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MEMPHIS AND VELLOW FEVER

The following comments upon the saniary condition of Memphis, United States, which we extract from the New York Even ing Post of December 5, were made by a prominent physician of New York who visited that city in November last in connection with the national board of health. This national board which was composed of the most experienced physicians, sanitary and civil engineers in the country, went to Memphis to study the causes of yellow fever in that city and to ascertain what measures could be taken to banish from it that terri-ble plague which has visited it with such fatal results in the last two summers. The results of this official inquiry have already been published and the recommendations made will be carried into effect during the present winter. The following discussion does not form a part of the report; it is the intelligent comment of one of the visiting physicians whose experience and high stand ing entitles his observations to a thoughtful consideration.

ing entities his observations to a thoughtuit consideration.

"The natural advantages for drainage in Memphis are excellent—better than those of New York. It should be one of the best drained cities in the country, whereas it is not drained at all. Every one knows that it sits on a bluff which slopes down to the Mississippi river on one side and to the Builled stream, the Bayou Gayoso, on the other. This Bayou Gayoso is blamed for all the sickness that has occurred in that city; for there is thrown garbage and all conceivable species of fifth; but there are miniature Bayou Gayoso in almost every street, alley and byway in Memphis which are infinitely more detrimental to the public health than the Bayou Gayoso. The Bayou Gayoso. The Bayou Gayoso could easily be sewered and drained just like our covered sewers, its sides grassed and sloped, and then it would be an ornament rather than an offence. Memphis is dirtier than I ever heard or dreamed of—dirtier than Havana, which is saying much. The only redeeming feature is that they have thrown the swill and garbage into the river since the frost last touched the city. But all the rest of the filth goes into the streets, which are never swept.

thrown the swill and garbage into the river since the frost last touched the city. But all the rest of the filth goes into the streets, which are never swept.

The greatest and most disgussing sanitary defect is that the large stores of the city, which can be counted by the hundreds, have no proper closets at all, but simply provide as substitutes pits in the cellars. From one to four such pits can be found in hundreds of the largest stores. Over many of the stores people live. The blocks of ground on which stores stand are completely covered by the buildings, and this, I suppose, was the reason why the cellars were used in this manner. From the cellars arise the disease-generating odors which fill the buildings and come out through the sidewalk gratings, shaking the finger of death in the faces of passers by. These stores and wholesale establishments are owned, of course, by the rich men—of the city. They are the great cause of the epidemic. One man owns some of the largest stores in the city in the cellar of which are a number of these pits. He has no sanitary arrangements even in his private home. He owns hundreds of negro shantles which rent from §1 to §5 a month, and are absolutely destitute of sani-ary provision. He is probably worth more than a million of dollars. The filthiness and meanness of such men in great part brought the plague upon Memphis. These are the causes of the sickness.

The usual position for the walls for private home the wells. Soakage takes place, and the contaminated well water is always used for cooking and washing and often for drinking. The city has inadequate works to convey some of the splendid water from the Wolfriver to the city, butther are no sewers and no closet system. Everytime the Mississippi rises the Bayor Gayoso.

water works to convey some of the spiendid water from the Wolfriver to the city, but there are no sewers and no closet system. Every time the Mississippi rises the Bayour Gayoso overflows into the Wolf, contaminating the entire water supply of the city, and the people drink the water just the same. An epidemic is therefore augmented by a rise of the Mississippi.

Very little bedding, clothing, furniture, carpets, etc., used by yellow fever patients has been destroyed. Storeroom upon storeroom is stacked with mattresses saturated with the poisson of fever patients, and carpets, sofas and chairs stuffed with yellow fever perms. If the people were let alone they would use these filthy things. They have brought it all on themselves by deliberately preparing a pest-hole to live in. One would expect cleaner habits from savages than they have practised. The better class of negroes in the mule stables are the cleanest people of Memphis.

Pure earth, pure air, and pure water are the great sanitary requirements. Memphis gets plenty of pure air. The streets are broad, but there is pestitence in it because of the city's filth. The Wolfriverwater is among

gets plenty of pure air. The streets are broad, but there is pestilence in it because of the city's filth. The Wolf Grievre water is among the best that has been analyzed, and if the water works were moved two or three miles up the river from their present position the city water supply would be pure always. The earth of Memphis is good clay and gravel, but every inch of ground under Memphis has been contaminated by its careless inhabitants. They want, first of all, severalt thousand brooms with which to sweep the cellars, streets, yards and alleys, and an adequate number of shovels, hoes and dirt carts to remove the sweepings, the inhabitants should be taught washing, scrubbing and cleaning as children are taught the alphabet. The street gutters should be put in order. They are now'all of wood—except a few feet in isolated places—which is everywhere decayed and brooken in, and many of the gutters are simply earth trenches two or three feet deep filed with filth, decomposing water, etc.

If the national health board has its way an epidemic will not revisit Memphis. It is decided definitely to stamp it out. The national board will recommend in its report the Waring system of sewerage and drainage which is doubtless the best, cleapest and simplest for a small city, and least likely to get out of order, and this system, at a cost of \$250,000, will probably be put into Memphis. They cannot easily get this system out of order, and we know that they would destroy in a short time anything which could be injured. The whole cost of cleansing and redeeming the city will be \$1,000,000, and the United States can and will do the work by spring. The investigations are completed The cleansing work will begin as soon as the cold weather sets in. At Memphis they have yellow fever the year round. They had a dozen cases in six days while I was therethat they did not report. Even when frost is in the houses. The air of the place now is likely to make intermittent fever, measles small-pox, scarlet fever, malarial fever, or any dise

#### CONTAGIOUS FEVERS

In view of the prevalence of contagious fevers at this season of the year, we give the following excerpts from an excellent article in *The Nineteenth Century*, for November, on the subject "Is Typhoid Fever Contagious," by Dr. T. J. Maclagan. There is inevitably a great similarity in the treatment of transmissible diseases to prevent their communi-cation to others, and the suggestions here given will therefore be found to be of the greatest service in this respect. As the trans-missibility of epidemic yellow fever through various agencies is now well known it is clear that the advice given by Dr. Maclagar will be found of the highest value in the treatment of that dangerous desease.

Typhoid fever is one of the most common of the serious ailments of civilised life. No household is safe against it; there is no family which it may n 4 invade. In Great Britain alone not much short of 200,000 people suffer from it every year. Of these nearly 20,000 die, most of them in the prime of life. It is even more prevalent on the Continent.

nearly 20,000 dee, most of them further pind of life. It is even more prevalent on the Continent.

The question of the contagiousness of such a disease is one of vital importance; and yet it is one on which the most antagonistic opinions are held.

Among the many ailments which may be transmitted from the sick to the healthy, the ones with which we are most familiar in this country, are those which are grouped together under the name of "the eruptive."

To this group typhoid fever belongs. It includes also small-pox, typhus fever, scarlet fever, and measles. Each consists of an attack of more or less definite duration, and of a local inflammation or eruption: during the course of each its poison is largely reproduced in the system; and each may be transmitted from the sick to the healthy.

There are several ways in which a disease may be transmitted of the transmitted of vaccination.

1. It may pass directly into the surrounding atmosphere from the persons of the sick, and be inhaled by those in their neighbour hood, as constantly happens in small-pox, typhus fever, measles, and sextle fever.

3. It may pass directly into the surrounding atmosphere from the persons of the sick, and the inhaled by those in their neighbour hood, as constantly happens in small-pox, typhus fever, measles, and scalet fever.

3. It may passing from them, may be inhaled by those who wear or handle them, as often

happens in the same diseases. Or it may be conveyed in food or water, and enter the system through the digestive organs, as fre-quently happens with the poison of typhoid

quently happens with the poison of typhoid fewer.

Contagion consists physically of minute solid particles. The process of contagion consists in the passage of these from the bodies of the sick into the surrounding atmosphere, and in the inhalation of one or more of them by those in the immediate neighbourhood. If contagion were a gaseous or vapoury emanation, it would be qually diffused through the sick-room, and all who entered it would, if susceptible, suffer alike and inevitably. But such is not the case; for many people are exposed for weeks and months without suffering. Of two persons situated in exactly the same circumstances, and exposed in exactly the same degree to a given contagion, one may suffer, and the other escape. The explanation of this is that the little particles of contagion are irregularly scattered about in the atmosphere, so that the inhalation of one or more of them is purely a matter of chance, such chance bearing a direct relation to the number of particles which exist in a given cubic space. Suppose that ahundred germs are floating about in a room containing two thousand-cubic-feet of air. There is one gram for every twenty cubic feet. Naturally the germs will be most numerous in the immediate neighbourhood of their source, the person of the sufferer; but, excepting this one place, they may be pretty equally distributed through the room; or they may be every unequally distributed. A draught across the bed may carry them now to one side, now to the other. The mass of them may be near the ceiling, or near the floor. In a given twenty cubic feet, Maturally the germs will be most numerous in the immediate neighbourhood of their source, the person of the soln feet, there may be a dozen germs, or there may be none at all. One who enters the room may inhale a germ before he has been in it ten minutes; or he may remain there for an hour without doing so. Double the number of germs and you double the changer. Diminish the size of the room by one half, and you do the same. Keep the windows shu

sufferer is, and they themselves are highly contagious.

In typhoid fever, the poison is propagated in the bowel, and is thrown off with the discharges from it. It thus passes from the system in a manner, and in a combination, which ensure its speedy removal from the neighbourhood of the sufferer. The typhoid germs are there; but they are mingled with discharges which may be removed, and as matter of course are removed, before the germs can pass off from them into the surrounding atmosphere. The seat of the propagation of the typhoid poison has no directly from the one to the other; the disease, therefore, does not display the property of contagiousness.

erty of contagiousness.

The danger in typhoid fever is not contact erty of contagiousness.

'The danger in typhoid lever is not contact with the person of the sufferer, but contact with this stools. If these are properly managed and disposed of, the disease can scarcely spread. But if they are allowed to pass into drains which are imperfectly trapped, inadequately ventilated, or insufficiently flushed; or if they are carelessly thrown on the ground, or allowed to percolate through the soil into drinking water, then one case of typhoid fever may give rise to many others. The occurrence of a case of typhoid fever in a house is a sharp test of the efficiency of its sanitary arrangments. If these are perfect, and the stools properly managed, all will go well; if they are defective, one case may give rise to many others. But the communication of the diseases is not direct, by contact; it is indirect, by infection of drinking water, or of an atmosphere which may be remote from the person who is the source of the poison.

On this view of the nature and mode of aci in of contagion, it is easy to see, not only how the process of contagion and it is varying phenomena may be explained, but how, by care, much may be done both to prevent the poison from passing into the atmosphere, and to diminish its chance of acting after it has got there. We have only to consider what is the chief channel by which the contagion gets exit from the system, to know by what means we are most likely to prevent its passing into the surrounding atmosphere. In typhoid fever the poison passes off in the stoots; and what we have to do is to see that these are promptly and properly disinfected and disposed of. In small-pox, scarlet fever, typhus fever, and measles, it is climinated by the skin, and we cannot altogether prevent its getting into the atmosphere; but by frequent sponging with some disinfecting fluid, or even with plain water, many germs may be arrested in their outward course.

The apostolic mode of anonining with office also an efficiacious way of fixing and arresting the germs; it is specially useful during convalescence from scarlet fever in fixing the particles of specing skin, which are a source of much danger. They are dangerous because they contain the germs which have been produced in them. What we see happen in the larger particles of skin happens also in many of the much smaller particles of contagion.

By the adoption of these various measures, we groenally isolating the sufferer, and by

many of the much smaller particles of contagion.

By the adoption of these various measures, by rigorously isolating the sufferer, and by having the room well ventilated, much, very much may be done to check the spread of contagious fevers. The matter of which organisms are composed is one of the most perishable things in nature. Contagion is no exception to it is destroyed; i hence such exposure is one of the best ofall disinfectants. For one germ that comes to maturity, thousands perish. It is the same throughout Nature; for one accorn that produces an oak, for one rose seed that developes into a rose tree, for one ovum that developes into a nimital, many thousands die. In her arrangements for ensuring the continuance of a species, Nature is almost wantonly lavish. In her arrangements for keeping its numbers within proper bounds, she is equally provident.

#### THE TEA AND COFFEE TAX.

THE TEA. AND COFFEE TAX.

The figures in regard to the repeal of the tea and enfec tax sent to the United States Congress, during its December session, by Secretary Sherman, show that with regard to tea during the years 1870, 1871 and 1872 the average value of this article varied from 30 to 30% cents per pound, and the revenue received varied from \$3,000,000 to \$10,000. During the calendary years from 1873 to 1878 inclusive, when the article was imported duty free, its average value varied annually of the government on the basis of former rates of duties would have been incorased by the government on the basis of former rates of duties would have been from \$\$5,000,000 to \$10,000.000 annually. annually.

With regard to coffee, the average value during 1870, 1871 and 1872, varied from to to 11 costs per pound. The rate of duty varied from 3 to 3 cents per pound, and the revenue received varied from \$5,550,000 to \$81,250,000 annually. From 1873 to 1879 inclusive, when coffee was imported duty free, the average value per pound varied from 1272 to 1675 cents; and the estimated amount of duties which would have been received under duties of former years varies from \$\$5,50,000 to \$12,000,000 annually. It is seen therefore that the government lost some \$22,000,000 a year by the repeal of the tax, and that the polec of the two articles increased instead of going down. The secretary recommendation which is confainly supported by the With regard to coffee, the average value during ommendation which is cordially supported by the press of the country.

IMMIGRATION STATISTICS.-The returns of the that for the year ending December 31, 1870, there were landed at Castle Garden a total of 175,589 war to me year coming sections 37, 1056, mere landed at Castle Garden a total of 1755,8% immigrants, of whom 135,050 were aliens. In 1878, the total arrivals numbered 121,906, of whom 155,347 were aliens. During the mouth of December last there were lambed at Castle Garden no,quis 1878. The labor bureau during the post year provided employment for 11,014 males, and 5,517 females, the former including 1,379 mechanics and 0,653 agricultural and other laborers. In 1878 the number who procurred employment amounted to 5,633 miles and 4,645 females. The principal nationalities of the immigrants who arrived last year exerci Germany, 3,557g; Irchard, 22,634; England, 21,555; Sweden, 12,504; Italy, 7,220; Sootland, 6,057, Norway, 4,003; Switzerland, 4,683; Russia, 3,103; France, 2,331. 3,103; France, 2,331.

DURING the year 1878 there were 78,050 miles of railway in operation in the United States, which paid 53,629,366 dollars in dividends.

### THE RIO NEWS

PUBLISHED TRIMONTHLY

the eve of departure of the American pack 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 fallairs, a list of the arrivals and departures of foreign vessels, the commercial report and price current of the market, a table of breights and charters, and all other information necessary to a correct judgment on Brazilian trade.

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EDITORIAL ROOMS :- 68 Rua dos Ourives Agents for the United States :

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RIO DE JANEIRO, FEBRUARY 5TH, 1880.

WE COMMEND the extract which we give in another column, relating to the recovery of damages from railway companies, to the attention of the Brazilian legal fraternity. This question of responsibility for injurie received in railway travelling is still one of the unsolved legal questions in Brazil, and in view of the late accident on the Dom Pedro II and the increasing amount of railway travel it is full time that its status should be determined. The reterence of such questions to the courts has two adva tages: it increases the importance of the legal tribunals and tends to make them more efficient and independent; and it imposes greater care in the management of railway lines and in some measure a wholesome check on the tendencies of such corporations to extend their power beyond limits and responsibilities fixed by law. The highest interests of the Brazilian public demand that no railway manager shall feel himself at liberty to do as he pleases in the performance of a public service without feeling at the same time that he can be held to a strict accountability for the results of his management before a competent court

UNDER THE head of "The State of the Finances and Taxation" a correspondent who signs himself "Junius" has been publishing a series of articles in the entrelinhados of the Jornal do Commercio-a part usually devoted to communications supposed to be officially inspired. Were it not that "Junius" has made a gross misstatement with regard to the universally condemned imposto do vintem we might have allowed these articles to pass unnoticed, but as a wanton perversion of facts has been added to support the sophisms of this writer we shall undertake to set the matter right. "This tax," says"Junius, "exists in France, in England, and in other countries." As for England there is no such tax in existence—nor could there be such tax enforced. Just imagine the uproa there would be if an attempt were made to collect a half pence tax on the omnibus or street car fares in London, or in any of the large provincial towns in England! No ministry could withstand the storm of indignation which such a measure would call down upon them; no English cabinet min-ister at this day would dare to risk his posi tion and career upon such a die. repeat, there is no such tax in England. The only tax upon travelling is the pas-senger tax of five per cent, which is paid by the railway companies themselves upon certain trains only-for the cheap trains for the working classes and the so-called parliamentary trains which stop at all stations, are exempt from the tax. The sneer at the only foreign tramway line of this city in which "Junius" indulges, is therefore in as bad taste as it is ill-deserved; that line simply offered to transform the vintem tax into that form which the experience of the world has demonstrated to be best-it offered to pay the tax itself, thus making it a tax upon receipts, not upon expenditures. This offer the government refused, preferring to impose on the company the invidious task of collecting the tax from each passenger over and above his fare. As to "France" and the "other countries" where it is alleged over and above his fare. As to "France and the "other countries" where it is alleged that this tax is imposed, the assertion lacks the essential qualities of clearness and excites. If "Junius" will cite one single instance where a tax is levied upon tramway and railway fares, the tax to be paid by

the passenger himself over and above the regular fare, he will strengthen his position infinitely more than he has thus far beer In respect to the statem able to do. under consideration he has erred either through ignorance or intention, and is equally to blame in either case. If he has erred through ignorance he ought before he set himself to write such a labored defence of an obnoxious tax, to have been sure of his facts. If he has erred intentionally, then what is to be thought of such a writer, or of the cause which is driven to such a resort for defence?

It is now over three years since the city

fathers came to the eminently wise con-clusion that fixed axles should be forever

abolished from the streets of Rio de Janeiro

It was a step forward in the path over which other nations had long since gone; it was a partial cutting adrift from the past. The

destruction of this heirloom of an antiquated civilization, however, was only the first step the aldermanic mind must find a substitute for the forbidden axle or our vehicles would have nothing upon which to rest their burdens. It was an easy task to decree the creaking, ungainly fixed axle out of existence, but it was another thing to supply its place; that required creative powers. And so the aldermanic mind began to grap-ple with the problem—as all aldermanic minds do—and a solution has finally been reached. We shall not refer to the first results attained—the adoption of a substitute and the decree imposing it upon all cartmen -for that result is now a part of the for-gotten past. It lives only in the memory of the firm who won the prize and lost it An unsympathizing public, unmindful of the responsible labors of their municipal legislators and of the delicate position in which they were placed, called it a job, a monopoly, a robbery. The people filled the heavens, and the Jornal, with their clamors, and the new municipal cart broke down. The city fathers then advertised for "models:" they cared nothing for inventions nor inventors, they would ask no questions whence it came, whither it went, nor whether it was covered by an exclusive concession. They simply wanted models from which to choose the municipal cart—beyond that the matter rested with the gods and the imperial government. Nothing could be fairer, nor wiser, nor more innocent; it was the quintessence of disinterested solicitude in the welfare of the streets and in the problematical successor to the fixed axle. disinterestedness of the aldermen was equal-led only by that of the inventors; there was not a single individual on either side who was actuated by one selfish motive. Every man of them carried the city pavements, the cart mules, and the fixed axle in his bosom their amelioration was the world in which he moved, the summum bonum of life. And so the models, all good and perfect, came in lavishly, and the choice was made on the 28th ult. It transpires that the lucky model holds a privilege from the imperial govern-ment, but that fortunately does not impair its efficiency. It follows that the old carts will be discarded and the cartmen will all be compelled to buy of Fernandes & Irmãos, or go out of business, but happily that does not detract from the strict impartiality of the choice and the disinterested motives of the city councilors. There are some uneasy theorists who say that the city council should have contented itself with prescribing the general features of the new cart and leaving its construction to the open competition of wagon-makers; but like all theorists the they have overlooked the vital points at Had this course been pursued there would have been no model adopted, and consequently there would have been a lack of uniformity in the details of painting and putting on the light irons. More than that, it would have necessitated the study of the question in aldermanic conclave and the creation of an ideal model in the aldermanic mind upon which to base the specifications -and this could not be thought of. The cart of the future is now an accepted fact. Its adoption has fulfilled the anticipations of all thinking men.

#### THE MEASURE OF DAMAGES.

liberally adjusted outside the courts. The reason why the companies are so prompt to compensate persons for injuries clearly resulting from railroad carelessness is obvious. The companies by going further would surely fare worse. Juries habitually hold companies responsible—sometimes unjustly—for damages received by passengers on trains. Large amounts have been awarded in several recent cases of this kind in the United States where the companies were foolish enough to stand trial. But none of the American verdicts will bear companies were foolish enough to stand trial. But none of the American verdicts will bear companies were foolish enough to stand trial. But none of the American verdicts will bear companies were have been sufficient to the state of the state of the American verdicts will bear company chose to contest the sufferer's reasonable claim for damages. Whereupon he appealed to a jury who gave him \$\frac{1}{1}\text{company}\$ the plaintiff, having derived an income of several thousand pounds from his practice prior to the accident, and being then incapacitated from following his profession, thought the award too small. He applied for a new trial and got it, and the second jury gave him \$\int\_{1}\text{c}\_{1}\text{c}\_{0}\text{c}\_{0}\text{c}\_{0}\text{c}\_{0}\text{c}\_{0}\text{c}\_{0}\text{c}\_{0}\text{c}\_{0}\text{c}\_{0}\text{c}\_{0}\text{c}\_{0}\text{c}\_{0}\text{c}\_{0}\text{c}\_{0}\text{d}\_{0}\text{

METEOROLOGIGAL OBSERVATIONS TAKEN AT BRAZ, S. PAULO, DURING 1879.

By the "Companhia Cantareira e Esgolo

Latitude 93° 32′ 58″ S. Longitude 46° 36′ 46″ W. of Greenwich. Height of barometer, 9,393 feet above mean sea level. Height of rain gauge 9,378.5 feet above mean sea level

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57.1	\$ 2 4 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	j •	Mean of Mean of tension dew point of vapor
487	5555 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	ļ °	Mean tens
470	85 85 85 85 65 68 9	3 0	apor of
57-4 57-1 -487 -479 50-68	940+00+04487 2586558994883	Total	RAIN
10 E	17.13 8.27 3.59 3.59 1.35 1.35 1.35 1.35 1.35 1.35 1.35 1.35	a.m. p.m. a.m. p.m. inch inch	IN FALL
	#. 72 4th 3.51 8th 1.36 4th 1.37 2nd 0.547 2nd 0.50 7th 0.09 7th 0.09 7th 0.39 2nd 0.53 2nd 1.61 27th	Day	F

JANUARY .- Rain fell on 20 days.

JANUARY.—Rain fell on 20 days.

FEBRUARY.—Rain fell on 14 days. Thunder and lightning were observed on the 18th and 20th. Lightning was seen on the evening of 17th. Fog occurred on the morning of the 26th. Dew on the mornings of the 26th and 28th and the evenings of the 27th and 28th. The highest reading of the maximum solar radiation thermometer in vacuo was 157°0 on the 21st. The lowest reading of the Grass principum thermometer was 42°7 on the 6th. minimum thermometer was 49°3 on the 6th.

minimum thermometer was 49°3 on the 6th.

MARCH.—Rain fell on 13 days. Thunder and lightning were observed on the 25th and 27th. Thunder was heard on the 2nd, 19th and 20th. Lightning was seen on the 20th and 42th. Fog occurred on the moranings of the 20th, 21st, 24th, 25th and 29th. Dew on the mornings of the 1st, 22nd, 32nd, 27th and 29th, and on the eventings of the 9th, 20th, 21st, 22nd, 23rd, 24th and 25th. Highest reading of the maximum solar radiation thermometer in vacuo was 153°5 on the 18th. Lowest reading lof Grass minimum thermometer was 44°4 on the 23rd.

April —Rain fell on 14 days. Thunder 2nd.

9 to 10 p.m. on the 8th. Highest reading of max imum solar radiation thermometer in vacuo 146°C on the 16th. Lowest reading of Grass minimum thermometer was 39°9 on the 10th.

thermometer was 39°9 on the 10th.

MAY.—Rain fell on 5 days. Thunder and lightning were observed on the evening of the 6th.

Lightning was seen on the evening of the 19th
and 20th. Fog occurred on the mornings of 7 and evenings of 5 days. Dew on every morning
during this month and on 22 evenings. Lunar
coronas were observed at 8 p.m. on the 2nd, at 6
p.m. on the 3rd, and 9 p.m. on the 5th. Highest
reading of the maximum solar radiation thermometer in vacuo 138°0 on the 1st. Lowest reading
of the Grass minimum thermometer 25°0 on the
25th. 25th.

25th.

June—Rain fell on 7 days. Thunder and lightning were observed on the morning of the 7th and evening of the 26th. Lightning was seen on the evenings of the 6th and 25th. Fog occurred on the mornings of the 3rd, 6th, 11th, 12th, 16th and 17th, and the evening of the 10th. Dew on the mornings of 23 days and the evenings of 21 days. Hoar fost occurred on the nights of the 16th and 17th. Highest reading of the maximum solar radiation thermometer in vacuo was 13rdo on the 12th. Lowest reading of the Grass minimum thermometer was 1800 on the 17th and 18th.

mometer was 18°0 on the 17th and 18th.

JULY.—Rain fell on only 3 days. Thunder and lightning were observed from 3 to 4 a.m. on the 12th. Fog occurred on the mornings of the 1st, 1th, 13th, 14th and 15th, and evenings of the 3rd, 10th, 13th and 26th. Dew on the mornings of 2days and evenings of 2rd abys. Lunar halo was observed at 9 p.m. on the 4th. Highest reading of the maximum solar radiation thermometer in vacous vas 138°0 on the 25th. Lowest reading of the Grass minimum thermometer was 24°0 on the 8th. the 8th.

the 8th.

August:—Rain fell on 3 days only. Lightning seen on the evening of the 8th. Fog occurred on the mornings of the 1st, 12th, 13th, 16th, 20th, 21st and 22nd, and on the evenings of the 15th and 16th. Dew on the mornings of 13 days and evenings of 2o days. Dust haze (Hohenraach) was observed on the evening of the 21st and 22nd. Highest reading of maximum solar radiation thermometer in vacuo 133°0 on the 4th, 5th and 31st. Lowest acquine of the Grass minimum thermometer was reading of the Grass minimum thermometer was 2200 on the 11th. Highest reading of barometer observed was 17.968 on the 15th at 9 a.m. Lowest reading of barometer observed was 27.577 on the 10th at 9 a.m.

16% on the 9th. Highest reading of barometer observed was 27.883 at 9 a.m. on the 10th. Lowest reading of barometer observed was 27.494 at 9 p.m. on the 28th.

on the 28th.

OCTOBER.—Rain fell on 5 days. Thunder and lightning were observed on the 15th and 28th. Fog occurred on the mornings of 6th and 13th and during the evening and night of the 5th. Dew on the mornings of 2 days and evenings of 14 days. Lunar halo was observed at 7.30 p.m. on the 29th. Lunar halo was observed at 7-30 p.m. on the 29th. Lowest reading of Grass minimum thermometer was 30°0 on the 26th. Highest reading of the barometer observed was 27,020 at 9 a.m. on the 5th. Lowest reading of the barometer observed was 27,322 at 9 a.m. on the 23rd.

a,m. on the 23rd.

NOYEMBER.—Rain fell on 8 days. Thunder
and lightning were observed on the 2nd, 12th,
29th and 30th. Thunder heard on the 26th,
Lightning seen on the 10th. Dew occurred to
the mornings of 4 days and evenings of 13 days.
Lunar halo was observed at 9 p.m. on the 29th.
Lowest reading of Grass minimum thermometer was
30°4 on the 19th. Lowest reading of the barometer
between was 2.2.7.6.8.1 o. m.o. un the 23rd. Higherved was 27.476 at 9 p.m. on the 23rd. High est reading of the barometer observed was 27.730 at 9 a.m. on the 9th.

at 9 a.m. on the 9th.

DECEMBER.—Rain fell on 18 days. Thunder and lightning observed on the 10th, 11th, 14th, 26th, 27th and 31st. Thunder heard on the 2nd, 7th, 28th, 30th and 31st. Fog occurred on the mornings of 23rd and 24th. Dew on the mornings of 14th and on the evenings of 2nd, 3th, 7th, 8th, 22nd, 23rd, 24th and 28th. Dowest reading of Grass minimum thermometer was 46°8 on the 4th and 5th. Libbert, evenings of becomes respected was 27.568. Highest reading of barometer observed was 27.768 at 9 a.m. on the 21st. Lowest reading of barometer observed was 27.445 at 9 p.m. on the 15th.

During the year there were 120 days on which

HENRY B. JOYNER.

A.M. I.C.E., F.R.G.S. & F.M.S. Engineer in chief.

LOCAL NOTES

- Fifty-seven lotteries are authorized by the imperial government for the year 1880.

-- According to the New York Herald Ger Grant will visit Brazil and the Platine republics during the coming winter.

—We see by the Jornal do Commercio that Mr.
Henry Horn arrived from the United States on the
City of Pard, and that he intends to establish a
manufactory of fine porcelain in this city.

—The papal nuncio, Monseignor Angelo di Pietro, envoy extraordinary from the Holy See, was received n public audience at São Christovão on the 23rd

-The officers of the Senate met on the 29th for the purpose of taking appropriate measures on the death of Visconde de Suassuna, senator from

 The carnival occurs next Sunday, Monday and Tuesday. The societies are said to be making elabrate preparatio

The number of animals killed in the public laughter house of this city in January amounted to 1,633 head. and 1,353 sheep.

-The shipments of cotton goods from New York to Brazil during the calendar year 1879 amounted to 7,988 bales and 145 cases. This is an increase of 2,945 bales over the shipments of 1878.

The Royal Mail packets Elbe, outward bound, and Neva, homeward bound, arrived at Lisbon on the 27th ult. The Elbe sailed for Brazilian ports on

- The birthday of her majesty, the Empress which occurs on the 14th of next month, has been selected for the inauguration of the new water

-A circular from the chief of police of the 26th —A circular from the chief of police of the 26th ltd. directs the police officials to exercise a close su-pervision over the corticor and estalagens: in the city in order to compel a rigorous observance of sanitary regulations. The inspectors are instructed to visit these places every day.

—Mr. R. C. Shannon, of the Botanical Garden railway, transmitted 200\$ to Sr. Octaviano Hudson, on the 26th ult., for the support of the Glorian inglist school. The domation was made in memory of the late president of the company, C. B. Greenough, Eso.

—In view of the frequency of thefis and burglaries in various part of the city, and the efforts of the police to confiscate all species of arms kept by the people in their houses, we shall soon be able to say that there is no security for property in Rio de Ianeiro.

Janeiro.

—A saucy boy was punished in one of the schools of this city a few days ago. It has been worth about a column a day to the Fornal ever since. This method of conducting a dispute is a grand thing for a newspaper's balance sheet, but it's a trying affliction to the public.

affliction to the public.

—The coasting steamer Calderon took 63 immigrants for Porto Alegre on the 23rd ult., and the S. Jind 92 for Santos. Of these immigrants 123 were Italians and 27 Portuguese. On the 28th the Rio dr. Jinniero left with 122 Italians from Porto Alegre, 13 for Santos, 28 for Santa Catharina, and one for Paranaguá.

—The Deutsean bark 4 februards.

one for Paranaguá.

—The Portuguese bark Africa which arrived at this port on the 27th ult. from Oporto, Portugal, brought out seven girls who had contracted with the cook to come here as domesties. The intention was to betray them into a life of prostitution. The cook and an individual waiting to receive the girls were arrested on the arrival of the bark.

were arrested on the arrival of the bark.

—A fight took place at an extantgem, No. 21
Rua de São Lourenço, on the evening of the 28th
ult., between Francisco da Silva and João Baptista
da Silva. The result was that João Baptista called
a clasp-knife to his assistance and Francisco withdrew for medical advice. He died the next day at
the Misericordia. João Baptista undertook to
"evrade himself" but failed.

"evade himself" but failed.

—On the 1st of August last Ernest Olshausen entered a house in Rua de Santo Amaro and stole four gas globes. He was caught in the act. He explained to the jury on the 20th ult. that he was going up the street on the day in question to see a friend, and, when stopping to see a quarrel that was taking place on the street, was captured. Ernesto was discharged.

-We are glad to see that our old friend, Mr. Morris N. Kohn, is again to the front. This time Morris N. Kohn, is again to the front. This time he has a project for the exection of some buildings in the Campo d'Acclanaçlo without cost to the public treasury, but the government has unfeelingly deferred considering it. It's unfortunate, but it can't be helped. No nation can support more than a very limited number of philanthropists at one time, and Morris must wait for a vacancy in Brazil.

—Gregorio Moreira Maia wants a privilege from the cite coursell to stamp and wants have the control of the control of the stamp and wants have the stamp and the stamp and wants have the stamp and the stamp and wants have the stamp and the stamp

nme, and Morris must wait for a vacancy in Brazil.

—Gregorio Moreira Maia wants a privilege from
the city council to stamp and number the new
carts. Of course he should have it; the more jobs
the more mouse. It matters little that it will add
to the expense of the cart, that it is unnecessary as
the privileged manufacturer could put the number
on the cart himself, and that it will serve to complicate the business just a little more—it's all in the
interest of the leeches, and why should not the poor
devil of a cartman pay it?

—The Gazta de Noticias called attention to a
case the other day where a burial permit for a yeltow fever victim could not be procured at the Misericordia because the office was closed. The physiccian's certificate stated that the body should be
buried with dispatch, but this could not be done
until the next day. On the 27th the minister of
finance directed the hospital authorities that they
should hold themselves ready to grant burial permits and to expellite burials at all hours.

—We have before called attention to the dangers

must and to expective quarters are into the dangers arising from the existence of a large number of cow stables in the most densely-populated parts of this city. Now that the dangers from yellow and pernicious fevers are daily increasing, would it not be well for the board of health to see that they are removed or kept thoroughly clean? The steenth from these places is intulerable and can not be otherwise than productive of fevers of the most deadly deemfound. deadly description.

deadly descrpition.

—The poor Italian, Nicolas Gasso, who died on board the French packet Sénégal at Buenos Ayres on the 17th ult. caused a great fright among the people of that sigh. According to Dr. Daltan, of the Sénégal, he died from a lung complaint, but according to the medical commission of the port he died from yellow fever. It is a curious fact that the opinion of this commission was based an an observation of the body from a distance of ten or twelve yards and as the man's skin, presented a yellow appearance it was at once prenounced, a case of yellow fever.

### THE RIO NEWS.

Company of the Compan

— The Russian colonists were sent away into the country on the 2nd. A better step could not have been taken.

Deen taken.

—The president of the sanitary commission in the
Candelaria parish announces that the concentration
of the Russian colonists in the police station of the
Sth district is not prejudicial to public health, as all
sanitary precautions have been taken.

The Villa Izabel tramway paid into the national treasury the sum of 4.533\$9\$0 as the amount collected on the viutem tax in January. Now for the balance sheet! How much did it cost to collect this sum?

collect this sum?

— According to the Diario Official of the 3rd instthe firm of Henrique Laporte & Co. have asked
an indemnity of 50,000 from the government for
being compelled to suspend the sale of fire arms
etc., during the first days of January.

etc., during the first days of January.

—There are so many musical geniuses in Rio that they are hard put to for names to their various compositions. Sentiments are all threadbare, and riots and political disturbances alone bring relief to inheir pent up souls. One piece is now called O importo do vintem, another Lopes Troodo, and another Mos w fecha mait a porta.

—At last the Buenns Averse Mostel has completed.

outer was re feeta mare a porta.

—At last the Buenos Ayres Hendd has reached
us. We had quite despaired of ever seeing it, and
when it came to hand eagerly reached for our biggest
ecissors and were about to do execution, when it
occurred to us that there was something strangely
familiar to us in the news. Alas! it is dated May
11. 1870! 11, 1879!

- The Unitd States corvet Marion, Com. F. M. — The Unitd States corvet Marion, Com. F. M. Bunce, eight days from New-York, arrived at this port on the 1st inst. This naval vessel is intrusted with scientific work in addition to its regular duties, being engaged in making deep-sea sounding apparatus is similar to that used on board the Challenger.

ner sounding apparatus is suffair to the model of a cart for carrying coffee, presented by Fernandes & Frankos, on the 28 that. This eart is covered by patents from the imperial government. The same firm have patents for a cart for street-desuing purposes, and have applications pending for patents upon water carts and improved drays. Evidently, the coffee cart is only the thin of the wedge.

—A priest goes to a slave dealer to buy a female for slave domestic purposes. He pays his two contes and the next day sends for his slave, when he is told that the bargain has been undone; as to the money—why the money is safe enough, but they can't let him have it just then. They give him a crumpled bit of paper and tell him not to trouble himself that his money is very secure.

Served him right.

not to trouble himself that his money is very service.

Served him right.

—We are under obligations to Conselheiro Joaquim Saldanha Marinho for a recent publication containing the projects which he introduced into the last Chamber of Deputies and the speeches which he made upon them. It is a complete record of the legislative work done by this widely-known Brazilian republican and as such should be carefully read by all who wish to understand the state of Brazilian politics to-day.

—In view of the refusal of the Russian government to accept any responsibility for the 91 desmetto accept any responsibility for the 91 desmet to accept any responsibility for the 91 desmet.

—In view of the refusal of the Russian govern-ment to accept any responsibility for the 91 des-titute Russians now at Southampton on their return to Russia, the British government has instructed its representative here to prevent the departure of any others to British ports. Unable to live in their adopted country and cast off by their mother coun-try, the situation off these unhappy people is truly pitiable.

pitiable.

—By an official letter of the 29th ult, the minister of empire directs the president of the board of health to cause the removal of all yellow fever patients found in cortique to the Gamböa hospital and special infirmaries. The board is directed to open two of these special infirmaries at the northern and southern extremities of the city. These measures in connection with the recent orders for a rigid supervision of the many cortique in the city are deserving of unstinted praise. of unstinted praise.

of unstinted praise.

—In an official communication of the 23rd ult. the minister of agriculture informs the minister of empire that the destitute colonists now in this city are Russo-Germans, that they had abandoned their lands in the province of Paraná which had been allotted to them after having received aid and favors of all kinds as immigrants, that they had come to this city to live upon public charity, and that they were therefore excluded from all and every assistance from that department. That is all very well, but it does not solve the problem—"what is to be done with them?"

—According to the official reports the total number

but it does not solve the problem—"what is to be done with them?"

—According to the official reports the total number of deaths in this city during the last sixteen days of January were 592 or an average of 37 per day. Of this number 95 died from yellow fever, 34 from pernicious fever, 24 from other fevers, and 86 from consumption. The totals for the month of January are: yellow fever 133, pernicious fever 54, other fevers 35, consumption 169, total from all causes 1,087, or an average of 35 per day. These totals do not include the deaths at Jurujuba hospital. On the basis of a population of 325,000 this gives an annual death rate of 39.3 per 1,000.
—José Teiseira de Vasconcellos and Joaquim Antonio Ferreira, two young men, were brought before a jury on the 28th ult. charged with breaking into and robbing the room of Francisco José Duarte. The latter swore to the fact that his dor was forced and that several boxes had been broken open. A pick-lock was found in the possession of Vasconcellos explained that he visited the house where the robbery was committed to see his uncle, that the did not commit the robbery, and that he went along with Vasconcellos to see the aforesaid nucle, and that they were unjustly accused. And the jury believed their stories and discharged them.

—According to the Messager du Brésil of the 25th alt., a force of police agents, five or six in number, invaded a house in Rua do Lavradio on the night of the 20th ult. to the great annoyance and inconvenience of the people living there. These police agents compelled everyone to get out of bed and ransacked every room in the house. Among the tenants was an aged Frenchman who belongs to an aristocratic family and who is now supporting an aristocratic family and who is now supporting himself by giving lessons. The pretext for this nocturnal invasion was a search for a former tenant of the house who, it seems, left Brazil some time

#### COMMERCIAL

				uary, 24th		
Par value of	the Brazil	ian mil reis	(1200)	co), goia.	27 a	
do	do	do	do	in U.S.		
		oin at \$4	B <sub>4</sub> per	£r. stg.	54.45 CC	nts
do		stg. in B				
Bank rate o	f exchange	on Londo	n to-d	ay	23½ d.	

Bank rate of exchange on Landon today.... 33½ d.
Present value of the Bradian mit res (naport)... 836 reisagold
do do in U.S.
coin at \$4.81; per £1. sig... 46. 50 cents
Value of \$1.00 (\$8.3½ per £1. sig)... 46. 50 cents
Value of \$2.00 (\$8.3½ per £1. sig)... 108315
currency (naport)... 3815
Value of £2 i sterling , 108378

Tan. 23 — Movement vey limited. Commercial rates on London 23 ¼ and 23 ¼ d.

Yan. 24 — Banking rates on London 23 ½, mercantile 23 ½16; same on Paris 46 mercial rates of the condition of the coffice market. Sovereignes held at 13½ ov with 13½ ow of fired.

Yan. 27 — Banking rates remain unchanged and transactions very limited. Mercantile rates 23 ½16.

Yan. 28 — The market to-day more active. Banking rates con London remain at 23 ½. Sovereignes held at 1745,00 with 13500 offered.

Yan. 29 — Rates unchanged, market firm, transactions limited.

Yan. 30 — Market more active at same rates viz 23 ½ on

ited.

Jan. 30 — Market more active at same rates; vir. 23 ½ or.
London; 411 rs. per franc on Paris banking rates. Sovereigns held at 11\$coo.

Jan. 31 — Rates same, but little doing.

MARKET REPORT

MARKET REPORT

MARKET REPORT

As the de Jandrin, February 4, 1880.

Dry Goods—In spice of the heavy imports during December, pices have been fairly maintained, and have, in a very few isstances, been advanced sufficiently to cover the increased cost entitled by the new duties, while January sales must have been fully up to the avenue, February opens somewhat dull; pressing requirements have been satisfied, and buyers are gain beginning to not with a certain amount of reserve.

Coffir—Owing to the continuance of unfavorable advices from consuming countries our maket remains inactive not withstanding dealers having made concessions of too riss per to kilos on the better grades and 150 to 400 reiss on the lower ones.

The total sales for the month since January 3rd amount to 189,490 bags, viz:

viz:
70,040 bags for United States
107,090 ,, ,, Europe
6,890 ,, ,, Cape of Good Hope
5,470 ,, ,, Elsewhere

Total.... 189,490 bags.
The total clearances in the month of January an

I II C TO	an cicintunous in his				
549 bags,	viz:				
Bags		Baj	zs.		
102,653 f	or United States	against 142,	166 in J:	nuary	1879.
101,328	, Europe		,205 in	**	11
6,887	, Cape of Good Ho		,019 in	**	,,
68ı	, River Plate	,, 1	,605 in	"	,,
		-6-	 041 bags		
211,549 b	oags.	207	out ones		

211,549 bags.

From annexed compansive table of dearances it will be seen that the clearances to Europe and deswhere during the first seven months of the crop year were 276,327 bags fees, and those to United States 146,027 bags more than in the same period of the previous crop-year.

Receipts for the month of January average 4,944 bags pert day, against 6,825 bags per day in January 1879.

The total receipts of offsee in Rio de Janeiros ince July 1879, amount to 2,223,311 bags in the same period of the previous crop-year. Stock is estimated to-day at 135,000 bags.

ite, per 10 kilos :	
Washed	Nominal.
Superior	6\$400 6\$600
Good first	6\$000 — 6\$100
Regular first	5\$750 5\$850
Ordinary first	5\$300 — 5\$600
Good second	4\$700 — 5\$100
Ordinary second	4\$000 — 4\$400

CLEARANCES of coffee from Rio de Janeiro during the se months from July 1st 1879 to January 31st 1880.

months from July 150 157	, ,		- 1	Car
DESTINATION	1879-80	1878-79	1877-78	S. l
				S.
	D	Bags.	Bags.	Bot
United States.	Bags. 814.583	701.305	461.110	S.
New York	202.442	377 624	280 785	Per
Baltimore	26.365	36.590	61.119	Pel
Hampton Roads f. o Richmond	3.600	7.000	7.200	S.
Sayannah.	14.022	10.492	8.207	Por Vil
Mobile	16.700	15.740	46.900	Me
New Orleans	141.180	81.665	159.713	Nie
Galveston	22.258		27.500	Bri
St. Thomas f. o	12.800		_	Ca
			4.4.	
Total	1.364.850	1.260.823	1 001.033	Ur
_				M
EUROPE.		8.741	17.072	_
Channel t. o	48.186	111.613	77-378	Br
Havre	29.796	93.854		Es
Antwerp. North of Europe & Baltic	161.876		138.506	U:
Liverpool, London & Sout'pton	126.422	120 867	125.502	Pa
Bordeaux	13.953		42.975	A
Lisbon £ 0	98.435			F
Portugal	657	4.200	3.639	
Mediterranean	95-538	135.808	109.555	Fi
			-	A
Total	574.863	805.843	611.472	l G
		·		N
ELSEWHERE		68.048	36.050	N
Cape of Good Hope	41.251 7 850			C
River Plate & West Coast	7 059	20.325	17.103	It
Total	49.11	94 373	53-233	P
10tat	49.11	54.37.	337-33	P
2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2		1		l G
United States	1.364.85	1.260.82	1 . o61 . 633	12
Europe	574.00			
Elsewhere	49.11	6 94-37	53.233	1
The second of th			- 0.6 228	R
Total	1.988.82	9 2.101.03	9 1.726.338	- N
			1	

Flour.—There has been a good demand during the last fort-night, and as the supply has been more moderate, a firmer tone has set in and prices have again improved.

The total arrivals for the month since the 3rd ultimo amount

22,226 barrels American 4,883 bags of 200 lbs. River Plate.

27,109 barrels. ring the same period have been 44,075 barrels,

1,566 barrels Trieste 37,626 ,, American 4,883 bags River Plate 44.075 barrels.

Stock in first hands to-day consists of 68,500 barrels, viz

We quote: Gallego Haxall

White Pine.—The market is firm at 100—110 rs. per foot th a good demand. Only two small lots have arrived, viz

with a good demand. Only two small lots have arrived, viz:

17,265 feet per Thansur non New York.

15,264 m., Mary Stewe "New York.

Pitch Fint.—The arrivals consist of 356,447 feet per E. A.

Sanchez from Burwsick which have been sold at 35000 per
doz. Owing to the late heavy arrivals of spruce and Sweetish
into our pitch pine unarket has become much depressed and
prices show a downward tendency.

Renit remains unchanged at 8\$000—8\$500 per harrel. Receipts have been

180 barrels per Thames from New York 200 ,, ,, Alvin Kelly ,; do.

Lard.—Owing to excessive arrivals during the month, viz:

25,500 kegs, prices have declined to
305-210 s. n. per lb. for George
305-205 s. n. n. Jenkins
395-300 n. n. Wilcox
at which the market closes flat.
Krossum.—This market has likewise been supplied very
heavily and we cannot quote to-day over 685-00 per case for
Devo's Billiant.
Arrivals during the month smooth. als during the month amount to 30,225 cases.

### SHIPPING NEWS.

ARRIVALS OF FOREIGN VESSELS.

7AN. 23.

Banco Rural Comn Engli Indus Merca Banco New Banco

- Marie L

Lavrenou—He bit. David Anterson; 256 tons; Mathiessen; 50 dis coal to (in St. O. Picolet: 335 tons; Beng; 6a de; smithiessen; to Handles, Kramer & Co.

S. Nicolax—Sp byn A ffrede; 198 tons; Sixu 17 de; alfalfa and hum to A. Wagner.

Canvers—Fo. 18. 18.

CANN. 24.

CANDET—Geb Edward, foo tons; Pusch; 43 ds; coal to Wilson Sons & Co.

Busicos Avies—Sp by Barcelle 240 tons; Foundana; 24 ds; priced beef to J. Sonsagueira.

Haransusun—Sw by Lieute; 305 tons; Falci; tog dis pine to order; av. av.

juried bed fo J. Rominguieri.

HINDRISON-D-Se by Littlette, 192 tons; Falcic 105 dic pine to order, Art 26.

BURSON AVES-Sp. bk. Markin 192 tons; Rurbons; 24 dic juried bed in Simolest Maradillist; 154 tons; Falcegas; 23 dic jerkel bed in Simolest Maradillist; 154 tons; Falcegas; 23 dic jerkel bed in M. Arevelo & Co.

RASSICOAS—PORT By D. Arkatolist; 192 tons; Charvallist; 194 dic jerkel befo h. Wagner.

S. NICOLAS—PORT by D. Arkatolist; 192 tons; Charvallist; 194 dic jerkel befo h. Wagner.

B. NICOLAS—PORT by D. Arkatolist; 192 tons; Charvallist; 194 dic jerkel befo h. Wagner.

M. Wagner, 195 tons; Petersen; 38 die; flour and term 6. Wagner.

M. Wagner, 195 tons; Petersen; 38 die; flour and term 6. Wagner.

M. Wagner, 195 tons; Petersen; 38 die; flour and term 6. Wagner.

M. Wagner, 195 tons; Petersen; 38 die; flour and term 6. Wagner.

M. Wagner, 195 tons; Petersen; 38 die; flour and term 6. Wagner.

COUNTE—Port by Aries Calabrier; 195 tons; Abersen; 34 die; 195 tons; Petersen; 195 tons; P

GEROA—Sw bgit Lauren; 2010 tons Runnery; sundries to E.
Lisse—See hig Elilida: 199 tous; Lefeke: 24 de salt to
Lisse—See hig Elilida: 199 tous; Lefeke: 24 de salt to
New Youte—Birkh Thamur; 445 tons: Williams; 45 de sundries to A. Mons & Ch. greatmen; Maragol; 13 de put in for
1997 tous; Londo for Harma; Maragol; 13 de put in for
1998 tous; Londo for Harma; Londo
1998 tous; L

Rosanio—Am trn Sarah Potter; 360 tons; Wall; alfalia to S-Romagueira & Co. 74th. 39 New York—Bir bk Marry Stower, 256 tons; Wilson; 53 ds; Sarcon—Fe bk 7an Parre; 455 tons; Join; 95 ds; rice to Sarcon—Fe bk 7an Parre; 455 tons; Join; 95 ds; rice to

Sations—From Yann 1976, 435
Camara & Gomes'JAN', 30.
Bartimore.—Am bk. May Queen; 184 tons; Berry; 42 ds;
flour to Wright & Co.
Burnos Awss.—Gr bgn Diamant; 172 tons; Schovariey; 18
ds; jerked beef to A. Wagner.

37AN. 31.

Marianone—Am bgn Water Wilch; 238 tons; Smoot, 49
ds; flour to Wright & Co.
CARDVF—Am shp J. G. Blanchard; 1317 tons; McIntyre;
50 ds; coal to D. Pedro II RR.
—Gr bgn Christine; 274 tons; Kossebolm; 49 ds; coal to
Messageries Manimes.

To but Lavistine 294 tons Rossession, 49 on con-Messagents Maritims. Scores Marion; Capt. Bunce. NEW YORK—U. S. cover Marion; Capt. Bunce. NEW Ross—Sp. of Oxidite 194 tons Millet; irried bed. MARIAM—Sp. of De Marion reasons as the susmann; 45 dis, studies to H. N. Derfus. Passacria.—Br bit Lea; 747 tons; Evans; 83 dis; wood to J. Saure & Co.

#### DEPARTURES OF FOREIGN VESSELS

J.A.N. 23.

Barranous—Brike Components 321 tons: Walker old item.
Barranous—Am Ingo Odorillei: 418 tons: Hollands: Indises.
Bourson Saves—Port lug Maria Claudien; 200 tons Correli; Indiaet.
Sr. Timous—Sw lug Mary: 247 tons: Jonwen: Indiaet.
ANTONINA—Port lug Barve do Lage; 207 tons: Casmova:
tons: Lagnadier: Ballate; do. 268.

ast.

JAHIA—Fr bgn Annam; 165 tons; Lugnadier; ballast.

JAHIA—Fr bgn Snowdrop; 151 tons; Butel; coffee.

JALPARAISO—Br bk Estrella; 507 tons; Mouron; ballast. Batta—Fr lign Annam; to tons; Linginader, Gauss, Lisnov.—H lign Xonavloy; to tons; Butch coffee Valenaatso—He lie Extrella; 501 tons; Mouron; Gallast, YAN, S. Triotas—Grash Wilhelmini; 152 tons; Rabe; coffee, Sr. Triotas—Am by Life Houghton; 411 tons; Delan; bal-salies.

Gr bg Louise Geo.gine; 342 tons; Meyer; ballast.
MANAMIA—Port lk Formour, 456 tons: Pirus sundries.
PREMAINED—Pith & Sar Plane, 352 tons: Webser; hallast.
Rtu GRAND—Nor bg Peterel; 265 tons; Lassen; sundries.
74.19. 6.
River Plane—Port bg Tulle; 206 tons; Vlanna; sundries.

7AN. 27.

Oporto via Lisbon-Port bgn Florinda; 256 tons; Gomes

nundries.

ARICAJU—Sw by George O. Nvill, 223 tons; Petterson.

7/1 N. 98.

Banta C. a - Port lik Luiza; 238 tons; Alves; ballast.

PERGAMBUCO—Br sch Charlotte; 96 tons; Soliver; ballast.

7/1 N. 99.

POINT DE GALESS—Br shp Duneslave; 1297 tons; Bruce; bal

VESSELS LOADING WITH DESTINATION

eaux—Fr str Senegal; 5000 bags coffee. re—Fr bk Claire; sundries, 30f. ddie via Channel — Dan sch Freya; 4500 bags coffee;

Harros—Pe lik Clairy; sundriess, 39?. Balic izid Channel — Dan set Proya; 4500 langs coffice; Balic izid Channel — Dan set Proya; 4500 langs coffice; Goos Kolher & Co.; 49? Inhibit—Swa lang Aristoriaha Withelmina; 3000 langs coffice; Norton Megaw & Co.; 43?. New York—Ann as City of Plani.
Baltimore—Ann lak Serienz; 300 langs coffice on the berth; 20f. — Ann lic Aristoria Space langs coffice; on the berth; 20f. — Ann lic D. Pedra H; 3000 langs coffice; on the berth; 20f. — Ann lic D. Pedra H; 3000 langs coffice; on the berth; 20f.

FREIGHTS:

Steamers: Channel f. o. . . . 35/ a 37/6 Lisbon f. o. . . . 35/ a 40/ Gibraltar f. o . . 35/ a 40/ North U. S. . . 15/ a 20/ South U. S. . . 15/ a 20/ London. 407
Liverpool 407
Antwerp. 307
Hambarg. 457
Hav.s. fr. 40
Bordeaux fr. 40
Marseilles fr. 60
New York. 40 cts

										- 1	bk j	can Pierre				Bom	omes.
		T T	T T T > 1	I.C	COL	IPANI)	75			- 1	14 1	GERMAN Leros	662	Tunea	w w	Vilmingto.	l'o order.
BANK	S AN	υr	O B	JIC	CON	II VIII	-			- 1	ben	Heinrich					
											her A	mazone	315	Dec	1 8	Yew Castle	HartwigWil'sn& Co
		90	2 1	w	5		LAST	LAST D	WIDEN	(D)	bg N	licolaus	306			New Port.	
		SHARES	g l	5	0 R	ESERVE FUND	QUOTA-				bgn	Alwine	200	",	10	ondon	Norton Megaw&Co.
NAMES	CAPITAL	\$	28	3	QIV.		TION	AM'T	PAU	D	bgn	Bertha Meta	. 6.2		21 5	etubal	l'o order.
		- W	-	-							horn	Acoris	183				
BANKS		1	- 1				1	. 1			bk 3	fedea	300		:n (	.arishaum.	Fo order.
Banco do Brazil	** ***	61.000	All	200\$	All	9,447,527\$364	265\$000	10,000	Jan.	1880	bgn	Brillant	140				
Rural e Hypothecario	8,000,000		All	200				9 000	Jan.	1000	bg (	lustavo	181	n 3	21 5	Mornhorn	A. Wagner.
	12,000,000	60,000	20,000	200	Ail	1,657,274 277	208 000	6 sh	Jan. July.	1870	hg i	Picotet	335	,,	231	Cardiff	Brandes, Kramer&C Wilson Sons & Co.
		50,000	All	200	All A	116,944,811	210 900	8.5000	Jan. Jan.	1880	hk 2	Picolet Iduard V. C. Meyer.	520		611	Danmon	To order
Industrial e Mercantil		30,000	All 5,000	200	All	175,669 816	200 000	10 000	Jan.	1880			196				Alex. Wagner.
Mercantil de Santos	4,000,000	20.000	10.200	200	All	175,669 816 4,512 860 £ 80,000	129 000	3 12 0/0	Jan. Dec.		bgn.	Johanne L. Ramber.	200	111	27	Marseilles	F. Sauwen & Co. F. Sauwen & C3.
Banco Predial New London and Brazilian	£ 1.000,000	50,000	15,000		£ 10	€ 80,000	-000	9\$000	Jan.	1880	bgn	L. Rumber.	28)		28,0	B. Avres	A. Wa, ner
	12,000,000\$	60,000	30,000	200	2005	302,848\$701	100 000	94000	Jun.	10011	bgn	Dianant Christine	271			Cardiff	Me-sagenes Marit.
			All	200\$	All	34,783\$400	Nom.	12\$000	July.	:879	No. A	Vanderer	222	Feb.	201	Marseilles .	H. N. Dreyaus,
	1,000,000\$	37,500	14,380	2004	Ali	3417-344	6:5000					PEALIAN	1		- 1		
Petropolis	7,500,000	75,000	All	200	All	_	230 000	8 1/4 1/4	June.	1879	bgn	Icamia		June	- 5	R. Grande	Miranda Az. & C., Fiorita & Tavolara,
Paulista	4.000,000	20,000	All	200	All	_	50 000		July.	.8.00	bgn	B Genova	20	1	20	Frapatii	To England
		12,000	All	200	All	_	208 000	7 000	july.	10/9	bg !	Rolando Jinlio & Clm.	359				
Nictheroyense. Campos a S. Sebastião	2,000,000	10,000	All	200 200	All	=	25 000 Num.				lour.	Vittorio C	240	Sept	23	Genoa	E. Cresta & Co. For repairs.
Campos a S. Sebastião	600,000	3,300	All 40,000	200	Äii	=	180 000	700		1878	1 1.1	Ricardo	95	Dec	3	Indep. Bay	For repairs,
		75,000 4,000	All	200	All	34,600500	Nom.	100.0	June	. 1878	l bk	Nova Carlota	56.		30	Cadiz	For repairs.
União Valenciana	000,000	4,000				• .				.0	1.	ORWEGIAN					Burnett W & d. C.
a at the fa	4,000,000\$	20,000	16,500	200\$	All	64,276\$46	750 000	13 000	July.	1079	bg	Agat					
	2 000 000	10,000	All	200	All		Nom	1			1	Veritas	1 05	Dec	- 1	New York	Arthur Moss & Co.
		3,500	All	200	100\$	7,471 39	Nom.	8 000	July.	. 1879	by	Hildegard	25				
	1,200,000	2,700	All	200	All	7147- 35	Non.	1			bg	Maria Luiza					
Pelotos S. Luiz do Maranhão	540,000 800,000	4,000	3,000		All	_	20\$000	!!				Activ	- 32	5 Jan	7	Antwerp	Laureys & Co. Gross Koeler & Co.
Porto Alegre	1,200,000	6,000	- All	200	100\$		5 000	8 000	Intv.	1870		Robert					
Villa Izabel	2,000,000	10,000	All	200	All	30,163 06 2,800 00	195 GOL Nom.	1 0000	,,	,,	I DE	Carin Gallatea	38				
Villa Izabel	2,000,000	10,000	7,000	200	All	2,000 00		1	1		bur	Brayn	. 30				
Nictheroy	1,200,000	6,000	A)	200\$	All	-	Nom				bgt	n Frithjol	. 20				
Bruxellas	5,400,000	27,000			All		208,000	9 000	July	. 1879	1 bk	Thongny	. 34				
Carris urbanos		1					\$000	15 000	Luly	. 1879	bk	Jupiter	44			London Tarragona	
rate - Industria	1,800,000	6,000	Al	300\$	All All	180,000\$∪0	Nom	15 000	7,	,,	ligi	A. Fredholm	4				. Tross Kochler & Co
	180,000	1,800	Ai	100	All	_	1				I III	Atlantic	. 7	3	20	London	Hoan Moore & Co.
MANIGATION COMPANIES		20,000	Al	200\$	All	96,467\$7	3 195\$00	12 000		1879	line	<ul> <li>F Wilhelmin</li> </ul>	0 21				E. S. Zenha & Co.
Brazileira de Navegação	4,000,000	3,000	A		160\$	300,000 00			Dec	. 1878	bg	Clio	. 21	15 11	20	Cadiz	Fo order.
Espirito Santo e Campos União Nictheroyense	200,000	1,000	01:	200	110		Nom	- 1	1		bg	Lizette	- 30	>5 ,,	25	Hernesuno	F. Costa.
	640,000	3,200	3,16	200	All		100 00		Tuly	r. 1879	bg	n Laura g Ellida	. 2	19 n	- 28	Lishon	Braga & Barboza.
Paulista Amazon Steam Navigation	500,000	2,500	( A	1] 200	All	£ 21,321,781	d meson	o 9 sh	Dec	. 1877	l mg	SPANISH	11.	"		1	
Amazon Steam Navigation	. £ 1,000,00	50,000		€ 20	100\$	221,321,731	106 00	0			be	Victoria	. 2	47 Ma	y 22	B. Ayres.	José Romaguera.
	150,000	750	-	200	1001		١.	i	١.		ber	Wilfreda	. 10	91 Au	g.14	Concordia	. Romaguera & Co
INSURANCE	. 8,000,000	\$ 8,000	4,00	1,000	125\$	200,000\$0	130,500	0 10 000 0 25 000	Jan	. 1880		n Principe	- 1				Romagueira & Co
Fidelidade	3,000,000	3,000	A	1,000	250	300,000 0 156,500 0	20 410 00	0 6 00	Ian	. 1880		Sunrise ik Dulcinea.	- 5	60	, 10	Paveandů	Faria Cunha & Co.
	2,500,000	2,500	A	1,000	100 250	162,660 6	21 400 00	0 20 00	ol Jan	. :880	) in	Salvador.		65		S. Nicola	s Alex Wagner-
Nova Permanente	. 800,000	500			100	25,503 0	63 Non	6 00	o Jan	. 1880	1 100	o Inime Mill	et 2				
Nova Permanente Nova Regeneração Confiança Integridade	500,000				20	130,000 0	00 384io	10 30 °/ <sub>0</sub>	Jan	. 1580	bk	Carlota	2				
Confiança	8,000,000	40,000	20,00	0 200	50	250,000 0	00 50 00	0 1 00	o Jan	1. 1880		Rosario	2	23 ,	, 2.	4 B Ayres	Miranda e Azevedo. S. Romaguera & Co
		50,000	25,00	0 100	10	122,690 1	73 10 50			c. 187		ol Audacia n Juanito	2				
Popular Fluminense	1,000,000	5,00	o A	ll 200	100	184,426 7		1 .	1		100	n Moralidad		861 .	- 2	8 B. Ayres.	lose Romagueira.
		\$ 2,50	o A	200	AI AI	70,000\$0	00 50\$00	2 00		c. 187							
Gloria	500,000	1,00		200	Al	l –	Non	1. 3 00	n Dec	c. 1871 c. 1871	: I sn	nk lavine		91 ,	,	8 B. Ayres	G. N. Vincenzi.
Harmonia Mercado Nictheroyense	300,000		o A	100	100	900 0	00 20 0	90 0 00	Jun	C. 107		of Modesta	1 3	88		9 B. Ayres	as A. Wagner.
			1 .	1.	Al		260\$0	1 3 on	Tun	c. :87	7 bs	gn Alfredo g Barcelo		98 ,	, 2	B Avres	I. Romagneira.
Rio de Janeiro	· 6 750,00	37,50	0 36,0	10 £ 20	A		50 0	00 2 0/0	De	c. 187		k Mario					
Nietherov	. £ 75,0	7,50	0 2	10	, A				1			ol Mercelita .		5.6		si Paysandi	1. M. Azevedo & Co.
		\$ 3,00	o /	1 200			31 Nor	n 6\$00	io De	c. 187	° I st	nk N. Carlo	ta. 1				
Transportes Marit. de Sav			6	200	160	ş —	Nor			n. 158		g Fortuna		١,	,, 2	B. Ayres	i. S. Romagueira &C.
Bonds Maritimos Docas de Pedro II		50,00		200	100		8a\$o	00 4 00	20		b	gn Hortensia	13			2 Hayana	
	1,000,000	5.00	10 2	200	A		55 D	n ss oc			P	ol Casida PORTUGUESI					
União Industrial	400,000			ll 200			_	2 00	00		16	k Marinho IX		212 A	ue.	1 Paysand	ú. I. A. dos Santos.
		2,50		11 200	145 A	III —	No	m.			. l b	k Alegria	1				
Melhoramentos de Santos			10 5.4	61 200	l A	11 58, 702	327 170\$0	00 9 0	00 10	an. 188 an. 188		k Villa de Be	lla.				
Carroagens Fluminense Commercio e Lavoura	3,000,00	0 12,50	7,5	00 200	100		1 60 0	ion.	1		1.9	k Amazona.		392	**	6 Salt Isla 7 B. Ayres	nd J A G Santos. A. Wagner.
Economia (lavanderia)	400,00	0 4.0	00] 4	VIII 100			25 0	80/0	I:	an. 188		sk Casilda ogn Veloz		7311		Din Chan	vdo Mont" Reagra & Filho
	3,000,00	0 6,0	. 00	All 500			No	80/ <sub>0</sub>	1		l i	ne Angela	1	284		24 Penedo.	Evansto & Co.
	800,00	0   4,0		All 200			350 No	000			١,	a Port Alegr	e	180	'	26 Ignape.	Keis Dr's & Co.
Minos de Cacapaya	600,00			100 200	50	* -	No	m.			- 11	ok Villa Marg	ão.	474 Ja	an	15 Lisbon.	To order.
		0.01	00 5,0	100	1 1		No No				11	ok Joven Eliz	a	253	,,	20 Oporto.	M. Leone & Co.
Petropolitana. Economica Auxiliar	4,000,00	6 40,0	00 7,	00 100		37,866			1 000	an 18	80	bgn D. Antor	na.	618	**	20 Sanivice 22 Oporto	los Alex. Wagner. M. Braga & Co.
		ю   8,0	00 4	00 20		111 37,000 111 208,497	406 No		1		1	ok Amea		210	"	-, openo.	
Pastoril Agricola e Industrial	10,000,00	50,0	40,	201	, ,	200,497	77		1				,				
l .	1		ι														

#### DEPARTURES OF FOREIGN STEAMERS

DATE	NAME	WHERE TO	CARGO
,, 24 ,, 25 ,, 26 ,, 36 ,, 3	Minho (Br) Valparaiso (Br) La France (Fr) Horrox (Bl) Nurnburg (Gr, Bahia (Gr, Biela (Br) Douro (Br	Marseilles* Southampton* Santos Hamburg* New York Santos	Sundries. Sundries. Sundries. Coffee. Coffee. Sundries. Coffee.

#### ARRIVALS OF FOREIGN STEAMERS

DATE	NAME	WHERE FROM	CONSIGNED TO
" 23 " 24 " 27 " 28 " 28 " 30 " 30 " 30 " 30 " 30	Valparaiso. (Br) Minho (Br) Biela. (Br) Nurnburg (Gr) C yofPara(Am) Horrox (Bl) Bahia (Gr) Douro (Br) V. de Bahia(Fr) Gassendi (Br) V. R. de J. (Fr) Cotopaxi (Br)	Santos. Santos. Santos. Bremen*. 25 New York. 25 B. Ayres. 2 Santos. 20 la Southpton* 21 Havre*. 22 Liverpool. 3 Santos. 20 la B. Ayres.	E. J. Albert & Co. Pacific Mail Co. Vacility Mail Co. Norton Megaw & Co. Brandes Kramer & Co. Wilson Sons & Co. Ed. John Co.

\* Calling at intermediate ports.

FOREIGN SAILING VESSELS IN THE PORT OF RIO DE JANEIRO, FEB. 3, 1880

t.		-				
s. 1	NAME	TONNAGE	KNTEKED		WHERE FROM	CONSIGNER
s;	-			ī		
ul- c. st.	AMERICAN sp C. F. Sargent bk Aew Light. bk Serene bk Aquidneck shp Bracdwater bk D. Pedro H. bgn F J Merrynx bgn Francis Jane trn E-A. Sanchez trn Sarah Potter bk May Queen. bgn Water Witch spP-G. Blanchard	474 594 340 1557 490 345 231 493 360 184 238	Jan	1 8 9 13 14 19 27 28 30 31	Baltimore. Baltimore. Cardiff Baltimore. New York Baltimore. Brusswick. Rosario. Baltimore. Laltimore.	Norton Megaw&Co. Wright & Co. Phipps Bros. & Co. Phipps Bros. & Co. Phipps Bros. & Co. Don Pedro II R. Wright & Co. To order. Wright & Co. J. Lazaray. S. Romagueira Wright & Co. Uright & Co. D. Pedro II RR.
n-	bk Gaenevere bk Yanwath bg Queen	561	Apr	2.4	New Castle	Wilson Sons & Co Alves & Martins. For Singapore.

| Marward | Spin Agr | Spec Laster | More & Marrine | More | More

EXPECTED TO LOAD.

#### PROVINCIAL NOTES

A large hotel is now under construction at

—A balance of 310,230\$191 is said to be in the provincial treasury of the Amazonas.

—The preliminary session of the provincial assembly of São Paulo took place on the 27th ult.

The present number of convicts on the island of Fernanda de Noronha is 1,726. The total population of the island is 2,554.

-The total number of cattle received at the slaughter houses of Pelotas, Rio Grande do Sul, up to the close of the 21st ult. was 39,179 head.

—Up to the 15th ult., of the present season, 46, ie head of cattle had been killed in the slaughter uses of Montevideo.

-The receipts of the Manáos custom house for ecember were 10.774\$256, and of the collector's office 117,766\$799.

—Advices from Matto Grosso state that the new impost of 5 per cent, on official salaries of 1,000\$ and upwards, has caused great discontent in that province.

-It is reported that the Italian governmen intends to select the port of Desterro, Santa Cathar ina, as the headquarters of its South Atlantic squad

—The sanitary state of Chapada, Maranhão, is reported very bad. The people are suffering greatly from want, and from malarial and typhoid fevers.

—Conselheiro José Antonio Saraiva arrived at Bahia from Europe on the 27th ult, whither he went during the last session of the General Assem-bly for the recovery of his health.

-- A road is being cut through the island of Ar-oredo, on the northern frontier of Santa Catharina, on the landing place to the locality selected for a new lighthouse.

-A letter to the Jornal do Commercio from Par ahyba do Norte, dated January 14, says that the sieva still continues with great rigor and that the people are enduring great hardships,

—Samples of copper have been sent to this city from the Jaurú mines in Matto Grosso. The mines are said to be very exten-ive, but the report should be received with some allowance until a competent survey can be made.

—In the interior towns of Rio Grande do Sul there are published twenty newspapers. In Porto Alegre there are five daily papers, in Rio Grande five, and in Pelotas three, besides several weekly

—A woman named Januaria, a slave of Sr. Ignacio José Gomes de Aguiar, parish of Campo Grande, was killed by a thunderbolt on the 29th ult. She was standing at a window, and was killed

-The Conservador of Cantagallo, of the 25th ult., relates that a frivolous quarrel took place there on the 5th between two men named Mariano and Reis. It resulted in a wound for Mariano and death for Reis.

—A party of Ceará reingees created a disturbance in Picos, Maranhão, on the 18th and 20th of December last. After parading the streets of the town, armed with knives, clubs, etc., they were finally driven away.

—José Elias and Manoel Simplicio, of Paralyta, got into a quarrel one day last month. José then went to the delegado of Goyana and gave inform-ation that he had assisted the satid Manoel in several robberies, and in killing an Italian.

—The officer in command of the Matto Grosso frontier has been authorized to raise a force of mil-itia for frontier guards. They will be enlisted for a time not less than one year and will be stationed along the right bank of the Rio Apa, the boundary between Paraguay and Matto Grosso.

—On the morning of the 28th ult. Sr. Francisco de Paula Cavalcante de Albuquerque, Visconde de Suasstana, sentor from the provine of Pernambuco, died at his home in that city after an illness of some duration. He was the oldest member of the Sen-ate at the time of his death, having been appointed by an imperial letter dated. October 29, 1839.

by an imperial felter dated October 29, 1839.

—Two laborers, Joaquim José de Oliveira and Antonio Machado da Silveira, got into a quarrelat Cachocira, Rio Grande do Sul, on the 4th ult. Antonio had a large knife with which he attacked Joaquim, inflicting a fatal wound. The latter succeeded in knocking his antagonist down with a whip handle and then, getting possession of the kaife, killed him with it. Joaquim died four hours latter

According to the Gazeta of Victoria, Espirito —According to the carieta of Vactoria, Espirito Santo, Captana Antonio Martins de Araujo Nico was killed on the 28th ult. by a shot from an am-buscade. The murder took place at a place called Ferragem, in the parish of S. José do Queinando. The police proceeded to the place where the crime was committednad succeeded in capturing one José Pinto de Moraes who afterwards confessed his guilt.

Pinto de Moraes who afterwards confessed his guilt —According to the Diario of Bahia of the 29th ult, the small boat, Golden Gate, with which two alventurous Americans, H. B. Bramil and A. B. Coon, are trying to reach Australia, arrived at Assá da Torre on the afternoon of the 19th ult. The Golden Gate left Santiago, Cape Verde, on the 17th of September, but through contrary winds and seas it was driven across the Atlantic to the Brazinian coast. The two men are said to have had no other food during the twenty-five days previous to their landing at Assá but the sole of a slipper. They were unable to walk through exhaustion. They arrived at Bahia outhe 27th and were properly cared for by the American consul.

#### RAILROAD NOTES.

—A concession has been granted to Mr. Charles Albert Morsing for a railway line running from Botafogo down the coast of Angra dos Reis. The line is to pass through Guaritiba, Itaguahy and Santa Cruz.

Santa cruz.

—The receipts of the "Paulista" railway during the month of November last were 275.0578810, expenses 67,2948154, balance 207,7658656. The excess of receipts over expenses from July 1, to November 30 amounted to 721,8728573.

—A telegram from Pernambuco to the Cruzeira system receipts for the measurement.

says the receipts for the passages on the Recife e São Francisco road have decreased very sensibly since the impost law went into effect. Many of the passengers who formerly traveled first class n as second class.

The receipts of the Baturité railway in Novem ber last were 25,253\$775 and the expenses 13, 160\$065, not including 12,620\$686 incurred in th gratuitous transportation of goods, and 495\$155 incurred in transporting material for the extension of the line.

—The suburban railway line of "Olinda e Beberiba," Pernambuco, received 171,262\$480 during the year 1879, expended 122,533\$900, balance raining 48,78\$40. The traffic for the year amounted to 901,661½ passengers, 60\$ tons of baggage, and control of the production o and 430 tons of merchandise.

—Four vessels have left Rotterdam with rails and plant for the Paulo Affonso road. Of these one went agound on the 7th on the Dom Rottigo recks on the coast of the province of Alagons. The ship and cags were saved. Two others have ended the month of the São Francisco river, and the fourth remains to be heard from.

remains to be freated from.
—Contracts were signed on the 12th ult. by
the president of São Paulo and Col. Jeaquim Ovidio
Saraira de Carvalho for the construction of two
railway lines—one running from Lorent to Itajula,
Minas Geraces; the other from Saut'Anna do Pirahy,
on the Dom Pedro II line, to Alamhary, near
Bananal. The first has a concession for 90 years
and the second for 6x years. and the second for 50 years.

—The London Times of Dec. 19 (weekly ed.), has the following: The Court of Appeals has re-fused to grant a new trial or to stay execution in the action brought by Dr. Phillips against the London 2.2000 brought by 107. Finings against the London and South Western Railway and in whose favor a verdict for £16,000 has been returned on account of severe injuries sustained in a collision on that

line. — During the mouth of December last the Dom Pedro II railway carried 226,182 passengers, 833 tons of loggegge, 22,809/5 tons of freight, and 4,477 animals. The total receipts were 950,0628108. During the same month of 1878 the railway carried During the same month of 1878 the railway carried pl., 666/§ nassengers, 664/§ tons of laggage, 23,-681/§ tons of freight, and 3,660 animals. The total receipts were 856/598573.

—The provincial government of São Paulo has approved the plans of the first ta kilometers of the Samesham and the same statements.

approved the plans of the first 12 kilometers of the Sorocalana railway prolongation from Bacetawa to Boettwa. It is said that the work of constructing this section will be begun in a few days. In com-pliance with the wishes of the people of Tieté the board of directors of this company has resolved to make the preliminary surveys between Boettwa and that place at an early day.

that place at an early day.

"The receipts of the "Recife a São Francisco" railway for December were 12,489\footnote{\text{T70}}, expenditures 109,93\footnote{\text{S354}}, balance to be applied toward interest generantee 17,551\footnote{\text{S416}}. The traffic amounted to 22,199 passengers, 139 tons of baggage, 16,03\footnote{\text{S45}} tons of freight, and 50\footnote{\text{S65}} animals. This includes 494 passengers and two tons of baggage transported on government account. The freight traffic included 7,679 tons of sugar and 6½ tons of cotton. cotton.

-The receipts of the "Macahé e Campos" rail-way during the six months ending December 31 were 691,250\frac{1}{2}0\frac{1}{2}0\frac{1}{2}\text{ (or capacity of the control of pseudostare 32,120\frac{1}{2}0\frac{1}{2}\text{ (or six of pseudostare 32,120\frac{1}{2}0\frac{1}{2}\text{ (or six of pseudostare 32,120\frac{1}{2}0\frac{1}{2}\text{ (or six of pseudostare 1)}\text{ (or six of pseudostare charged during the year averaged per kilogramme per kilometer, 299 réis on baggage, 056 réis on offee, 042.3 réis on sugar, and 055.7 réis on general freight.

freight.

A meeting of the shareholders of the São Paulo and Rio de Janeiro Railway Company was held in this city on the state th. The purpose of the meeting was to ratify the acts of the meeting of October 10th relative to the removal of the seat of the company to the city of São Paulo which had been revoked by a subsequent meeting of a minority of the slareholders. After a protracted debate the acts of the meeting of October 10th were ratified by a voice of about three to one.

THE OFFICIAL estimates of the amount and value of the cro's of the United States for 1879 are as follows:

		Product.	Value.
Wheat,	bushels	448,755,000	\$499,008,000
Corn,	,,,	1,544,899,000	580,259,000
Oats,		364,253,000	120,855,000
Rye,	11	23,646,500	15,505,000
Barley,		40,184,200	23,625,300
Buckwhea		13,145,650	7,860,488
Cotton,	bales	5,020,387	231,000,000
Tobacco,	pounds	384,059,659	21,545,501
Hay,	tons	35,648,000	325,851,280
Potatoes,	bushels	181,360,000	78,971,000

Peaces, bushels is \$1,56,000 pt. \$8,371,000.

The total value of the crops mentioned was \$1,504,480,659; the total value of the same crops in 1878 was \$1,488,570,856. As this total does not include the value of the rice, sugar, fruits, and small crops, some of which as the fruit product amount to a very large sum, the total above given must be taken as largely below the acula value of all the agricultural products of the country. Adding these and the value of the wool clip, and the products of the dairy and stock farms, and it will be found that the one year's products largely exceed the national debt.

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Feb. 9	Douro	Southampton and Havre via Bahia, Per- Pernamuco, S. Vicente and Lisbon.						

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