

THE RIO NEWS PUBLISHED TRIMONTHLY

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

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

(Cash invariably in advance) Subscription for one year in Brazil, \$10.00 do for six months do \$5.00 do for one year in the United States, \$10.00 do for six months do \$5.00 do for one year in Great Britain, \$10.00 do for six months do \$5.00

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RIO DE JANEIRO, JUNE 15TH, 1880.

The political troubles in Buenos Ayres have finally culminated in an appeal to arms and to the closing of that port. We have not undertaken to follow the various disputes which have arisen from time to time at the River Plate; it is sufficient to know that they have been of so trivial a character, so full of the personal rivalries of ambitious partisans that there can be no cause in them for this civil war. It is evident that there has been no dispute there of so grave a character that it could not be easily and better settled by peaceful concessions. Instead of this our Platine neighbors prefer war. The Argentine Republic has been making rapid strides for some years past in national wealth and influence. The country has been rapidly filling with immigrants, and the development of her national industries and commerce has received a wonderful impetus. No country in South America has a more promising future. In face of all this, a few unscrupulous and ambitious party leaders have succeeded in stirring up civil war, and checking the development of the country. To repair the damages of a few months of revolution, it will take years of hard work and rigid economy. There is but one cure for this bane of Spanish-American government, and that is the summary hanging of every man who tries to raise a revolution on personal or party grounds.

AFTER visiting the exhibition of wagon designs recently made by a manufacturing firm of this city we are more than ever convinced that their adoption for exclusive use would be a serious mistake. These designs unquestionably represent the models some time since adopted by the city council. The firm is interested in securing their adoption because its patents will give it the monopoly of manufacture. Aside from any question of motive it is evident that the forcing of these special models upon the city is nothing less than a job, and a job which will work a grievous injustice. Were only the carriages of the rich affected by the projected change the hardships growing out of it would be easily borne, but the change principally affects the hundreds of poor carters who have no means to meet the enforced expense. As far as the designs are concerned we can not see one single reason why they should be adopted to the exclusion of all others. They are complicated in design, and must necessarily be more expensive than the service requires. No one can see the practical utility of attaching high seats and a complicated system of levers to water and dumping carts, nor can there be any practical necessity for the contrivance to lift the cover of a rubbish cart by a lever at the driver's seat. All these features are entirely superfluous for a class of men who always walk at the heads of their mules and who can not afford to pay for seats and levers which they will never use. The essential features of these classes of vehicles are simplicity and strength, neither of which are specially prominent in the designs. While they show some ingenious devices for dumping from the driver's seat, lifting covers, and draining the last drop from the water barrels, these very devices are sources of weakness, as well as of expense. It is just and essential that the city authorities should do something toward supplanting the clumsy, heavy and unsightly carts now in use. The public service and the preservation of the street pavements demand such action. That purpose, however, will be fully secured by a simpler and juster course than the one already twice adopted

by the city council. Were they to enact a city ordinance specifying the essential features of all vehicles used in the public streets, such as springs, size of wheels, length of axles, etc., the desired result would be fully attained without unjustly discriminating between manufacturers or against classes of workmen. If then the carts of Messrs. Fernandes & Irmãos proved better and cheaper than those of any other maker, their interests would not suffer in the least, while those of the general public would be greatly enhanced. There are two things in this change which the city authorities should be very careful to preserve—competition in an open market between the manufacturers and the privilege of rebuilding or altering the carts now in use to meet the requirements of the law. These two things will tend to make the change less expensive, and consequently less difficult to enforce.

SLAVE POPULATION OF BRAZIL.

The following table exhibits the slave population of the several provinces of the empire at the time of the obligatory matriculation under the emancipation law of 1871, according to the census of 1872, and according to the latest statistics in the possession of the government. The latest figures obtainable out of ten of the provinces are for December 31, 1878.* All these figures, however, must be considered as approximate rather than exact, as will be shown by the difference between the matriculation and census reports which are of the same period—the census taking place in 1872 and the matriculation closing in September, 1873.

Table with 4 columns: province, matriculated, census, last reports. Rows include Amazonas, Pará, Maranhão, Piauí, Ceará, Rio Grande do N., Paraíba, Pernambuco, Alagoas, Sergipe, Bahia, Espírito Santo, Rio de Janeiro, city, São Paulo, Paraná, Santa Catharina, Rio Grande do Sul, Minas Geraes, Goyaz, Mato Grosso.

Totals... 1,431,300 1,476,567 1,419,168

From these figures it will be seen that the decrease in the slave population has been only 12,132 since the date of their matriculation, or at the rate of about 2,400 per annum.

In view of the fact that the last official report of the minister of agriculture gives the total number of manumissions since the passage of the emancipation law as 39,677, of which 35,093 were freed by gift or legal compulsion and 4,584 by the emancipation fund, it is seen that there is a grave discrepancy between the two results. Admitting that more complete reports would show a much greater decrease than is exhibited in the above table, it is still totally insufficient to account for the discrepancy. Taking the two reports together we have a decrease in the slave population through death and emancipation of 12,132 in the one, and an actual emancipation of 39,677 in the other. Were the above statistics of slave population reliable there would be an apparent illegal increase in the number of slaves of 27,545; and even after making an ample allowance for the provinces which failed to report December 31, 1878,** there is still an apparent illegal increase of over twenty thousand slaves.

Were we to take the census returns, however, there would be a decrease in the slave population from all causes of 57,399, or at the rate of about 11,400 per annum. This would show an excess over the official statement of emancipations by 17,722—an excess which would be far below the total number of deaths during the period in question. As the emancipation law of 1871 made the matriculation of slaves obligatory and declared those not matriculated free, we have nothing to do with the census report of 1872. Even admitting that the census gives the slave population more accurately than the matriculation which closed in September, 1873, we are at once confronted with the plain declaration of law that the forty-five thousand blacks

which constitute the difference between the two reports are free. They can not, therefore, be included in any subsequent official statement of emancipations, nor can they be included in any tables of slave population to show what subsequent changes have taken place. The only basis which can legally be taken is the matriculation report of 1873.

The question then arises, whence comes this increase of twenty thousand slaves? The provisions of the emancipation law are supposed to be gradually working the extinction of slavery in Brazil, and yet since that law went into operation there seems to have been one man enslaved for every two emancipated—and that, too, without taking into account the decrease of slave population by death.

If then we include the mortality among the slaves, whose numbers can not be increased by any legal means, the discrepancy is still greater. At a very low estimate the mortality in the slave population should be 20,000 per annum, or over 100,000 in the period between September, 1873, and December 31, 1878. Adding to this the number of reported emancipations there should appear a total decrease in the slave population of Brazil of one hundred and forty thousand instead of twelve thousand at the end of 1878. These figures are simply astounding! On the very liberal estimate that the full returns up to December 31, 1878, would show a decrease of 20,000, there still remains one hundred and twenty thousand slaves which are not accounted for in the official report.

We can not assert that this startling result represents the actual number of men which have been illegally reduced to slavery between 1873 and the close of 1878, nor can we determine what proportion of it represents an error in the returns. To admit an error, which of course would be that the matriculation returns of 1873 did not give the full slave population of Brazil, is to admit an evasion of the registry law. More than that it is an admission that a large number of unregistered blacks have been kept in illegal slavery and that the public officials have winked at it by allowing these same blacks to be returned in December, 1878. On the grounds of error, the case is certainly grave enough to demand attention.

It is clear, however, that this discrepancy can not and should not be wholly accounted for by a plea of error. The frequent reports and occasional prosecutions for the illegal reduction to slavery of free and freed blacks, the sale of the free-born children of slave mothers as reported from Cantagallo last year, and the unchecked traffic in Indian children on the Amazon, as reported by travelers from Bates down to Ernest Morris and affirmed by a late article in the Journal do Commercio, all prove that there has been a widespread practice throughout Brazil of reducing free men to slavery. Notwithstanding the steady shipment of negro slaves from the northern to the southern provinces, the slave population of Pará has increased from 19,729 in 1873 to 28,716 in 1878. How much of this is due to Indian slavery? The question is certainly a grave one, and one which can not be explained by mere rhetoric. If the pro-slavery party of Brazil wishes to strengthen its weakening position in regard to the gradual emancipation of slavery, it must not only explain this astounding illegal increase in the slave population but it must also see to it that gradual emancipation is something more than a mere name. It must see to it that the decrease in slave population must represent something more than a mere fraction of the annual mortality, and that every provision of law guaranteeing the freedom of slaves is faithfully observed. As the case now stands, gradual emancipation is a failure and a fraud; it deceives the world with fair promises and deceptive protestations. The time has now come for the abolition party to strike a telling blow for that only just and politic measure—the immediate and unconditional emancipation of slavery.

* The last reports from the following provinces were made December 31, 1878: Amazonas, Pará, Maranhão, Piauí, Rio Grande do Norte, Pernambuco, Alagoas, Espírito Santo, Rio de Janeiro and Santa Catharina.

** Of the ten provinces not reporting December 31, 1878, two reported the close of 1875, and eight at the end of 1876.

The new emancipation law in Cuba was published on the 8th ult., and went into effect at once. The regulations accompanying the law are still subject to the approval of the Spanish government. The first transatlantic steamer to ascend the St. Lawrence river this season arrived at Quebec, Canada, about May 1st.

DEGREE OF DOCTOR. UNIVERSITY OF PHILADELPHIA.

Persons who desire to obtain the degree of doctor in Law, Philosophy, Medicine, Surgery, Dentistry, Theology, Arts, Sciences, Letters, etc., from the American University of Philadelphia will find in the office of the Diario the precise information sought.—Advertisement in the Diario do Gram Pará.

We can conscientiously recommend these degrees to every young man who feels the necessity of possessing the title of "doctor" and yet is either too lazy or idiotic to work for it. The title of "doctor" is, naturally, a necessity of life. To the aspiring noodle it is as indispensable as long finger nails and corns. The terms of course will be proportionate to the relative dignity of the degree conferred, that of Law and Medicine ranking highest. That of Theology is more difficult to classify, owing to the very limited demand for it in this country. The terms will probably be very high. The degree in Sciences is a very popular one and is in great demand. As it doesn't mean anything, and as the "doctor" will never be called upon to classify anything more difficult than a tadpole, the price will be appropriately low. The cheapest and best degree in the whole list for those who feel inclined to resort to this manufactory, is that of "etc." The boundless possibilities comprised in the title "Doctor of Ecetera," the charming vagueness, the subtle inferences, the plastic adaptabilities, and the total irresponsibilities, are all in its favor. It affords the title but it imposes no burden upon the wearer, neither intellectual nor social. As far as dignity goes it answers all existing purposes, but it binds its possessor to the defense of no system nor theory. It conveys no idea of special training nor occupation; its application is universal. For these reasons it should be highly popular among young men of weak intellects and subdued physical activity. It is to be regretted that the branch office of the Philadelphia doctor factory is so far away. If a similar agency could only be established in Rio, we are confident that it would be actively patronized. This city contains a vast amount of raw material which needs only the revivifying influence of some such agent to cause it to blossom forth into a "thing of beauty and joy forever."

COFFEE ADULTERATION.

In speaking of a bill then before the United States Congress "to regulate the manufacture and sale of articles of human food and drink," a correspondent of the New York Commercial Bulletin gives (April 21) several extracts from the chemical analyses of different foods and drinks. Among them the following analysis of coffee by Prof. Collier, chemist to the bureau of agriculture, was given:

Six packages of coffee, each containing two small boxes of coffee berries, were purchased in Baltimore. These berries were accurately weighed, well washed with water, and the turbid washings evaporated to dryness. By this treatment the following quantities of substance were removed, and the results below given indicate the per cent of total weight of berries:

Table with 3 columns: Colored berries, Uncolored berries, Percent difference. Rows No. 1 to No. 6.

The residues from artificially colored berries left, when burned, a yellow residuum, which contained in every case chromate of lead, phosphate of calcium (indicating bone black) and insoluble sulphate of barium. These salts were added to these berries for the purpose of 'facing' them, and by improving their appearance to enhance the market value of the berries. These salts were in no case found in the residues of the uncolored berries.

ACCORDING to the latest reports the great cotton spinning industry embraces throughout the world 71,250,000 spindles, of which 39,500,000 are in Great Britain. The United States have 10,050,000 spindles; France has 5,000,000; Germany, 4,800,000; Russia, 2,800,000; Switzerland, 1,870,000; Austria, 1,800,000; Spain, 1,775,000; Italy, 900,000; Belgium, 800,000; India, 1,275,000; Sweden and Norway, 310,000; Holland, 230,000; Greece, 35,000; and other countries (including Denmark and Portugal), 44,000 spindles. Britain has to every 1,000 of its inhabitants, 1,180 spindles; Switzerland, 675; United States, 218; France, 135; Germany, 108; Spain, 103; Holland, 57; Sweden and Norway, 48; Austria, 42; Russia, 30; Italy, 29.

This following table shows some interesting particulars in regard to the growth of British shipping, the two years 1869 and 1879 being taken for the comparison:

Table with 4 columns: Total No. of vessels, sailing tonnage, steam tonnage. Rows 1869 and 1879.

It will be seen from this that while there has been a reduction of 1,822 in the total number of vessels, and a reduction of 17 per cent. in the tonnage of sailing vessels in the ten years mentioned, there has been an increase of 124 per cent. in the tonnage of steamers. This means an economy in labor and a great increase in the carrying efficiency of the British mercantile navy.

LEGISLATIVE NOTE

—The record of the General Assembly since our last issue shows no event of unusual importance. There has been a large amount of routine work and private legislation in both houses. The Senate has spent some time discussing the authorization of a city loan of 4,000,000 and in the Chamber the electoral reform bill has been under regular discussion. Both houses adjourned on the 10th in honor of the poet Camões, and on the 12th in honor of the Duke de Caxias. The Canadian steamship subsidy passed the Chamber on the 11th without discussion.

LOCAL NOTES

—The past week has been a very good one for poetry. The harvest was abundant. —A snap factory in Rua do Sacco do Alferes took fire on the 9th inst. from heated machinery. —The postoffice celebrated the tricentenary of Camões on the 10th by inaugurating the collection of mail from the street letter boxes. —The Cruzeiro is receiving subscriptions for Dona Maria Generoso Estrela, to assist her in completing her course of study at the New York Women's Medical College. —The government has allowed Messrs Lage & Son 16,000\$ salvage on the Sobrinês which was discovered and towed in by their tug Ajudante. Their claim was for 200,000\$. —Two street letter boxes have already suffered injuries from the irrevocable public. One of them stands at the door of the national treasury and the other near a police station. But what are the police for?

—The morning papers of the 10th all issued special editions, the Journal and Gazeta issuing Camões supplements. The portraits were beautiful, at least we suppose they were. There was too much ink to enable us to judge the artistic merits of the portrait. —Soon after his return from Paraná, on the morning of the 7th, the Emperor visited the Pedregulho reservoir and inspected the accident. He was accompanied by the minister of agriculture. Commandador Jardim was present and explained the interesting phenomenon.

—As a force of soldiers and land of the 7th battalion were parading the streets on the 6th inst., in the Santa Rita procession, a fight occurred between them and a band of capangas at the corner of Ruas Ovidio and Unives. The soldiers charged upon the capangas with drawn bayonets and several wounds were inflicted.

—The criminal records of this city show the commission of the following crimes in 1879: 25 homicides committed by 28 persons, of which 7 were condemned, 2 acquitted, 1 committed suicide, 2 escaped, and 18 are still subject to trial; 7 attempts to kill by 8 persons, of which 1 has been condemned, 1 committed suicide, and 6 are still to be tried; and 15 assaults occasioning wounds.

—Comparing the news of the war on the west coast which come to us from both parties, it seems that neither side has yet been defeated. From Chili, by way of the River Plate, we hear of nothing but victories. Likewise from Peru, through American newspapers, there are victories and unconquerable enthusiasm. The judicious reader will take either report with a grain of salt.

—While at Antonia the Emperor and Minister Buarque de Macedo inspected the anchorage and channels of that port. In the course of some soundings they found several dangerous rocks which do not appear on the chart made by Barão de Teffe. We fear that the reputation of that eminent cartographer will suffer if these discoveries go on—even to the extent of doubting his report on the harbor of Maranhão.

—The Emperor and Empress returned from their visit to the province of Paraná on the morning of the 7th inst., after an absence of 11 days. During that interval they visited a large part of the province and its most important cities. Now that the Emperor has inspected the wretched state of the colonies in that province, the schools, and public roads, we shall expect to soon see steps taken toward their improvement.

—The number of accidents to persons in this city during 1879 was 416, from which resulted 66 deaths, 106 serious wounds, and 214 light wounds. Of the deaths, 17 were killed by railway trains, 11 by street cars, 7 by other public vehicles, 8 by drowning while bathing, 10 by the upsetting of boats, 9 by burns in domestic service, 8 by falls from scaffolds, 8 by accidents on shipboard, 8 by accidents in workshops, 2 by accidents in quarries, 1 by the fall of a house, and 1 by accidental shooting.

—We regret to announce the suspension of the Economist Brasileiro which has been for some time past published for the purpose of discussing the problems of political economy. This suspension is greatly to be regretted as the need of independent and fearless discussion of political questions at this time is necessary and urgent. We have not wholly agreed at all times with the opinions of the Economist, but we have always believed in the sincerity and good faith of its editor. Though mistaken in a few things, the Economist was right in the main. It deserved success.

—The masters of many merchant ships in port entered a protest at the Cruzeiro office on the 9th, against one of the port regulations which inflicts a fine upon a vessel whenever one of its boats ashore is found without rowers. The masters do not complain so much against the fine, as against the practice of charging it against them without notification until the day of sailing. It is a general custom of masters to require their boats to wait for them when they come ashore, and the sailors take advantage of their absence to leave the boat unoccupied while they visit the drinking saloons on shore. Of this the masters have no knowledge until the account of fines is rendered at the last moment. Prompt notification of a fine would put the master on his guard and prevent its recurrence.

PROVINCIAL NOTES.

Pará now possesses ten telephone lines.
Malignant fevers are raging at Parauhyba, Pauly.

The April receipts of the Manaus custom house were 61,532\$117.

That S. Paulo black butterfly story reached Pará on the 18th ult.

The sub-treasury of Ceará has been authorized to draw on the national treasury for 1,500,000\$ to meet public relief expenses.

Mail advices from the Rio Madeira of the 23rd ult., state that the overflow of that river has been greater than for three years past.

The people of Obidos, Pará, are having much trouble with their police protectors. Several attempts at assassination are reported.

Some slaves on the plantation of Aurelio Sivaes, S. Carlos do Pinal, S. Paulo, revolted on the 31st ult. and killed their overseer.

The Diario do Gram Para, of the 15th ult., published a letter of two and one-half columns from Colonel Church, on the Madeira and Mamore railway case.

The overflow of the Amazon this year at Obidos, Pará, exceeds that for many years past, and has caused some damage to the river plantations.

The winter season in Ceará continues favorable. The rains are abundant, 140 millimetres of water falling at Fortaleza during eleven hours of the 13th and 14th ult.

A slave woman belonging to José Antonio de Arruda, of Brassanunga, S. Paulo, threw her two children into a cistern on the 30th ult., and then jumped in herself. All were drowned.

The provincial treasury of Pará has been advertising for proposals to complete the president's palace in that city. The proposals were to have been opened on the 11th inst. The appropriation for that work is 209,981\$570.

The municipal council of Manaus held an extraordinary session early last month and resolved to send a representation to the general government against the provincial assembly. At the same time, the city fathers sent their compliments to the provincial president. That explains it!

The Diario do Gram Para of the 19th ult., reports three assassinations near Cameté, Pará. One was the strangulation of an old man, another the stabbing of his wife and niece by an ensign, and the last the assassination of his father some time since by the collector of Cameté. None of the assassins had been arrested.

The president of Ceará has entered into a contract with João Condeiro and João da Rocha Morcira for the establishment of cotton factories in that province. The province agrees to guarantee six per centum annual interest on a capital of 100,000\$ for ten years. It is specified that one of the factories shall be established in the orphans' colony where 120 orphans are to be received, fed and educated during a term of five years.

On the night of the 30th ult. José Pereira dos Reis, eighteen years of age, and a companion named Manoel, broke into the house of one Manoel de Abreu at Paineiros, S. Paulo, with the purpose of assaulting his daughter. The girl's brother João, ten years of age, was awakened by their entrance and cried out to his father, whereupon Reis at once stabbed the boy to death, even dragging the body outside and mutilating it after life was extinct. The father alarmed the neighborhood and Reis was captured.

—Late mail advices from the Amazonas state that the acting juiz de direito of Barcellos has acquitted a man named Telles de Menezes, who has suffered an "unjust imprisonment for three years" on a charge of being concerned in the horrible butchery of Dona Cecilia Brazil and two others on a plantation of the Rio Branco. The innocence of the man does not seem to be clearly established. One thing, however, is clear—the accused has been imprisoned three years without trial. If guilty he should certainly be punished; if innocent, he should not have been compelled to suffer three years' imprisonment.

—João Manoel alius Joaquim Punaré, was arraigned before the authorities at Ceará last month on a charge of criminalism. The judicial inquiry elicited the following. The criminal is a native of Quixeramobim. He went out hunting with a minor named José. After some days, during which they found no game, he resolved to kill the boy and eat him. He killed him with a club, cut off his head and dressed his body. He then broiled the body so as to keep it, not having any salt. He threw the head and clothing into a water hole, where they were afterwards discovered.

—According to the Gazeta, of Bahia, a young man in that city, named Telesphoro de Araújo Costa, has discovered the only true and original philosopher's stone. The young investigator, who is said to have no knowledge whatever of chemistry and alchemy, is a resident of Amargosa. He has discovered, "as by divine inspiration" says the Gazeta, "a process by which gold is obtained, from 14 to 18 carats fine, from reduced copper." The result is obtained through the use of certain salts and chemicals, of which the Gazeta is ignorant. It seems that the young inventor, ignorant of chemistry as he is, has been shrewd enough to keep the secret of his marvelous discovery to himself, thus preventing a general abandonment of all other industries for the production of gold from copper. This new industry is destined to confer great benefits on this happy country. The importation of copper has not yet taken in.

The Monitor Campista issued a special Camões edition, containing three pages of selections from the Lusiad.

The Pernambuco senatorial election has resulted in the choice of Drs. Luz Felipe de Souza Leão, Antonio José da Costa Ribeiro and Antonio Epaminondas de Mello.

The public receipts at Bahia in May were as follows: from customs, general 788,067\$70, provincial 66,026\$63; internal revenue, general 69,215\$21, provincial 108,573\$39; postoffice 5,597\$99.

The customs and internal revenue receipts of Pernambuco in May were as follows: customs 806,073\$198, same month last year 574,283\$85; consular 162,250\$474, same month last year 112,939\$500; recebelouro 2,564\$117, same month last year 49,816\$104.

—According to telegrams from Porto Alegre, Rio Grande do Sul, a riot occurred in that city on the 8th and 9th. The occasion was purely local. An unpopular contract for the drainage of the city came up for affirmation in the provincial assembly on the 8th and through the exertions of certain deputies was rejected. This was vociferously applauded by the people in the galleries. A military force then attempted to drive the people out of the assembly building, but was repelled. On the following day there was a popular demonstration, during which the provincial president was hoisted and the office of the Asfama, the official paper, was stoned. A conflict took place between the people and the police, in which the latter were routed. A few wounds but no deaths are reported.

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The following gentlemen have kindly consented to act on the commission for the disposal of the tickets:

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N. B.—Owing to the limited number of boxes, the commission will distribute by means of a ballot which will be held on No. 60 Rua de S. Pedro to-day [June 14] at 4 o'clock. An early application for seats is therefore requested.

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Mechanical Engineer

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Steamers will arrive and clear at the port as follows:

Table with columns: Steamer, Commander, Arrive, Depart. Includes ships like City of Pará, Rio Grande, City of Pará, City of Rio de Janeiro.

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TABLE OF DEPARTURES, 1880

Table with columns: DATE, STEAMER, DESTINATION. Includes dates like June 24, July 9 and destinations like Southampton and Antwerp via Bahia, Macéio, Pernambuco and Lisbon.

For freights and passages apply to E. W. MAY, Supt., Rua 7 de Março No. 49.

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