



THE RIO NEWS

PUBLISHED TRIMONTHLY

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

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

(Each insertably in advance)

Subscription for one year in Brazil, \$20.000; do for six months do \$10.000; do for one year in the United States, \$30.000; do for six months do \$15.000; do for one year in Great Britain, £12 0 0; do for six months do £6 0 0

All subscriptions must run with the calendar year. Back numbers supplied at this office from April 1st, 1879. Subscriptions and advertisements received at the office of O. Novo Mundo, 43 Rua Primeiro de Março.

EDITORIAL ROOMS - 68 Rua dos Ourives. Agents for the United States: C. McCULLOCH BEECHER & Co. 41 Wall Street, New York

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 injuries 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.

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 *entradados* of the *Jornal do Commercio*-a paper 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 vinho*, 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 a tax enforced.

the passenger himself over and above the regular fare, he will strengthen his position infinitely more than he has thus far been able to do. In respect to the statement 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 conclusion 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 grapple 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 forgotten 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 *Journal*, 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, whether 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. This disinterestedness of the aldermen was equalled 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 government, 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 uncouth 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 the wagon-makers; but like all theorists they have overlooked the vital points at issue. 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.

The readiness of railroad companies to settle damage claims privately has often surprised and gratified the injured person. He makes out his bill for a leg broken or a nerve shock sustained, and the company pays it without hesitation. The huge damages of the Revere and Ashtabula disasters were

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 prior to the United States been thought of this kind in the United States where the companies were foolish enough to stand trial. But none of the American verdicts will bear comparison with one lately found by a British jury. A physician having a large practice was disabled by an accident on the Southwestern Railway two years ago. The company chose to contest the sufferer's reasonable claim for damages. Whereupon he appealed to a jury who gave him £7,000. 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 £16,000. Lord Chief-Justice Coleridge, who presided at the trial, expressed himself satisfied with this high finding. But the company thought it excessive. They in turn appealed. A third trial has now been refused. The company can carry their case still higher and finally into the House of Lords if they please. Perhaps they will do so, but only to find that the peers of the realm differ not from common mortals in their estimate of the value of health and limb to their possessors. In this universal disposition of mankind to hold railroad companies fully responsible for injuries inflicted on passengers by the fault of the former there is nothing vindictive. The companies have received from the public, free of expense, franchises of immense value. These favors and privileges which the companies convert so easily into golden profits are the measures of their public responsibilities. The railroads are able to pay, and will always be compelled by juries to pay handsomely for damages resulting from collisions, the breaking of bridges or other mishaps which could and should have been prevented by reasonable care and vigilance on the part of these corporations and their servants.-N. J. *Journal of Commerce*, Dec. 24.

METEOROLOGICAL OBSERVATIONS TAKEN AT BRAZIL, S. PAULO, DURING 1879.

By the "Companhia Central de Seguros." Latitude 23° 35' 50" S. Longitude 48° 38' 46" W. of Greenwich. Height of barometer, 3,393 feet above mean sea level. Height of rain gauge, 3,378 feet above mean sea level.

Table with columns for Month, Mean of 5 days, Mean of 10 days, Mean of 15 days, Absolute Max., Absolute Min., Mean of Max. & Min., Rain Fall. Rows for January through December.

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° on the 21st. The lowest reading of the Grass minimum thermometer was 49° 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 24th. Fog occurred on the mornings of the 20th, 21st, 24th, 25th and 29th. Dew on the mornings of the 1st, 22nd, 23rd, 27th and 29th; and on the evenings of the 9th, 20th, 21st, 22nd, 23rd, 24th and 25th. Highest reading of the maximum solar radiation thermometer in vacuo was 153° on the 18th. Lowest reading of Grass minimum thermometer was 44° on the 23rd. APRIL.-Rain fell on 14 days. THUNDER and lightning were observed on the 1st, 25th, 26th and 29th. LIGHTNING was seen on the 18th. Fog occurred on the mornings of 8 days and evening of 1 day. Dew on the mornings of 13 days and evenings of 11 days. Lunar halo was observed from

9 to 10 p.m. on the 8th. Highest reading of maximum solar radiation thermometer in vacuo 146° on the 16th. Lowest reading of Grass minimum thermometer was 39° 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 mornings of the 19th and 20th. Fog occurred on the mornings of 3 days 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 coronas on the 3rd, and 9 p.m. on the 5th. Highest reading of the maximum solar radiation thermometer in vacuo 138° on the 1st. Lowest reading of the Grass minimum thermometer 25° on the 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 frost occurred on the nights of the 16th and 17th. Highest reading of the maximum solar radiation thermometer in vacuo was 130° on the 12th. Lowest reading of the Grass minimum thermometer was 18° 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, 7th, 13th, 14th and 15th, and evenings of the 3rd, 10th, 13th and 26th. Dew on the mornings of 25 days and evenings of 27 days. Lunar halo was observed at 9 p.m. on the 4th. Highest reading of the maximum solar radiation thermometer in vacuo was 138° on the 25th. Lowest reading of the Grass minimum thermometer was 24° on 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 20 days. Dusk haze (Hollenmauch) was observed on the evening of the 21st and 22nd. Highest reading of maximum solar radiation thermometer in vacuo 135° on the 4th, 5th and 31st. Lowest reading of the Grass minimum thermometer was 22° on the 11th. Highest reading of barometer observed was 17.958 on the 15th at 9 a.m. Lowest reading of barometer observed was 27.577 on the 10th at 9 a.m. SEPTEMBER.-Rain fell on 10 days. THUNDER and lightning were observed on the 15th and 28th. Fog occurred on the mornings of 4th, 15th and 25th. Dew on the mornings of 1st, 2nd, 5th, 6th, 14th and 30th, and the evenings of the 1st, 2nd, 3rd, 4th, 5th, 8th, 20th, 24th, 26th, 27th and 30th. Haze all day on the 4th. Highest reading of maximum solar radiation thermometer in vacuo was 142° on the 25th. Lowest reading of Grass minimum was 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. 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. Lowest reading of Grass minimum thermometer was 30° on the 26th. Highest reading of the barometer observed was 27.920 at 9 a.m. on the 5th. Lowest reading of the barometer observed was 27.322 at 9 a.m. on the 23rd. NOVEMBER.-Rain fell on 8 days. THUNDER and lightning were observed on the 2nd, 12th, 20th and 30th. THUNDER heard on the 26th. LIGHTNING seen on the 10th. Dew occurred on 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 39° on the 19th. Lowest reading of the barometer observed was 27.476 at 9 p.m. on the 23rd. Highest reading of the barometer observed was 27.736 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, 5th, 7th, 8th, 22nd, 23rd, 24th and 28th. Lowest reading of Grass minimum thermometer was 46° on the 4th and 5th. 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 with rain fall. 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 General 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 Paris, and that he intends to establish a manufactory of fine porcelain in this city. The papal nuncio, Monsignor Angelo di Pietro, envoy extraordinary from the Holy See, was received in public audience at Sao Christoval on the 23rd ult. The officers of the Senate met on the 29th for the purpose of taking appropriate measures on the death of Visconde de Sussuana, senator from Pernambuco.

The carnival occurs next Sunday, Monday and Tuesday. The societies are said to be making elaborate preparations. The number of animals killed in the public slaughter house of this city in January amounted to 9,633 head. This included 79 calves, 1,861 hogs and 1,353 sheep. The shipments of cotton goods from New York to Brazil during the calendar year 1879 amounted to 2,988 bales and 145 cases. This is an increase of 1,045 bales over the shipments of 1878. The Royal Mail packets Elva, outward bound, and Nova, homeward bound, arrived at Lisbon on the 27th ult. The Elva sailed for Brazilian ports on the same day. 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 works. A circular from the chief of police of the 26th ult. directs the police officials to exercise a close supervision over the *carfagos* and *estabagens* in the city in order to compel 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 lbs to Sr. Octaviano Hudson, on the 26th ult., for the support of the Gloria night school. The donation was made in memory of the late president of the company, C. B. Greenough, Esq. In view of the frequency of thefts and burglaries in various parts 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 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 *Jornal* 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. The coasting steamer *Calderon* took 63 immigrants for Porto Alegre on the 23rd ult., and the *S. José* 92 for Santos. Of these immigrants 123 were Italians and 27 Portuguese. On the 28th the *Riade Janeiro* left with 122 Italians from Porto Alegre, 13 for Santos, 28 for Santa Catharina, and one for Paranaaguá. 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 domestics. The intention was to bring them into a life of prostitution. The cook and an individual waiting to receive the girls were arrested on the arrival of the bark. A fight took place at an *estabagem*, 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 *drap-knife* to his assistance and Francisco withdrew from medical advice. He died the next day at the Misericórdia. João Baptista undertook to "evade himself" but failed. On the 1st of August last Ernest Ohlhausen 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 29th 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 he has a project for the erection of some buildings in the Campo d'Acclimação 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. Gregório 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 money. 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 *Gazeta de Notícias* called attention to a case the other day where a burial permit for a yellow fever victim could not be procured at the Misericórdia because the office was closed. The physician'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 expel the burials at all hours. We have before called attention to 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 stench from these places is intolerable and can not be otherwise than productive of fevers of the most deadly description. The poor Italian, Nicolas Gasso, who died on board the French packet *Sinigal* at Buenos Ayres on the 17th ult. caused a great fright among the people of that city. According to Dr. Deltan, of the *Sinigal*, 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 on 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 pronounced a case of yellow fever.



PROVINCIAL NOTES

A large hotel is now under construction at Desterro, Santa Catharina.
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 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, 46,762 head of cattle had been killed in the slaughter houses of Montevideo.
The receipts of the Mandos custom house for December 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 government intends to select the port of Desterro, Santa Catharina, as the headquarters of its South Atlantic squadron.

The sanitary state of Chapada, Maranhão, is reported very bad. The people are suffering greatly from want, and from malarial and typhoid fevers.
Conselleiro José Antonio Saravia arrived at Bahia from Europe on the 27th ult. whither he went during the last session of the General Assembly for the recovery of his health.

A road is being cut through the island of Arvoredo, on the northern frontier of Santa Catharina, from the landing place to the locality selected for a new lighthouse.
A letter to the Jornal de Commercio from Parahyba do Norte, dated January 14, says that the river still continues with great rigor and that the people are enduring great hardships.

Examples of copper have been sent to this city from the Jaturá mines in Matto Grosso. The mines are said to be very extensive, 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 papers.

A woman named Jannaria, 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 instantly.
The Conseraador 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 Carabangueiros 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 Parahyba, got into a quarrel one day last month. José then went to the delegado of Guyana and gave information that he had assisted the said 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 militia 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 Sussanna, senator from the province of Pernambuco, died at his home in that city after an illness of some duration. He was the oldest member of the Senate at the time of his death, having been appointed by an imperial letter dated October 29, 1839.

Two laborers, Joaquim José de Oliveira and Antonio Machado da Silveira, got into a quarrel at Caboecira, 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 knife, killed him with it. Joaquim died four hours later.

According to the Gazeta de Victoria, Espírito Santo, Captain Antonio Martins de Araujo Neco was killed on the 25th ult. by a shot from an ambulance. The murder took place at a place called Ferrugem, in the parish of S. José do Queimados. The police proceeded to the place where the crime was committed and succeeded in capturing one José Pinto de Moraes who afterwards confessed his guilt.

According to the Diario de Bahia of the 29th ult., the small boat, Golden Gate, with which two adventurous Americans, H. B. Demill and A. B. Coon, are trying to reach Australia, arrived at Assé da Torre on the afternoon of the 19th ult. The Golden Gate left Southampton, Cape Verde, on the 17th of September, but through contrary winds and seas it was driven across the Atlantic to the Brazilian coast. The two men are said to have had no other food during the twenty-five days previous to their landing at Assé but the sole of a slipper. They were unable to walk through exhaustion. They arrived at Bahia on the 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 Rotafogo down the coast of Angra dos Reis. The line is to pass through Guarilim, Itaguaiy and Santa Cruz.
The receipts of the "Paulista" railway during the month of November last were 275,957\$881.00, expenses 67,294\$154, balance 207,663\$856. The excess of receipts over expenses from July 1, to November amounted to 721,872\$573.

A telegram from Pernambuco to the Cruzeiro 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 now go for second class.
The receipts of the Baturité railway in November last were 25,253\$775 and the expenses 13,160\$865, not including 12,620\$686 incurred in the gratuitous transportation of goods, and 495\$155 incurred in transporting material for the extension of the line.

The suburban railway line of "Olimpia e Belicibe," Pernambuco, received 171,262\$830 during the year 1879, expended 122,533\$996, balance remaining 48,728\$830. The traffic for the year amounted to 391,651 1/2 passengers, 605 tons of baggage, and 490 tons of merchandise.
Four vessels have left Rotterdam with rails and plant for the Paulo Afonso road. Of these one went aboard on the 7th on the Dom Rodrigo ship on the coast of the province of Alagoas. The ship and cargo were saved. Two others have reached the mouth of the São Francisco river, and the fourth remains to be heard from.

Contracts were signed on the 12th ult. by the president of São Paulo and Col. Joaquim Ovídio Saravia de Carvalho for the construction of two railway lines—one running from Lorena to Itajuba, Minas Geraes; the other from Sant'Anna do Pirahy, on the Dom Pedro II line, to Alamyru, near Bananal. The first has a concession for 90 years and the second for 50 years.
The London Times of Dec. 19 (weekly ed.) has the following: The Court of Appeals has refused to grant a new trial or to stay execution in the action brought by Dr. Phillips against the London and South Western Railway and in whose favor a verdict for 716,000 has been returned on account of severe injuries sustained in a collision on that line.

During the month of December last the Dam Pedro II railway carried 226,182 passengers, 833 tons of baggage, 22,899 1/2 tons of freight, and 4,477 animals. The total receipts were 959,628\$198. During the same month of 1878 the railway carried 191,666 1/2 passengers, 604 1/2 tons of baggage, 23,681 1/2 tons of freight, and 3,660 animals. The total receipts were 896,499\$373.

The provincial government of São Paulo has approved the plans of the first 12 kilometers of the Sorocabana railway prolongation from Itaoceta to Boetava. It is said that the work of constructing this section will be begun in a few days. In compliance with the wishes of the people of Tietê the board of directors of this company has resolved to make the preliminary surveys between Boetava and that place at an early day.

The receipts of the "Recife e São Francisco" railway for December were 127,489\$779, expenditures 109,938\$354, balance to be applied toward interest 17,551\$416. The traffic amounted to 22,199 passengers, 130 tons of baggage, 10,093 1/2 tons of freight, and 508 animals. This included 494 passengers and two tons of baggage transported on government account. The freight traffic included 7,679 tons of sugar and 6 1/2 tons of cotton.

The receipts of the "Macabi e Campos" railway during the six months ending December 31 were 691,250\$300; expenditures 352,120\$969; balance 339,129\$331. The number of passengers carried was 15,207; baggage, 252 1/2 tons; freight, 35,420 tons. The amount of coffee carried was 15,448 1/2 tons, and of sugar 10,721 tons. The rates charged during the year averaged per kilogramme per kilometer, 299 réis on baggage, 656 réis on coffee, 642 réis on sugar, and 655.7 réis on general freight.

A meeting of the shareholders of the São Paulo and Rio de Janeiro Railway Company was held in this city on the 31st ult. 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 shareholders. After a protracted debate the acts of the meeting of October 10th were ratified by a vote of about three to one.

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

Table with 4 columns: Product, Bushels, Value, and another Value column. Lists crops like Wheat, Corn, Oats, Rye, Barley, Buckwheat, Cotton, Tobacco, Hay, Potatoes.

The total value of the crops mentioned was \$1,994,480,659; the total value of the same crops in 1878 was \$1,488,570,865. 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 actual 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.

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

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

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

Capital £ 1,000,000
Ditto, paid up £ 500,000
Reserve Fund £ 60,000
Ditto, against depreciation of capital £ 61,444,811 s. d.

Draws on the London Joint Stock Bank and transacts every description of Banking business.

RUBBER HAND STAMPS For Merchants, Bankers, and for all business purposes, are taking the place of every other kind of hand stamp. Ever marking clothing, linen, etc., with indelible ink. The Concussive Rubber Duing Stamp for Bank and Office use. Monograms, autographs, etc., made to order.

UNITED STATES AND BRAZIL S. S. LINE. Carrying the United States and Brazilian Mails, Performs a regular monthly service between New York and Rio de Janeiro, stopping at the intermediate ports of St. Thomas, Pará, Pernambuco and Bahia. The steamers of this line, 3,500 tons measurement each, are new and first-class in every particular.

Steamers will arrive and clear at this port as follows:
City of Pará Jan. 28 Feb. 5
City of Rio de Janeiro Capt. Lewis Feb. 28 Mar. 5
City of Para Capt. Carpenter Mar. 28 Apr. 5
City of Rio de Janeiro Capt. Lewis Apr. 28 Jun. 5

ROYAL MAIL STEAM PACKET COMPANY Under contracts with the British and Brazilian Governments for carrying the mails. TABLE OF DEPARTURES, JANUARY, 1880

Table with 4 columns: DATE, STEAMER, DESTINATION, and another column. Lists departures for Jan. 24 and Feb. 9.

For freights and passages apply to E. W. MAV, Supt., Rua 12 de Março No. 49.

LIDGERWOOD MFG. CO., (LIMITED). Successors of MILFORD & LIDGERWOOD, Engineers, Machinists, Importers of Machinery and Material for Agricultural and Industrial Establishments, and Cotton and Woolen Mills.

GENERAL AGENCY FOR THE SINGER SEWING MACHINE, and COFFEE-CLEANING MACHINERY. No. 95, Rua do Ouvidor.

C. T. DWINAL, 34 RUA DA QUINTANA, Agent for the 'DOMESTIC' and 'GROVER & BAKER' SEWING MACHINES.

AMERICAN BANK NOTE CO. OFFICE: 115, BROADWAY, NEW YORK. ENGRAVES AND PRINTS BANK NOTES, BONDS FOR GOVERNMENTS AND CORPORATIONS, BILLS OF EXCHANGE, CERTIFICATES OF STOCK, POSTAGE AND REVENUE STAMPS, POLICIES OF INSURANCE, AND ALL KINDS OF SECURITIES.

At a meeting of the Board of Trustees held in 1878, the following gentlemen were elected officers of this Company under its constitution with the National and Continental Bank Note Companies: C. L. VANZANT, President; J. A. GOODALL, Vice-President; J. M. ROBERTSON, Treasurer; THOS. H. FREELAND, JNO. E. CURRIER, Secretaries; J. K. MYERS, Asst. Treasurer.

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

Locomotives, Cars, Bridges, Turn-tables, Switches, Car fittings, tools and railway equipment at large. Street cars, frogs and crossings, shop supplies. Machinery, engines and portable railroads &c. for sugar and coffee plantations and mines. Hydraulic machinery, and appliances. Estimates and Plans for special work furnished in application. All orders filled at manufacturers' own prices, and all work thoroughly guaranteed.

AGENTS IN BRAZIL For the following manufacturers. THE GILBERT & BUSH CO. TROY, N. Y. U. S. A.

Railroad cars of every description, and of the best material. Street cars of the most servicable quality, and elegant designs. Special attention given to foreign work.

THE WHARTON RAILROAD SWITCH CO. PHILADELPHIA, Pa., U. S. A.

Safety railroad switches, frogs and crossings. Street railway work of all kinds.

LEHIGH CAR WHEEL WORKS CATASAUQUA, Pa., U. S. A.

Chilled iron carwheels for passenger, freight and street cars. Chilled iron castings of all kinds.

EDGE MOOR IRON CO. WILMINGTON, Del., U. S. A.

Light portable railways for plantations and mountainous districts.

H. K. PORTER & CO. PITTSBURGH, U. S. A.

Light Locomotives for narrow gauge and plantation railways of any grades up to 8 per cent. Will burn any fuel.

HOOKS SMELTING CO. PHILADELPHIA, Pa., U. S. A.

Trimmings and fittings for railway and street cars. Tools and machine supplies of all kinds. Telegraph materials.

CULMER SPRING CO. PITTSBURGH, Pa., U. S. A.

Railroad and street car springs of all descriptions.

THE WESTINGHOUSE AIR BRAKE CO. PITTSBURGH, Pa., U. S. A.

Manufacturers of the Westinghouse Automatic Railway Brake. Instantaneous stoppage of railway trains from any car, or from the engine.

GEO. K. TRYON, SON & CO. PHILADELPHIA, Pa., U. S. A.

Anti-friction journal bearings for railroad and street cars and general machinery, of phosphor-bronze, ball-bone metal and brass. Bronze work of all kinds.

THE JOHN A. ROEBLING & SONS CO. TRENTON, N. J., U. S. A.

Iron and steel rope, wire netting, telegraph wire, &c. Suspension bridges of all sizes. Manufacturers of cable for S. Theres Incline Plane.

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

BLAKE ORE CRUSHER CO. Stone and ore breakers for use with steam, animal or hand power. For mines, railroads and road-making generally.

THE HOLLY MANUFACTURING CO. LOCKPORT, N. Y., U. S. A. Constructors of water works, pumping, draining and irrigating machinery. RIO DE JANEIRO 115 RUA DA QUINTANA

C. McCULLOCH BEECHER & COMPANY Import and Commission Merchants 47 RUA DO GENERAL CAMARA RIO DE JANEIRO Caixa no Correio No. 115

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

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

Capital £ 1,000,000
Capital subscribed £ 500,000
Capital paid up £ 450,000
Reserve fund £ 40,000
Depreciation of capital fund £ 49,000

Draws on: Messrs. GILLY, MILLS, CURRIE & Co., LONDON, Messrs. MALLET FRERES & Co., PARIS, Messrs. J. H. SCHROEDER & Co., HAMBURG.

BALDWIN LOCOMOTIVE WORKS, PHILADELPHIA, PENN. (Established 1831) BURNHAM, PARRY, WILLIAMS & CO., Proprietors.

These locomotive engines are adapted to every variety of use, and are built accurately to standard gauges and templates. Like parts of different engines of same class perfectly interchangeable. Passenger and Freight Locomotives, Mine Locomotives, Narrow Gauge Locomotives, Steam Street Cars, etc., etc. All work thoroughly guaranteed.

Illustrated catalogue furnished on application of customers. Agent for Brazil, O. C. JAMES, 47 Rua 12 de Março, Rio de Janeiro.

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

This establishment employs 1,000 workmen, and has furnished the cars for all the narrow gauge railroads in the United States, and Cuba. The cars of the São Paulo and Rio de Janeiro railways, the Itaboraé, the Mogiana, Niteroyense, and other narrow gauge railways in Brazil are from these well-known works. CHAS. S. HOWLAND, JOH. H. JACKSON, Treasurer, President O. C. JAMES, 47, Rua Primeiro de Março, Rio de Janeiro, AGENT FOR BRAZIL.

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

Chilled cast iron wheels (steels by the Hamilton process) or Railways, street cars, and mines. Axes of iron or steel. Illustrated catalogue furnished on application of customers. Agent for Brazil, O. C. JAMES, 47 Rua 12 de Março, Rio de Janeiro.

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

In entering upon the second year of their publication of this journal, the publishers beg leave to call the attention of the English-speaking residents of Brazil, and all persons interested in the trade of that country, to the results which they have already accomplished. In the brief space of time since their assuming charge of this journal, they have succeeded in making it an authority in commercial matters, and a reliable informant of the events and tendencies of Brazilian political and social life upon which the security of commercial and financial investments so intimately depend.

For the coming year the same course will be preserved, together with such improvements as it may be possible to make from time to time in the commercial department. No efforts will be spared to secure the earliest and most reliable information on all matters affecting Brazilian trade. The market reports will be prepared by experts whose sources of information will enable them to give in the briefest possible space an exact epitome of the market.

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

TEAMS: One year's subscription..... 20\$00
English and American subscribers..... £2 and 1/2
Advertisements, 15\$ per inch per quarter. Business cards, 1/2 inch, 10\$ per quarter.

All subscriptions should run with the calendar year. BUSINESS OFFICE—47 Rua 12 de Março. POST-OFFICE ADDRESS—Caixa no Correio, No. 721

LOWBAERT'S STEAM PRESSES No. 7, RUA DOS QUINTEIROS.