is estimated at 450 tons, which, I understand, is a low estimate. The quality, so far as I have been able to gather, is, on the whole, excellent; so that in spite of the heavy Brazil crops, good prices should be obtained. As was to be expected, the transport difficulty is again acute, and many are the sighs for the much talked-of railway. It is too soon to prophesy as to next year's crop until the blossom showers have fallen; but, so far as I have heard a healthy spike is showing up. Unfortunately, at Mlanje some apprehension is felt on account of the locusts, which have congregated in great numbers, and it is feared they may destroy the blossom as soon as it opens.

PROVINCIAL NOTES

At Aracaju, on the 12th inst, an unsuccessful attempt was made to destroy the printing-office of the *Pais*.

On Sunday, in São Paulo, there was a violent storm, which is said to have caused considerable damage.

The cruiser *Andrada*, with the six exiles on board, arrived at Bahia on the 17th inst. No one from ashore was permitted to visit the vessel.

A São Paulo jury has absolved Antonio Brunschweid, who had been accused of having manufactured counterfeit labels of foreign goods.

Still another. On the 17th the President issued a decree annulling the grant of military honors to Mauricio Leon Saumis, of the state of Paraná.

At Bahia some days ago there was a mutiny among some soldiers on board the steamer *Espirito Santo*. The soldiers, it is stated, were dissatisfied with the fare on board.

It is reported in Juiz de Fora that Fernando Lobo is going to resign his seat in the Senate. It took Fernando a long time to learn how to resign; but *c'est le premier pas qui coûte*.

A Curitiba jury has absolved Alferes João Epaminondas de Andrade Jamba of the crime of assassinating Luiz Aído. The public prosecutor has appealed. We believe that no one disputes the killing.

With liberality worthy of a better cause the Amazonas state legislature has voted a six months' leave of absence to Gov. Fileto Pires and the sum of £500 a month for the payment of his travelling expenses.

The much-needed change which the government has made in the administration of the postal service in Rio Grande do Sul has excited the anger of the centralists who threaten to establish a postal service of their own. It is stated that the new administrator has been authorized to thoroughly reorganize the service so as to free it from the pernicious political control instituted under the government of Marshal Floriano Peixoto.

RAILROAD NOTES

A Santiago telegram of the 16th says that the quartels are full of volunteers, and the authorities are refusing those under 18 years of age.

It is worthy of note that the British government has ordered a large number of Baldwin locomotives for the railways being constructed into the Soudan.

The income of the Chilean state railways in December last was \$1,048,615.46; and the expenditure amounted to \$1,004,718.25. The figures for the corresponding month in 1896 were respectively, \$1,067,722.84, and 947,253.60.

It is stated that of the 25,000 shares of the Carioca tramway company 9,670 belong to Dr. Eduardo Santos, 8,500 to the Banco da República and 2,900 to Antonio Ferreira Butler. This leaves only 3,930 shares for the other shareholders.

The *Journal do Commercio* says that the transshipment of goods from the Central to the Leopoldina line at Porto Novo is not made with the necessary promptitude. The *Journal* is assured that on the 14th inst, some 5,000 volumes were accumulated at that station.

The Carioca tramway company (Santa Therezia) is constructing a station at the Sylvestre terminus, and will, it is said, maintain a hotel there. If the guests are anything of the character of a great part of the passengers to that point on Sundays, it will be a hotel to avoid.

An accusation having been made that the new Leopoldina company is seeking to take traffic away from the Central, the managers of that line have seen fit to deny the soft impeachment. They only take what is brought to them voluntarily. Are we to believe that the government objects to competition?

The S. Christovão tramway lines carried last year 19,324,828 passengers, of which 13,470,998 paid 100 reis fares, 5,621,855 paid 200 reis, 96,777 paid 250 reis, and 235,288 paid 300 reis. The decrease in traffic amounted to 666,759 passengers compared with 1896, and 481,938 passengers compared with 1895.

The director of the Baturité line has reported various irregularities in payments on that road under the management of his predecessor, and now under examination in the Ceará custom house. The minister of industry has sent copies of the documents to the minister of finance, so that action may be taken against the parties concerned.

On Sunday there seems to have been a lively time at the little town of Parahyba do Sul over a question between the Melhoramentos and Central railways. The director of the latter road had obtained an injunction against a warehouse that the former had begun to build; but the Melhoramentos people seemed indisposed to respect the injunction. The resident engineer of the Central telegraphed that he could not rely on the police, and subsequently telegraph wires were cut, so that traffic on the road was temporarily interrupted. It appears, however, that the Melhoramentos people finally decided to limit their action to a protest against the injunction.

Joaquim da Silva Guimarães, ex-treasurer of the Central railway, accused of the embezzlement of 6,114,982\$54, was tried on the 4th inst. His lawyers contended that the alleged shortage was purely imaginary. The utmost confusion and disorder, they said, had prevailed in the railway's accounts. All sorts of irregularities for which the accused was not responsible, had been committed in receiving and disbursing money and, as in consequence of these irregularities money supposed to have been received had disappeared without leaving any vestige to show what had become of it, a shortage was attributed to the ex-treasurer. This argument seems to have been supported by proofs that the jury considered satisfactory, for the accused was unanimously acquitted.

SHIPPING NOTES

The torpedo cruiser *Tupy* arrived at Tenerife on the 15th inst.

Twenty-four hours observation on Rio and Santos arrivals has been decreed at Montevideo.

The Italian steamship line called the *Ligure* service Brazilian, has established a Lisbon service by sending some of their steamers to that port.

There was a collision on the night of the 16th inst., near Flores Island, Montevideo, between the Norwegian ste. *Kingswood* and the British ste. *Croutham*, the latter being sunk. The crew was saved.

On the 16th there was a collision near San Nicolas, on the Paraná river, between the *Ludario*, from Assuncion, Paraguay, and the tow-boat *Czar*. The latter was badly injured, while the former received no damage of consequence.

The cruiser *Andrada*, with the six exiles on board, is reported to have left the island of Fernando de Noronha on the 14th inst, at midnight and is expected to arrive here on the 25th. She arrived at Bahia on the 17th and left for Rio on the 19th.

EXCHANGE.

March 15.—The official rate of 6 1/4 d. on London was steadily maintained during the day. The day's transactions at 6 1/4 d. were spoken of. At the close of the day the rate was considered nominal. At the opening of business private paper was offered at 6 1/4 d. and the conditions stipulated were not acceptable to the buyers, the latter refusing to purchase below the official rate of 6 1/4 d. There was an active business during the day between the extremes of 6 1/4 d. and 6 1/2 d. bank paper, and the same rates for other paper. The official rates compared with the same date of last year were:

March 16.—At the opening of the day the French Bank posted 6 1/4 d. on London, the other banks maintaining 6 1/4 d., but later on two English banks adopted the former rate, the other maintaining the lower rate until the close of business. There was a regular amount of business done, with disposition to effect transactions for April and May, which the banks did not wish to meet. Other paper was sold with difficulty at 6 1/4 d. in the morning, but later on, freely later on, outside transactions being realized at 6 1/4 d. The day closed with the banks drawing at 6 1/4 d. and 6 1/2 d. with other paper quoted at 6 1/4 d. buyers' option, and 6 1/2 d. for legitimate business.

March 17.—The London and River Plate Bank adhered during the day to its official rate of 6 1/4 d. on London, but the German Bank, after opening at 6 1/4 d., joined the other foreign banks at 6 1/2 d. Bank paper was adopted the former rate in the morning at 6 1/4 d. and in small sums, with conditions, at 6 1/2 d. while transactions in other paper were realized at 6 1/4 d. Latter in the market weakened, the L. & R. P. Bank drawing in small sums at its official rate. Later on the rate fell to 6 1/2 d. other paper being quoted at 6 1/2 d. to 6 1/4 d. The effort to effect business for future months was continued to-day, but without success.

March 18.—The French and London and Brazilian Banks opened with 6 1/4 d. on London, the other foreign banks posting 6 1/4 d. Later on the German Bank withdrew that rate, and the English banks adopted 6 1/4 d. Bank paper for legitimate business were to be obtained in the morning at 6 1/4 d. and transactions were realized in other paper at 6 1/4 d.; but eventually the rates fell and transactions in other paper for April and May were not realized at 6 1/4 d. Sellers appearing on the market and offering at 6 1/2 d. the market recovered and the banks drew freely at 6 1/4 d. with other paper quoted at 6 1/4 d. and 6 1/2 d. The business was restricted owing to the hesitation of the banks in the morning to draw on time.

March 19.—The opening rate of 6 1/4 d. on London was sustained during the day by the French and L. & R. P. Banks, the German Bank retiring later on, and the British and L. & R. Banks posting 6 1/4 d. There was a general disposition to draw and the transactions realized were insignificant. Late in the day sellers appeared, and the market began to weaken, and the other banks at 6 1/2 d. At the close of business other paper was quoted at 6 1/2 d. to 6 1/4 d. for other paper. The official value of the milreis was 225 to 227 reis gold.

Sales of Stocks and Shares.

Table with columns for date (MARCH 15, 16, 17) and various financial instruments like Apolices, Republica, Commercial, etc., with corresponding values.

Miscellaneous.

Table listing various items such as Leopoldina R. R., Minas de S. Jeronymo, Loterias Nacionaes, and other miscellaneous goods with their respective prices.

MARCH 18.

Table listing exchange rates for various locations like Apolices, Republica, Minas de S. Jeronymo, etc.

MARCH 19.

Table listing exchange rates for various locations like Apolices, Republica, Minas de S. Jeronymo, etc.

MARCH 21.

Table listing exchange rates for various locations like Apolices, Republica, Minas de S. Jeronymo, etc.

SATURDAY'S QUOTATIONS—S. PAULO.

Table listing market quotations for various goods like Banco Comercio e Industria, Lavadores, Mercantil de Santos, etc.

Outside Sales.

Table listing outside sales for Cia Mogyana (all paid), Cia Paulista, etc.

MARKET REPORT.

Market Report text: Coffee.—The demand during the week has been steady, notwithstanding the decline in prices in New York, and the decline in exchange here, both operating against the producers. In addition to these, prices have somewhat weakened. The shipments have been principally for account of American roasters. The sales reported from day to day aggregate about 40,000 bags, though the total for the week is estimated by some at 45,000 bags. Compared with 75,000 bags receipts and 61,000 bags shipments, the situation certainly appears disheartening. The further fall in New York prices, the cable quoting 5 1/2 cents for No. 7 on Saturday, seems to have affected the exchange market as well as that of coffee, and the continued large receipts will undoubtedly defeat every effort to resist the decline. The shipments since our last report have been: 27,980 bags for the United States, 17,480 " " Europe, 3,000 " " Cape of Good Hope, 4,977 " " River Plate, etc., 8,345 " " Coastwise, 61,771 bags. The vessels sailed with coffee are: United States: Mar. 13 New York Br str Holber... 28,614 Mar. 16 Trieste Aust str Nagy Lajos... 4,422 Mar. 16 Bordeaux Fr str Cordillere... 2,820

Elsewhere:

Elsewhere: Buenos Aires Fr str Medoa... 712 West Coast Br str Liguria... 265 River Plate Br str Portugal... 2,611 Coastwise, Sundry steamers... 1,008 Receipts for the past week were 78,823 bags, against 92,812 bags for the preceding week and 75,092 bags for the week before. Brokers' quotations, according to New-York types and per arroba, were the following: Mar. 14 Mar. 19 No. 6... 125,000 125,200 No. 7... 11,600-11,550 11,400 No. 8... 11,200-11,400 10,900 No. 9... 11,000- 10,700 Stock in all hands was estimated this morning to be 308,093 bags. The Santos market was active during the week, the sales being much larger than at Rio. The receipts for the month up to today are reported as 257,112 bags against 220,526 in the same period of last year. The stock on hand is estimated at 704,370 bags.

Daily receipts and shipments of coffee at Rio de Janeiro

Table showing daily receipts and shipments of coffee at Rio de Janeiro from March 14 to 20, including columns for receipts, shipments, and stock.

Imports.

The fall in exchange during the past week has somewhat influenced prices, though not to the extent that might be expected. In some cases there has been a decline in price in addition to the fall in exchange, and in others the advance has not been sufficient to cover the decline in exchange. On the whole prices have been well maintained and the market fairly active, notably in flour.

Flour.—Receipts during the week have been:

Table listing flour receipts and prices from various sources like Bahia, Pernambuco, etc.

Coffish.—Receipts nil, and we have no changes to report from our last. The market may be considered quiet, with prices as last quoted, viz: Caspe tubs at 50,000, Halifax nominal and Norwegian cases 60,000-65,000.

Lard.—There have been no receipts and prices have advanced, our latest quotations being 950-1,000 per lb for American and 1,400-1,500 per kilogramme for native.

Pork.—Receipts nil, and quotations have been slightly advanced, American being quoted at 1,800 and native at 1,800-1,900 per kilogramme.

Rice.—One cargo was received during the week, the str. Cabal from Rangoon, which brought 62,531 bags. There has been a decline in prices, our last quotations being 10,000-25,000 per bag (50 kilos) for Indian and 25,000-32,000 for native.

Pitch Pine.—No receipts, and market inactive. Another slight decline is reported, present quotations being 8,500-8,800 per ton.

White Pine.—No receipts. The market has declined somewhat, our last quotation being 245 reis per foot.

Spruce Pine.—There is nothing to report and prices are nominal.

Swedish Pine.—Receipts nil and quotations nominal.

Kerosene.—We have no receipts to note. There has been a slight decline in prices for American refined, notwithstanding lower exchange rates, our last quotations being 9,500-10,500 per case according to quantity and conditions.

Turpentine.—Receipts nil and prices have sharply advanced, present quotations being 1,800-2,000 per kilogramme.

Rosin.—No receipts. The market is reported firm at 25,000-32,000 per lb., according to quality.

Cement.—We have no changes to report and prices remain unchanged at 15,000-20,000 per ton for British, 15,000-17,500 for Belgian and German, and 10,000-25,000 for French.

Indian Corn.—There has been a still further decline in prices, dealers quoting River Plate at 9500-9500 and native at 9500-10,000.

Wool.—Receipts nil. A slight decline in quotations is reported, viz: 4,800-5,000 for local mills and 5,000 for River Plate.

Hay.—Receipts 72 bales per Waterford. Prices have been advanced to 240-260 reis per kilogramme for alfalfa.

Coal.—The receipts since our last have been: 708 tons per Cosmo, from Cardiff 2,495 " " Balderston, do 452 " " Atala, do Quotations are nominal.

Rum.—The last quotations are: Pernambuco and Macaeo, 220,000-230,000 Bahia and Aracajy, 200,000-230,000 Campos, 210,000-230,000 Avera and Paraty, 240,000-250,000 Paralyba, 225,000-250,000 Alcohol of 36 to 38 deg. 380-400 ditto 40 deg. 415-420

SHIPPING NEWS.

ARRIVALS OF FOREIGN VESSELS.

Table listing arrivals of foreign vessels including CARDIFF, MONTEVIDEO, and BALTIMORE with details of cargo and agents.

DEPARTURES OF FOREIGN VESSELS.

Table listing departures of foreign vessels including NEW ORLEANS, SAVANNAH, and MOBILE with details of cargo and agents.

Vessels Afloat & Chartered for Rio

Table listing vessels afloat and chartered for Rio, including ship names, destinations, and dates.

Shipping arrivals and departures table with columns for destination (e.g., India, Japan), ship name, and dates.

Foreign sailing vessels in the port of Rio de Janeiro,

Main shipping arrivals table with columns: NAME, TONS, ARRIVED, FROM, CONSIGNEES. Includes sub-sections for American, Argentine, British, Danish, German, Italian, Norwegian, Portuguese, Russian, Swedish, and other nationalities.

Arrivals of foreign steamers.

Table of foreign steamer arrivals with columns: DATE, NAME, FROM, CONSIGNED TO. Lists ships like Portugal Fr., Liguria Br., Cabral Br., etc.

Departures of foreign steamers.

Table of foreign steamer departures with columns: DATE, NAME, FOR, CARGO. Lists destinations like Rio de Janeiro, Santos, Recife, etc.

* Calling at intermediate ports.

Last Quotations of Stocks and Bonds --- March 21st

Large table of stock and bond quotations. Columns include various securities (e.g., Public Funds, Banks, Railways, Tramways, Mills) and their respective prices and terms.

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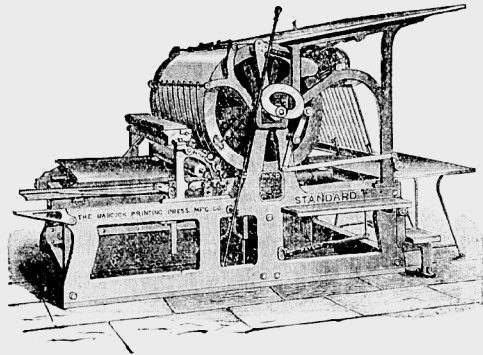
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THE RIO NEWS.

This paper is now in its 24th year, having originally been published as *The South American Mail and the British and American Mail.* It assumed its present title at the beginning of April, 1879, when it was published three times a month. From a tri-monthly it has been changed to a weekly publication, and from four pages it has been increased to twelve.
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