

# THE RIO NEWS.

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

VOL. VII.

RIO DE JANEIRO, SEPTEMBER 15TH, 1880

NUMBER 26

### OFFICIAL DIRECTORY

**AMERICAN LEGATION**—29, Rua do Marquez d'Almeida  
 HON. HENRY W. HILLIARD,  
 Minister.  
**BRITISH LEGATION**—No. 1, Rua de Lapa, Laranjeiras.  
 J. P. HARRIS-GASTRELL,  
 Charge d'Affaires.  
**AMERICAN CONSULATE GENERAL**—No. 20 Rua do  
 Visconde de Inhauma. THOMAS ADAMSON,  
 Consular General.  
**BRITISH CONSULATE GENERAL**—No. 20 Rua de  
 S. José. GEORGE THORNE RICKETTS,  
 Consular General.

### CHURCH DIRECTORY

**ENGLISH CHURCH**—Rua do Exarbo da Veiga. Services at 11 o'clock, a. m., and 7 o'clock, p. m., every Sunday.  
 FREDERICK YOUNG, M. A.,  
 Rector.  
**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.  
 JAMES T. HOUSTON,  
 Pastor.  
**METHODIST CHURCH**—No. 15, Rua Bella da Princesa, up stairs. Services in English at 11 o'clock, a. m., on Sundays.  
 A. L. BLACKFORD,  
 Pastor.  
**SAILORS MISSION**—163 Rua da Saúde; 3rd floor. Services at 2 p. m. every Sunday.  
 FRANCIS CURRAN,  
 Missionary.

### PINHEIRO & TROUT SHIP-CHANDLERS & GROCEERS

107, RUA PRIMEIRO DE MARÇO.

### DULKLY, MILLER & BRUNTON, IMPORTERS & COMMISSION MERCHANTS.

SANTOS and SÃO PAULO.

### PALM & ALLEN, SHIP-CHANDLERS.

5-Rua Fresca-5  
 RIO DE JANEIRO.

### CARSON'S HOTEL 160 RUA DO CATETE WM. D. CARSON, Proprietor.

### JAMES E. WARD & Co. General Shipping and Commission Merchants

113 WALL STREET  
 NEW YORK

### DEPÔT OF THE BRITISH AND FOREIGN BIBLE SOCIETY.

71-Rua Sete de Setembro—RIO DE JANEIRO  
 The Holy Scriptures, sold in all languages.

### NEW-YORK AND BRAZIL EXPRESS

Receive and forward parcels to and from Rio de Janeiro and New-York.  
 Office in New-York, No. 39, Bowling Slip.  
 Office in Rio de Janeiro, No. 8, Rua São Pedro.

### PHILADELPHIA — 1876 EXPOSITION MEDAL MARC FERREZ'S BRAZILIAN PHOTOGRAPHS

M. Ferrez was photographer to the Geological Survey of Brazil and received a medal at Philadelphia for the views taken while in that service.

### Brazilian scenery a speciality

88 RUA DE S. JOSÉ

### W. R. CASSELLS & CO. RIO DE JANEIRO

Agencies in the principal towns of the surrounding provinces.

The introduction of goods of American manufacture into this market for competition with those of European origin, has been for many years a specialty of their business, and reference to the various manufacturers they represent, which are kindly permitted, will demonstrate the unequal facilities they possess, and have successfully employed for this purpose.  
 Further agencies, suitable to their lines of business, hardware, machinery, domestic goods, specialties, etc., etc., are respectfully solicited, a cash basis being readily conceded whenever special and exclusive conditions are tendered by manufacturers.

### REVISTA DE ENGENHARIA. (PORTUGUESE).

The only Engineering Review published in Brazil.

Devoted to the interests of Brazilian engineers and engineering enterprises, and to all co-ordinate subjects which aid in the industrial development of the country.  
 It will contain a full record of all concessions granted by the government, and of their administration and condition.  
 Owing to its large circulation among engineers in all parts of the empire, it will be found a valuable advertising medium.

Published monthly.

Terms— One year . . . . . 12,000  
 Six months . . . . . 6,000  
 Each number . . . . . 2,000

Advertising terms furnished on application.

Address: Redacção da  
 REVISTA DE ENGENHARIA,  
 No. 28 Rua de Gonçalves Dias  
 Rio de Janeiro.  
 Caixa no Correo, No. 721.

### PROTECTION ERRORS.

In accordance with a call signed by a number of prominent business men, representatives of various industries in this city, a meeting was held at the Commercial Association rooms on the 7th inst. to take some definite action in favor of securing protection for national industries. Although it is evident that each industry represented was prepared to ask for special protection, as is always the case when this question is up for consideration, the only action taken was the adoption of a project for the organization of a society, to be known as the *Protectora do Trabalho Nacional*, for the purpose of studying the subject and to devise measures for the development of national industries. In the course of discussion the customary arguments were used in favor of protection which have been used and exploded years ago, but they seem to have fallen upon the meeting like new revelations in the economic world. The president, Counselor Pereira da Silva, recalled the much-worn argument that "no people can be perpetually and exclusively agricultural," and the secretary, Sr. Ramos de Queiroz, clinched the case by announcing that "protection to industry becomes an imperious necessity to nations in their youth." The latter gentleman also repeated that thread-bare error, which has been answered over and over again, that the present prosperity of England, France and the United States are all due to the policy of protection.

We have no hopes of convincing these gentlemen of the economic and historical errors of these statements, nor of the pernicious results of the theory which they are so industriously advocating, but we shall place a few facts at their disposal nevertheless. In the first place the declaration that "no people can be perpetually and exclusively agricultural" means nothing; it is merely a supposition. If a country can be found where agriculture is its only source of wealth and the only occupation adapted to the genius of its people, then that occupation is the only one through which it can secure wealth and prosperity. Every industry introduced into a country where there are no special or natural opportunities for its support and development is just to that extent a tax and burden upon its progress. Flour mills will add nothing to the wealth and prosperity of a country where wheat does not grow, nor cotton mills where both machinery and skilled labor must be imported and raw cotton can be grown only at a high cost. The establishment and growth of every industry depends just as much upon economic laws as the growth of an agricultural product depends upon the soil and climate, and the breaking of these laws results in loss in the first case just as surely as in the other.

Protection is nothing more nor less than a pernicious system of taxation, the taxation of the many for the benefit of the few. Instead of demanding a specific and definite sum from a man, it robs him of unseen and unmeasured sums every day of his life, and those sums, instead of going into the national treasury, go directly into the cash boxes of these protected industries. To build up private and exotic industries, therefore, the labor and indigenous industries of a country are compelled to pay a heavy tribute.

With regard to the oft-repeated statement that the present prosperity and wealth of Great Britain, France and the United States are wholly due to their protective policies, nothing could be farther from the truth. As far as Great Britain is concerned the following statistics for the years 1840—shortly before Sir Robert Peel's free trade legislation—and 1878 will afford some interesting comparisons. Though not covering the whole ground these figures are amply sufficient to prove the fallacy that the wealth and prosperity of Great Britain are due to her former restrictions on commerce.

	1840	1878	inc. per cent.
Population	26,487,026	33,799,386	27.6
Total value of imports, £	62,004,000	368,770,742	494
Total value of exports of British produce and manufactures, £	51,308,740	192,848,914	275
Total value of re-exports of colonial & foreign products, £	58,819,976	52,634,944	
Total value of imports & exports, £	113,312,716	614,254,600	256
Customs and excise revenue, £	37,812,726	48,577,203	28.5
No. of dutiable articles, about	1,200	40	
Value of food imports, £	27,599,431	149,759,289	443
do of corn, wheat and wheat flour, lbs.	42.47	188.29	
do of do of bacon & ham, lbs.	0.1	12.6	
do of do of potatoes, lbs.	0.01	28.96	
Tonnage of British vessels entered and cleared* for foreign ports, tons	6,499,485	35,291,483	443
for domestic ports, tons	10,766,056	25,045,805	133

From this it will be seen that the development of British commerce and industry, since the abolition of protection, has been something marvellous. More than that the people are better clothed, better fed, and have more comforts than they ever did have or could have under the old protective laws. In France her period of greatest prosperity was under the Cobden treaty of 1860 which inaugurated a policy of liberal reversion tariffs without regard to the protection of home industries. That policy unfortunately for the substantial prosperity of the country, has been greatly counteracted during the last few years by a growing protectionist party, although active efforts are still made to continue it by the celebration of new commercial treaties.

In the United States, where protection has been so long dominant, the country has grown and prospered in spite of it. With an inexhaustible fertility of soil and wealth of mine and forest, with free institutions and a climate suited to individual enterprise, with an increase of population through immigration fully equal to the whole population of Brazil, and with such a proximity to Europe and such a class of productions as make the country at once the food producer for the old world—with all these, wealth and prosperity come in spite of taxation and commercial restriction. The United States had growing industries before protection came into force; their development, though stimulated by protection, has been only one factor in the natural growth of the country. How far they have been aided by high tariffs will be seen by the following summary of the leading tariff enactments since the beginning. By the tariff of 1789 the average rate of duties imposed was 8 1/2 per cent. which was increased to 11 per cent. the following year, and to 13 1/2 per cent. in 1792. The tariff of 1812 was a war measure and doubled the duties on all imports. The tariff of 1816 was highly protective and the average rate during the last three years of its life was 30 per cent. This rate was increased by the tariff of 1824 to an average of 37 per cent. The protected industries still were not satisfied and complained of foreign competition, etc., until the average rate was further increased to 41 per cent. in 1828. The "compromise" tariff of 1832 provided for a gradual reduction in all rates over 20 per cent. until 1842 when no rate should exceed that figure. Instead of being ruined, the manufacturing industries were steadily prosperous until the financial panic of 1837 and the bank crash of 1839. Under the tariff of 1845 the average rate was 25 1/2 per cent. and under that of 1857 it was 20 1/4 per cent. From 1846 to 1860 was a period of low duties and comparative free trade, and the country was so prosperous under it that the revenue exceeded the estimates in 1856 by forty millions. The tariff of 1861 raised the average rate to about 27 per cent. and was the beginning of the

\* The British protective navigation laws were repealed June 26, 1849, the repeal going into force January 1, 1850. Foreign vessels were not admitted into the coasting trade until 1854.

war measures out of which the present high protective tariff sprung. Several increases followed soon after until the tariff of 1864 when all duties were raised 50 per cent. and exceeded an average of 40 per cent. In 1870 began the reduction in duties and in 1874 the average rate was 38 1/2 per cent. Great as has been the growth of manufacturing industries in the United States, they are not indebted to protection for it, and they form but a very small part in the wonderful development of the country. In its foreign trade of 1879-80, the export of broadstuffs and provisions alone amounted to \$397,900,622, out of a total of \$835,793,924—nearly one half—and agriculture is the one industry which is least protected and suffers most from high tariffs. Another nut for the Brazilian protectionist to crack is this. In the twelve years from 1865 to 1877 inclusive the manufacturing industries of the United States supplied the home market with an average of \$3,000,000,000 worth of manufactured goods per annum, or a total of \$36,000,000,000 in the whole period. The average rate of duty on such goods, if imported, was over 40 per cent. Under the tariff of 1857 these goods would not have cost over \$2,400,000,000 per annum, from which it is seen that the consumers paid at least \$600,000,000 per annum for the luxury of protecting home industries, or a total of \$7,200,000,000—say 14,400,000 contos—in the brief space of twelve years. Now if Brazil wants to test her resources on such a luxury as this, the field is open.

### THE PROJECTED PRINTWORKS ON THE RIVER TIETE.

Sir:—I see from a prospectus which has been circulated recently in this city that a company has been formed under the style of the *Companhia Brasileira de Fiação e Estamparia*, to erect a printworks at the Salto on the River Tietê, near Itá. As such a project must have some interest for the importers of prints, I propose to consider a few of the points brought forward in the prospectus, with a view to ascertaining how far such an enterprise is likely to be a success, and to what extent it is likely to affect our business as importers of the goods in question. Assuming that the property and water-power possess all the advantages claimed for them, I confess to a curiosity about the advantageous terms on which the cotton could be laid down at the works; but this is a secondary consideration, as the cloth is to be imported in the grey. Concerning the drugs, however—if the shareholders wait for the development of those drugs, neglected hitherto, but which we learn exist in the country awaiting only the opening of the works to burst forth in all their glory—well, the projected printworks will not be started just yet. The drugs—and they represent no trifling sum and weight—will have to be imported and to pay duties. As the prospectus does not give the distance between the proposed site and the market for the production, I may state parenthetically that the distance from Salto to Rio by rail (in which the gauge is broken four times) is 386 miles. From Salto to Santos (with one break of gauge) is 131 miles, and from Santos to Rio by sea is 218 miles. Consequently as the work will be 131 miles from the nearest seaport, and 386 miles from the market, freight and carriage will be two heavy items in the cost of production, when we consider the excessive freights charged by railways in this country. The desirable sites for chalets do not concern us much, neither do those for market-gardens: nor can we linger over the contemplation of that enchanting but far distant future, when steamers shall ply between the property and unborn cities, and when mills, as yet undreamed of, shall eagerly strive to be foremost in securing a location on this favoured spot.

### THE PROJECTED PRINTWORKS ON THE RIVER TIETE.

(The town of Itá, to boast of 10,000 inhabitants, must have grown prodigiously within the last few weeks.) After searching in vain for "the directors

of the prospectus, it is interesting to see that they "consider and have grounds for supposing that a profit of 20 to 30 per cent. can be earned on the paid up capital," which grounds are, I suppose, the scale of duties given in the succeeding paragraph. These duties are stated to be:

Grey printers . . . . . 7d per lb.  
 Printed calicos . . . . . 21d ,,  
 Batistes and figured cambrics. 26d ,,

It is important to note that the conversions are at the par of 27d., because this is the basis of the calculations. As a fact, at the present rate of 23d. exchange, these duties are 6d., 18d., and 23d. per lb., and at exchange 20d. they will be 5d., 16d. and 20d. per lb. The margin lies, therefore, between 6d. and 18d.—for batistes and figured cambrics may be dismissed from our calculations because they are unlikely to be taken in hand in the early stages of the enterprise. The production is to commence at once, at the rate of 50,000 doubles per annum, and is to be increased to 100,000 doubles, the goods to be of the commonest patterns. We importers know something about *padrões muito vistos*. We may take comfort, too, from the assurance in the prospectus that each pattern will be well used up before being abandoned. The present rate of exchange being 23d., and the chances of such a rate in future years being open to question, "the directors" are to be envied for the complacency with which they have estimated the profits on the par basis of 27d set forth in the prospectus. And I think that we importers, on our part, may regard the scheme with equal complacency, but from other motives. If the company is to erect works 131 miles from the nearest seaport, and then put all its plant up in them; is to import its cloth in the grey, and its drugs, and after paying heavy duties on both, carry them also 131 miles into the interior; if it is then to print the cloth, bring it down again over 368 miles to market; if it is to hold stocks of drugs, dyes, cloth, goods and copper rollers, and have accounts running with customers, besides paying £15,000 for the property, wear and tear, and a dividend on £80,000 of capital, it seems to the writer of these lines that the margin of 1/ per lb. will be found scant enough, without taking into account trade charges and the concession on the market price (equivalent to quite 4d. per lb.) which will be inevitable if an annual production even of 50,000 doubles is to be promptly sold. I, at all events, am not scared by the prospectus, and remain,

Yours faithfully,  
 An Importer.  
 Rio, 2nd Sept., 1880.

—The manager of the "Exposição Americana Permanente" announces the requirement by the company of two New York monthly papers, the *Correspondencia dos Estados Unidos* and *The American Exporter*.

—The total supply of water to this city in July, no estimate being made of the small private supply derived from springs or mines in the hill sides, was 247,863,790 gallons, or an average of 7,995,606 gallons a day. The consumption amounted to 220,219,941 gallons a day—the rest going to waste. This would give an average per capita supply of 27 gallons a day and an average per capita consumption of 24 gallons a day in case the water were strictly confined to the personal uses of an estimated population of 300,000 dependent upon the public supply. At a rough estimate, however, the animals, steam engines, street sprinklers fire department, etc., consumed at least one half of the total quantity mentioned, leaving an actual per capita consumption of barely 12 gallons a day. This quantity is totally insufficient even under the most favorable circumstances. Plenty of pure water is indispensable to the health of every city, and in tropical cities especially the supply should be large and constant. From the latest statistics obtainable the daily per capita consumption of water in Berlin was 20 gallons, in Paris 28 gallons, in London 29 gallons, in Glasgow 50 gallons, in Philadelphia 58 gallons, in Toronto 77 gallons, in New York 100 gallons, and in Chicago 119 gallons. And these averages are taken from the annual consumption, while the 12 gallons average of this city is taken from the consumption of one winter month. Assuredly, the new water works can not be pushed too rapidly.

THE RIO NEWS

PUBLISHED TRI-MONTHLY
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.

Subscription rates: for one year in Brazil, for six months, for one year in the United States, for six months, for one year in Great Britain, for six months.

All subscriptions must run with the calendar year. Back numbers supplied at this office from April 1st, 1879. Subscriptions and advertisements received at the EDITORIAL ROOMS—R. Rua São Pedro.

RIO DE JANEIRO, SEPTEMBER 15TH, 1880.

The straightforward declaration of the prime minister, in the Chamber of Deputies, on the 4th inst., that protection in Brazil is an absurdity, and that "the principle of free exchange is the one which should prevail," is a matter for sincere congratulation. In view of the renewed efforts of the protectionist party—and it is clearly a strong one in this city—to secure a prohibitive tariff for the protection of certain exotic industries, this position of the prime minister is timely and well taken. We know full well what protection means in Brazil, and we also know the means which will be employed to secure it. With a minister less independent and clear-sighted than Counselor Saraiva this movement would be sure to go through with a rush, and it would be pushed and praised mainly on patriotic grounds—the development of national industry. This plea, however, has not blinded the prime minister, for he readily sees that the effort once made by the cotton factories to protect themselves by compelling the sugar manufacturers to buy bags of home make, is but a type of the whole system. To protect the manufacturer some one must pay the cost, and eventually that "some one" turns out to be the poor consumer who cannot shift the tax upon any one else. Protection in Brazil means further burdens upon agriculture, and that alone will be sufficient reason for the high ground which Counselor Saraiva has wisely taken.

The inclusion of the vintem tax repeal in the regular budget, the refusal of the government to allow the police to be called in to enforce it, and the final condemnation of that most obnoxious tax by the prime minister on the 3rd inst., are the closing incidents in the history of an economic measure which has few parallels in the recent legislation of the civilized world. Carried through as a pet measure of the late minister of finance and without the publicity which such an act should always receive, and then enforced against the protests of the people and the press, enforced even at the point of the bayonet and with bloodshed, this measure has been a subversion of every principle of good government, an outrage upon every sentiment of justice, and an unredressed insult to a law-abiding community. In the interests of peace the prime minister is right in congratulating himself on being "a citizen of a country so orderly" during the enforcement of this tax, but in the interests of a free people and liberal government such a congratulation can not be admitted. There are but few free countries where such a tax could have been enforced, especially through the means employed during the first days of the year. Now that the obnoxious features of this tax are being eliminated from the statutes, and with such an accord of denunciation from all quarters, we take pleasure in recalling the part which we have taken in condemning it from the very outset. As the only journal which denounced the tax on its promulgation, the words which we then used (Dec. 24, 1879) will be read with interest at this time. In discussing the objectionable features of the tax and its regulations, we said:

The whole thing is wrong from its conception to its promulgation. The ministry which finds it convenient to impose so unjust and excessive a tax as this, in times of peace, will inevitably find it a potent instrument for its own overthrow. That we were right in our censure of the tax and in our prediction of its future result, the first three months of its life amply prove. At that time, however, the awakening had not come and our words fell unheeded. On the 1st of January the tax was carried into execution at the point of the bayonet and at the expense of three

lives and many wounds. A public meeting had been held on the 28th of December previous to protest against the tax, and the city press had finally taken up the question to urge its suspension. To all these appeals the ministry was deaf, and the riot of January 1st followed, with all its scenes of violence and bloodshed. Of that event we said: "It is an act which will stamp the vintem tax and its author with the detestation of all men through all time"—and that prediction, too, is working out its fulfillment. For our criticism of this tax and its tyrannical enforcement the editor of this journal was denounced to the chief of police by no less a personage than the prime minister himself and was finally called before that official on a charge of sedition. The result of all this has been that we have continued our work as before, the chief of police before whom we were called ruled but briefly and then retired, the ministry which created and enforced the tax and undertook to suppress by force both opposition and criticism remained in power barely two months and then fell as no ministry ever fell before, and the tax—that instrument of vexation, extortion and oppression, upon whose history are the red lines of innocent blood—is now being expunged from the statutes with scarcely a word of defence, regret, or excuse. Fortunate will it be if all unjust and obnoxious laws meet so peaceful an end.

The policy of the ministry and the great majority of both houses of the General Assembly to defer all action on the question of emancipation is a matter for sincere regret. Laying aside all humanitarian considerations—which in themselves are sufficient to warrant the immediate abolition of slavery—the material interests of the country at large and of every agricultural industry in particular are suffering grave prejudices from the continuance of slave labor, and from the slow and unsatisfactory workings of the emancipation law of 1871. One chief reason why the ministry and the pro-slavery element are opposing all present consideration of this question is that the industries and finances of the country are seriously embarrassed, and that any hastening of emancipation would bring speedy ruin upon its planters. In response to this may be asked: When has there been a time in the recent history of Brazil in which its industries and finances have not been seriously embarrassed? What promise is there in the near future for any improvement in these matters under the present tendencies of fiscal and industrial legislation? What one great cause is accountable for the major part of these difficulties? Since 1851 there has been but three years in which the receipts exceeded the expenditures, and of one of these years, 1871-72, the excess of receipts was owing solely to the deposits which form no part of the regular revenue. The aggregate deficits of these 28 years, 1851-52 to 1878-79, are 567,100,350\$618, with some accounts of the last two years yet to be added. This gives an average deficit of 20,253,534\$ per annum for the 28 years mentioned. Now if such deficits are considered in the light of a public debt upon which interest must be paid, and if it be considered that such interest is paid by the people through heavy taxes on their labor and enterprise, it will at once be apparent that it has been a long time since the industries and finances of the country have been free from embarrassment. And furthermore, when we consider that taxation is now at its maximum, that every productive industry of the country except coffee is suffering from export taxes, that the public burdens are continually increasing, that no efforts are making to stop the enormous annual outlay on private enterprises and non-productive public improvements, it will be also apparent that the time is far distant when these embarrassments will be removed. It is evident, therefore, that the opportunity for action is just as favorable to-day as it has been for many years past, or will be for many years to come. If, then, it be taken into account that no small part of these embarrassments are the legitimate outgrowth of slavery itself, we have the best and most urgent reasons for solving the problem now and forever. Whatever profit may have been gained from slave labor, whatever social position the ownership of human property may have given, whatever hours of ease and comfort may have been secured through the enforced toil of others, and whatever opportunities

for culture or personal aggrandisement may have been purchased with the sweat of dishonored brows—in fine, whatever individual or national gain may have been realized through the accursed thralldom of human beings, the incontestable fact remains that it has degraded every man, woman and child who has lived upon it, that it has blighted the free development of everything surrounding it, and that it has cursed every country which has sanctioned it. This world never yet saw the purest and strongest type of manhood springing from soil enriched with the sweat of slaves, this world never yet saw a good government and high civilization built upon shackled limbs and unwilling servitude, this world never yet saw, and never will see a nation prospering on the foul gains of human slavery. If there be no consideration, no sympathy for the slave himself, the moral and material interests of the dominant class itself are amply sufficient to warrant the immediate liberation of every slave in this empire, and that, too, without any false delicacy toward those who have been speculating in his blood and muscle. And were it otherwise than that the evils from which Brazil is suffering to-day, and that no real prosperity can come as long as a single slave remains to curse her soil, the character of Brazilian slavery itself is more than sufficient to warrant its immediate, unconditional abolition. It is untrue that slavery in Brazil is of the mildest and most humane character, as is so often urged—it could not be worse; it is untrue that the slave is well cared for, contented and happy—he could not be more miserable and degraded. Aside from those characteristics of slavery which are to be found in all slave-holding countries, it is certain that the great mass of Brazilian slaves to-day are both over-worked and under-fed, that they are treated with great cruelty, that they are hopelessly degraded and miserable, and that there is but little justice and sympathy for them on the part of the dominant class. If there be any doubts as to the truth of this, then let the following words of no less a personage than Counselor Saraiva himself tell the story. In reply to a proposal of Deputy Joaquim Nabuco to impose a tax of 1 per cent ad valorem on slave property outside of cities, and 1 1/2 per cent in cities, the prime minister said on the 3rd inst.: "I have more experience in this matter than the noble deputy. The difference between the noble deputy and the minister is that I understand the question of slavery more practically than he. The tax upon the plantation slave is not going to weigh upon the master; it is the slave who will have to work one hour more to pay it." And Counselor Saraiva is a planter and a man who understands just what he is talking about. Under such circumstances it is clear that there is little occasion for the sympathy now bestowed upon the slave-holding planters of Brazil. They have abused their opportunities and powers shamefully and wantonly, and they have therefore no claim whatever upon public regard and clemency. The needs of the country and the spirit of the day alike demand the immediate and unconditional abolition of Brazilian slavery.

LEGISLATIVE NOTES

There has been but very little legislation of importance in the Senate since our last issue. The naval budget passed with amendments on the 3rd. The budget for the department of justice is now in 3rd reading, and that of agriculture in 2nd reading. The supplementary credit for the department of empire passed on the 4th, and that of war with amendments on the 10th. The supplementary credit for 1,352,000\$ for the emancipation of colonies was advanced to 3rd reading on the 10th. The discussions in the Chamber have been much more animated and interesting than in the upper house, owing to the consideration of two important questions—emancipation and protection. On the 2nd Deputy Saldanha Maranhão repeated his interpellations of June 26th which were answered on the following day. The emancipation question was under discussion in the 2nd, 3rd and 4th. On the 3rd Deputy Carlos Affonso, attempted to defend the late fiscal administration of his brother, Senator Affonso Celso, but with little effect. On the 4th Deputy Felício dos Santos, of Minas, made a speech in favor of protection, to which the prime minister replied that the tariff could be no more protective than it is, and that he was decidedly in favor of a comparative free trade policy. The supplementary credit of 96,000\$ for the Amazon Navigation Co. with an amendment appropriating 25,000\$ for new street lamps in Rio passed on the 4th. The revenue budget passed its 3rd reading on the 11th the total having been increased to 117,338,000\$. It included an amendment abolishing the 1 1/2 per cent. additional duty on foreign goods shipped from one Brazilian port to another, and authorized the government to compile a new tariff, to substitute that now in force, the duties of which shall not exceed

those now in force, and which shall follow as closely as possible the tariff of 1874.

In reply to Deputy Saldanha Maranhão's interpellation of June 26, and repeated on the 2nd inst., the prime minister stated on the 3rd that the purchase and sale of coffee by the ex-minister of finance was done to support exchange. There were two purchases, the first through Francisco de Figueiredo & Co., to the extent of some 1,600,000\$ or 1,700,000\$, and the second through a credit opened with the Banco do Brazil to the extent of 4,000,000\$. The accounts are not yet settled. The difference between the departments of finance and empire (14,000 contos) as to the sécca expenses was an error in the last and has been corrected. He agreed with the interpellant about aiding the province of Amazonas with a special and lower tariff. The impost of 20 reis on tramway passengers should be suppressed because it could not be collected. The collection would require a soldier in each tram and to compel a passenger to get out for not paying the tax would be an act of violence and persecution. He was also opposed to the 20 reis tax on unoccupied lands in this city because such a tax should be uniform throughout the empire. He was opposed to the withdrawal of paper money from circulation under existing circumstances.

The interpellation of Deputy Joaquim Nabuco on the position taken by the ministry toward his emancipation project came up for discussion on the 2nd inst. He called attention anew to the urgency and importance of the question and stated that the country would be most fortunate were slavery to be abolished at once. He had compromised with the subject in fixing a time merely to get the support of those who would not support immediate abolition. He denied the right of the ministry to make a cabinet question of his project and to coerce the house by a threat of resignation. In reply Counselor Saraiva said that it was Deputy Nabuco who made it a cabinet question. The ministry had no right to initiate this question because it did not form a part of the popular wish. The question was inopportune. On the passage of a question so serious as this he should retire. The discussion was continued on the 4th inst. at which Deputy Nabuco renewed his arguments in favor of certain reforms in the emancipation law of 1871, and in favor of aiding the emancipation fund by creating new imposts, particularly by levying a tax of 1 per cent upon slave property. To this last Counselor Saraiva replied: "I have more experience in this matter than the noble deputy. My desire is to arrive at a solution of the question. The difference between the noble deputy and the minister is that I understand the question of slavery more practically than he. The tax upon the plantation slave is not going to weigh upon the master; it is the slave who will have to work one hour more to pay it."

LOCAL NOTES

The supplementary credit of 405,000\$ for the Dom Pedro II railway became a law on the 10th inst. It is reported that other cracks have made their appearance in the Pedregulho reservoir, even in places where repairs have been made. Dr. José Julio de Albuquerque Barros, late president of Ceará, entered on the duties of director of the bureau of agriculture on the 3rd inst. The necessary permission has been granted to the Botanical Garden railroad company to extend its tracks through Rua do Marquez de Olinda and Baniaba. Decree 7,802, of the 26th ult. grants permission to José Rodolpho Monteiro to search for mineral coal, oil, etc., in the valley of the Rio Parahyba between Lorena and S. José de Campos, S. Paulo. The Emperor has appointed Commandador Julio Constancio de Villeneuve, proprietor of the Jornal do Commercio, to represent Brazil at the Paris international conference, of November 4, called to discuss questions concerning the protection of industrial property. The guarda-mór of the custom house apprehended on the French packet Savonie on the 3rd inst., two sacks of hair and several packages containing clothing, shoes, silk and cotton umbrellas, shirts and cotton hose. The value of the goods was estimated at 5,000\$. We are informed that the sailors' mission work accomplished thus far this month comprises visits to 50 vessels in port and 50 shore visits to the hospitals, jails and emigrants' quarters. There is no need to repeat what we have before said regarding the encouragement which should be extended to this charitable work. The lamentable spectacle of the "Guaranys" with Mme. Durand in the cast, being presented on a benefit night to "a beggarly account of empty boxes," while operas composed by a lot of foreigners like Verdi, Rossini, Meyerbeer, Bellini, etc., are listened to by crowded houses, suggest that another native industry is evidently in need of protection from foreign competition. The unusual heat of the present season and the long continuance of drought are bringing upon this city many of the evils incident to the hot season. There is a scarcity of water in many parts of the city and the drains are becoming very foul. It is to be hoped that the minister of empire will take the present state of affairs into an early consideration, as the board of health seems to have retired after its late lament on last season's scourge of yellow fever. In accordance with the prime minister's declaration on the 3rd inst. that the vintem tax could not be enforced, several passengers refused to pay it on the S. Christovaline line on the following day. The company applied to the police for assistance in enforcing payment, and the police applied to the government for instructions. The answer was that the government did not find it convenient to oblige passengers to pay it. Those who wished to pay could do so, but the police could not enforce payment.

The provincial assembly of this province met on the 3rd inst. The 7th instant marked the fifty-eighth anniversary of Brazilian independence. Fifty-four refugees returned to Ceará on the coasting steamer Pernambuco on the 10th inst. According to the Jornal of the 30th the slave population of this city Dec. 31, 1879, was 50,707. A steam engine for the fire department from Merryweather & Sons, London, was received on the 10th inst. The police force of this city is composed of 700 men. The expense of this force during the fiscal year 1879-80 was 542,203\$507. It is reported that the minister of marine is about to establish a Botilla on the upper Paraná. The necessity for such a step does not appear. The total number of immigrants, including all 3rd class passengers, arriving at this port in the month of May was 2,207. The departures were 1,001. From the tenor of the speech of the minister of agriculture in the Senate on the 13th, it would seem that the government has no intention to come to an accord with the American steamship company. The chief of police has directed that one more ration of fresh beef shall be added to the weekly allowance at the beggars' asylum as a preventive of scurvy. Dr. Fort, who lately delivered a course of medical lectures in this city, the Emperor being one of his subscribers, has been made an official of the Order of the Rose. The debt of the province of Rio de Janeiro, according to the report of the provincial president, is 15,646,000\$, as follows: funded debt, 7,989,600\$; debt owing to the Barão de Nova Friburgo, 7,074,600\$; floating debt, 581,800\$. A new police regulation forbidding bathers to dress on the praias went into effect yesterday morning. As no effort has been made to suppress the infinitely more indecent practices which occur in every street in this city, there is some suspicion that this new order has been made in the interest of the bathing houses. In calling attention to certain abuses existing in the public departments, on the 2nd inst., Deputy Saldanha Maranhão stated that lands had been purchased through the department of agriculture for the new water works at prices ranging all the way for 180 to 800,000\$ per alquile (4.5 acres). One hundred and seventy-eight contos per acre is a pretty good price for land, even in Rio de Janeiro. An assassination occurred at No. 60, Rua do Regente on the morning of the 4th inst., in which a mulatto woman named Maria Leopoldina de Jesus was killed by one João de Jesus. The woman's throat was cut with a razor. The assassin was captured, mainly through the courage of another woman who held him until the police came. Thirty-eight foundlings were put in the wheel of the foundlings' hospital during the month of August. The number in the hospital at the beginning of the month was 203, received 38, returned by nurses 5, total 246. The number of deaths was 28, given out to nurse 18, married, 4, employed 1, total remaining at the end of the month 197. A meeting of various manufacturers was held on the 10th inst. for the purpose of organizing an Industrial Association in the interests of the recent protectionist movement. The meeting was presided over by Mr. H.-J. Hargreaves, of Hargreaves Bros., who presented a series of by-laws for the association. A second meeting will be held to-morrow, the 16th. At the invitation of Deputy Joaquim Nabuco a number of gentlemen met at his residence on the 7th inst. to organize an abolitionist society, to be entitled the "Sociedade Brasileira contra a Escravidão." A committee was appointed to perfect the organization, which will report at a second meeting to be held at the Theatre Lucinda on the 28th inst. A large number of prominent men will take part in the organization of this society. We are informed that the goods seized on a ferry boat by the customs authorities on the 27th ult., belonged to a poor Italian street peddler who had not only paid the duties on his little stock of goods but had the papers to show for it. Notwithstanding this, his goods were taken to the custom house and were there detained about two weeks, and were then restored only on the statement of the confederate who had dispatched them. During all this time the poor man was put to great trouble and no slight expense in trying to regain his lawful property, but for this there is no recompense. The least that could have been done, and which has not been done, would have been to publish the error and clear the man from an unjust accusation.

DIED.

BRIERLEY.—At Mossley Hall near Congleton, Cheshire, England, July 13th, 1880, Mary the beloved wife of the Revd. James Brierley, M. A., J. P. cat' evaded himself.

COMMERCIAL

Table with exchange rates for various locations including London, Rio de Janeiro, and other international markets, listing rates for gold, silver, and various currencies.

EXCHANGE.

September 3.—No changes from last quotations, bank transactions being effected on London at 23 1/2, bank paper, and 23 1/2 and 23 1/2 bid. mercantile paper. Six per centas 20 1/2 and 20 1/2 Banco do Brazil shares 27 1/2. Amazon Navigation Co. 15 1/2.



ARRIVALS OF FOREIGN STEAMERS.

Table with columns: DATE, NAME, WHERE FROM, CONSIGNED TO. Lists arrivals from various ports like London, Rio de Janeiro, etc.

DEPARTURES OF FOREIGN VESSELS.

Table with columns: DATE, NAME, WHERE TO, CONSIGNED TO. Lists departures to various ports like London, Rio de Janeiro, etc.

SHIPPING NEWS.

ARRIVALS OF FOREIGN VESSELS.

ARRIVALS OF FOREIGN VESSELS. MARRIUS—Br bk Amalia... MONTEVIDEO—Br bk... RIO DE JANEIRO—Br bk...

DEPARTURES OF FOREIGN VESSELS.

DEPARTURES OF FOREIGN VESSELS. LISBON—Br bk... RIO DE JANEIRO—Br bk... RIO DE JANEIRO—Br bk...

DEPARTURES OF FOREIGN VESSELS.

DEPARTURES OF FOREIGN VESSELS. RIO DE JANEIRO—Br bk... RIO DE JANEIRO—Br bk... RIO DE JANEIRO—Br bk...

DEPARTURES OF FOREIGN VESSELS.

DEPARTURES OF FOREIGN VESSELS. RIO DE JANEIRO—Br bk... RIO DE JANEIRO—Br bk... RIO DE JANEIRO—Br bk...

DEPARTURES OF FOREIGN VESSELS.

DEPARTURES OF FOREIGN VESSELS. RIO DE JANEIRO—Br bk... RIO DE JANEIRO—Br bk... RIO DE JANEIRO—Br bk...

DEPARTURES OF FOREIGN VESSELS.

DEPARTURES OF FOREIGN VESSELS. RIO DE JANEIRO—Br bk... RIO DE JANEIRO—Br bk... RIO DE JANEIRO—Br bk...

DEPARTURES OF FOREIGN VESSELS.

DEPARTURES OF FOREIGN VESSELS. RIO DE JANEIRO—Br bk... RIO DE JANEIRO—Br bk... RIO DE JANEIRO—Br bk...

DEPARTURES OF FOREIGN VESSELS.

DEPARTURES OF FOREIGN VESSELS. RIO DE JANEIRO—Br bk... RIO DE JANEIRO—Br bk... RIO DE JANEIRO—Br bk...

DEPARTURES OF FOREIGN VESSELS.

DEPARTURES OF FOREIGN VESSELS. RIO DE JANEIRO—Br bk... RIO DE JANEIRO—Br bk... RIO DE JANEIRO—Br bk...

DEPARTURES OF FOREIGN VESSELS.

DEPARTURES OF FOREIGN VESSELS. RIO DE JANEIRO—Br bk... RIO DE JANEIRO—Br bk... RIO DE JANEIRO—Br bk...

DEPARTURES OF FOREIGN VESSELS.

DEPARTURES OF FOREIGN VESSELS. RIO DE JANEIRO—Br bk... RIO DE JANEIRO—Br bk... RIO DE JANEIRO—Br bk...

FOREIGN SAILING VESSELS IN THE PORT OF RIO DE JANEIRO, SEPT. 13, 1880.

Table with columns: NAME, WHERE FROM, WHERE TO, CONSIGNED TO. Lists sailing vessels in the port of Rio de Janeiro.

FOREIGN SAILING VESSELS IN THE PORT OF RIO DE JANEIRO, SEPT. 13, 1880.

Table with columns: NAME, WHERE FROM, WHERE TO, CONSIGNED TO. Lists sailing vessels in the port of Rio de Janeiro.

FOREIGN SAILING VESSELS IN THE PORT OF RIO DE JANEIRO, SEPT. 13, 1880.

Table with columns: NAME, WHERE FROM, WHERE TO, CONSIGNED TO. Lists sailing vessels in the port of Rio de Janeiro.

FOREIGN SAILING VESSELS IN THE PORT OF RIO DE JANEIRO, SEPT. 13, 1880.

Table with columns: NAME, WHERE FROM, WHERE TO, CONSIGNED TO. Lists sailing vessels in the port of Rio de Janeiro.

MARKET REPORT.

MARKET REPORT. Rio de Janeiro, September 13th, 1880. Coffee—In view of the unfavorable advices from consuming countries...

MARKET REPORT.

MARKET REPORT. Rio de Janeiro, September 13th, 1880. Coffee—In view of the unfavorable advices from consuming countries...

MARKET REPORT.

MARKET REPORT. Rio de Janeiro, September 13th, 1880. Coffee—In view of the unfavorable advices from consuming countries...

MARKET REPORT.

MARKET REPORT. Rio de Janeiro, September 13th, 1880. Coffee—In view of the unfavorable advices from consuming countries...

MARKET REPORT.

MARKET REPORT. Rio de Janeiro, September 13th, 1880. Coffee—In view of the unfavorable advices from consuming countries...

MARKET REPORT.

MARKET REPORT. Rio de Janeiro, September 13th, 1880. Coffee—In view of the unfavorable advices from consuming countries...

MARKET REPORT.

MARKET REPORT. Rio de Janeiro, September 13th, 1880. Coffee—In view of the unfavorable advices from consuming countries...

MARKET REPORT.

MARKET REPORT. Rio de Janeiro, September 13th, 1880. Coffee—In view of the unfavorable advices from consuming countries...

Sept. 4.—Market a shade firmer at last quotations. Rates on London 2 1/2 bank paper; 2 3/4 to 2 1/2 mercantile paper. Mercantile rates on Paris 4 1/2 and 4 1/4 on Hamburg 5 1/2. Sovereigns 105 1/2 cash.

Table with columns: Shares, Company, Price. Lists various stocks and their prices.

BANK STATEMENT.

BANK STATEMENT. Official balance sheet of the Banco de Rio de Janeiro, published on 31st August, 1880.

BANK STATEMENT.

Table with columns: BANKS, Cash, Dividend, Profit. Lists bank financials.

BANK STATEMENT.

Table with columns: BANK STATEMENT, BALANCE SHEET AUGUST 31, 1880, ASSETS. Lists assets of Banco de Rio de Janeiro.

BANK STATEMENT.

Table with columns: BANK STATEMENT, BALANCE SHEET AUGUST 31, 1880, LIABILITIES. Lists liabilities of Banco de Rio de Janeiro.

BANK STATEMENT.

BANK STATEMENT. BALANCE SHEET AUGUST 31, 1880. LIABILITIES. Continuation of bank financials.

BANKS AND PUBLIC COMPANIES.

Table with columns: NAMES, CAPITAL, SHARES, DIVIDEND, PAID UP, RESERVE FUND, LAST QUARTER, AM'T, PAID. Lists banks and public companies.

PROVINCIAL NOTES.

The provincial assembly of Minas Geraes is convoked for the 20th inst.

The Provincia de Minas is the title of a new weekly newspaper recently started at Ouro Preto.

The Santos custom house receipts in August were 403,279\$55; internal revenue receipts 102,351\$81.

The provincial assembly of Ceara has appropriated 40,000\$ for the conversion of the Fortaleza jail into a penitentiary.

The August receipts of the Bahia custom house were 986,433\$44 for the general and 68,835\$45 for the provincial government.

A letter from Estrada Nova, dated the 5th, reports the assassination of a man by his slave on the 1st inst.

The provincial president of Rio de Janeiro reports the existence of 393 schools in the province—241 for males and 152 for females.

According to the Actuaidade, of Ouro Preto, the cotton factories at Curvello and Cedro, Minas Geraes, belonging to the Mascareñas family, produce more than a million metres of cotton fabrics annually.

A quarrel between two Italians, Capellano and Missorelli, at São Paulo on the 8th inst., about the wife of the latter's cousin, resulted in the death of Capellano from a dagger thrust, and in the wounding of Missorelli by revolver shots.

If the number and frequency of lottery drawings is any indication of surplus wealth, then Bahia ought to be one of the richest places in the world.

The Amazonas, of Manaus, of July 25, relates that a man named Pedro Majorca, of the village of S. Pedro, killed his mistress through jealousy a short time previous and was then killed by her brother.

Law 2,048, of the Bahia provincial assembly, passed July 20, grants a twelve years' privilege to José Vaz, Americo de Freitas and Carlos José Gonçalves for the introduction and manufacture of vehicles of modern patterns.

Information having been received at Pernambuco on the 18th ult., that a vessel was unloading contraband goods at Formosa bay, Rio Grande do Norte, the customs steamer Medusa was sent to investigate.

The August receipts of the Carangola railway were 41,428\$66.

It is reported that work will shortly begin on the Petropolis inclined railway for which Messrs Calogeras and Bernini now hold the concession.

The July receipts of the Castalgão railway were 99,816\$75 against 109,678\$131 during the same month of 1879.

A train ran off the track on the Valença railway on the 9th inst. near Esteves station. The accident is attributed to the bad laying of the track.

The August receipts of the Leopoldina railway were 163,758\$185, as against 114,088\$996 during the same month last year.

Blackburne carved his way to the front gaily and took the premium as coolly as he took to water.

Gantun was ruled out of second because of his objection to the hydrostatic feature of the race.

Mr. Young won this race with very little effort, Mr. Robinson coming in a good second.

Mr. Young won in first rate form, after a hot contest with Peake. He has the distinction of being the only American who has ever taken a first prize at the "sports."

Blackburne carved his way to the front gaily and took the premium as coolly as he took to water.

Gantun was ruled out of second because of his objection to the hydrostatic feature of the race.

Mr. Young won this race with very little effort, Mr. Robinson coming in a good second.

Mr. Young won in first rate form, after a hot contest with Peake. He has the distinction of being the only American who has ever taken a first prize at the "sports."

Blackburne carved his way to the front gaily and took the premium as coolly as he took to water.

Gantun was ruled out of second because of his objection to the hydrostatic feature of the race.

Mr. Young won this race with very little effort, Mr. Robinson coming in a good second.

Mr. Young won in first rate form, after a hot contest with Peake. He has the distinction of being the only American who has ever taken a first prize at the "sports."

Blackburne carved his way to the front gaily and took the premium as coolly as he took to water.

The August receipts of the Pirapetanga railway were 14,558\$80. The number of passengers carried was 2,028 of which 1,122 were second class. The coffee traffic amounted to 734 tons.

THE ATHLETIC SPORTS.

The second meeting of the year was held on the grounds of the British Cricket Club, on Independence day, Sept. 7th, and notwithstanding the threatening character of the weather in the morning, when a Scotch mist pervaded the atmosphere, there was a fair attendance of the British and American families of Rio to witness the "sports."

COMMITTEE.—H. K. Brodie, Hon. Secretary—Geo. E. Cox, Hon. Treasurer—H. G. Fitz Hugh—E. C. Joseph—J. Peake—F. Pennell.

JUDGES.—E. W. May—G. Nathan—The Revd. F. Young, M. A.

STARTERS.—M. Geo. Megaw.

STEWARDS.—C. Bull—A. M. Gull—W. James—W. R. Mc. Niven—C. E. M. Taylor—J. L. Thompson—A. Tootal—J. O. Urwin—K. F. Welby—W. B. Vents.

TIMEKEEPERS.—A. W. Saunders—O. Tudor.

The first contest on the programme was the 120 YARDS HANDICAP FLAT RACE.

1st prize: A Cup; 2nd prize: A Gold Breast Pin. J. Oliver, scratch; E. de Moraes, 4 yards; T. H. Okell, 4; T. Swanwick, 8; W. Ewbank, 10; G. Welby, 10; L. A. Schmidt, 10; G. S. Baird, 10; F. G. Wyatt, 11.

Time—12 1/4 seconds.

Moraes was heartily greeted after passing the score, and young Brazil was enthusiastic over the national victory.

HIGH JUMP.—Prize: A Dressing Case. J. Close, scratch; P. SWANWICK, 2 inches; W. G. S. Baird, 5.

Swanwick and Close were the real contestants, but the turf was unfavorable, and the height was nine inches less than Bartholmy's jump at the last meeting.

440 YARDS HANDICAP FLAT RACE. 1st prize: A Tankard; 2nd prize: A Set of Studs. E. Ramos, scratch; E. de Moraes, 10 yards; F. B. Jussiman, 20; J. Oliver, 20; W. G. Blackburne, 30; A. Maxwell, 35; G. Welby, 35; W. G. S. Baird, 40.

Time:—52 1/4 seconds.

This was a spirited race and well won by Baird. Buschman came in a good second.

PUTTING THE SHOT.—Prize: An Album. P. Swanwick—S. B. Oliver—J. OLIVER—A. Dantas. Distance:—33 feet.

"What's in a name"—S. B. Oliver carried off this prize at the former meeting. Didn't an Oliver, whose bust is not in Westminster, put a few shot with directness, at a series of meetings, on another field?

CHILDREN'S RACE, 80 YDS (competitors under 12 yrs) 1st prize: A Box of Water Colors; 2nd prize: A Writing Desk.

A. A. Schmidt, 11 years, scratch; M. C. Welby, 10 yrs, 10 yards; E. G. S. May, 9 yrs, 10 yds; Fred. L. Cox, 8 yrs, 15 yds; E. Cockshaw, 7 yrs, 20 yds; A. de Moraes, 7 yrs, 20 yds; J. S. Murray, 7 yrs, 20 yds; LILLY MAY, 6 yrs, 25 yds; Sidney F. Cox, 6 yrs, 25 yds; R. N. Gordon, 5 yrs, 30 yds; F. Tootal, 5 yrs, 30 yds; F. G. Wyatt, 5 yrs, 35 yds.

HAT TRICK HANDICAP FLAT RACE. 1st prize: (Under prize): A Silver Cup; 2nd prize: A Tankard.

J. F. D. Peake, scratch; T. O. Gantun, 10 yards; J. F. Quintella, 20; J. B. Buschman, 65; W. G. Blackburne, 70.

Time—2 minutes, 10 seconds.

Buschman won in first rate form, after a hot contest with Peake. He has the distinction of being the only American who has ever taken a first prize at the "sports."

HURDLE RACE, 120 YARDS HANDICAP 10 HURDLES. 1st prize: A Cigarette Case; 2nd prize: A Gold Pen. J. Oliver, 15 yards; T. H. Okell, 10; T. Swanwick, 10; G. Welby, 10; W. G. S. Baird, scratch.

Time—21 3/4 seconds.

MARRIED MEN'S RACE: 100 yards; Entries to close on the ground.

F. Young—Robinson—Cox—Wm. P. Mc. Niven—O. C. James—M. G. Megaw—John Gordon—J. O. Urwin—R. F. Welby—J. H. Sibley—J. Murray.

Mr. Young won this race with very little effort, Mr. Robinson coming in a good second.

300 YARDS HANDICAP FLAT RACE. 1st prize: A Cup; 2nd prize: A Locket. E. de Moraes, scratch; T. Oliver, 6 yards; T. H. Okell, 8; P. Swanwick, 16; A. Maxwell, 25; W. Ewbank, 25; G. Welby, 25; L. A. Schmidt, 25; Welby came to the score in fine style, and it was observed that the "Senior" gave expression to a handsome elation by a prolonged ring for the LONG JUMP.—Prize: A Writing Desk.

Mc CULLOCH BEECHER & COMPANY. Export and Commission Merchants. 41 AND 43 WALL STREET NEW YORK P. O. Box No. 2354

Facilitate the introduction into Brazil of American products, Machinery, Agricultural Implements, Railroad Supplies, Manufactory goods, Hardware, Dry Goods and specialties generally suitable for or adaptable to the requirements of that country, by furnishing reliable information regarding the special modes of preparing and packing merchandise, so essential to their profitable acceptance there, and by means of their Rio de Janeiro houses, bringing the American Producers, and Manufacturers into direct communication with the Brazilian merchants.

ENGLISH BANK OF RIO DE JANEIRO (LIMITED) HEAD OFFICE IN LONDON BRANCHES: RIO DE JANEIRO, PERNAMBUCO AND SANTOS

RUBBER HAND STAMPS For Merchants, Bankers, and for all business purposes, are taking the place of every other kind of hand stamp.

UNITED STATES AND BRAZIL S. S. LINE. Carrying the United States and Brazilian Mails.

WILSON, SON'S & Co., Limited. No. 2 Praça das Montanhas.

ROYAL MAIL STEAM PACKET COMPANY Under contracts with the British and Brazilian Governments for carrying the mails.

TABLE OF DEPARTURES, 1880. DATE, STEAMER, DESTINATION

LIDGERWOOD M'FG. CO., (LIMITED). Successors of MILFORD & LIDGERWOOD.

C. T. DWINAL, 34 RUA DA QUITANDA. Agent for the "DOMESTIC" and GROVER & BAKER SEWING MACHINES.

AMERICAN BANK NOTE & ENGRAVES AND PRINTS BANK NOTES, BONDS FOR GOVERNMENTS AND CORPORATIONS, BILLS OF EXCHANGE, CERTIFICATES OF STOCK, POSTAGE AND REVENUE STAMPS, POLICIES OF INSURANCE, AND ALL KINDS OF SECURITIES.

THE NEW LONDON AND BRAZILIAN BANK (LIMITED) HEAD OFFICE: LONDON BRANCHES: LISBON, OPORTO, PARA, PERNAMBUCO, BAHIA, RIO DE JANEIRO, RIO GRANDE DO SUL, AND MONTEVIDEO.

C. P. MACKIE & Co. PHILADELPHIA, Pa., U. S. A. Materials and supplies for Railroads, Street Tramways, Plantations, and General Engineering Work.

THE GILBERT & BUSH Co. TROY, N. Y., U. S. A. Railroad cars of every description, and of the best material.

THE WHARTON RAILROAD SWITCH CO. PHILADELPHIA, Pa., U. S. A. Safety railroad switches, frogs and crossings.

LEHIGH CAR WHEEL WORKS CATASAUQUA, Pa., U. S. A. Chilled iron carwheels for passenger, freight and street cars.

EDGE MOOR IRON CO. WILMINGTON, Del., U. S. A. Light portable railways for plantations and mountainous districts.

H. K. PORTER & Co. PITTSBURG, U. S. A. Light Locomotives for narrow gauge and plantation railways.

HOOKS SMELTING CO. PHILADELPHIA, Pa., U. S. A. Trimmings and fittings for railway and street cars.

CULMER SPRING CO. PITTSBURGH, Pa., U. S. A. Railroad and street car springs of all descriptions.

THE WESTINGHOUSE AIR BRAKE CO. PITTSBURG, Pa., U. S. A. Manufacturers of the Westinghouse Automatic Railway Brake.

GEO. K. TRYON, SON & Co. PHILADELPHIA, Pa., U. S. A. Anti-friction journal bearings for railroad and street cars.

THE JOHN A. ROEBLING & SONS CO. TRENTON, N. J., U. S. A. Iron and steel rope, wire netting, telegraph wire, &c.

JANNEY CAR COUPLER CO. The simplest, safest and most economical system of couplers and buffers for freight and passenger cars.

BLAKE ORE CRUSHER CO. Stone and ore breakers for use with steam, animal or hand power.

THE HOLLY MANUFACTURING CO. LOCKPORT, N. Y., U. S. A. Constructors of water works, pumping, draining and irrigating machinery.

RIO DE JANEIRO 115 RUA DA QUITANDA

Mc CULLOCH BEECHER & COMPANY Import and Commission Merchants 47 RUA DO GENERAL CAMARA RIO DE JANEIRO

Receive consignments of American products, Machinery Agricultural Implements, Manufactured Goods, Hardware etc., etc., subject to the approval of their New York House, to the prompt and satisfactory handling of which they possess unrivalled facilities.

THE NEW LONDON AND BRAZILIAN BANK (LIMITED) HEAD OFFICE: LONDON BRANCHES: LISBON, OPORTO, PARA, PERNAMBUCO, BAHIA, RIO DE JANEIRO, RIO GRANDE DO SUL, AND MONTEVIDEO.

Messrs. GLYN, MILLS, CURRIE & Co., LONDON, Messrs. MALLET FRERES & Co., PARIS, Messrs. J. H. SCHROEDER & Co., HAMBURG.

BALDWIN LOCOMOTIVE WORKS, PHILADELPHIA, PENN. (Established 1839) BURNHAM, PARRY, WILLIAMS & CO., Proprietors.

These locomotives are adapted to every variety of service, and are built accurately to standard gauges and templates. Like parts of different engines of same class perfectly interchangeable.

JACKSON & SHARP COMPANY WILMINGTON, DEL. Manufacturers of all styles and qualities of Passenger, Mail and Freight Cars.

A. WHITNEY & SONS, CAR WHEEL WORKS. (Established 1847) CALLOWHILL STREET, SIXTEENTH TO SEVENTEENTH STREETS PHILADELPHIA, PENN.

Chilled cast iron wheels (stepped by the Hamilton process) for railways, street cars, and mines. Axes of iron or steel. Illustrated catalogue furnished on application of customers.

MAURICIO SWAIN, Mechanical Engineer CURITYBA, PROV. OF PARANA.

GEORGE BUCKERIDGE, LIBRARIAN. No. 48, Rua do Ouvidor, 2nd Floor.

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

TERMS: One year's subscription, \$24.00 English and American subscriptions, £2 and \$10 Advertisements, 1/8 per inch per quarter. Business cards, 1/4 inch, 10¢ per quarter.

All subscriptions should run with the calendar year. BUSINESS OFFICE AND EDITORIAL ROOMS—R. Rua São Pedro. POST-OFFICE ADDRESS—Cais no Correo, N.º 71