

THE RIO NEWS.

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VOL. VII.

RIO DE JANEIRO, MARCH 15TH, 1880

NUMBER 8

OFFICIAL DIRECTORY

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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
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rubber bands, paper cutters, printing presses. Kitchen stoves,
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clamps, saw-sets, chairs and office furniture.

43 RUA DA ALFANDEGA 43
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THE MINISTERIAL CHANGE

On Sunday morning March 8th the journals of the city announced the resignation of the ministry of Jan. 5th. Speculation is busy in many places, and various causes are assigned for what must, after all, be called a sudden event. The well-informed, however, know that it was due to the personal scruples of Councillor Sinimbu with reference to the question of a dissolution of the chambers which brought on the result. The prime minister, as is well known, has always maintained that electoral reform should only be effected by an amendment to the constitution, notwithstanding the opinion of many eminent men in the liberal party that it could be achieved by an ordinary law. There were members, also of the ministry, who maintained this view, and since they had not been compromised by public utterances, as the premier had been, might easily have undertaken the formation of a new ministry to secure the reform by an ordinary law. Still with praiseworthy loyalty to their chief, they preferred to accompany him in his retirement from power.

Councillor Sinimbu came into power Jan. 5th, 1878, at a critical period in the history of the empire. He found a depleted treasury, a declining income from all sources, and a famine devastating the northern provinces.

He chose for his minister of finance a man of undoubted ability, excellent character, and radical liberal opinions; but of no previous financial experience. His first essays were productive of great harm to the country's interests at home and abroad, and his persistence in the advocacy of the most liberal opinions gave his colleagues a pretext to compel his retirement from the cabinet.

In the appointment of his successor the ministry gained an active defender in the chambers—a position made necessary since the former finance minister had marshalled his forces in opposition—but in his administration of the treasury and his callow endeavors to increase the revenue by onerous and annoying taxes, he rendered himself less acceptable than his predecessor.

Councillor Sinimbu, having determined upon a system of relief to meet the sufferings of his countrymen in the northern provinces, and having projected three rail-ways, the building of which was an integral part of his plan, determined on taking the portfolio of agriculture and public works. At the head of this department it is conceded, even by the opposition, that he acquitted himself with credit and ability.

For the most part the remainder of the portfolios were given to men of average character and ability who honestly made every effort to reduce expenditures and administer their departments economically.

It was in the political phases of the ministry's career that it met with the fiercest opposition from a minority in the lower chamber, which, at the beginning, was composed exclusively of its political friends. The fixed and persistent conservative majority in the Senate compelled Councillor Sinimbu to modify his liberal measures to make them acceptable to this body, and thus he drew out the unsparring criticism of his radical friends in the lower house.

The prime minister retires with the personal respect of the best men of both parties. All concede that he has borne himself in the trying ordeal with great composure and dignity and that he will hand over to the government with his successor with a consciousness of duty well performed.

The Visconde de Abaeté, who, between the years 1835 and 1858, had, at different times, held nearly every portfolio in the cabinet, was first called by the Emperor to undertake the organization of the new ministry. Some surprise was expressed at the selection, but when it was known that he had spoken in council in the most decided manner regarding the question which caused the resignation of Councillor Sinimbu, it appeared to be logical enough. The

venerable senator, however, declined the honor, and Councillor José Antonio Samiva was then invited to form a ministry, and accepted.

Councillor Saraiva has previously held the cabinet positions of minister of empire, marine, and war, and is a statesman of eminence and experience—the leader of the liberal party in Bahia, which province he represents in the Senate—and a man of unblemished character and reputation. It is presumed that Conselleiro Dantas will be offered the portfolio of agriculture.

A WELL-EARNED RECOGNITION.

It is with the greatest pleasure we publish the following well deserved recognition on the part of the British and Foreign Anti-Slavery Society of the great service rendered to the country and to humanity by Deputy Joaquim Nabuco. Mr. Nabuco stands today, young as he is, the representative of the soundest ideas, and the best sentiments, and is of the broadest minded and best educated of the rising statesmen of Brazil. He has had the courage and manhood to be thoroughly independent and to follow the inspirations of his own nature and his own convictions, rather than identify himself with any party for mere political purposes. To such men Brazil owes more of her high standing abroad than to any cabinet either liberal or conservative.

British and Foreign Anti-Slavery Society,
Office 55 New Broad Street, E.C.,
London, January 8, 1880.

To Senhor Joaquim Nabuco,
Dear Sir.

I have much pleasure in handing you the following copy of a Minute passed by the Committee of the Society: "The Committee of the British and Foreign Anti-Slavery Society desire to place upon record their sense of the great services rendered by Senhor Joaquim Nabuco to the cause of freedom, by the constant and untiring devotion with which he has laboured to prevent the carrying out of justice towards the unfortunate Catta Branca blacks so long held in illegal slavery by the São João d'El Rey Mining Co. The committee have seen with pleasure the decree passed by the Juiz de Direito of the Rio das Velhas district by which the Catta Branca blacks are now declared to be free—their freedom dating from 1860 and their wages to be allowed from that date. This decree the Committee trust to see carried out in its entirety without delay; but meanwhile they hasten to express to Senhor Nabuco the deep sense they entertain of the manner in which he has contributed towards the end now attained; and on behalf of all the suffering slaves they offer him their sincere thanks. They also, at the same time, wish to record their sense of the services he has rendered to the cause of humanity by his vigorous attack on the policy of the Brazilian government in their endeavour to introduce Chinese Coolie labor, under indenture, into Brazil. The Committee hold the opinion that this is but another name for slavery and they trust that Senhor Nabuco will continue to oppose the introduction of so nefarious a measure; and that his efforts, in this respect also, will be crowned with success.

With the expression of my high regard,
I am, Dear Sir,
Yours very sincerely,
(Signed) CHARLES H. ALLEN,
Secretary.

AN INTER-CONTINENTAL RAILWAY.

The following extracts from a letter addressed to some prominent business men of St. Louis, United States, by Hinton Rowan Helper, Esq., concerning the construction of an inter-continental railway, will be read with interest. Although the project may seem visionary and impracticable it should be remembered that there are many other great works now in existence which seemed equally impracticable at their conception. Even though the enterprise may be years ahead of its time, it is certainly worthy of a thoughtful and respectful consideration.

The occasion of my presuming to address to you this communication is what I have myself long regarded as a perfectly practicable enterprise, of unequal magnitude and transcendent importance, to which

through your own able and honorable services, as a committee of three men, I now desire to enlist at once the attention and active co-operation of the multitudinous peoples of three Americas. The object thus aimed at is nothing less than the earliest possible construction of a longitudinal midland double track steel railway, from a point high north in North America, running more or less southwardly through Mexico and Central America, to a point far south in South America; looking ultimately to such necessary and gradual extensions at either end, from time to time, as will eventually place Behring Strait and Cape Horn, and all the intermediate localities, in uninterrupted and continuous overland communication by steam and by telegraph.

My views on this subject will appear somewhat elaborately in a book, not wholly devoted to this scheme, however, which I intend to publish in the course of the next two or three months; and in order to prove conclusively my own earnestness and confidence in the matter, I herewith inclose a certificate of deposit for \$5,000 in the Bank of Commerce of St. Louis, payable to your joint order, or to the order of any two of you, on the first day of December of next year, 1880; the said money to be then expended by you in obtaining five of the most convincing and meritorious essays which may be offered meanwhile, three in prose and two in poetry, in truthful and vigorous and effective advocacy of the undertaking.

It is hoped that such an intense earnestness and enthusiasm may be awakened throughout all the countries from Alaska to Patagonia, inclusive, as will lead to the granting of all such requisite governmental guarantees and privileges and charters, by or before the 14th of October 1882, so that the vast enterprise may be actually begun not later than that day; and that at least 150,000 strong-armed and cheerful-hearted laborers may soon afterward be given work on the various sections of the line, and, by fair wages and just treatment, induced to continue their wealth-creating and civilizing exertions, without any unusual interruption, until the whole undertaking, in its longest and broadest and best conceptions, shall be substantially and gloriously finished for all future ages. Seven years more ought to suffice for the completion of this grandest and best of all the grand and good highways of the New World. The lapse of that period will find us facing the 14th of October, 1889. Three years later will take us to the 400th anniversary of the discovery of America. Let us be prepared to mark and honor that anniversary—a veritable index to one of the most conspicuous and momentous epochs in human affairs—let no welcome and signalize that superlative anniversary in St. Louis, by holding here at that time, the largest and most splendid and imposing world's fair that has ever been held on this earth; an exhibition at which shall be specially and fully represented the people, the products, the fauna, the flora, and the minerals, of every American nation between the Arctic and Antarctic seas and the Atlantic and Pacific oceans.

Well constructed and wisely managed, and fully protected by national and international compacts, from the dangers of undue interference by revolutionary factions, this road of roads, this great Northern and Southern backbone, from which Eastern and Western ribs will eventually radiate by scores and by hundreds, conveying an exuberance of new life and energy and hope and blessing to tens of millions of happy human beings, ought in time to be worth \$3,000,000,000 to North America, the same amount to South America, and \$1,500,000,000, more or less, to Mexico and Central America. Of these vast valuations and earnings, St. Louis and other portions of Missouri ought to be the recipients, from first to last, of \$100,000,000 or more; but these mere pecuniary estimates are motivational of only a material part of the advantages which may be fairly expected to flow from the colossal enterprise after it shall have been perfected. Every intellectual, moral, social, civil, political and industrial interest of mankind will be advanced; and, as an inevitable and delightful result of the aesthetic culture which will prevail, the most simple and unaffected amenities, elegancies, refinements and purities of life will everywhere increase and abound.

IGNORANCE REGARDING MACHINERY.

The general ignorance regarding machinery is surprising when it is considered that machines, in some form or another, enter so largely into the economies of our daily life. The Boston Journal of Commerce thinks that newspaper men are especially open to

this charge of ignorance, which in their case is the less excusable, as they are expected to "know something about everything." When such mechanical appliances and chemical operations are combined, as in the experiments of Edison, perhaps a lack of definite knowledge may be overlooked; for only a comparatively few specialists are au fait on electricity, an agent but recently introduced into our every-day life. But the steam engine—its office and work, and its session for generations, and the ordinary tools of the mechanic—the lathe, planer, screw-cutting machines, and other common appliances—are to be seen everywhere, and ought to be familiar to all. Yet the newspaper notices of machinery and tools are seldom correct unless written by a practical mechanic, and sometimes are laughable from their absurdity. A short time ago, in a notice of the derailment of a locomotive by the breaking of a connecting bar between the drivers, it was stated that the piston rod broke, and the end, falling to the ground, flaked the engine from the track. Another account told of the breaking of "the crank of the truck." Latterly we had an account of the "explosion of a steamboat's chimney," and "explosions of engines" are frequently mentioned. One account of a boiler explosion that tore the boiler house and engine room to pieces, gave as a reason why the engine was comparatively uninjured that the engine was not running at the time! The bursting of a fly wheel by the breaking of the governor belt, which stopped it, and allowed the full pressure from the boiler to enter the cylinder unchecked, was accounted for by the too rapid velocity of the governor! The collapse of a flue was called the "bursting of the crown sheet," and the worst explosion of all was the "explosion of a rivet." A notice was recently made of the cracking of the walking beam of a large engine, and the statement was made that the works would stop until a new "shaft" could be cast. A notice of a new marine engine stated that the piston rod ran in ball-thrust bearings—alluding probably to the thrust bearing of the propeller shaft! A description of a large boring lathe conveyed the information that the live cone ran in "cylinder boxes," meaning, evidently, that the live or head arbor ran in ball-bush metal boxes. A new planer was described as having "ways that run on V frames," and a screw machine which made machine screws from bars was credited with "threading the leads of the screws," and that process was described as done after the screw was cut off the bar. "A solution of bicarbonate of soda," was employed on the screw-cutting tool.

These inaccuracies are in some cases inexcusable, but, in most, a superficial knowledge of a machine, or a smattering of natural philosophy found in common school text books, would have prevented errors so egregious as to raise the laugh of ridicule.—Scientific American.

THE "CIRCASSIAN" CLAIM.

On January 19, a bill (S. 1,061) was presented to the United States Senate and referred to the committee on foreign relations, asking that the President of the United States be requested to call upon the government of Brazil to make payment of \$12,000,000, with interest at 6 1/2% from December 18, 1867, damages sustained in consequence of the violation of a contract entered into by the government of Brazil with Mr. Ernest M. Fielder.

When Mr. Quintino Bocayuva was in the United States as a Brazilian commissioner to promote emigration to Brazil, the steamer *Circassian* was chartered (Aug. 21, 1867), to go to New Orleans and there prepare to take on board and carry to Brazil a large number of emigrants. The owners sent the steamer to New Orleans, prepared her for the reception of the passengers at considerable expense and she remained at the dock the stipulated number of "lay days," when, no passengers presenting themselves, a claim was made for the usual forfeit. Up to this date the claim has not been recognized by the Brazilian government. Its validity turns on the point whether Mr. Bocayuva was the agent of the government of Brazil. A letter from the Brazilian legation at Washington assured the owners that any contract made with Mr. Bocayuva would be valid as to the Brazilian government.

The population of Chik, according to the census of 1875, was 2,668,424, which does not include 25,528 foreigners and about 40,000 Indians. In 1865 the population was 1,819,223.

THE RIO NEWS

PUBLISHED TRIMONTLY

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 a price current of the market, a table of freights and charters, and all other information necessary to a correct judgment on Brazilian trade.

(Cash monthly by advance)

Subscription table with rates for one year in Brazil, six months, and one year in the United States.

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—8 Rua São Pedro.

Agents for the United States: C. Mc CULLOUGH BEECHER & Co. 41 Wall Street, New York

RIO DE JANEIRO, MARCH 15TH, 1885.

AN ARTICLE in some of the daily papers stating that heavy shipments of coffee were being made on account of the Bank of Brazil and hinting at financial difficulties of the national treasury has called out a reply from the Diario Official.

THE EMPREZA Gabrielli seems to have excited a multitude of writers to accuse, excuse, claim and disclaim, laud and defame nearly everybody and everything connected with or related to this unfortunate enterprise.

THE indefatigable efforts of the medicals of Rio de Janeiro to discover the direct causes of the yearly—or six constant—occurrence of yellow fever in this city—is to be commended.

IN our issue of December 24th we gave a list of sixty Africans, free men under the anti-slave trade act of 1831, who were advertised for sale in Valença on the 19th of February, 1880.

PUBLIC HEALTH.

In the promotion of the public health, the goal sought to be attained is both the removal of every condition, matter, or thing which tends to cause ill-health among the people, or in any way to abbreviate the natural life of the individual in every rank and grade of society.

PUBLIC WORKS

The following extracts from the Journal do Commercio of the 13th instant gives a view of the manner in which public works are administered here which is worthy of thoughtful consideration.

THE NEW SYSTEM OF SIGNALING AT SEA.

The following system of ocean and river signaling has been agreed to by the governments of Great Britain, France, Germany, Russia, Italy, Spain, Portugal, Belgium, Denmark, Sweden, Netherlands, Austro-Hungary, Greece, Chili, and the United States of America.

THE KEYSTONE BRIDGE COMPANY OF PITTSBURG, PA.

has built an iron lighthouse for the Mexican government 146 feet high. It was erected in Pittsburg, then taken apart and shipped by rail to New York, and thence by sea to the mouth of the Tampico river where it is to be put up.

FAST RAILWAY SPEEDS.

The speed of railroad trains in France, Germany, and the United States is still below that of several lines in England. The "lightning train" on the Paris-Marseilles line makes the distance of 539 miles between these two cities in 15 hours and 21 minutes.

LOCAL NOTES

The City of Paris left New York Mar. 5. The Trent left Lisbon for Brazil Feb. 28. The Laguna de Freitas "do well" again.

RAILROAD NOTES.

The locomotive has arrived at Canada on the Baturité road. The Ceará tramway was to have been opened on the 14th inst.

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THE RIO NEWS.

A gambling house in Niteroy was broken up by the police a few days ago and twelve persons were captured of whom eight were sent to prison as persons having no visible means of support.

A friend of ours who has been out of Rio several months and just returned, remarks that Rio is improving as far as bad smells are concerned. Mr. Well, if the smells have changed at all they must have improved.

The Brazilian ironclad *Grifa Paris* left here for the River Plate on the 6th. It had to be wended at after the narrow escape it had from being run down by the *Solimoes*. The only wonder is that the vessels don't all leave.

The British Minister, Francis Clare Ford, Esq., and family sailed for England on the *Tiger*, on the 9th inst. The affairs of the Legation will be in charge of the second secretary of legation, William Edward Goschen, Esq., during his absence.

It is going the rounds of the provincial papers that John C. Kip Hopper is actively at work in the States getting together material for a permanent exhibition in Rio. Oh yes! John Kip Hopper is a gentleman of indus. that is, we would say an industrious man—works hard, lively, active.

In commenting on the riots in this city in January last, the *Correspondencia* says that it would have been better that the troops should have shot down ten thousand of the rioters than that the law should have been trampled under foot. This reminds us of the "ton to Richmond" days. Any one can be brave 500 miles from the conflict.

Several cynics who sneer at everything Brazilian are quite amused at the impression that the *Solimoes* incidents will make on the River Plate people. But that is just where our cynical friends are mistaken. If a monitor under control is a dangerous enemy, what dismay would a monitor uncontrolled and uncontrollable carry into their ranks!

Many of the Italians who are stopping in this city have taken a fancy for Tijuca. They go up there for their health, of course; but the inhabitants and visitors at that charming resort are objecting to the abrupt manner in which they are taking possession. It is even said that these unwelcome health-seekers are objecting to the common practice of carrying money.

The monitor *Solimoes* at last succeeded in restraining herself and left on a trip up the gulf river. She goes down the coast to Grand Island and is expected back on the 16th. The friends of her officers and crew are awaiting the latter event with great anxiety.

Laws.—News has just been received to the effect that the *Solimoes* is in difficulty somewhere down the coast. The transport *Alcatraz* has been her assistance.

In view of the recent attempt to rob a merchant vessel lying at anchor in this harbor, and of the practice of "slanghanging" sailors and crews, would it not be well to infuse a little new blood and a little more activity into the water police. The existence of a gang of men in this city who practice "slanghanging" even under the official noses of men who are sworn to prevent it, has become notorious and it is full time that some effort should be made to suppress it. The sudden disappearance of men has become too frequent by far.

The *New York Herald* has created another sensation by giving a hundred thousand dollars to the sufferers in Ireland. Now we are not quite so rich or so famous as the *Herald*, but we don't propose to be left entirely in the lurch in such matters. We therefore, of our own free will and accord, offer for the same purpose the sum of five thousand reals. It will be necessary however that the *Herald* or the King of Ireland either come or send for his checks, as the banks in this city are not able to give money for such large amounts, owing to the small business now doing in the exchange market.

Weakness the following excerpt from the columns of *American Correspondence*, published at Washington, D. C.

While General Schenck is lying upon his deathbed, some ultra-Republican newsmongers have been circulating a rumor that he was to be appointed Minister to Brazil, in place of Mr. Hilliard, who has always been accused, by those who enjoy the confidence of Mr. Hayes, of having actively served in the rebel army during the civil war. But the President of the United States will not allow himself to be influenced in this matter, knowing, as he does, that Mr. Hilliard has been constantly growing in favor and influence with Dom Pedro II and his government, while he has scrupulously watched over the interests, both private and national, of the United States in Brazil.

Gen. Schenck was minister to Brazil in 1853.

MOVEMENT OF THE STOCK MARKET FROM MARCH 4 TO MARCH 13 INCLUSIVE.

Table with columns: SHARES, COMPANY, PRICE. Lists various stocks like Banco do Brasil, Com. do Brasil, etc.

BANK STATEMENT

Proportion of cash reserve to liabilities on deposits at call and short notice of banks of Rio de Janeiro, taken from the official monthly balances published Feb. 28, 1886.

Table with columns: BANKS, Deposits, Cash, Profits. Lists Banco do Brasil, Com. do Brasil, etc.

BANK OF BRAZIL

BALANCE SHEET FEBRUARY 28, 1886.

ASSETS.

Table with columns: Commercial Department, National Treasury Bills, Bills secured by collateral, etc.

LIABILITIES.

Table with columns: Capital, Reserve Fund, Special, Notes of Bank, etc.

MARKET REPORT

Rio de Janeiro, Mar. 13th, 1886.

Coffee.—The advices from consuming countries, instead of showing a decline in the market, have been almost entirely stopped, the total sales since the 4th instant amounting to only 16,180 bags, viz:

Table with columns: United States, Europe, Cape of Good Hope, etc.

COMMERCIAL

March 13th, 1886.

Par value of the Brazilian mil reis (\$1000, gold, 127 do do of \$1.84 per £1. 54 34 cents do of \$1.89 in Brazilian gold. \$889

Bank rate of exchange on London today. 23 1/2 do do of \$1.84 per £1. 54 34 cents do do of \$1.89 in Brazilian gold. \$889

Present value of the Brazilian mil reis (paper), 82 1/2 reis gold, 60 in \$1.84 per £1. 54 34 cents do do of \$1.89 in Brazilian gold. \$889

Value of \$1.00 (18 1/4 per £1. 54 34 cents do do of \$1.89 in Brazilian gold. \$889

Value of £1 sterling, 108 1/2

EXCHANGE.

Mar. 4.—Rates remain firm fixed at 23 1/2 for banking par on London, and 41 1/2 per franc on Paris. Sovereigns sold at 108 1/2 and 108 1/2 per cent. applied at 105 1/2 and 105 1/2.

Mar. 5.—Rates unchanged. Sovereigns sold at 118 for the 14th.

Mar. 6.—Rates same. Six per cent. applied sold at 105 1/2.

Mar. 7.—None of the banks drawing to-day except one which was reported to have sold at 23 1/2. Hesitation due to change of ministry. Small quantity on Paris for 40 1/2 per franc, mercantile paper.

Mar. 9.—Very few transactions in mercantile paper at 23 1/2 and 23 1/2.

Mar. 10.—No change from yesterday's report. Mercantile paper on Paris 40 1/2 per franc.

Mar. 11.—No quotations in bank paper. Light transactions in mercantile paper on London at 23 1/2 and 23 1/2.

Mar. 12.—Light transactions. Market opened at 23 1/2 for bank paper, 40 1/2 for mercantile paper, on London, and closed at 23 1/2 d for the 12th and 23 1/2 d for the last.

Since then have arrived 234,318 feet per Edna M. Gregory from Pernambuco, which are not yet sold. The demand is improving and the market is firmer at 30800 to 31800 per foot will be obtainable.

Acacia.—There have been no arrivals and there is no stock in first hands. Second hand \$800 per case is asked but we do not think that fresh arrivals would fetch above 780 to 790 per case for Dave's Brilliant.

Lard.—Continues inactive at 205 per box for George 205 " " " Jenkins 205 " " " Wilson.

Arrivals are 4,450 kegs per *Winifred* from Baltimore, not yet unshipped. *Rain* is unchanged at \$800—\$850 per barrel. Arrivals are 320 barrels per *Lambini*, not yet landed.

Coin.—The arrivals since the 1st instant have been 6,625 tons from Cardiff 5,200 " " " Swansea 1,425 " " " Liverpool.

We quote: New Castle 25000—27000 Cardiff 21800—23000 Sundries 16800—18800

ARRIVALS OF FOREIGN VESSELS.

MAR 13. MARSEILLES.—Fr bk *Lamorieux*, 439 tons; Delhomme, 63 dc; Rio to H. N. Dreyfus & Co.

MAR 12. CALCUTTA.—Fr bk *Lothian*, 270 tons; Baptiste, 26 dc; affia to J. M. F. H. & Co.

MAR 12. RIO GRANDE.—Port bgn *Libertador*, 175 tons; Carlsson, 20 dc; port to D. Pedro II R.R.

MAR 12. ARACAJU.—Port bgn *Alagoas*, 275 tons; Concilio, 9 dc; sundries to H. N. Dreyfus & Co.

MAR 12. LAVAREDES.—Nor bgn *Stedje*, 199 tons; Johnson, sundries to J. M. F. H. & Co.

MAR 12. CORTHUGAL.—Sw bgn *Vesta*, 242 tons; Hogberg, 79 dc; pine to H. N. Dreyfus & Co.

MAR 12. RICHMOND.—Am bk *American Lloyd*, 310 tons; Whitmore, 40 dc; flour to J. Sauer & Co.

MAR 12. LAVAREDES.—Nor bgn *Stedje*, 199 tons; Johnson, sundries to J. M. F. H. & Co.

MAR 12. CARIBBE.—Ship *Paraguaná*, 1081 tons; Fahlman, 63 dc; port to D. Pedro II R.R.

MAR 12. LAVAREDES.—Dan bgn *Fosnating*, 146 tons; Sundt, 58 dc; sundries to J. J. O. Faria.

MAR 12. PERNAMBUCO.—Sp bgn *Patip*, 250 tons; Pat, 35 dc; jerked beef to J. M. F. H. & Co.

MAR 12. SPANISH.—Ir bgn *Arche*, 236 tons; Brong, 9 dc; corn to J. N. Vinco, 200 tons.

MAR 12. SPANISH.—Ir bk *Talia*, 371 tons; Brong, 9 dc; corn to D. Pedro II R.R.

MAR 12. CAMERON.—Sw bk *Grantham*, 373 tons; Fellows, 38 dc; coal to Royal Mail Co.

MAR 12. SUNDERLAND.—Nor bk *Alcoa*, 284 tons; Benlisen, 37 dc; port to J. C. Pacheco, 100 tons.

MAR 12. PASCAGUAL.—Ir bgn *Edna M. Gregory*, 386 tons; Smith, 26 dc; pine to order.

MAR 12. CAMERON.—Ir bk *Clairton*, 197 tons; Dulle, 63 dc; coal to W. S. & Co., Limited.

MAR 12. MARSILLES.—Sw bgn *Stralau*, 235 tons; Holm, 39 dc; sundries to L. Lang & Co.

MAR 12. OBERLIN.—Port bgn *Sandwich*, 424 tons; Latta, 42 dc; sundries to José Antonio Gonçalves Santos.

MAR 12. LIMA.—Peruvian—Port bgn *Traveller*, 222 tons; Vilgalt, 37 dc; sundries to J. M. F. H. & Co.

MAR 12. BALTIMORE.—Nor bgn *Winifred*, 320 tons; Dutton, 40 dc; flour and lard to Wright & Co.

MAR 12. NEW YORK.—Fr bk *Lamorieux*, 157 tons; Plesic, 50 dc; sundries to Arthur Moss & Co.

MAR 12. CALCUTTA.—Fr bk *Margate*, 465 tons; Young, 63 dc; coal to Royal Mail Co.

MAR 12. OBERLIN.—Port bgn *Clairton*, 197 tons; Plesic, 50 dc; sundries to J. M. F. H. & Co.

BANKS AND PUBLIC COMPANIES

Large table with columns: NAMES, CAPITAL, SHARES, DIVIDEND, etc. Lists various banks and public companies.

MONTEVIDEO.—Braz bgn *Saphir*, 228 tons; Valentin, 14 dc; jerked beef to D. M. Grillo.

DEPARTURES OF FOREIGN VESSELS.

MAR 13. GUAZOU.—Ir bk *Nova Carida*, 56 tons; Marche; ballast.

MAR 13. MACAO.—Ir bk *Serendy*, 182 tons; Silva; ballast.

MAR 13. NEW YORK.—Sw bgn *Experiment*, 284 tons; Zanon; coffee.

MAR 13. IGUAPE.—Port 1/2 *Porto Alegre*, 169 tons; Motaz; sundries.

MAR 13. PERNAMBUCO.—Fr bk *Jean Pierre*, 450 tons; Jean; ballast.

MAR 13. VALPARAISO.—Sw bk *Lisette*, 305 tons; Falk; ballast.

MAR 13. ST. THOMAS.—Ir bk *Easton Empire*, 1751 tons; Love; lard.

MAR 13. BALTIMORE.—Am bk *London*, 233 tons; Myrick; coffee.

MAR 13. BUNDS AYRES.—Sp bk *Reuaro*, 233 tons; Reo; ballast.

MAR 13. RIVER PLATE.—Sp bgn *Nueva Carida*, 129 tons; Kochel; ballast.

MAR 13. PERNAMBUCO.—Sp bgn *Taine Miller*, 205 tons; Miller; ballast.

MAR 13. BUNDS AYRES.—Sp bgn *Duric*, 143 tons; Abian; sundries.

MAR 13. QUEBEC.—Am ship *Bridgeport*, 1527 tons; Adams; ballast.

MAR 13. PERNAMBUCO.—Fr bk *Alagoas*, 393 tons; Françoise; ballast.

MAR 13. NUNOBAMBUI.—Sw bk *Robert*, 331 tons; Edlundson; coffee.

MAR 13. BALTIMORE.—Am bk *Temple*, 331 tons; McLean; coffee.

MAR 13. ARACAJU.—Gr bgn *Johann*, 200 tons; Lange; ballast.

SHIPWRECK.—We learn from the Brazilian papers that a Br bk *Mystry*, Capt. Felipe Davis, was lost on the Rocas Reefs, off Cape St. Roque on the 24th ult. The crew escaped in one of the boats and landed at Natal in the province of Rio Grande do Norte. From that time many of the sailors were nearly withered and it was inferred that the accident happened in the night. She is said to have been loaded with kerosene. We can find no record of a Br bk which exactly answers the description here given. The shipping record gives a Br bk *Mystry*, 723 tons, Capt. Billip, and the N. Y. Marine Record mentions a Br bk *Mystry*, 425 tons, Capt. Daniels, belonging to Liverpool. We therefore infer that the vessel mentioned by the *Register*, is the one wrecked. She had left New York about the 21st of Jan. bound for Anjer. From the nature of the reefs upon which she struck we imagine that the vessel and cargo had totally lost. About two years ago the Brazilian government advertised for bids for the erection of an iron lighthouse upon these reefs, the structure being at that time at Pernambuco. Since that time nothing was heard of the matter until this week occurred, when it was stated in the leading Brazilian paper of this city that no work in the light house in the month of the Amazon had been completed, the engineer Mr. Hector von Ikeny was a resident on the Rocas light house.

—An sch *Carita Tilton* left Santos for New York on the 6th instant in Rio de Janeiro.

—Costa Rican *Katie*, 202 tons, was sold at auction in the port of Rio Grande do Sul, on the 26th of Feb. The price paid for her was 2,200 \$ or about \$100.

—On the 26th ult. there were nine vessels in the port of Rio Grande do Sul waiting for deep water to be able to pass the bar.

—Pine planks and other material have been washed ashore at Iguape, province of Ceara, from which it is believed that a wreck has occurred somewhere off that coast.

—An bgn *Dantheria* is heading tallow at Rio Grande do Sul. Destination not known.

—An sch *Rio* brought 373 sacks of corn from New York.

—Capt. Johnson of the Am bgn *Apollonia* arriving here from May's Feb. 24, kept by Br bk *Edward* from Boston to Australia, twenty days out, in N. lat. 15° 34', long. 24° W. All well aboard.

—The captain of the Sw sp *Fosnating* arriving here from Liverpool on the 9th inst. had bespoken two vessels in his voyage. One was the R. W. W. from Hamburg to Arica which is in the port of Rio Grande do Sul. The other was the J. D. S. C. from Hamburg to Western Port, and was passed in N. lat. 0° 19', W. long. 26° 28'. All well aboard both.

FREIGHTS.

Table with columns: Steamers, Sailing Vessels. Lists various shipping routes and rates.

ARRIVALS OF FOREIGN STEAMERS

Table with columns: DATE, NAME, WHERE FROM, CONSIGNED TO. Lists ship arrivals.

DEPARTURES OF FOREIGN STEAMERS

Table with columns: DATE, NAME, WHERE TO, CARGO. Lists ship departures.

NOTICE TO SHIPMASTERS

Hydrographic Department, Rio de Janeiro, Feb. 20, 1886.

Notice is hereby given that on the 11th of January last a large iron buoy, 200 lbs. weight, and having the customary alarm bell has been located on the point to which the Brazilian steamer *Guara* was sunk, at the bar of the port of Belém in the province of Para.

By Order of the Director General.

NOTICE TO SHIPMASTERS

Hydrographic Department, Rio de Janeiro, Feb. 20, 1886.

Notice is hereby given that on the 29th of January last an iron buoy was located on the stake on the canal of the port of Antonina upon which the Portuguese bark *Alvares* struck in December last.

By Order of the Director General.

FOREIGN SAILING VESSELS IN THE PORT OF RIO DE JANEIRO, MAR. 13, 1886

Table with columns: NAME, TONS, WHERE FROM, CONSIGNOR. Lists foreign sailing vessels.

PROVINCIAL NOTES

A colony is about to be established by the president of Ceará. The place chosen is Canafistula on the Baturité railway. James and education will here be given those children who lost their parents during the recent drought.

—Pernambuco exported 81 slaves in Feb. 1879 and 157 in Feb. 1880.

—A telegraph line has been extended to the town of Belmonte in Bahia.

—Dr. Jaguaribe is about organizing a colony of orphans on his plantation at Rio Claro.

—On the 29th ult. 200,000 had been subscribed for a central sugar factory at São Filadelfia, province of Rio.

—Meeting of armed bodies has been prohibited in the Argentine republic.

—Remington fire arms are being used in Buenos Ayres.

—Will the *Gazeta do Porto Alegre* please correct the table of arrivals and departures of vessels for that port during the year 1879? Both tables are headed *anúncios*. See No. 45.

—The Maranhão assembly was opened Feb. 3.

—The Pernambuco assembly was opened on the 1st.

—Subscriptions to the fund for erecting a monument to General Ozorio have reached the sum of 4,791,600 in Rio Grande do Sul.

—A project has been introduced into the Amazonas assembly renewing and modifying the contract of that province with Brocklehurst & Co. for steam navigation between Manaus and Liverpool. Trips are to be made bi-monthly, and the ports of Havre and Villa Bella da Imperatriz are to be included, touching at Havre however only on the outward voyage, and on the return trip whenever there is any cargo. Freight rates are to be modified, and the contractors are to receive 16,000 more per annum than by former agreement.

—A society called the Beneficente Artística Nacional has been organized in the province of the Amazonas. It will hold an annual exposition of the natural and artificial productions of that province. The first one of these expositions will be held on the 5th of Sept. next.

—The Amazonas custom house collected 51,292,800 in January.

—There were 344,088,391 in the treasury of the Amazonas on Jan. 31 ult., and they are putting on airs about it.

—Pará has five telephone lines.

—The chief of police of the province of São Paulo reports eleven cases of suicide, and nineteen cases of accidental death in that province in 1879. Of the persons committing suicide, seven were slaves. The means used were three by hanging, three by drowning, four by fire-arms, and one by poisoning.

—They were only seven fires in the province of São Paulo during the year 1879. The damage done would probably be covered by twenty-five centos.

—Sergipe promises a fine sugar crop this year.

—The custom house receipts of Bahia in February were 944,793.

—Three persons were drowned on the 27th ult. at Tietê, S. Paulo, in trying to cross the river on a raft.

—The president of the province of Rio has ordered the collection of an impost of three per cent on sugar exported from Campos and S. João da Barra.

—An auctioneer in Campos the other day found when he came to deliver a lot of goods he had sold, that the butter was lard with a thin layer of butter on top; the coffee was mixed with corn; the oil with water; and cinnamon, pepper and sage with farina.

—A dangerous prisoner escaped from the jail in Cantagallo on the 22nd ult.

—The Pernambuco navigation company paid a dividend of three per cent, last month. The steamers of this company will not touch at any ports between Pernambuco and Macaé hereafter.

—The change of cabinet seems to give general satisfaction throughout the provinces.

—Late advices from Ceará state that since Feb. 16 rains have fallen at various points. Mr. Morsing chief engineer of the Baturité railroad, telegraphed that rain was falling all along the line; at Aracati heavy rains have also fallen. From Parahyba heavy rains are reported in all the sections during the first week in February. From Rio Grande do Norte (date not given) there are still complaints of drought. The people who had begun to despair of having a rainy season this year are now more hopeful and measures are being taken to send back to their homes the *retrahentes* accumulated in the capital of Ceará.

—The *Piza* of Maranhão relates that on the occasion of a fire on board a lighter loaded with cotton in the port of the capital, the fire department was represented by an antiquated engine to which water was brought in an old butter can. Buckets, axes and other articles useful on such occasions were remarkable for their absence and the boat and cargo was a total loss.

—The provincial debt of Pará has been reduced from 2,428,888,160 to 1,986,058,854 since the end of 1877. The revenue for the last half of the fiscal year 1879-1880 was 3,377,410,642 which is nearly 200 centos greater than that of the entire fiscal year of 1875-1876 and within 1,500 centos of that of last year. The last five years have shown a steady increase and it is very gratifying to see that at least one northern province is prospering.

—An evening school has been established in the Japalyha colony for orphans, near Angra dos Reis.

—There was great rejoicing in Rio Grande do Sul over the change of ministry. The selection of Councilor Saravia is considered to forecast more liberal reforms than could be attained under the present ministry.

—Commodore Luiz Ribeiro da Cunha has just presented a league square of well-wooded land to the province of Ceará for the site of the projected orphan asylum. It is situated near the end of the Baturité railway and the station of Canafistula will be nearly in the centre of the tract. There is a never-failing spring of water on it, a spring from which the laborers on the railway were supplied—carrying the water in some instances for leagues.

THE SAILORS' MISSION

The first six months of the Sailors' Mission at this port, under the supervision of Rev. Francis Curran, closed with the month of January. During that time over six hundred vessels were visited and a large quantity of Bibles, tracts and newspapers were distributed among the sailors. And besides all this Mr. Curran was a constant visitor at the hospitals where he gave all the aid in his power to the sick, and at the boarding-houses where he spared no effort to improve the condition of English-speaking sailors. The good accomplished in this way is simply beyond all computation.

The receipts of the Mission during the six months were 1,000,500, of which 865,500 were received from voluntary contributions in this city, 130,000 from the American Bible Society, and 5000 from a lady in São Paulo. The expenditures amounted to 824,500, of which 540,500 was for the salary of the missionary, 225,000 for rent of Bethel, 45,000 for boat hire, and 34,000 for miscellaneous expenses. There remained in the Mission treasury, therefore, a balance of 176,000—a sum about sufficient for expenses during the month of February. The Mission has also received during its first half year many donations of books, magazines, newspapers, a boat from an American shipmaster, and many other favors.

During the present year it is hoped to place the Mission on a better and more advantageous basis. In addition to Mr. Curran, who has had an experience of forty years in this kind of work, it is intended to employ another missionary so that the mission work may be extended and perfected. A better locality for the Bethel is also desired, so as to bring its religious services and its reading room into nearer contact with the sailors. To do this effectively it will be necessary to increase the funds at the disposal of the mission.

We do not feel it necessary to urge the claims of this enterprise, as its work commends itself to the public at a glance. A charity which seeks unostentatiously to benefit a class of men whose weaknesses and ignorance of the ways of the world have made them proverbially helpless and profligate, is a charity which should never be compelled to ask twice for assistance. And in this port, of all others, its needs should be met promptly and liberally.

We are requested to state that contributions will be received by Rev. J. J. Ransom, Caixa 384; by Rev. Francis Curran, at the Bethel, or at this office. Newspapers, magazines and books will be gladly received.

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Purchasers of Brown's Ginger are warned against piratical counterfeits intended to rob them of the splendid reputation of this matchless article. All 1880 Brown's Ginger is prepared by Frederick Brown, Philadelphia, and the label leaving his name is incorporated with his *Private U. S. Internal Revenue Stamp*, so counterfeit which is felony.

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TABLE OF DEPARTURES, 1880.

Table with columns: DATE, STEAMER, DESTINATION. Includes Mar. 14, April 9, Nov. 1.

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THE Rio News

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

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In its treatment of current events the News will seek only to give an exact idea of the acts and tendencies of the government and people in order that business men may be enabled to know the prospective risks of their investments.

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