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Vor. VI.

RIO DE JANEIRO, OCTOBER 15TH, 1879

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BRAZILIAN RAILWAYS.

The railway constructed by this company, though a short one. was origin ally intended as a trunk line from which were to be extended branches to the north east to the colony of Mundo Novo, and to the northward and westward, tapping the valleys of the Cahy and the Jacuhy, and the western frontier; and with a branch or branches in the future to the north or "Encima da Serra," and another nearer the coast line towards Torres and the province of Santa Catharina; and in a remote future another ramification towards Camaquam and Pelotas; thus forming a grand net-work system of railways which would have concentrated all the commerce of the northern and middle parts of the province in the capital, and collocated it in easy communication with its northern neighbors.

It was well known to the projectors that the traffic on a railway line terminating at S. Leopoldo or New Hamburg would never yield great profits, and this belief has been verified by the results, though since the line was completed to the latter place there has been an improvement in the traffic returns over what was realized when the line was only open to São Leopóldo. The line in its present length can never become a great commercial one, from the simple fact that the river Sinos is navigable for and navigated by small steamers from S. Leopoldo to Porto Alegre the year round, though in extremely dry seasons the steamers sometimes ground in a particular turn of the stream, and it is said that the com-munication has at rare times been interrupted for weeks together from the same cause; yet with all this, neither here nor elsewhere can railway transportation compete with fluvine carriage.

The company's hopes of extending their line as above indicated were encouraged by the following facts: first, that the third article of their contract with the provincial government, approved by an imperial decree, guaranteed it from the intrusion of any other railway within a zone of "five leagues of eighteen to the degree" on either side of the axis of the railway except in the case of cross lines, and even these by the same article were forbidden to receive passengers or freight within the privileged belt of ter leagues, or a little more than forty-one miles; and, second, that this zone is necessary for any lines which may be projected from Porto Alegre to the west, unless gigantic sums be expended to pass the extensive swamps and flats, or "varzeas" annually overflowed by the rivers Sinos, Cahy, and Jacuhy; and to avoid these obstacles, the western line would necessarily occupy the railway under consideration as far as São Leopoldo or near it, or take a parallel direction, which would be exactly contrary to the letter and spirit of the contract article alluded to. So patent are these obstacles to railway construction that the imperial railway from Porto Alegre to the west comnenced its operations at Cachoeira on the Jacuhy and left the long section to Porto Alegre for after consideration.

Up to the present the company's hopes Up to the present the company's nopes have been frustrated, and when the imperial line under construction intrudes on the privileged zone, they will be stifled forever as far as the western and principal extensions are concerned. Now for the history of the

sembly as evidenced by law No. 685 of August 27, 1869.

The imperial decree, No. 4,830, of Nov The imperial decree, No. 4,350, of Nov-ember 23rd, 1870, authorized the company to commence operations, and by the pro-vincial law, No. 745; of 29th April, 1871, the contract was modified so that the effec-tive capital was reduced to 1,800,000\$ with a guarantee of seven per cent. per annum; a single line only was required, the gauge was reduced to one moter, and the bridges were allowed to be built for the railway's usage alone, and not for the public traf-fic as required by the original contract. These changes were ratified on May 15th, 1871, the company in the mean time having been formed and its officers appointed. The works were immediately commenced with John Mc Ginity as superintendent, R. Cleary as resident engineer, and Watson and Smith, contractors, and the line was opened to public traffic on April 13th, 1874 o São Leopoldo, and to the terminus in

The line is 32k 842m to São Leopoldo, and $9^k \, 611^m$ more to New Hamburg, in all, $42^k \, 611^m$, with four intermediate stations. There are three iron girder bridges, those over the Gravatahy and Sinos rivers each of three spans of 18m, 29, and built on cast iron cylinders of 1m,52 diameter; and the Wianz bridge of one span of 9^m.15; be-sides there are short extensions of wooden tressel work at the Cadêa and over the flats on the left bank of the Sinos river. The heaviest cutting is at the summit of Sapu-caia ridge and is 8m.23 in the middle; the steepest gradients are over the same ridge ascending one in fifty for 1k 198m, and descending at the same rate for 1k 128m, as well as crossing the Estelos ridge where the same gradient ascends for 198 meters in ex-tension and descends for 290 meters; the sharnest curves and there are few of them. are of three hundred and five meters radius, except in one instance where for econom ical reasons a short curve was adopted of two hundred and forty-four meters radius These gradients and curves were not abso lutely necessary, as they could have been easily avoided by lengthening the line, and at greater cost than could be justified for a nar row gauge railway with the traffic expected

THE RIO GRANDE BAR.

The following communication treats of a subject which intimately concerns the com-mercial interests of one of the most prosperous provinces of this empire. We have called attention to the dangerous state of the Rio Grande bar again and again, we have pointed out how necessary its im provement is to the prosperity of the whole province of Rio Grande do Sul; we have urged this matter upon the Brazilian author ities because of the steady growth of the ba and the consequent danger to the vessels entering and clearing at that port. Thus far, however, nothing practical has been done. Our correspondent is a gentleman who has full and practical knowledge of the subject, and we can heartily commend his suggestions to the attention of all persons interested in the trade and prosperity of this important province. The remedy which he suggests is simple and comparatively inexpensive; it can either be employed for temporary relief, or, if found sufficiently serviceable, for regular employment in the improvement of the bar.

nprivileged zone, they will be stifled forever as far as the western and principal extensions are concerned. Now for the history of the railway.

By a law of the provincial assembly, No. 599, January toth, 1867, the president was authorized to contract for a railway between the termini of the existing work, and in February, March and April of the same year, surveys, plans and estimates were prepared, and on July 30th, 1869, the provincial government under President João Sertorio celebrated a contract with the content simulation of the contract was approved by the provincial as-RIO DE JANEIRO, October 2nd, 1870.

Europe and the United States, and which, I think, is the only remedy.

The "bar" may be described as follows. From the entrance proper to the bar proper is a distance of about two miles, with a channel averaging a quarter of a mile in width, running N.N.W. and S.S.E., and ranging from about seven fathoms depth a the entrance, to three fathoms depth close to the outer bank. On the north is the outlet, between the lighthouse point and opposite shore—a width of about halfa mile; on the east, a sand-bank; and on the south, another sand-bank, and on the south, another sand-bank, and on the south, another sand-bank, at right angles to the stream, and in most parts very narrow), against which the stream rushes and make a little deeper passage to the east, west, or over it, forming thus the entrance over the bar. I suppose the water runs out live-sixtles of the year, with a velocity of from one to six miles an hour. The bottom of from one to six miles an hour. The bottom of the channel is composed of sand and mut, the banks of exceedingly fine sand, and outside the banks especially to the southwand, of mud.

The immense outflow of the whole profuse, charged with sand which it has picked up at the sides, or which has been blown into it, and soil, in a greater or less degree soluble, rushes against the south hank, deposits the greater part of the sand on or just over it, and floats the lighter soil far outside.

The German brig weeked on that bank for weeken and the company's reply?—"We cannot librate the company's reply?—"We cannot librate which do not belong to us." But the retailed the state of the case, and I need to stay on the fast of the case, and range is of teach stay on the state, but the fasts of the case, and range is of teachers. By a continue, and which became extinct by this contact, were tarned with the fasts of the case, and a lather them. By a continue, and which became extinct by this contact, were tarned over to the Sao Josof Ela.

The media of the case of the case, and range is of teachers of this.

soluble, rushes against the south bank, deposits the greater part of the sand on origination or it, and floats the lighter soil far outside.

The German brig wrecked on that bank a few months ago has, in my opinion, caused the bank to "grow,"—from which a nesful hint might be taken—through its offering more resistance to the stream and causing in consequence the deposit of more sund. The morth bar, as it is called, seems to be closing up, and the south bar, after some futful starts, is the one in present use.

My idea for improving the bar is as follows. A small, light-draught, powerful paddle steamer, with a rake of some peculiar construction towing a stern, should be procured and this should be used to continually sit up the bed of the outer channel, the deposits in a greater portion of which would be carried away to a convenient distance by the same force which took them there. By this means Lifancy that it would not be difficult to attain and keep a depth which would allow vessels of thirteen or fourteen feet drught to enter under ordinary circumstances. Gales of wind and heavy swells might occasionally throw the work back, but those of sufficient force or duration would not be frequent.

I believe that sixty contos per annum would cover all expenses, allowing the steamer a sufficient and fairly paid crew, a consumption of three tons of coals per working day, and work pursued four days in the week throughout the whole year.

I commend this to your notice, having sen your remarks on the Rio Grande bar, and I trust the idea may be of use to you, as I feel convinced that you are most ready to inquire into anything conducive 'to the good of the country.

Very truly yours,

THE MORRO VELHO SLAVES

On the 26th of August, Joaquim Nabuco brought the case of the Cata Branca blacks, now held in illegal slavery by the S. João d'El-Rey company in their mines at Morro Velho, Minas Geraes, before the Chamber of Deputies and asked the minister of justice or perjoines and asset the minister of justice for certain information in regard to the present status of these negroes and the measures taken by the government to secure their liberation. On the 30th ult. he brought the matter before the government a second time in the following address:

s brought the matter before the government a second time in the following address:

Gentlower:— The rechmation which I am about to make is of the same character as that which has just teen made by my noble friend, the depays for Minas. It is made to the honored minister of justice who was present, but whom I do not have the pleasure of seeing in his seat at present.

A month ago I made a requisition in regard to the Morro Velho company, which concerned more than two hundred persons retained by that company in illegal slavery. My questions did not call for any great information. They were, so to speak, an interpellation to the government, and I hoped the noble minister of justice would hasten to give the necessary explanations. But his excellency has not done so and now, after a whole month, the camara allows me to renew that same petition to his excellency, and to ask him what the government has done to punish those who are enslaving free men. The Morro Velho company has undertaken to reply to my disconse in this Camara, and to the important publication which appeared in The Ro Naws, an American paper published in Rice Ro Naws, an American paper published in Rice Ro Naws, an American paper published in Rice Langitahmen, subjects of Her Britannic Majesty, were involved in a conspiracy against Brazilian laws for the purpose of realizing profit from the enforced labor of slaves. But in its replies the company has

MINISTER AND THE STATE OF THE S

proprietorship and salaries of over two rune.

What is the company's reply?—"We can extra slaves which do not belong to us." I last is that twenty years ago those men be run which knows it, and its party to the contained the short of the contained the strength of the contained the contained the strength of the short of the strength of the strength of the short of the strength of the strength of the short of the strength of the and none, and none, ent their supposed ento company, therefore, I reply, and merely said slaves because mer su

seply, and inerely said that it could not liberate these slewes because they were not its sown. But the former superintendent sent to Ionalon for a power of atomogy actionizing him to materiolate these performer superintendent sent to Ionalon for a power of atomogy actionizing him to materiolate these performers and the property of the responsibility which rests you it in regard to this lateful traffic, this shampful conspirings to reach entirely a limited traffic, this shampful conspirings to reach the responsibility which rests above, how the representative, and the property of the accord of two accords of the season of the s

so many years for the emane it may be four ment do that to proceed a flow of the subject is shorter a supplied to the first in this additions attempt a the rather account of the reason, the Camara will not take it amiss, seeing that we do not know the length of the session in we remaining to us, that I come again to make it is appeal in the name of the liberty of those of our fellow-chitens who are still held in captivity by the Morro Velho mining, company.

THE RIO NEWS

e eve of departure of the America French packet of the 15th., and Mail packet of the 24th. of the mon

The que

tance to this country, that it becomes sor

s a summary of news and a review of Brazilian affeirs the arrivals and departures of foreign vessels, the com-report and price current of the market, a table of freight reres, and all other information necessary to a correc-t on Brazilian trade.

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Rio de Janeiro, October 15th, 1879

THE DEATH of General Osorio, which tool place on the evening of the 4th instant, closes a long and eventful career, than which there is none more striking and brilliant in Bra zilian history. Born and reared in an obscure station of life, his early opportunities were not those which are commonly deemed necessary to fit men for positions tof trust and great responsibility. Though possessing a vigorous intellect and great natura abilities, his early education was scarcely sufficient to meet the most ordinary demand upon it, and his active life in the field precluded any systematic attempt to remedy the defect. His robust constitution, his restle and his natural abilities, however, enabled him to achieve success and to hold a proud position in spite of all these disadvantages. Entering the army as a private at the age of fifteen, his education was that of a soldier, his tastes, his virtues and his faults were those of a soldier, his promotions and eventual fame were the legitimate frui of a brilliant soldier's long and successful career. We can not call him a great ger eral, nor compare him, with the great military leaders of the old world; a man's fame must necessarily rest upon his opportunities and the manner in which he embraced them His own manliness of character forbade any such comparisons in life, as there could be no just comparison with the circum-stances and results of his career. Trained in the partizan warfare of the Rio Grande revolution and of the border struggles with the Platine republics, his characteristics as a soldier were more of the irregular foray where personal dash and courage are called into action, than of the trained tactician who handles large bodies with precision and plans his battles in accordance with the established rules and regulations of military science. Osorio's science was that of the irresistible dragoon who rides down all opposition, that of the borderer whose disciplined eye and arm are the only counselors of his dashing courage. In the Paraguayan war, where the allied armies of Brazil. Urn guay and the Argentine Republic were held at bay by the half-starved bands of the one little republic of Paraguay for five long years, he won his greatest renown, and here as elsewhere because of his bravery and energetic fighting qualities. Fearless, un-tiring, straight-forward and unassuming, he was the model soldier of the war, the hero whose exploits won for him the title of legendario among the Brazilian people. Idolized by his soldiers, the lowliest of whom was always "comrade" to him, reverenced and honored by the people at large to whose unwarlike sense his personal prowess seemed like a revival of the chivalric deeds of the middle ages, it is not strange that his name and deeds have become house-hold words. The remembrance of his sterling honesty, his out-spoken manliness, his simplicity of speech and singleness opurpose, his modesty, generosity and warmheartedness should also live with his soldierly deeds, for they too are worthy of emulation. His character, his lame need no terms of exaggerated praise; the brave soldier and simple-hearted man should still live in the time to come just as he was known and loved a few days since.

THE VIEWS of the Brazilian government on the question of introducing Chinese labor into Brazil as expressed by Counselor hold that the various conditions of life which

thing more than a party measure, something more than a temporary expedient to meet the impending crisis in the labor market. It is a question which can not fail to affect seriously almost every industry and insti-tution of Brazil, for it must influence in some degree the character of the people, the creation and execution of laws, her social, political and commercial relations with other nations, the increase of population, the future development of the empire in wealth, in political administration, in moral and in tellectual development. It is evident, there-fore, that it must be met on the broadest and highest grounds of political philosophy, and highest grounds of political philosophy, and with the clearest appreciation of its possible and certain influences upon the Brazilian people. This stage of the discussion, in our opinion, has not yet been fully reached. The ministry sees with great clearness that the emancipation law of 1871 is slowly reducing the laboring force of the agricultural districts—an effect which everyone sees. It understands also that steps must soon be taken to meet this inevitable scarcity of labor in order that the produc-ing industries of the country shall suffer no deterioration. It turns therefore, mistakenly as we believe, to the first and only agency which offers a renewed supply of service labor, and endeavors to justify its act by assumed economic differences between Brazil and other countries, and by the seeming necessity of this element to the large proprietorships. The recent experiences of some of the American states and British colonies with the Chinese are well known, and the inevitable result in the discourage ment of European immigration is frankly admitted. We must believe then that the Brazilian government has made a deliberate choice in this matter, and that it prefers the Asiatic to the European laborer. It hardly seems possible that an enlightened government of the nineteenth century could commit itself to so fatal a policy, but when its prime minister says that the Chinaman dangerous competitor to the European laborer," that he "being more temperate, receives a smaller salary and so temperate, receives a smaller salary and so leaves a broader margin of profits to the proprietor," that "this is exactly one of the reasons why we should desire him," and that "Chinese immigration to this country is a necessity," we can draw no other conclusion than that the choice has been made and that too at the expense of free labor.

The results of such a step can easily be foreseen. The Chinese who will be brought here under contract, for a spontaneous immigration can hardly be expected, who wil be employed under contract and a minimum wage, who will be controlled by overseers unwage, who will be controlled by overseers un der all the degrading accessories of slavery must inevitably supplant all free and intelli-gent labor, and we shall still have all the debasing and weakening influences of a stagnan servile laboring class. Slavery will be abolished only in name; its characteristics and influences will remain as potent as ever. The same system of wasteful cultivation and reckless management will be continued, and the country will be as far from the highway of prosperity as when dependent upon the enforced labor of the African slaves. turning the European immigrant from her doors, Brazil will be simply turning away from the civilizing and stimulating influences of the day.

IT APPEARS that the chief reason why the government wants Chinese labor is its fulness, if not its necessity to the present system of large proprietors. "I under stand," says Mr. Sinimbú, "that Chinese stand," says Mr. Sinimbi, "that Chinese immigration to this country is a necessity, and without it planting on a large scale will find itself very much embarrassed." And in view of the possible division of these large estates, the greater number of which are no uncultivated or wasted by a most vicious and uncultivated or wasted by a most vicious and prodigal system of cultivation, he asks, "what would become of these proprietors? Naturally they would have to abandon agriculture; then what career would they follow? Either they must become very poor, of they must follow some branch of public hie which even now is insufficient for those who which even now is insufficient for those who do not follow agriculture." Are we then to understand that there are but two avocations into which a Brazilian can enter—agriculture or public employment? Does Mr. Sinimbú

Sinimbú, which we gave in our last issue are known and honored in other parts of the world, are unsuited to Brazilians, or un-worthy of their choice? Must we believe demand a more extended discussion than we were able to give them at that time. The question is one of such vital importhat this government is established for the special benefit of its public employees and its wealthy proprietors, and that all other classes and occupations must shift for them-selves as best as they can? Does the Brazilian government announce to the world that the man whose estate is estimated by square leagues has claims upon its care and legislation to the exclusion and injury of the poor man whose simple necessities are de pendent upon his daily toil? If it does not accept these conclusions then it must reject the position assumed by its prime minister in favor of Chinese labor. There can be no legislation in favor of a certain class without an injury to all others, and when that class happens to be the wealthiest and most powerful, the injury resulting to the others is beyond all calculation. If the great land-holders cannot sustain themselves without slavery or without government support, then let them fall! If they are too indolent, too ignorant, too weak to keep up their estab-lishments without servile labor, then they deserve to fall, and with their fall will come the regeneration of Brazil. There is no country on the face of the globe to-day with a system of cultivation so wasteful as that of Brazil; there is no country whose agricultural proprietors, as a class, are so ignorant of their calling and less progressive than those rietors, as a class, are so ignorant of of Brazil; there is no country where the sys-tem of cheap, servile labor has been tried under more favorable auspices, and where it has so signally failed as in Brazil; and there is no country where the same class has had a more complete control of the government and better opportunities to strengthen itself by legislation than in Brazil. And yet, we are informed to-day by the chief of the imperial cabinet, who is himself a large landholder, that "we ought to seek resources for the planters," and that without Chinese serwile labor they will become "very much embarassed." Then let them become "em-barassed;" and let them suffer the conse-quences. If they are too indolent and im-potent to help themselves, their places should be filled by better more in be filled by better men. Moreover, if the government's influence is to be employed in this matter, instead of introducing a retroactive, servile class, let it use all just means to break up these estates and to give substantial encouragement to the European immigrant and the small proprietor. Let the legislature impose a tax on land, repeal the tax on transfers, adopt a better system for the registration and transmission of titles to prope admit naturalized foreigners to all the rights of citizenship, annul the present system of colonization, confine the authority of the church within its proper sphere, abolish every species of export duty and reduce the duties on imports, reduce the freight rates on government roads, turn out one-half of the public officials and compel the rest to observe the principle that they are public servants rather than public overseers, and obs dignify all occupations by recognizing the superiority of none. We do not include "electoral reform" because it will accomplish nothing. Of the others, it is safe to predict that no real prosperity will ever visit this country until they are accepted and incorporated into its political institutions. We not see that the economic laws which have governed the development of other countries are inapplicable to the conditions and requirements of Brazil; on the contrary we must insist that the same economic errors will necessarily produce the same economic results. This effort, therefore, to administer the government for the benefit of its great proprietors will fail just as inevita bly as it failed in France. The real strength of a country lies in its middle class, and thi middle class is just the one that will suffer most through the present policy of introducing Chinese to sustain and perpetuate this vicious system of large proprietorships.

vicious system of large proprietorships.

—Small-pox is reported at Tieté, province of São Paulo. The people are leaving the place.

—Deputy Zana introduced a bill on the toth inst, for the receion of an equestrin state to General Cosoio in the Praca Don Pedro II.

—The total number of immigrants arriving at this port during the month of September was 1,28%, of which 71 came from the River Plate and the others from Europe. The total departures for the various provinces of the empire were 284.

—The custom house returns at this port for the third quarter of 1879 are: receipts from import duties, 8,165,1789733 from export duties, 2,915-3045975 total receipts, 11,077;8238848. For the same peirold lad year the receipts were: from imports, 8,269,921\$448 from exports, 2,615,032\$432; total receipts, 10,824,953\$280.

GENERAL OSORIO.

Manuel Luiz Osorio, Marquez, do Herval, Marshalo the narry, Senator and Minister of War, was born in the nunicipality of Conceição do Arroio, province of Rio Grande do Sal, on the toth of My, 1808. Of humble origin, little is known of his early life, up to his entrance upon his military career. A few days previous to the completion of his fifteenth year be entered the imperial army in Kin Grande as a private sodiler, his military career thus beginning only a few months after the declaration of Benilian independence. He served throughout the revolution in Rio Grande, being promoted to an ensign in 1824, and to a lieutenancy in 1827. The latter part of the bayes of the Canada, under whom, forty years later, he served again in the Paraguayan war. In 1838 he was premoted to a captain, in 1824 to a major and in 1844 to a lieutenant-colonel. In 1852, in the war against Rossa, Sorio was in command of the 2nd regiment of Rio Grande lancers. At the lattle of Caseros, Feb. 2, 1852, his reputation for courage first hecame national by a gallant charge upon a lattery of thirty-sis pieces, by which the Paraguayan war as the standard of the paraguayan war in 1852, to a lieutenant-colonel. In 1852, and the war against Rossa closing soon after, a period comparative pance easted until the breaking out of the Paraguayan war in 1855. During this time of comparative pance easted until the breaking out of the Paraguayan war in 1855. During this time obsorio extreet warmly into the political contests of his province, where he was looked uponas one of the leaders of the liberal party. In 1864, he was approached by friends who tried to enlist his sympathes in a pronosed revolution by offering him its teadership, but to no avail. Throughout all his long career, even when his province was in arms sgalast the imperial government, this loyally was never marred by a moment's defection.

On the declaration of war against Paraguay in 1855, by Brazil, Uruguay and the Argentine Republic, Osorio was saterial to Argenine territory to organize a f

the time through to the practical closing of the war in 1879, General! Osorio was actively engaged in the conflict, generally leading his men in person. At the battle of Avahy, Dec. 11, 1869, he was shot through the jaw while leading a charge on the enemy's front, which compelled his retirement from service for a few months. He soon returned to the field and commanded the 1st corps during the closing scenes of the war. He was made a field-marshal in 1865, leutenant-general in 1867, and marshal of 1867, in the composition of 1877. In addition to these military promotions, he was successively honored with the title harmy of 1877. In addition to these military promotions, he was successively honored with the title hame of a parish in Rio Grande do Sal, where he had rendered service to the empire in the early part of his military career.

At the close of the was regarded as a chief of the liberal party. On the 11th of January, 1879, the was chosen sentant from his province, taking his seat on the 1st of May following. His arrival at Rio de Janeiro on that occasion was one of the most brilliant teceptions ever accorded to a public man in 1883.

Rio de Janeiro on that coession was one of the most hilliant receptions ever accorded to a public man in Brazil. On the 5th of January following he was chosen a member of the new liberal exhinet and was assigned the portfolio of war. It was con-sidered that his great popularity was one of the strongest factors of the new exhinet. He died on the 4th of October, instant, in his seventy-first year.

LEGISLATIVE NOTES.

the 4th of October, instant, in his seventy-first year.

LEGISLATIVE NOTES.

— By an imperial decree of the 1th inst. the present season of the General Assembly is further extended to the 22nd anst. It is somewhal painful to see these illusarious representatives compelled to work so long and so andousely without pay, but the government seems to be fully determined in the government seems to be fully determined in the matter. "A bird that can sing and work 'sing, must be made to sing." — The ministry of war made vacant by the dealt of the Marquez do Herval has been filled by the appointment of Consubherio Job Lustons da Cunha Paranagad, senator from Piauly. Senator Faranagad was mainster of war in the liberal enhance during the Paragrayan war. The previous nomination of the Visconde de Pelotas, of Rio Grande, was not accepted by that gentleman. —Owing to the death of the minister of war and the manifestations of respect which this event has called forth, the sessions of the General Assembly have been greatly interrupted, and the work accomplished has been very limited. In both houses various tilhotes of respect have been paid to the frame of the decased soldier. On the 6th the assembly did not meet hecause of the furneral ecramonies, and on the 7th both houses adjourned. In the Chamber, lefore the adjournment took place, several eloquent enlagies were pronounced. On the 8th the Chinese mission credit passed its third reading, and it now goes to the Emperor for his signature. The irrepressible Anamon subsidy bill still elicits long and labored speeches and has not yet passed its second reading in the Senate.

—On the 10th the government was questioned by Visconde de Pelotas was made and the decree is used before consuling the nominee. When, therefore, the Visconde set of belots was made and the decree is used before consuling the nominee. When, therefore, the Visconde set of belots was made and the decree is used before consuling the nomine. When, therefore, the Visconde set of belots was made and the decree

and that he complimented the Visconde de Pelotas on his refusal to enter the present ministry. Galdino das Neves also proclaimed. Trapblicanism, the republicanism were complimented for having a menther of the cabinet (Conselheiro Lafeyette), and altogether the small but courageous hand came out of the contest with flying colors, and in much better condition than the ministry.

—In the Chamber the principal disensation of the week took place on the 8th, when Deputy Manoel Pedro questioned the government on its policy in the introduction of Chinese labor. This deputy made a telling speech against the policy and pointed out the evils which it will entail upon the country. In reply, Counselor Sinimár responded in the same termis as before the Senate, adding, however, that the government hoped to introduce the culture of tea and silk through the introduction of Chinese labor. Josapium Natuco followed with a powerful speech in which he announced his belief of Chinese labor. Josapium Natuco followed with a powerful speech in which he announced his belief hat it was impossible to state just lobe therefor the country were slavery abolished at once.

—Some interesting figures were brought to light by the budget discussion in the Senate on the 13th. The minister of hance stated that it was impossible to state just low much the sécon had cost the country, but up to adate ii will be somewhere between fify and sixty thousand contos more will be required before the next winter. Twenty thousand contos for fine midter of the country were stated of from fifteen hundred to two thousand contos of from officen hundred to two thousand contos for from fifteen hundred to two thousand contos for from fifteen hundred to two thousand contos for from fifteen hundred to two thousand contos from fifteen hundred to two thousand contos for from fifteen hundred to two thousand contos from fifteen hundred to two thousand contos for from fifteen hundred to two thousand contos for from fifteen hundred to two thousand contos for from fifteen hundr lief" had been granted to every province in empire except four-Paraná, Santa Cathar empire except four-Goyaz and Matto Gros

—The French packet La France which arrived at this port on the 4th inst., brought 1,421 passengers, of which 391 landed here and 1,021 proceeded to the River Plate.

-Field-Marshal José Luiz Menna commander of the army in Rio Grande do Sul, died on the 11th inst. He was a brave officer and served in the Uruguayan and Paraguayan campaigns.

in the Urigayan and Paraguayan campaigns.

—At a meeting of the shareholders of the Banco do Brazil, held on the 4th inst., the accounts for the bank year of 1878-9 were examined and approved. The Visconde de Figueiredo and Conselheiro Pereira da Silva were chosen members of the board of di-

The Paris correspondent of the Yornal do Commercio says that the direct monthly service of the British steamers between Borleaux and the River Plate has been suppressed. The time table of the Liverpool and Valparaiso steamers via Borleaux will be as follows for the remainder of the year. The steamers leaving Bordeaux Sept. 20, Oct. 18, Nov. 15, and Dec. 13, will sup of Stantiander, Corunna, Carril, Vigo, Lisbon, Pernambaco, Bahia, Rio de Janeiro and the River Plate; and the steamers leaving Oct. 4, Nov. 1 and 29, and Dec. 27, will stop only at Lisbon, Ro de Janeiro and Montevideo.

—Scarcedy are the funeral ceremonies of the late General Osorio finished than a dispute has arisen as to the last east of his life. For many years he has been prominently identified with the masonic order, to which his loyally during life was unquestioned. The Apartolo now asserts that his last words were received by Brother Fidelis, a Capuchin triar, and that he renounced masonry and died absorded by the charch. Several friends of the deceased, who were present during his last moments, pronounce the assertion false, and add that only after life was existent did the friar perform the duties of his office. It is only one more proof of the inanity and absordily of this crusade against amsonry.

—We trust that our readers will bear in mind that the recently-cognized Soliors' Mission, for English-speaking seamen, is supported by the curibulions of friends. The enterprise is now fairly under way, and is in charge of Rev. Francis Curran, who received 129/500, and expended 122/500. Other flavors were also conferred upon it, all of which are thankfully acknowledged. The mission rooms are located at 16 flavors were also conferred upon it, all of which are thankfully acknowledged. The mission rooms are located at 16 flavors were also conferred at license. We then thought that the science of taxation had quite touched hottom. Within the last few days, however, another step has been taken, which completely throws the other into the shade. The bo

THE RIO NEWS.

WE ARE making our arrangements—and we trust that those parties who are spreading a report that we are about to suspend, will pay particular attention to this—to challege and improve Titz Rto NEWs at the beginning of next year. This step is rendered necessary because of the increasing pressure on our advertising columns, and to accommodate our detailed and enlarging market reports—both of which are encoaching on our space for news and discussion of current topics. We desire also at this time to return one thanks to our many friends here and a total be beginned and the English and American press for their many flattering notices of our enterprise.

—Late news from Pilanguw state that the heavy—

—Late news from Pitanguy state that the heavy August frosts did great damage in that locality to the coffee and cane plantation. Destructive fires have also added to the misfortunes of the planters, a large tract of country having been burntover. The damages are estimated at 100,000\$.

COMMERCIAL

EXCHANGE.

October 4.—Both mercantile and banking rates on London
1 ½ d. Banking rates on Pails 442 and mercantile 440 rs. per
anc. Six per cent. apolices sold at 1034\$ and sovereigns at
18420.

11839.

Oct. 6.—Rates on London remain unchanged. Banking rates on Paris 445, mercanile 441 rs. per france on Hamburg hanking rates 46 rs. per mark.

Severeigns sold at 118300, and six per cent. apolices at 10945.

Oct. 7.—Nates unchanged. Six per cent. apolices sold at 10850, overeigns sold at 118300 with 118300 officed.

Oct. 6.—Mercanile rates on London at 975 and 2 756.

Oct. 6.—Mercanile rates on London remain at 2156 on Paris 442 is per france. Act of the 100 per france of the 100 per formal paris 442 is per france. Act on Gamburg officed.

hold at 115-50, with 115-320 offered.

67c. 10.—Microssilic raties on Londin 21 %. Sovereigns
solid at 14-320 and 115-300.

67c. 11.—Minstelling meast 21%, mercentalle 21 gyrfs and 22 %.
Microssilic raties on Tarie 43-35 rs. per finne; on Hamburg 54
Microssilic raties on Tarie 43-35 rs. per finne; on Hamburg 54
sep remain. Size per count appliese solid at 15-56 sovereigns
held at 15-56 with 17-320 offered.

67c 113.—Transactions fave. Rate on London for Innihing
to 115-115 remains 115-115 remains 115-115
held 21 ft. ft. for surections 4 st. per f. fr. finne; mercentile 6.50-9-4.

Bern 15-115 remains 115-115 remains 115-115
held 21 ft. ft. for surection 4 st. per f. fr. finne; mercentile 6.50-9-4.

MOVEMENT OF THE STOCK MARKET FROM OCTOBER 3d TO OCT. 13th INCLUSIVE.

HARRS	COMPANY	PRICE
401	Banco do Brazil	260\$000
60		233 000
75	" Industrial	214 000
16	, do Commercio	102 000
18		831/4 %
304	n n n n n	821/4 %
10	,, ,, ,, do Brazil	91 %
81	11 11 11 11 11 11 (2 C.)	80 %
100		91 %
53	" " " " (io c)	92 9/
99	" " " " " (t1 c.)	88 14 %
39	Six per cent apolices	1:050 000
13	n n n n	1:028 000
77	n n n n	1:030 000
2	27 22 22 23 24 Of 500	500
52634	of small denomination.	349
1.014	Sovereigns for cash	11 290
2.000		11 250
5.169	D B W W	11 300
5.700	0 0 0 00	11 200
60	Obrig. de pref. Leopoldina RR	205 000
21	Leopoldina RR	200 000
70	Carris Urbanos	215 000
1	Notional Lean 1868	1:1705
2:0003	Provincial Bonds	97 %
1	Novo Cassino Fluminense	400,000
6	Rio and S. Paulo RR	208 000
100	Macahé e Campos RR	70 000

BANK STATEMENT

portion of eash reserve to liabilities on de short notice of the banks of Rio de Jan the official monthly balances published

BANKS	Deposits in contos of reis	Carh balances	Propor- tion per cent
Banco do Brazil	35.340	7.623	21.52
Banco Rural	13.053	1.529	10.00
Banco Industrial	4.586		
Banco do Commercio	1.152	204	25.52
Banco Commercial	4.446	1.993	
English Bank	3.783	468	12.10
New London & Brazilian Bank	3.783	1.273	68.96
Total	65.106	14.422	22.15

N. B.—Where a bank declares part of its cash to be in th Banco do Brazil such amount is deducted from the balance of the latter and included in that of the former.

and included in that of the former.

THE MI-KRETS.
Rio de Janciro, October 14th, 1879.
Rio de Janciro, October 14th, 1879.
And The quiet market noticed in our report of the continues, and there has been less basense doing in val. Prices are if anything, a shade weeker, and most goods ample for the time of year.

A further advance of prices in consuming countries easiery to bring look cost at speeces typics sheen, and

. 21,570 bags.

No. White Pins. —The arrivals coasist of 188,553 feet per ir from Baltimore which have been sold at 85 rs. per foo Market firm at 95 to 100 rs. per foot, Pitch Pins.—The arrivals consist of 468,667 feet per Am on Brunswick, sold at 39\$ per dozen.

since the same date amour 20 brls. Trieste 9,965 ,, American 25 bags River Plate

\$200 , , , to arrive. nged at 9\$000 a 9\$500 per be

nces of coffee from Rio during from July 1st to September 30th.

United States.	1879	1878	1877
New York. Baltimore. Hampton Roads f o. Richmond Savannah. Mobile. New Orleans. Galveston.	153 964 2.865 10.666 3.400 61.061	241.796 17.971 12.000 3.500 10.492 3.500 16.306 18.812	205.750 147.573 46.705 3.500 8.297 15.800 72.223 11.500
St. Thomas f. o	12.800	478.382	511.348
Channel 1. 0. Havre Antwerp North of Europe & Baltic Liverpool, London & Sout'pto Bordeaux	24.851 16.834 79.474 1 59.842	8.741 28.531 35.569 106.866 70.686	9.872 23.819 14.839 74.886 60.855
Lisbon L o Portugal. Mediterranean.	. 48.599 . 567 . 49.225	18.10g 53.980 677 43.331	13.502 10.200 511 29.194
Cape of Good Hope	12 250	366.490 26.025 10.782	237.678 19.900 8.537
Total		36.807	28.437
United States	657.122 284.842 22.393	478.382 366.490 36.807	511.348 237.678 28.437
Total	964-357	881.679	777.463

CLEARANCES of coffee from Santos during the two months fr

1879

		July 1.00 c	o militare	3.50	
1879	1878	1877	1876	18-5	
80.335	177.052	24.428	65.541	110.467	Europe.
29.033	33-443	15.123	-	52.540	United States
3.294	4.139	839	2.952	1.726	Coastwise.
112.662	214.634	40.390	68.493	164.733	Total.

SHIPPING NEWS.

ARRIVALS OF FOREIGN VESSELS.

OCTOBER 4. CARDIFF—Br bk *Undecimna*; 524 tons; Consiglio; 52 ds; o Wilson Sons & Co. Concordia—Sp pol Camaguerana; 117 tons; Den is; Jerked beef to S. Romagueira & Filhos. HAMBURG-Grbg Gents. to Hamann & Co. s; Beenke; 63 ds; sundrie Gr bk Ernest & Benno; 360 tons; Weltzein; 65 ds; ndries to Brandes Kramer & Co.

sundries to Brandes Kramer & Co.

Newrore:—Be ing Gordon; 349 toms; Jago; 53 ds; rails and ion to Monteiro Hune & Co.

Rosastun ne Sastra Fra—Nor by Andrés; 216 toms; Klavenell; 24 ds; produce to order.

Litta Do Sut—Port lot Tratadora; 528 toms; Armjo; 32 ds; salt to Hune, Zenha & Silveira.

SECO THE CAPIDA S SIVETE.

RIO GRANDE—Gr bgn Success; 182 tons; Potier; 6 ds; farinha and corn to Braga Machado & Co.

OCT. 5.

OCT. 5.

BALTIMORE—Am bk Templar; 392 tons; Mc Clean; 59 ds; our, lard and pine to J. M. Wright & Co.

SALGOR—(ir bk A. T. Shilknecht; 539 tons, Schutt; 89 ds; ce to Camara & Gomes.

Satoos—Gr bk A. T. Stallknecht; 539 tons, Schutt rice to Camara & Gomes. OCT. 6. BRUNSWICK—Br bg Amanda; 307 tons; Hewl; 69 ds; order RANGOON—Rus bk Columba; 344 tons; Trangopolle; 120 ds;

SETURAL—Br bk G. T. Kay; 356 tons; Johns to Monteiro Braga & Filhos. to Monteiro Heigas & Filhas.

Maczo, Rio Ganade (ab Nerte—Port seh Conceipiño; 131 tone:
Guerra; p des salt to order.

Terve—Arg by Morro; 196 tons: Barros; 9 de jerkeel beef to
Minanda Acevedo & Co.

OCT. 7,

Bascons—Be lug Luitas A. Orr; 470 tons: Orr; 64 de; pine
to order.

OCT. 7.

BANGOR—Br lug Luiza A. Orr; 470 tons; Orr; 64 ds; pine to order

CARDIFF—Br bk Nushka; 417 tons; Welch; 56 ds; rails to order. BURNOS AVRIUS—Sp hgm A mable Roses; 174 tons; Marsal; 11 ds; corn to order. Bound for Havana, put in for provisions. OCT, 8.

OCT. 8.

RICHMOND—Nor bk Kallisto; 292 tons; Stray; 61 ds; 1
Phipps Bros, & Co.

OCT. 9.

ILHA DO SAL—Br bgm Sarah; 178 tons; Lewis; 45 ds; order.

to master.

Swassea—Aust bk Guenevere, 592 tons; Batter, 77 ds; ccal to Wilson Sons & Co.

OCT. 13.

CARDIFF—Is ship King Ceoline; 1582 tons; Melville: 58 ds; codl to the D. Pedro II RK.

DEPARTURES OF FOREIGN VESSELS.

OCTOBER 4.

Barnhoons—He hk Antrim; roof tons; Seebones: I rystem—Port plan Fel; 23 stone Reix Indians.

OCT. 3.

BATTHORNE—He hk Gardhou; 708 tons: Uril: coffce.

—An the Adultidate; 237 tons: Biology; coffce.

Man Walkans See hk Armay; 307 Kennah hy
Mooritouso—Sp hk Chile; 173 tons: Millet: sundOCT. 6. MONTEVIDEO—Sp bk Chile; 173 tons; Millet; sundri OCT: 6.
BAULA—Br bk Brittannia; 295 tons; Hanzie; paving RIO S. FRAKCISHO DO SUL—Gr sch Kronfrins von Pi 238 tons; Klein; ballast.

HAVRE-Er hk Franciscopolis; 378 tons; Blonet; coffee an Channel f. o.,— Gr
New York—Br bk
— Br bk Mr. G.
— Nor bk Able,
Baltimore — Br st.
dries, 40 ets.
New Orleans—Swe
& Co., £ 3ro.
— Br bk Anna

Section 27: 3

PARAMAGUA—Sp sins section 27: 3

PONTY ALABORE—Port big Ris Gravitic; 257 tons: Lemos. PONTY ALABORE—Port big Ris Gravitic; 257 tons: Lemos. PONTY ALABORE—Port big Anne; 26 tons: Callon: Callon:—Nor big Anne; 26 tons: Callon: Callon:—Nor big Anne; 27 tons: Callon: Callon: Callon:—An big R. F. H. Todd; 5 to make Alicidin cold time. Lissues—Nor big Anne; 27 tons: Hances: colfee. PARAMAGUA—Sp Dig Partentia 5/15 tons: Maragone sundi—Sp vid Ris Dig Anne; 275 tons: Gineste ballat.

—OCT: 13

New YORK—Crib Contact 475 tons: Clients: colfee. PARAMAGUA—Sp Did Security: 185 tons: Semant ballat. OCT: 13

The born Alexandria; 250 tons: Winterfloot; balls:

10: born Alexandria; 250 tons: Winterfloot; balls:

10: construction; 250 tons: Winterfloot; balls:

10: construction; 250 tons: Winterfloot; balls:

10: born Alexandria; 250 tons: Winterfloot; balls:

10: construction; 250 tons: Winterfloot; 250 tons: Winterfloo

PARAMGUA—Sp pol Senati, 168 tons; Sensat; ballast.

OCT. 13.

Bailia—Br bgn Alexandra, 226 tons; Winterfloot; ballast.

CALLAO—Br shp Dominion; 1294 tons; Thomas; ballast.

NEW ORLEAN—It bk Giulio Chemensi; 357 tons; Gerolan sklast.

London—He str Mondego.

Antwerp and London—He str Tycho Brahe.

Antwerp and Liverpool—He str Heveliur.

Bordeaux—Fe str Ormonqu. fr 50.

New-York—He str Humboldt; 10,000 bags coffee en

EXPECTED TO LOAD.

TABLE showing the number and nationality of vessels entering and departing at the port of Rio de Janeiro during the first size mouths and third quarter of 1879. NATIONALITY. 15f 3rd 7stal, 6 mei. gwar, Total, 9 Mos. 6 met. gwar, Total, 6 mei. gwar, Total, 6 mei. gwar, Total, 9 Mos. 6 met. gwar, Total, 6 mei. gwar, Total, 9 Mos. 12 28 206 111 69 39 66 36 57 36 47 26 32 18 714 57 36 5 12 26 381 1095 -23 80 17 53 1 6 5 17 11 37 1123 393 133 117 110 69 Nor Ital Swe Bel Dar Arg Aus Un

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lgian			21	11	32 18	-		I -	32	16	12		2		1 2	3 30	1
mish			9	9			2	2	20 18	10	9	19	t	-	1 :	20	1
atch			12	4	16	2		2	18	10	7	17	ı	-	1 '	18	1
gentine				2	8	-	1	t t	9	3		7	3	-	1 3	3 10	1
istrian.			3		3		-		1 1	4.		5	L		1 '	6	П
ussian .					5		_	_	5	2	- 1	2	_	2	1 3	3 / 4	П
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· uguay.			2		_ 2	-	_	_	2 1	-	-	-	1	_	1 1	1 1	П
Т	otal	اا	585	354	939	782	426	1208	2147	487	335	822	898	459	1357	2179	1
na. II sho	wing th	e numbe	r and to of Rio	onnage o le Janei	of steam ro, dur	ers an	d sailir first s	g vessel ix mont	ls arrivir hs and t	ng from	and de	parting of 1879	to fore	ign po	orts, at	the port	1
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1870			ST	BAMERS						SAILIN	G VESSE	LS		Ī	GRANI	TOTAL	l
1079	Braz- ilias.	Tonnage	For-	Тонна	ge Tau	al To	otal moge	Braz-	Tonnage	For-	Tonna	ge Tota	I Ton	tal nage	No.	Тонпаде	
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I	1st 6 mos 3rd quarter	16	6.531 15.029		292.011 202.140		298.542 217.169	5 12	993 2.610	405 205	183.666 88.049	410 217	184.659 90.659	585 354	483.201 307.828	
١	Tot. 9 mos.	23	21.560	289	494 - 151	312	513.711	17	3.603	610	271.715	627	275.318	939	791.029	-
ı							DEF	ARTE	D							S
	1879				AMERS						VESSELS			GRANI	D TOTAL	lu
	10/9	ilian.	Tonnage	For-	Tonnage	Total No.	Total Tennage	Brita-	Tonnage	For-	Tonnage	Total No.	Total Tonnasse	No.	Tonnage	ь

	L						11	1	3-	7		90.930	11100	300.302
						DEF	ARTE	D						
1879	Brus-	Tonnage	For	AMBRS Tonnage	Total	Total	Bnis-	12	For-	G VESSELS	Total	Teta/		D TOTAL
t 6 mos. d quarter st.9 mos.	201	110.790 51.726 162.516	61	88.402 39.958 128.360	262 138		513 274 787	62.392 31.942 94.331	123 47 170	37.589 13.121 50.710	No. 636 321 957	99.981 45.063	8g8 459	Tourings 298.173 136.747 434.920

al	Tot.9 mos. 308 162.516 92	128.360	100 290	876	787 94	1-331	170 50.710	957 145	.044 1.	357 43	4.920	lug Gordon	349	4 3	New Port. Brunswick.	Monteiro, I
16	BAN	KS AI	ND	PUE	BLIC	CO	MPANI	ES				bg Amanda bk G. T. Kay. lug Luiza A. Orr bk Nushlia	356 470	7 1	Setulad Bangor Cardiff	Monte Brag To order, To order,
es	NAMES	CAPITAL	8 8	ED ED	я.	Ď	Ī	LAST	LAST	DIVIDI	IND	bgu Sarah	178 ,,	9 I	Ilha do Sal	T● order.
s;	######################################	CAPITAL	SHARES	TSCED	Vali	EATD	RESERVE FUND	QUOTA- TION	AM'T	12	ID	bg Anne bgn Livingstone.	227 ,,	30 5	P.Elizabeth S. Nicolas.	A. Wagn
ıd v-	BANKS Banco do Brazil	33,000,000\$	165,000	All		All	8,428,891\$220	200\$000	9\$000	Inle	. 1879	bk Perigny bk Noemi GFIOLAN	331 Apr 336 Sep	7 25 t	Cardiff Bremen	Alex. Waş BrandesKı
s:	Rural e Hypothecario Commercial do Rlo de Janeiro English (limited) Industrial e Mercantil	8,000,000 12,000,000 € 1,000,000	40,000 60,000 50,000		200	All L	2,053,050 692 1,587,882 135	215 000	0 000	July	. 1879 . 1879 . 1879	bk Heros bg Bertha			Wilmingto. St ^a Cathan!	
ha	Mercantil de Santos	4,000,000	30,000 20,000 20,000	5,000	200	All	£ 116,944,811 850,000\$000 175,669 816	210 000	9\$000	July	. 1879 . 1870	bgn Heinrich bk Vesta	263 Sep 315		Magdalena Hamburg New Castle	
	Banco Predial. New London and Brazilian. Banco do Commercio	£ 1,000,000	en mon	15,000 30,000		£ 10 200≸	4,512 860 £ 80,000 282,933\$227	_	13 14 9/0	Dec.	1878	seh Catrina bg Catherina bk Elise	112 " 430 " 305 P	131	Paysandii Hamburg Cardift	Sza. Irmáo Hartwig W To order.
ls; ls;	Petropolis	1,000,000\$	5,000 37,500	All	200	All All	34,783\$400	185\$000	12\$000		1879	bg Dr Strausberg bk Malley	293 11	22 1	Liverpool Memel	J. & J. Pe. Hamann &
15;	Paulista	5,000,000 4,000,000	25,000 20,000 12,000	All	200	18e\$ All	=	190 000 55 001 200 001				bgn Activ bgn Hermann bk Jurgen	296	21	iverpol.	Brandes.Kr John Moo P.S. Nichol
to	Nictheroyense. Campos a S. Sebastião S. Paulo e Rio de Janeiro.	2,000,000	3,300	All	200 200	All	=	25 603 Nom	,	July.	1879	bgn Amor bk Marie bg Genna	181 Oct.	. 2.1	New Castle B. Ayres Hamburg	J.C. Pache J. M. Fria Hamann &
s;	Umao Valenciana	800,000	53+325 4,000	30,000 All	200	All	34,600\$000	208 000 Nom.	7º/o 10º/o	June. June.	1879	bkEmest&Benno bgn Success	160 B	4 3	lamburg Rio Grande	Brandes Kr Braga Mac
dt	S. Christovão Botanical Garden S. Paulo	4,000,000\$ 2,000,000 700,000	20,000 10,000 3,500	16,500 All All	200	All	64,276\$465	750 000	13 000	July.	1879	bkATStallkuscht TAHAN bgn Icamia	5.9)	5/8	Saigon R. Grande.	
s: to	Pernambuco Pelotas S. Luiz do Maranhão	1,200,000 540,000 800,000	2,700	All	200	RA IIA	7,471 399	Non.	8 and	July.	1879	bgn B. Genova. bg Rolando bl: Giulio & Clm.	iso July	2011 112 B	Prapani Pray Bento Marseilles	Fiorita & T To Englan
LC.	Porto AlegreVilla Izabel	1,200,000 2,000,000	4,000 6,000 10,000	3,000 All All	200	All	30,163 063	20\$000 5 000 190 000	8 000	Lole		bg Paulina R lug Vittorio C	711 Sept	< 5 F	ensacola.	1. Sanwen
ıc	Montevideo	2,000,000 1,200,000 1,200,000	6,000	7,000 All	200	All	2,800 000	Nom.	0 000	July.	10/9	bg Ellida bk Able	220 Sept 575 0	25.4	'ardiff'	Hartwig W Empoeza C
to	Carris urbanes	5,400,000 1,800,000\$	27,000	Vii	200	All	=	215\$000	9 000			lug Zeus hg Asbine bk Idom		28 N	New Castle , Richmond . 1	
11	Magé e Sapucaia	180,000	6,000 1,800	All	300\$ 100	All	180,000\$000 —	Nom.	15 000	July.	1879	lug Ina	233 216 202	2 N	vew Castle.	J. C. Pache To order.
to	Brazileira de Navegação. Espirito Santo e Campos. União Nietheroyense.	4,000,000\$ 600,000 200,000	3,000 1,000	All All g12	200\$ 200	160\$	96,467\$753 300,000 000	205\$000 190 000 Nom	12 000 7 000	July. Dec.	1879 1878	bk N? Vencedora	319 June	e 25 P	Permambne .	I. A. Sante
	Ferry	640,000 500,000 € 1.000.000	3,200 2,500 50,000	3,168 All	200	All	717 960	Nom.	7 000	July.	1879	bk Marinho IV shp Nova Goa bk Alegria	714 "	1 11	lha do Sal.	J. A. dos S Mont? Bra; Mendes, d'
s	Fluv. do Espirito Santo (Ceani)	150,000	750	42,500	200	100\$	£ 21,321,781 4d	106 000	9 sh	Dec.	1877	lg Rubin bk Ristori bk Guadiana	201 m	7.11	isben Iha do Sal	J.M.Miran J. A. G. Sc Mendes d't
al	Fidelidade	3,000,000 2,500,000	8,000 3,000 2,500	4,000 All All	1,000 1,000	125\$ 250 100	200,000\$000 300,000 000 156,500 000	410 000	8 750 28 000 8 000	July. July. July.	1870	lug José Estevão bk VascodaGama	310 549	24 P 24 B	lha do Sal.	Mendes d'C Mendes d'U
	Nova Permanente Nova Regeneração Confianca	\$00,000 500,000 4,000,000	500 20,000	All All	1,000 1,000	250 100	162,660 621 35,593 963	400 000 Nom.	6 000	July.	1879	bk Harmonia bk Tentadora sch Conceição	528 Oct.	4 11	lha do Sal. '	Mendes d'C Hime, Zenh To order.
	Confiança Integridade Previdente Popular Fluminense	5,000,000	40,000 50,000	25,000	200	20 50 10	130,000 000 250,000 000 122,690 173	65 000 10 000	3 000 4 000 1 000		1879	bg Aprigio RUSSIAN bk Wellano	278	9 L	isben	To master. Watson Rite
	Gloria	500,000\$	2,500	All	200	All	184,426 740 70,000\$000	25 000 50\$000	5 000 2 000	Dec.	1878	bk Columba swedish bk Alma	344 Oct.	6 R	angoon	Fo order.
	Mercado Nictheroyense	200,000 300,000	3,000	All	100	AII 100\$	900 000	Nom. 20 000	3 000 6 000	Dec.	1876	bk Gladan bg Helios	323	21 L	eith	Rio Gas Co F. Sauwen
	Rio de Janeiro	£ 750,000 £ 75,000	37,500 7,500	36,000 All	£ 20	All	=	310\$000 50 €00	(t 2 °/o	June. Dec.	1877 1878	bk Sidney SPANISH bg Victoria			Ayres	
	Transportes Marit de Sav Bonds Maritimos Docas de Pedro II	600,000\$ 600,000	3,000 3,000	All 600	200\$	All 160\$	96,544\$531	Nom. Nom	6\$000 6 000	Dec. Dec.	1878	be Soffe	241 July	7 P	aysandú . Ayres. Iont video	Alex. Wagi Fo order.
	União Industrial	400,000	50,000 5,000 2,000	15,000 All All	200 200 200	All All	Ξ	85\$000 80 000 Nom.	6 000			bgn M!A. Sensat smk Lola	239 st 107 Aug.	31 B.	Ayres.	losé Romag losé Romag
	Florestal Paranaense	500,000 1,200,000 1,200,000	6,000 6,000	All 5,461	200 200 200	145\$ All All	- 58,793 327	Nom. 165\$000	8 000	July.	.0	bg Clarabg Wilfredo	237 284 191	7 B	Ayres.	Mex. Wagr S. Romacus
:	Commercio e Lavoura. Economia (lavanderia). Associação Commercial.	3,000,000 400,000 3,000,000	4,000	7,500 All All	200 100	100\$	90,000 000	10 000	25 000	July.	1879	pl Sofia bg Barcello I pol Soledad	182	27 M	Ayres. S lont video S lont video S	Mex Warm
	Tritão Fluminense	800,000	6,000 4,000 16,000	All All	500 200 50	120\$ 40 All	Ξ	25 000 Nom. 2\$000	sur _{io}	July.	1879	pol Cataluna bgn Octava bgn Hugo	151 174 Sept	28 P	aysandů S onceição	S. Romague Mex. Wagi
	Architectonica Petropolitana Economica Auxiliar	1,800,000 1,000,000 4,000,000	9,000 10.000 49,000	5,000 5,000	100 100	50\$ All 70\$	Ξ	Nom. Nom. Nom.				bg Nº Vigilante.	181	13 C	olon	José Romas M. Azeved
	Material para construcção Indust. Flum. (kiosques) Flora	600,000 400,000 220,000	6,000 8,000 1,000	2,130 4,400	100 50	All All	37,866 000	Nom. 61\$000	5\$000 5 500	Dec. July	1878 1879	bg Pepilio bgn Pepella polCamagueyana	231	25 M	Ayres	l'o orden
١,	Pastoril Agricola e Industrial	10,000,000	50,000	40,000	200	All	208,497 496	Nom.				bgn AmableRosa	174	7 B.	Ayres	To order.

LOADING AND TO LOAD.	FRE	IGHS:
ir sch Hermann; sugar, 35l. k Jesskar old iron, 10c. Glevry; old iron, 10c. ; old iron, 10c. str Teniers: 10,000 bags coffee and sun- wed bk Alma; 7,000 bags coffee: Wright	Steamer: London	Sailing-Vessels: Channel f. 0 39 a 33 Lisbon f. 0 39 a 46 Gibrultar f. 0 39 a 44 North U. S 19 a 22 South U. S 776 a 22

eamers and sailing vessels.
ARRIVALS OF FOREIGN STEAMERS

DAT	В	NAME	WHERE	FROM	CONSIGNED TO
Oct """ "" "" "" "" "" "" "" "" "" "" "" "	, La I 5 Salie 7 Porto , Teni , Nevo 9 Leib , Plate , Berli , Sani 10 Sene 11 New , Valp , Brita	rance (Fr) rr (Gr) eria (Fr) ers (Bl) a (Br) b (Br) n (Gr) n (Gr) s (Gr) c (Rr) ton (Gr) ton (Hr) gal (Fr) ton (Hr) araiso (Hr)	Marsei River Havre River Santos Sout'm RiverP Santos Santos Suntos Bordea Liverpe River	les* 20 Plate 4 20 Plate 7 18 hs. pton 33 late6½ 22 hs. 19 hs. 22 hs. 19 hs. 22 hs. 80 l * 28 80 l * 24 Plate 5	Brandes Kramer & C. A. Leuba & Co. Norton Megaw & Co. E. W. May. Norton Megaw & C. Brandes Kramer & C. Ed. Johnston & Co. Norton Megaw & Co. Norton Megaw & Co. Worton Megaw & Co. Wilson Sons & Co. Wilson Sons & Co. Wilson Sons & Co.

D	EPARTURES	OF FOREI	GN STEAMERS
DATE	NAME	WHERE TO	CARGO
, 6 , 6 , 9 , 10 , 10 , 11 , 12	Belgrano (Fr). Horrox (Bl). City of Pari (A La France (Fr). Salier (Gr). Neva (Br). Porteia (Fr). Santos (Gr). Plato (Br). Berlin (Gr). Leibnitz (Br). Britanna (Br). V de Rio(Fr). Valparaiso (Br)	New York New York ! River Plate Bremen * Southampton* River Plate Hamburg * Antwerp * New York River Plate Liverpool * Havre *	Coffee, Coffee, Sundries, Sundries, Sundries, Coffee, Sundries, Coffee, Sundries, Coffee, Sundries, Sundries, Sundries,

L	FOREIGN SAILING VESSELS IN THE PORT O						
re	RIO DE JANEIRO, OCT. 13th 1879						
8 9	NAME	TONNAGE	KNTERED		WHERE FROM	CONSIGNER	
L ge	AMERICAN sp City Brooklyn bk J. H. Ingersol lug D. Babsouck topn Johanna bk Tesnplar. ARGENTINE bg Moro. AUSTRIAN bk Gueneve.e. BRITISH bk Vana. th bg Queen	609 487 503 392 178 196 592 561	Oct June Oct, Oct, Apr	22 28 30 5 25 6 9	New York, Belfort Me, Campanha, Baltimore, Gualegury, Tujú Swansea, New Castle	McC. Beecher & C W.S. Guimardes& E. J. Albert & C J. M. Wright & C J. M. Frias & Co J. M. Frias & Co Miranda Az. & Co Wilson Sous & C Wilson Sous & Co For Singanore.	
L gr	bg Pres of Wales shp Dominion . bk Halewood. bk Mc Givery bk Gateshead . bk Patna . sp F. Chipman bgn Elenor . bk Rialto . bg Aemulatio .	163 1255 539 531 506 321 850 199 446 262	Ang.	15 23 28 3 4 8 6 10	London, Antwerp, Glasgow, Lisben Hull Liverpuol, Ilha do Sal New Castle London Savannah	for Rosards, Laureys & Co. To order, To order, To order, To order, To order, Wilson Sons & C. Burnett W. & de ! To order,	
<u>a</u>	bk Zimi	943 1305 267 546 161 347 226 243		22 23 24 24 24	Liverpool New York . Antwerp Cardiff	Laureys & Co. Monteiro Hime & J. M. Frias & Co	
-	Ing Adeliza	297		38	London	Arthur Mess & Co	

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A STATE OF THE STA

THE SHIP "TEMPLAR!

The sullp "TEMPLAR."

The many fiends of Captain G. N. Armstrong, of the ship Templay, will be glad to learn that the San Francisco Board of Underwriters have endorsed all his business acts in relation to the repair of his ship while at this port, and have complimented him in the following terms:

Cuptain G. N. Armstrong, Late Marke of the American ship "Templay"—DEAR SIR: On your recent voyage from New York to San Francisco, Taylor Templay "Dear Sire On your recent voyage from New York to San Francisco, Taylor Templay "Dear Sire On your recent voyage from New York to San Francisco, Taylor Templay "Dear Sire On Your recent voyage from New York to San Francisco, Taylor Templay (San York) and the port with every tempatation to consive at frauds and submit to extortion at the expense of your owners and the property of the state of the state

PROVINCIAL NOTES

-A drouth of unusual duration is reported fr

—The primary elections for the provincial legis-lature of 1880-81, in Espirito Santo, will take place

on the 23rd proximo.

—Advices from the interior districts of São Paul

report great suffering from drouth. At Paraná the cattle are said to be dying of thirst,

—Three assassinations are reported from the province of Espirito Santo in the month of August, and two attempts in September. The returns are no all in.

—The returns of the Pernambuco custom-house for the month of September are 608,833\$024; same month, 1878, 542,209\$632; same month, 1877, 676,-778\$500

—We understand that the case of the Cata Brance blacks, now held in illegal slavery at Morro Velho is to be brought before the provincial assembly o Minas Geraes.

—The provincial government of Pernambuco has accepted the modifications in the line of the Great Western of Brazil railway between Camaragibe and a place called Dindi.

a place called Dindi.

—The Austrian brig Taum, from Rio de Janeiro to Cenrá with a cargo of fafulta, beans, corn, etc., was wrecked on the "Armisa" rocks, near Itapenii, Espirito Santo, on the 23rd of August. Efforts were made by the authorities at the place of disaster to save a smuch of the cargo as possible.

—The president of the province of Espirito Santo has called an extraordinary session of the provincial assembly for the 27th inst., for the purpose of meet-

s caused an extraordinary session of the sembly for the 27th inst., for the purp the urgent financial requirements the urgent financial requirements of the p The payment of the provincial debt is pal question at issue.

principal question at issue.

—Owing to the bad state of the Rio Grande bar, the national steamer Corounts was unable to sail for Monievideo until the 6th inst. Her return to Rio Grande was expected on the 10th, and, if no further delays at the bar were experienced, she sailed for this port on the 11th.

—We learn from the Corouns that the national steamer Odocie Mondes encountered on the 16th ult. in the latitude of Mundah many floating boxes and packages. From the marks on the losses it is supposed that they were from some vessel bound from New York to Peru.

—Let reprost from Mailto Grosses state that the

New York to Fern.

—Late reports from Matto Grosso state that the province is now in a flattering financial condition, and deficits having been met and the creditors of the province having been paid. The province is said to over nothing—a report which is more encouraging than the discovery of a dozen gold mines.

than the discovery of a coven good muse.

—We learn from the "found to Meeife that the
commission for studying the sugar cane discuse has
found markel evidences of the presence of the discase in cane which presented no appearances of having been disturbed by cuterpillars. Some of the
worst of the specimens examined came from new or
well-manured ground on which the care appeared
the supervision of the contraction of the cont well-manured ground on which the cane appeared the most vigorous. From this it is inferred that the disease cannot be attributed to poor soil or any de-generation of the quality of the seed. An examina-tion of the juice of the diseased cane shows a loss of twenty-five per cent, of saccharine matter.

twenty-free per cent, of saccharine matter,
—The province of Ceard legan to export oranges
in the year, 1876. According to Mr. Mackee, of
the house of Singlehurst & Co., the following are the
quantities capported. From August 16 to December
22, 1876, 1,368 boxes; January 9 to November 24,
1877, 7,609 boxes; August 21 to November 15,
1878, 5,824 boxes; July 30 to August 31, 1879,
1,577 boxes; total, 19,612 boxes, containing 5,009,
120 oranges and valued at 58/8568. The greater
part of the oranges are grown in the Maranguape
mountains. Pineapples are also becoming an artitiel of export, but the quantities are unknown. icle of export, but the quantities are unknown

THE UNITED STATES imports annually about \$5,000,000-worth of coffee from Java.

THERE ARE one hundred and fifty sugar manufactories on the island of Java, and the industry is said to be growing rapidly.

THE BELGIAN government has submitted to the chamber of representatives bills taxing the cultivation of home and the importation of foreign tobacco.

THE ANNAL sales of shirts, collars and cuffs, at Troy, N. Y., amount to \$5,250,000. Last year 3,290,000 dozens of collars and cuffs, and 188,800 dozens of shirts were made there.

dozens of shirts were made there.

THE AMERICAN cetton crop for the year ending
September 1, 1878, amounted to 4,811,665 bales, of
which 3,246,640 bales were exported. The exports
exceeded those of 1877 by 297,145 bales.

THE 57. PAIL (U. S.) Pinner Press estimates
that the farmers of Minnesota will realize \$40,000,000
for their wheat crop this year. The Chicago
Times thinks the utmost expectation of the wheat
crop of 1879 is 390,590,000 bashels, against 425,00,000 bashels in 1878.
FINANCIALIY, Somis is in a bad way. Her public

000,000 basnets in 1878.
FINANCIALIY, Spain is in a bad way. Her public debt is more than \$2,555,000,000, and no accounts are ever laid before the nation. There is slight prospect that the debt will ever be paid. For years the interest has not been paid on many of the bonds. The present revenue of the country is estimated at \$155,000,000, and the expenditures at \$158,000,000.

\$155,000,000, and the expenditures at \$158,000,000.

THE RAILEOAD suspension bridge at Niagara.
Falls is to have its woodwork replaced with steel, except the flooring and ties, lessening its weight about 200 tons and adding greatly to its beauty. The work is to cost \$60,000, and is to be finished by the 1st of November, without interfering with the running of trains or travel on the carriage way.

BEJOIN is getting ready to celebrate the semi-centennial of her independence next year by four great exhibitions. At Brussels there will be an exhibition of mechanism and agriculture, at Antwerp of fish, fish products, etc., and at Chent and Liege art exhibitions.

THE RIO NEWS.—To any one wanting Brazilian

art exhibitions.
THE RIO NEWS,—To any one wanting Brazilian
news in the English language we can recommend
THE RIO NEWS, published on the 5th, 15th, and
24th of every month, as a reliable paper.—"Pribuce',
American and Oriental Liberary Record.

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The undersigned hereby announce that since July 1st, of the present year, they have established in this city and Santos a commercial form under the name of DULLEY, MILLER, 8 & BRUNTON, as successor to the old firm of DULLEY & MILLER, for a continuation of the same importing, exporting and commission business in both markets.

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DATE	STEAMER	DESTINATION
18*	Trent	Southampton and Antwerp rŵr Lisbo and Vigo. Santos.
,, 24	Trent	River Plate Ports. Southampton and Antwerp via Bahia Macció, Pernambuco and Lisbon.
9	Dours	Southempton and Havre via Bahia, Per nambuco, S. Vicente and Lisbon.

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