# FWS.

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Vol. VII.

RIO DE JANEIRO, MARCH 6TH, 1880

#### OFFICIAL DIRECTORY

AMERICAN LEGATION.—22, Rua do Marquez d'A

BRITISH LEGATION.— Hôtel des Etrangers.
FRANCIS CLARE FORD,

AMERICAN CONSULATE GENERAL.—Nº 30 Ru Visconde de Inhauma. THOMAS ADAMSON BRITISH CONSULATE GENERAL.— Nº 1 Rus Alfandega. GEORGE THORNE RICKETTS

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METHODIST CHURCH.—N° 38, Rua do Passeio, up stair Services in English at 11 o'clock, a. m., on Sundays, and at 7; 30 o'clock, p. m., Fridays. J. J. RANSOM, Pastor.

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## THE GROCER.

Published every Saturday at No 12 West Broadway NEW-YORK

reports, trade reviews and summaries, an ation necessary to a full and correct knowl all trade of which it is the accredited organism (in New-York): \$3.00 per annuments.

ENGLISH AND AMERICAN LOCOMOTIVES.

There is always something attractive in There is always something attractive in the exhibition of force in action. The display of power directed to some useful end wins instant attention. Even the trivial-minded pause before the steam-engine. They know not why. To the thoughtful man or woman every piece of good machinery at work presents a double charm—the display of natural forces guided by intelligence, and that deeper attraction that springs from the thought that machinery is for the saving of the nations. Without machinery the people were not fed nor clothed, neither could they escape the slavery of a fixed location.

neither could they escape the savery of a fixed location.

The finest piece of steam mechanism in the world is undoubtedly the English locomotive engine. Here is a moving motor, a source of power, that expends its energy in the visible work of transporting itself from place to place. Viewed in whatever light, it appeals powerfully to the imagination. It displays immense power; it moves its own enormous weight and a still greater load from place to place. This alone is a wonder, a triumph over natural forces that might well excite surprise and admiration; and yet it is all done at a speed that appalls. It is a worthy theme for study, and it is well worth the while to examine it in some detail, and to trace the causes whence spring the worth the while to examine it it some death and to trace the causes whence spring the effects that so command our admiration. We will take the best of the kind, an engine We will take the best of the kind, an engine of the Irish mail, running between Holyhead and London, or the celebrated "Flying Dutchman" train of the Scottish mail, It backs into the London station, ready for a trip, a giant among its race. First of all there is a cylindrical boiler, with a capacious fire-box at the end. of list great bulk of iron and steel rests upon a rigid and massive frame of iron plates, and this in turns is supported by wheels of extraordinary size and strength. In front may be a smaller pair of wheels, but these are also fastened by their axles to the rigid frame that supports the boiler. One can not fail to admire the thoroughly English solidity and stability of the machine. The tender is also of immense capacity, and rests on a rigid frame borne by wheels that turn in journals fixed directly to the frame. As the great driving-wheels, seven feet or more in diameter, come to rest, we may step upon the foot-board behind the boiler and open the furnace door. A huge fire-box, burning the best of coals, gives ample space for producing heat, and just within the furnace may be seen the ends of more than a hundred tubes leading through the boiler to the smoke-stack. Every thing is arranged to give the greatest possible fire space, in order to make quick and abundant steam. All the parts needed to guide the machine, to start and stop it, send it forward or backward, are in convenient reach, and the engineer has a good look-out on every side. Looking beneath the boiler, we find two cylinders just under the forward end, and connected by means of their pistons and rods with cranks on the axle of the forward pair of driving-wheeles. Every part of the mechanism is admirable—strong, accurate, and fitted to its work with marvellous precision. The engine is secured to the train by means of massive screws, and presently it starts away upon its journey. Escaping from the tunnels under the forward end, and connected by means of their pistons and rods with cranks on the axle of the forward pair of driving-w

some time been to England to purchase this admirable tool. The railway is the road of to-day, and perhaps of all time. The locomotive is the horse of the future, and all peoples who have the slightest claim to civilization are casting about to see how they may own and uses the splendid beast of burden. For a long time England has made locomotives for the world. South America, Australia, Asia, Africa, and even North America have poured millions into her coffers to purchase this glorious creature, this tircless steed, whose lungs know no decay and whose feet outrun the wind. Even continental Europe and the United States came to English shops to buy motors. There were none like these, and England practically held the market of the world.

In time France, Germany, and other Continental nations began to make their own locomotives, but they seldom departed from English ideas, and the Continental engine was really an English engine made by Germans and Frenchmen. Varying conditions of traffic and country to be traversed, and, more than all, the cost of English engines, finally led the European makers to depart from the English type, and other and in some respects, better matchines were eventually made in French and German workshops. This process was slow, for the builders were timid, and it remained for another workman to make an engine beside which the English locomotive seems almost an anomaly. A new master-builder, excaping from the traditions of English shops, arose and said to the locomotive-buying nations, "I will make you engines as swift as any Flying Dutchman' or 'Irish Mail'—engines that will climb up and down hill, that will sweep round sharp corners in safety, that will drag immense loads over cheap roads that follow the face of the roughest country." These, then, are the two master-builders competing for the business of making locomotives for the world—the Englishman and the American. Continental European builders are practically out of the race, for they are too nearly the echoes of England. To Britain or the United States must come the engine-buyers. The English or the American tool must be altered to suit he American tool must be altered to suit he American tool must be altered to suit demand, or at least to resemble the English engine, or the English machines, and the American tool must be altered to suit demand, or at least to resemble the European builtiers or the United States must come the engine-buyers. The English or the American tool must be altered to suit demand, or at least to resemble the European builtiers or the United States must come the engine or the English finachines, and the American tool must be altered to suit demand, or at least to resemble the European builtiers engine, or the English machines, and the American

Even the popular observer who knows anothing the struction sess that there is a difference, and the watches the great context with keense in the complete of the struction of the struction of the struction sess that there is a difference, and the watches the great context with keense in the complete of the struction of the struc

who should make all his coupés, dog-carts and wagons with the axles of the wheels supporting a rigid frame-work without side springs and without a fifth wheel? It might be a very pretty dog-cart, and as strong as an ox-cart, hut it would not be a lovely thing to drive in winding roads. It might get round a corner with some scraping of the wheels in the gravel, but a city street corner would try the horse, cart, and patience of the driver—that is, if he were able to keep his seat. Now this is precisely what the English locomotive-builder does. His engine goes beautifully on a straight line, and takes moderate curves with a certain amount of shaking, but sharp corners are apt to prove its ruin. On our winding roads it absolutely refuses to go at all; and it does not suffer derailment, it comes to grief from another cause.

A four-wheeled road carriage has two swe

roads it absolutely refuses to go at all; and it id does not suffer deailment, it comes to gried from another cause.

A four-wheeled road carriage has two systems of springs, crosswise and lengthwise, and by this arragement the wheels adjust themselves to inequalities in the surface of the road. It may slope to one side, it may be crowning in the middle, or have ridges or gullies, but under all circumstances each of the four wheels rests on the ground, and the body of the vehicle fits itself to every change in level, and always maintains its equilibrium. It seems past belief, but the English locomotive has no provision of this kind. It supposes a perfect road-bed, with both rails always on a level with each other. But railways are seldom in this perfect condition, and the result is the engine rests at times on only three wheels, or its framework bends and settles down till the wheels all find support, thus wrenching the whole machine out of shape. These are two of the points against the English type of locomotive. There are others, and they may be best understood by an examination of the American engine,

Here we have a most remarkable tool—a

motive. There are others, and they may be best understood by an examination of the American engine,

Here we have a most remarkable tool—a motor that accepts every condition of its road and duty with equanimity. The Englishman, viewing it from his island, is pleased to call it a crazy affair, as loose-jointed as a basket, If he ever mounts the foot-board and tries to use the machine, he changes his mind, and his contempt become admiration. It has been likened to a basket, and herein lies its chief merit. Observe it closely, and you will see that there is no massive frame, as in the English style. The frame-work is light and open, and yet strong. The supporting springs that take the weight of the machine from the axless are not secured directly to the frame, but to levers extending both across and along the engine. One of these may be seen between the two large wheels. The engine is thus hung upon the fillerums of a system of levers, balanced equally in every direction. Let the road follow its own wayward will, be low here and high there, at 'all times every wheel finds a rest. Not one of the wheels may be on a level with another, and yet, like a three-legged stool, the machine is always firm on its feet. The basket-like flexibility of the frame and its supports thus adjusts the engine to its road at every instant of its journey.

Observe the group of four smaller wheels

wheel has a foot-hold before the other, as by the English method. The cow-catcher is an American device, and serves a good purpose in removing cattle or other obstructions that may be on the road. The Englishman fences his road at enormous cost, and says he needs no cow-catcher; but, for all that, cattle do get on his lines at times with most disastrous results, and new and cheap lines in thinly settled countries can not always be fenced and picketed. Above is the great lamp that lights the way before the driver, and here we are soon to see the electric light lighting up the line like day for a mile altead.

Then there is the cab—a comfortable

une ugan againing up the line like day for a mile ahead.

Then there is the cab—a comfortable house for the men. The Englishman pleads his soft climate as an excuse for not sheltering his engineer. Putting aside the barbarous selfishness and cruelty of shooting men sixty miles an hour, totally unprotected, through a midnight storm in pitchy darkness, the fact remains that no man can use all his powers to advantage if half his vital force must be spent to keep warm and resist a bilmding rain or snow. No one occupies a position demanding more keen thought, watchfulness, and attention than the locomotive engineer, and it is a simple material for frofit and loss whether he shall stand up to his work in the open air, or have a seatin a warm and comfortable house.

Here we have another type of the American bearents.

Here we have another type of the Ameri-can locomotive, the "consolidated engine," for hauling heavy freight. Here the Ameri-can idea is carried to a new refinement. Here can idea is carried to a new refinement. Here is a leading truck of two wheels and eight driving-wheels, coupled together in fours, two of the wheels on each side being without flanges. This is our beast of burden, a mountain-climbing horse, an iron camel, fit servant of the plains and deserts. He drags his snake-like train of one hundred cars round "horse-shoe" curves where the firman can almost toss a biscuit at the brakeman in the "caboose" at the tail of the train, and have here agest he creach but he distributes the same than the same th man in the "canoose" at the tail of the train, and he rushes over the sage-bush plains, the successor of the bison. This is the creature evolved from continental necessities, the coming servant of the nations.

coming servant of the nations.

Take them together, the passenger engine, swift and yet af prodigious power, and this last tool, latest child of American railroad science, and we may without fear bid all people come and buy our horses. All that the English engine can do on a perfect road, the American engine will do; and more than this, it will do good work on any road, however rough and cheap. There can be no question which of these two tools is best for the world's work.

#### RAILROAD NOTES.

RAILROAD NOTES.

—The directory of the Paulista company has presented a petition to the provincial assembly of Sao Paulo asking leave to extend its line from Porto Ferreira to Kiheirao Preto, passing through Santa Rita and Sao Saniao. The latter named place however, seems to be the objective point. The Paulista company is the only other that can have any legal or reasonable right to ask for this concession. But the claims advanced by the Paulista comcompany seem to put it beyond a doubt that the foot Casa Branca. The advantages claimed by the Paulista route are as follows:—a shorter line both in regard to time and distance, a cheaper line, a lower freight rate, it asks no guaranteed interest upon its capital and the gauge will be the same as the rest of its line. From Porto Ferreira, the last station on the Paulista line its 41 kilometers to São Sinalo, while from Casa Branca, the last station on the Mogyana road, it is 58 kilometers to São Sinalo. It is reckoned that the curves necessary to build the two roads would make the bustance by the Paulista Si his floometers of São Sinalo. It is reckoned that the curves necessary to build the two roads would make the bustance by the Paulista Si his floometers of São Sinalo, while from São Sinalo, control sould the stance to Campinas. this feet. The Dassechies leadingly of the engine to its road at every instant of its pourtey.

Observe the group of four smaller wheels in front. Here is the truck, or "track feeler," with its fifth wheel that enables the engine to turn sharp corners safely and easily to easily to all the only other that can have any legal or reasonable right to ask for this concession. But the claims aubwanced by the Paulista company seem to put it beyond a doubt that the only the equalizing bars or levers, but a most ingenious arrangement for shifting the weight of the engine as it passes a curve. The circus-rider flying round the ring throws himself toward the centre to counteract the ether thrist" or centrifugal force that tends to throw him out of the ring. In like manner this swift-footed steed can lean over toward the inside of a curve with safety, and swing upright again, when it is passed, with perfect grace. To illustrate fally how the forward part of the engine is hung upon as system of swinging rods that move freely in every direction would require diagrams; but in brief it may be said that the American lecomotive adjust siled! for every change and stirlly the control of the ring in the same and that it will race over a crazy track, up hill and down dale, in perfect safety. It is flickible, and yet immensely strong; light, and yet of prodigious power. It is like a bird, and that it will race over a crazy track, up hill and down dale, in perfect safety. It is flickible, and yet immensely strong; light, and yet of prodigious power. It is like a bird, and yet immensely strong; light, and yet of prodigious power. It is like a bird, and yet of prodigious power. It is like a bird, and yet of prodigious power. It is like a bird, and yet of prodigious power. It is like a bird, and yet of prodigious power. It is like a bird, and yet of prodigious power. It is like of the prodigious power is the produce of the tool of the

### THE RIO NEWS

PUBLISHED TRIMONTHLY

he eve of departure of the American Po French packet of the 15th., and Roy Mail packet of the 24th. of the mouth,

Contains a summary of news and a review of Brazilian affairs, a list of the arrivals and departures of foreign vessels, the com-mercial report and price current of the market, a table of treights and charters, and all other information necessary to a correct judgment on Brazilian trade.

(Cash invariably in advance)

Agents for the United States .

C. Ne CULLOCH BEECHER & Co 41 Wall Street, New Yor

RIO DE JANEIRO, MARCH 61H, 1880.

THE business office and editorial rooms Rto News have been removed No. 8 Rua São Pedro. Our post-office address, caixa 721, remains unchanged.

Our cable address is James, R10.

Although Brasil has no neighbors she needs fear, she maintains a large standing army and, for her, a large and expensive navy, which includes the latest improvements in iron-clad monitors. Such luxuries, which she cannot afford, but which she insists on having, are generally nothing more than expensive toys, being entirely unnecessary and almost, if not quite useless, as was shown in the case of the Solimber, mentioned in our news columns to-day. But she must do things on a grand scale and keep up appearances abroad. She will find out some day perhaps, that the appearances maintained by nations truly great, are only the results and evidences-and not the causes of there internal prosperity. There is a fable of a jackdaw, which, being desirous of displaying more beauty than naturally be-longed to it, stuck its tail full of peacock feathers, and afterwards came to grief at the hands of those of whom it was so envious.

Now that the government has found its way so easily out of the unpopular Sundayclosing law by suspending it until the next meeting of the General Assembly, would it not be well for the minister of finance to grant the same relief from the equally un-popular passenger tax? If it be legal to temporarily suspend the operations of one law, can not the suspension of another law be justified on the same grounds, particularly in the case of a law whose unpopularity is so great as to make it the occasion of a riot? If we understand the principles upon which a constitutional government is based—and Brazil is popularly ranked as one of this class—it is that the government shall be administered in accordance with the just demands and the declared will of the people. Otherwise, the element of representation would be useless and farcical. The minister is simply the representative, the servant of the people; his power can endure only by and with their consent. If follows therefore that a minister in a constitutional government is a minister in a constitutional government is under unavoidable obligations to obey the will of the people; if his political measures are obnoxions he must withdraw them. In the case of the vintem tay the will of the people has been expressed through peaceable ss meetings, through riotous opposition, through the public press, and through nu-merous petitions. The Emperor has been asked again and again to suspend this unpopular and burdensome tax until the reasso bling of the legislature, and the public is quietly awaiting his decision. One unpopular law has now been suspended-why not follow it with the other? We do not exaggerate whenwe assert that a more popular step could not be taken, and that the public coffers would suffer little or none from the suppression of this hypothetical

#### RAILROAD NOTES

—Five per cent mortgage bonds of the Paraná railway are well received in Paris.

—Two more stations, Presidio and São Geraldo were opened on the Leopoldina railway on the 28th

ult.

—Since the 8th ult. the Paulista company has ceased to run mixed trains between Cordeiros and

Presumings.

—It is reported that the Paulista company has decided to stop the survey for the extension of their goad from Rio Claro to São Carlos.

—The Echo of Cachoeira says the trains invariably arrive at that station behind time, both on the Don Pedro II and on the Sao Paulo line.
—Bids are called for ill the 8th of April next for the building and use of a trainway between Volia Redondla station and the parish of Amparo, in the municipality of Barra Manss.
—The fiscal engineer of the Madeira and Mamoré railway, F. Antonio Benjamin is now employed by the government in making explorations on the Rio Branco.

-The steamers of the Navegação Paulista co pany suspended their trips between Rio and Santos during the interruption of traffic on the São Paulo

It is supposed that the Pirahyense road will —It is supposed that the Financian be finished to Banco de Arêa in June, and a short while after to Bananal, province of São Paulo. Construction costs about 24,6000\$ per kilometer.

—The report of the Brazilian Imperial Central Bahia Railway for the month of January shows the following: Receipts 20,224\$030, balance 5,682\$—

170; passengers 3,387.

—Minas has authorized a railway from São João d'ElRey to the city of Oliveira, guaranteeing at the same time seven per cent interest on a capital of

same time seven per cent interest on a capital of 3,000,000\$.

—A land slide occurred on the D. Petro II road on the 21st utl. between Lavrinhas and Cruzeiro. By working all night the road was cleared in time for the trains on the 22nd.

—The minister of agriculture has approved the surveys made for the Sobral ratiway in Cerart. This area is 128 kilometers in length and runs from Camocim to Sobral passing through Anglea, Pitombeiras and Massapé,

—The government has communicated to the Fives.

Lille company that Sr. H. V. F. Pennis a authorized to come to an understanding with them, and to renew their contract with the imperial government for the furnishing of ratiway material.

—The semi-annual meeting of the shareholders of the Brazilian Impernal Bahia Railway was held in London on the 29th of January last. It was steckled to pay six per cent, interest on their sinking fund, and a dividend of seven per cent, on thir shares. This dividend was paid on the 12th utl.

—The imperial government has signified to the

and a trivient of seep per cells. Of this shares This dividend was paid on the 12th ult.

—The impetial government has signified to the Irrac liam missure in London that it has no objections to make to the São Paulo railway company's apointing Mr. Fox its consulting engineer in London on a salary of ∠3co, after he may have left his position as superintendent of that road in 1.5s country.

—The inspector of the North Lines states officially that the delay on that road on the 15th ult. was only two hours and twenty minutes instead of three hours and a half as given by the Constituents. He further adds that that the train was stopped hust once, and then by a construction train that was repai ing the road.—A good pick and shovel for sale cheap. Apply at the Kto News office.

—The chief en\_ineer of the prolongation of the Recitio and São Francisco railway hopes to open the first station of the prolongation about the middle

first station of the prolongation about the middle of May if the passengers cars will have arrived by that time. On this first section is a temporary wooden bridge, 100 meters in length. This will b replaced later by an iron bridge which has be ordered from France.

ordered from Frauce.

—At a meeting of the shareholders of the Paulista road, held in São Paulo on the 1st instant, it was decided to hold a special meeting to consider the advisability of building the Belem road. The president of the directory, Dr. Falcab, thinks that this should not me considered by the company until the question of the São Carlos do Pinhal road is settled.

settled.

"The following petitions to the minister of agri-culture have been refused: Privilege for building a rativary from Belem to Barra on the D. Pedro II road; comession for building a ratilway between S. Mathens and Philadelphia in the province of Espirito Santo; provilege for a transvay between Pedro irio Santo; provilege for a transvay between Maroim and Propria in Sergipe.

"The passenger train which left São Paulo at the usand hour on the 23rd ult. stopped in a cut and on a curve at kilometer four to grease the wheels of one of the ears, and was run into by a consistent

on a curve at knowlete four to grease the whees or one of the ears, and was run into by a construc-tion train which was following. The accident was due to the carelessness of the conductor who had neglected to send hack danger signals. Several per-sons were more or less injured, and the conductor was killed, his head having been crashed between

two of the cars.

On the 28th ult, Mr. D. M. Fox, Chief Engine On the 28th ult. Mr. D. M. Fox, Chief Engineer and Superintendent of the 8xb Paulo Railway Company kindly sent us the following telegram while we had posted on exchange and published in the leading jornals of this city on the following day:

Santos, Feb. 28, 12: 30 p. m.

Eds. THE RIO NEWS,

Description:

Repairs on the fourth plain are so far advanced that it is expected the road will be open for traffic on Tuesday, March 2.

D. M. Fox, Superintendent São Paulo Railway Co.

As Mr. Fox expected the road was reopened or

As Mr. For expected the road was reopened on the day mentioned.

—The SO Paulo jo.rnals are jubilant over the construction of a first and second class car, American model, built at the shops of the Estrada de Ferro do Norte in that city. All the material used was of native production, except the wheat sand springs. The car is spoken of in the highest terms by the parties who "assisted" at its inauguration a few days ago; and at a lunch which was given by the builders the healths of the principal officers of the company were enthusiastically drunk. It will be interesting to railway men to learn exactly what the weight of this car is, (number of pounds-dead weight to each passenger carried); length of time it was under construction, and its cost when completed. The reporters state that several improvements on the American model have been made, but what they consist of is not stated.

—On the 13th ult. the government directed the fiscal engineers of the several transway companies of this city to report the amount of the transport tax sent by each company to the mational treasury for the month of January.

—In the report of the Paulista company for the latter half of 1879, presented to the São Paulo assembly on the 29th ult. we find the following statisatter naif of 1879, presented to the Sao Paulo assembly on the apph uli, we find the following statistics: Movement of passengers 79,235, being an
increase of 2,45 over the preceding six months.
Exports 38,890 tons; imports 14,256 tons, an increase of 5,149 tons over the preceding six months.
Receipts 1,118,167\$600; expenses 386,426\$510,
leaving a balance of 731,741\$690. The dividend
per share is 105120, though only 10\$600 was paid,
the remainder being reserved on account of increased
expense in rolling stock. The reserve fund of the
company is 258,715\$860. Paid to the province to
130.807\$879. Sent to London as payment on delat
there 43,448\$400. The whole line is in traffic to
Porto Ferreira on the Mogyguassaf river. The
Company awaits the decision of the government to
begin work on the prolongation of their road from
São João do Rio Clazo to Morro Pelado.

The Pará assembly was opened Feb. 15th The Pernambuco assembly begins work on the

27th.

They talk of a central sugar factory at Lorena, Fernando de Noronha, the convict island, had

2554 inhabitants on Jan. 10.
—During the latter half of 1879 there were 96

ses in the province of Pará -Caterpillars are complained of at Santos. The

—Caterpillars are complained of at Santos. The best known remody is a small boy and a stick. —Receipts of the Parā custom house for January were 542.5578694 against 440,5978612 for the same month in 1879. —The roads connecting the provinces of Goyaz and Matto Grosso are during the rainy season frequently rendered impassable by the swollen streams.

seriemins.

—The receipts of the province of Minas for the fiscal year 1878—79 were 2,617,4208, almost double those for 1869—70. It is supposed that this increase is largely due to the development of railways in that province.

—The public library of Pará contains 6000 volumes. During the year 1879 the library received 6227 visits, though only 239 volumes were consulted. It is supposed that the others went there to read the papers.

—Propositions were received by the São Paulo

read the papers.

—Propositions were received by the São Paulo assembly from the *Tribuna Liberal* and from the Constituinte for publishing the debates and proceedings of that body. The *Tribuna* offered to do the work for twelve contos, the Constituinte for ten.

-There were imported into the province of Rio Grande do Sul from the United States during the month of December last: 1,000 gallons of turpentine, 148 barrels of rosin, 2,695 barrels of flour, 5,000 gallons of kerosene and 4,750 gallons of naptha.

maptha.

—At a faulty meeting of the medical school of Bahia a student was put back four years in his studies for having insulted and threatened one of the professors. Another was suspended for two years for having published: abusive articles about the exmission of the professor in the professo

for having publisher about drowned the people out at São João do Rio Claro. When there was an interval of sunshine, the Coroic do Octes said its prayers very nicely. When the Corroio has been in the newspaper business a little longer, we fear it will not be able to keep up the good habits of its vouth.

youth.
—In the month of January the province of Pará
exported 2,704,5438664 worth of produce, of which
2,587,1928860 was for rubber. Of these exports
the United States took 1,115,2038515, and England 1,551,454\$132. From a comparative table it appears that the exports of Pará have increased enormously since 1876, the official value of the exports for January of that year being only 982,013\$629 The growth since that year has been steady, and as seen, very marked.

#### LOCAL NOTES

The City of Pari arrived at New York Feb. 27.

The Brazilian iron-clad Maris e Barros left Montevideo for Assumpção on the 25th ult.

On the 1st inst. the Diario Official changed its

-On the 1st list. the Durin Open changed is hour of publication to the afternoon.

-A five years privilege has been granted for a tooth extractor.

toolh extractor.

—Complaints continue to be made about the delay of goods in the Rio custom house.

—Complaints come from Petropolis of the irregularity of the mails.

—Why soil! Americans advertise horse-rakes, mowers and respens in Brazil?

—Surveys for a water supply for Nictheroy are about concluded.

—Sixy-thousand sovereigns came to Rio by the Extra particular to recommended.

Tagus arriving here on the 2nd.

—The Estandarte has ceased to publish in English. It declares for Rio Branco, though it is not

a party organ.

—The government has granted the Marine In-

surance company the privilege of establishing agen cies in Santos and in Maceió. cies in Santos and in Maceto.

— During the month of February 200 readers attended the Portuguese reading rooms in this

city.

—The Museu Nacional spent 597\$ in January on

—The Princess Imperial and her husband the conde d'Eu had an interview of about an hour with

of Ais.

—The proprietor of the steamer Gamo has been presented with a bill of 200\$ for damages done the telegraph line connecting the arsenal with the llha das Cobras.

—Notwithstanding the frequent and heavy rains which have fallen lately in this city, complaints continue to be made of the scarcity of water in certain

time to be made of the searchy of water in certain localities.

—The president of the province of Rio has forbidden the use of dynamide in fishing. Fine 15\(^1\_8\) and five days in prison for first offense, 30\(^1\_8\) and ten days for the second.

—The minister of the marine has ordered work to be continued on the corvet on the stocks at the marine arseal, and which was condemned a short time ago by the naval counsel.

—The City Improvements company has been fined toos\(^1\_8\) for having allowed the drainage to be duscharged into the bay on the 19th of Dec. last without first having been disinfected.

—Messrs. John and Charies A. Steele have received a ten years privilege for spinning and weav-

—Messrs. John and Charles A. Steele have received a ten years privilege for spinning and weaving jute. This industry is to be confined however
to the province in which it may be begun. Decree
7,654 of Feb. 42, 1880.
—In the government lotteries on the new plan
there are 6,000 tickets at 100\$ each. Of these 1,300
draw prizes, 1,200 of which are of 120\$. The grand
prize is 120,000\$. The government calculates to
make 150,000\$ net profits on each drawing.
—We are glad to see the Monitor of Bahia take
the same view of civil distinctions as ourselves. It
does not mention the case of the Bahia gentlemen
though. But perhaps those cases are too near
home.

home.

—The two enterprising young men who started in a small boat from New York to Australia and brought up in distress at Bahia, returned home by the steamer City of Pani, taking their boat, the Golden Gate with them.

the steamer City of Pant, taking their boat, the Golden Gate with them.

—The United States, man-of-war Marion which left this port for Montevidéo, arrived there on the 19th ult. with six cases to yellow fever on board, one of which proved fatal. The fatal case was that of a lieutenant whose name we have not been able to learn.

—John Skip Hopper is still on the raupage in the States. He is now skip-hoppering up and down seeking to devour unsophisticated merchants. He seems to have beguiled them to the extent of getting nearly a whole ship's cargo of goods, which is reported to be about ready to sail for Rio.

—Mr. Morris N. Kohn, who has been lost to sight since the Carnival, (though to memory dear always), has turned up in São Paulo proposing to druntsh five engines for that city. We might add that if the São Paulo people want anything else, Mr. Kohn will furnish it—no matter what it is, and if it is not to be add, he will inventit.

—A Brazilian paper published in New-York gives as an example of North American activity, the fact that the body of a child lay unburied in the Morgue in that city of six months. No wooder it surprises.

in that city for six months. No wonder it surprise Brazilians. They seem to have inverted matters down here. As a rule, the only time they move

down here. As a rule, the only time they move around with any life is after they are dead. —After a pleasant voyage, the American packet City of Rio de Ymniero arrived at this port on the morning of the 2nd inst. Her cargo consisted of 3000 cases of kerosene, 799 kegs of lard, 500 barrels of flour and 4900 packages of sundries. To Dr. Kinney, the purser, we are under many obligations for favors.

Kinney, the purser, we are timeer many obligations for favors.

—For having liberated thirteen of his slaves (who were not all over seventy-five years of age), the minister of empire has recommended that Col. José Joaquim de Sena be made a commendador of the Order of the Rose. It is to be regretted that honors are not always bestowed for such humane reasons instead of being lavished upon treasury leaks and achieve movement employees for very clerks and other government employees for ver doubtful ones.

clerks and other government employees for very doubtful ones.

—A ship master having brought a lot of fine porclain to this port found the import duties on this article to be 1890 per kilo. His ware being fragile, of course he had it carefully put up in very heavy cases. One vase weighing but seventeen kilos made a package of forty kilos. The tare allowed on such goods is only thirty per'cent, and when he came to pass his wares through the custom house, be found himself obliged to pay 1890 per kilo on twenty-three kilos of wood, where he should have paid duties on but seventeen kilos of chinavave.

—His Majesty approved the new military regulations on the 2sts tilt. The minister of war in recommending them remarks that the service heretofore has been largely at the will of the commanders, or has been carried on by the antiquated regula-

or has been carried on by the antiquated regula tions of the Conde de Lippe and by a few articles scattered through the laws. The principal advan-tages of the new regulations are their classification, and the establishing of work-shops in fortified places —The Museu Nacional spent 1978 in January on an experimental laboratory.

—The new government bonds arrived from New York by the City of Rio.

—By order of the director of the medical school of Rio, students may matriculate till March 15. First year students, however, may matriculate till April 5.

—The minister of finance has directed the in-spectors of the treasury to make an inventory of the revenue stamps made in the United States and, remaining in the differen department, in order that they may be substituted by others made at the

—The Princess Imperia and loss.

—The princess Imperia and loss.

—The princess Imperia and loss and the Perise and the revenue stamps made in the United States and, the revenue stamps made in the United States and, the revenue stamps made in the United States and, the revenue stamps made in the United States and, the revenue stamps made in the United States and, the remaining in the different department, in order that they may be substituted by others made at the death of Lopes, president of the republic of Paraguay during the war with Brazili.

—Norwegann bark. Robert now in this port signaled for medical aid at one o'elock on the 29th ultimated to signal till six.

—Seven hundred pounds have been put in the hands of the government's agent in London for the purchase of hose for the fire department.

—Quintino Bocayuva, the well known Brazilian writer, has received the decoration of the medical of Simon Bolivar from the president of Venezuela.

—Mr. Charles Glanville, engineer of the Botanical Garden Railway Company, returned from his titip to Europe and the United States by the City of Kis.

—The properiet of the steamer Game has been presented with a bill of 2008 for damages done the telegraph line connecting the arsenal with the Illah telegraph line connecting the arsenal with th

see Brants such pen-the country.

—If the commission sent to Memphis and Cuba to study the yellow fever really want to get at the boileful of the whole affair, and to find out the lar-gest number of remedies for that disease, we recom-mend then to either call upon or communicate with

gest namer of reincures in that obsess, we recom-mend them to either call upon or communicate with some of the medical geniuses of Rio. Every one has a theory of his own, and a course of treatment dif-ferent from every one else, and a patient only has to choose the way he wishes to be cured. We have among many others the following processes: elec-tricity, creosote, cold water, hot water, no water, funigation, spiritualism, liver pad and Radway's Ready Relief.

—To our provincial friends we must say that until they have quite made up their minds about the state of the weather, we shall be obliged to say nothing more on that subject. One steamer from the north brings the most dolefal news of the weather, fears of another drouth, starvation, pesti-lence and all the rest of it. Two days later and we agd o'relief. After three days more we have more drouth, more starvation and more pestilence; and by the next mail we have rain, peace and plenty by the next mail we have rain, peace and plenty again. Now a drouth can't be made in a week and this thing can't go on forever. Why if we recorded all the reports received from the north, we would have both floods and drouths in the same issue.

all the reports received from the north, we would have both floods and drouble in the same issue. Perhaps we are not as scrupulous as George Washington, but we must keep up appearances.

—The director of the evening schools of the Auxiliadans society in his report for the year 1879, complains of a lack of interest on the part of a majority of the students, a large part of them having bandoned their studies after about six months of attendance. The recitation rooms are small and unconfortably warm, but it is the opinion of the director that this could not be a sufficient reason for two thirds of them handoning the school if they were really in earnest. Instruction was given in arithmetic, drawing, French, geometry, music and Portuguese. There were 114 pupils matriculated during the year, 56 of whom were between 21 and 50 years of age, the remaining 58 ranging from 414 to 21. Their nationality was 97 Bracillan, 14 Portuguese and 1 each of African, Spanish and Oriental. During the present year the society proposes to spend 2,860\$ on its evening schools for adults.

— hook of poems, 300 pages, has just been

adults.

— Ablook of poems, 300 pages, has just been published by Sr. Murcio Teixeira. This same young man, who by the way is only twenty-three years of age, has already published eight books of poems, has now three others in press and six more ready for press, autong which are three five-act dramas. Shades of Homer, Hornec, Virgil, Shakespere, Byron, Goethe and all the rest of yel Make way! Stand aghast! To our age and our day has it been reserved to produce the genius who towers above ye all! For the benefit of that part of posterity which may not have the happiness of posterity which may not have the happiness of reading these divine effusions in the original Portuguese, we translate a couple of stanzas into a kind of blank verse, let us call it-the best we can do for it The specimen is taken from a pastoral, and is remarkably true to life:

At noon to sleep and dream Beneath the verdant boughs, And be aroused by the shouts of a little negro boy Who announces the smoking food; Who announces the smoking tood;

To dine on beans and fresh and jerked beef,
Pork chops and native rice,
And after a dessert of beiled corn
To stroll about the hills till sunset.

MORTALITY TABLE OF THE CITY OF RIO DE JAN-EIRO FOR THE MONTH OF FEBRUARY 1880.

Note-This list does not include the deaths at the Juri jub

Days	Yellow fever	Other fevers	Total all causes
1	7	5	50
2	2	1	31
3 4 5 6	9	6	31
1	9	3	32
2	5 20	7	31
	9	5 8	55
7 8	11		39
0	The second second	, 5	52 46
9	13		47
11	10	.3 5 5	12
12	17	70000	44
13	12	8	44
14	18	5	38
15	18	0.00	47
	19	11	55 58 46
17	22	11	58
18	18	6	46
19	19	2	42
20	15	AND SERVICE	37
21	23 16	7	53 46
23		100000000000000000000000000000000000000	40
24	10	3 6	41
	13		51
25	15	3	
	15 18 28	6	43 59
27 28	20	3	50
29	19	1	47

Totals..... 419 153 1.301

#### THE RIO NEWS.

Post script.—Report has gained strength in this city within the last few days and has at last been mentioned in one of the leading journals that the government is speculating in coffee. The Gazda de Noticiat in yesterday's issue charges the government with speculating at various times and with the recent purchase of 96,180 bags.

—It will be seen from our coffe report that the daily receipts of coffee in this market during the month of February this year averaged (288 bags less per day than during the same period in 1879.
—Several of the Brazilian journals are endeavoring to work up an excitement about a war with the River Flate republics. Such a war may be very well for the newspaper business, but the minister of finance will soon find that talk of this kind is not to the interest of the country.

—The Brazilians are very mound of their two

cell for the newspaper business, but the minister of finance will soon find that talk of this kind is not to the interest of the country.

—The Brazilians are very proud of their two monitors, the \*fareary\* and the \*Selimäe\*. On the and instant it was proposed to put the latter through the manual of arms, as it were, to see if it was all in order to go down the coast a few miles to Ilha Grande, for artillery practice. Steam was got up at the o'clock under direction of one of the officers, and after an hour and a half speen when the o'clock under direction of one of the officers, and after an hour and a half speen when the object to put out the fires in order to see what the trouble was, and why the machinery refused to work. Naturally enough the engine room became rather warm, and this the first machinist could not endure, so he rushed on deck and finatted. It is said that it has been more than a year since this monitor was moved, and that the machiners on the same than a survey of the same than the same than

TABLE OF THE PRINCIPAL ARTICLES EXPORTED FROM THE UNITED STATES TO BRAZIL DURING THE YEAR 1879.

Destiny	Flour, bls.	Kerosene, gals.	Lard, lbs.
Rio de Janeiro.	204,874	2,087,975	5,689,398
Pernambuco	97,570	938,095	723,695
Bahia	40,020	670,938	348,011
Rio Grande	45,407	106,000	62,560
Pará	40,359	356,947	576,223
Maranhão	6,133	50,259	56,112
Ccará	6,615	34,247	68,302
Santos	20,258	164,200	178,410
Porto Alegre	6,290	56,000	4,800
Pelotas	5,764	10,000	6,623
Santa Catharina	3,629	43,000	
Paranaguá	1,590		<del>-</del>
Totals	569,409	4,517,661	7,705,134

#### COMMERCIAL

March oth,	1880.
	27 d.
do do do in U.S.	54 45 cents
do of £1. stg. in Brazilian gold	8\$889
Pank rate of exchange on London to-day	23 % d.
Present value of the Brazilian mil reis (paper)	856 reisgold.
coin at \$4 81 1/2 per £1 stg	46 60 cents.
	2\$155
	10\$378

Feb. 23 — Banking rates on London remain stendily at 23)/s.
Sovereigns held in top rate on London remain stendily at 23)/s.
Sovereigns held in top rate on London 23/16, on Paris, 21 r.
per func, on Hamburg 100 s. per mark. Transactions limited. Six per cent. andress Sold at 1005/8 severeigns held at 70% per market was active at 23/16 severeigns held at 63/16 of 100 severeigns hel

Figh. 48.—Exchange rates the same as the per cent squared at teams. So that teams were also as the per cent squared at teams and the per cent squared at the per cent squared to copy and small loss at 100%. Sovereigns held at 105% on the per cent squared to copy and small loss at 100%. Sovereigns held at 105% on the per cent squared to the per cent squared to copy and the copy and

MOVEMENT OF THE STOCK MARKET FROM FEBRUARY 22 TO MAR. 3 INCLUSIVE.

SHARES	COMPANY	PRICE
25	Banco de Brazil	262\$
		263
70		264
73	Destini	126
10	" Industrial	208
41		209
5	". Rural	237
4	, Kurai	239
32	Lets Hypoth. Banco do Brazil (3c)	80
800	Lets Hypoth. Banco do Braza (30)	803
72	National Loan of 1879.	943
50	National Loan of 1079.	ga
700	Proincial, bonds	55.
100	Debents. Sorocabana R.R	2025
250	Obrigs Leopoldina RR	200
601	Carris Urbanos	202
40	" " "	1150
12005	National Loan 1868	104
1750	Sovereigns	105
30x		toos
3.	ix per cent apolices	1000
		1010
143		1011
275500		1012
10		at pa

#### MARKET REPORT

Dry Goods.—Market quiet; only a partial blusiness is doing, and any real improvement is improbable until the sickly season is over.

non any real unprovement is improbable until the ackly reason to over.

Coffer.—The activity noticed in our hat report continued three or four day and prices advanced gradually to the compared of the compar

ns, per 10 kilos :	
Washed	Nominal.
Superior	61300 - 65550
Good first	
Regular first	5\$700 - 3\$300
Ordinary first	5\$350 - 5\$550
Good second	4\$800 - 5\$050
Ordinary second	4\$150 - 4\$450
otal sales for the month s	ince the 4th ult. amor

Social Problem 1. Extre of cool rope 1.576 m. Extender 1. Set 1.

32,848 barrels 37,848 barrels
ands to day consists of 52,200 barrels, viz :
800 barrels Gallego
4,500 , Haxall
6,000 , Dunlop
600 , Ealtimore.
30,000 ,, River Plate

52,200 barrels

Gallego	22\$500-23\$000
Haxall	22\$500-23\$000
Dunlop	22\$500-23\$000
Crenshaw	22\$000-22\$500
Baltimore	21\$500-22\$500
River Plate	18\$000-21\$000

Pilch Pine.—The arrivals consist of a 303,246 feet per Weedland from Fernandina, sold at 32\$000. 333,082 n. 4 Aguidance h. St. Mary sold to arrive. 304,537 n. H.C.Shifey n. Pensacola, notyet sold. The market is well supplied and weak at 31\$000.37\$000 per dozen, novivith-tonding the considerable rise in prices reported from the United States.

2,525,751 feet Pitch Pine 732,884 ,, White Pine 825,611 ,, Spruce Pine

total 4,084,246 feet total 4,004,440 cct

Kentarus is somewhat firmes at 6\$500.7\$000 per case for Devor's brilliant. The sirrivals for the mouth since the 4th that the sirrivals for the mouth since the 4th that the sirrival solution is a firme of the 4th that the sirrival solution is a firmed solution in the 4th that the 4

sses.

Restin is unchanged at \$\$000—8\$500 per barrel. No arrivals.

Coal.—The arrivals during the month of February have been
6,538 tons from Cardiff
1,603 , , Liverpool
450 , , Newport

total 8,591 tons, all on order for co
We quote nominally
New Catle 205000
Cardiff 21\$000
Sundries 15\$000—17\$000

TOTAL clearances of coffee from Rio de Janeiro during the 8 months from July 1st to February 29th 1880.

DESTINATION	1879'80	1878'79	1877'78
UNITED STATES.	Bags.	Bogs.	Bags.
New York	879.736	806 754	
Baltimore	335.181	399.370	504 391 308 920
Hampton Roads f. o	26 365	36 590	61.119
Richmond	3.600	7.000	7.200
Savannah	14.992	10.492	8.297
Mobile	16 700	10.285	46 900
New Orleans	149 180	107 558	172.121
Galveston	22.258	37.049	27 500
St. Thomas f. o	12.800	= "	
Total	1.460 742	1.424.143	1 136.448
EUROPE.			
Channel 1. o	7 500	11.541	29.355
Havre	62.652	120 308	92.473
Antwerp	55 865	107 - 355	27.656
North of Europe & Baltic	206 653		148.559
Liverpool London & Sout pton	146.172	154-515	131.369
Bordeaux	17 710	43.684	46 944
Lisbon f. o	104.635		75.361
Portugal	657		5.167
Mediterranean	107.070	154 957	120.186
Total	708.914	925.338	677.070
ELSEWHERE	100		
Cape of Good Hope	45 257	71.048	43.350
River Plate & West Coast	9.310	29 788	19 783
Total	54 467	100.836	63.133
A granting how up to			
United States	1 460 742	1.424 143	1 136 448
Europe	708 914	925.338	677 070
Elsewhere	54 567	too 836	63.133
Total	2.224.223	2.450 317	1.876 651
			1

#### SHIPPING NEWS.

ARRIVALS OF FOREIGN VESSELS.

FEB. 22.

BY THE STATE OF THE S FEB. 22. Bour and the Richmond Religion of the State of the State

Pedro II RK.
LISION-Port bk. Arabella: 337 tons: Pacheco; 50 ds; salt, wine, etc., to Mendes Oliveira & Co.
BUENOS AYRES—Arg bgn Pampa: 255 tons; Dias; 22 ds; jerked beef to A. Wagner.
FEB. 23.

RALTIMORR—Am bk Temphari 391 tons; McLean; 45 ds; GCARDIFF—Am shp El Dorado; 1147 tons; Pierce; 68 ds; coal to Royal Mail Co.

—Br shp Glen Monarch; 974 tons; O'Neill; 73 ds; coa

10 D. The shp Glen Mennack; γγ4 tone, C Neill; γ3 dis, coal D. Tedin I I Rev. http://dx.doi.org/10.1001/j.coa.ph. Weedland; 433 tons, Johnson, 87 der pine to J. Sauer 8 Co.
PORTO ALERGAC OF http://dx.doi.org/10.1001/j.coa.ph. 12 der pine to J. Sauer 8 Co.
MAISSELLISTE-F http://dx.doi.org/10.1001/j.coa.ph. 23 des sundens to F. Saueren 8 Co.
MAISSELLISTE-F http://dx.doi.org/10.1001/j.coa.ph. 23 des corn and rice to G. N. Vincennis & Filho.
SALT-ISLAND-PORT lag Teven of Mertie, 430 tons, Machadoz, 29 des salt to C. Abenniches 8 Co.
ROMANIG-G-Fort lag Teven de Mertie, 430 tons, Machadoz, 29 des salt to C. Abenniches 8 Co.
FER. 27, 14 Abert & Co.
FER. 27, 27 des productions 200 tons; Brandetz odt hay to E. J. Albert & Co.
FER. 27 des productions 200 tons; Whiteson 26 de four to Phipps lines & Co.

LONDON—Be bkt Messing: 376 tons: Whitson; 78 ds; cement and sundries to Burnett Wright & de Castro.

FEB. 28.

to J. Sauer & Co Newrowxт—Br bg Maggie; 259 tons; Roberts; 71 ds; coal to D. Pedro II RR. CADZ—Sw bk Concordia; 422 tons; Andersen; 48 ds; salt to

CASID—Swe by Concentral, 420 tones, Andersee, 3 on Swith to Concentral—Swe by Merging Cases Productives, 350 tones. Tower-scholms, 35 dec. coal to D. Petero II RR.
—Swe byn Lengthets 194 tones Bernelstone, 70 dec coal to Wilson Sons & Coa. Lengthets 194 tones Bernelstone, 70 dec coal to Wilson Sons & Coa. Lengthets 194 tones Bernelstone, 70 dec coal to Kin Gas Co.

MARCH:

BAITINOSE—Am by Annaeon; 230 tones Myrick; 36 des flour to Wright & Co.
New Yorks—He by Versouse; 648 tones Bercy; 45 des pine beater and admitted to McCalledd Beecher & Co.
New Yorks—He by Versouse; 648 tones Bercy; 45 des pine beater and admitted to McCalledd Beecher & Co.
Wilson Sons & Co.
Wilson Sons & Co.
Wilson Sons & Co. SAIGON—Br bk Sterling Shire; 549 tons: Anderson; rice to amora & Gomes

Jansity—Br bg Hebe; 236 tons, Picot; 49 ds; cod to P. S. licolson & Co. PORTO ALEGRE—Port sch Maria das Dores; 174 tons; Ribeiro; 24 ds; beans and farinha to order.

MARCH. 2 CARDIFF—Br bk Pondicherry; 802 tons; Scott: 52 ds; coal to Norton, Megaw & Co. -Sp pol Merced; 166 tons; Pojiro; 27 ds; jerked magueira & Filho. CONCORDIA-beef to S. Ron GENOA—It bgn Francezchino; 164 tons; Spadaveschia; 64 ls; sundries to Fiorita & Tavolara.

Genoca-li bgin Francezadano; 164 tons: Spadawechon; 94 candicis to Forino & Tarolina:

Foremarches 1, 192 tons: Menquint, 46 des wine foremarches 1, 193 depth & Co.

LIALTIMONE—An loga Alfort; 121 tons: North; 36 de flour and lard to Wright & Co.

Mostravino—Sp pol & Joffer; 138 tons: Garrego; 20 des jerked beef to Souna Immio & Rochat.

—Sp bg 10 "Pfordic 131 tons: Hertrue; 20 des jerked beef souna inmio & Rochat.

—Sp bg 10 "Pfordic 131 tons: Hertrue; 20 des jerked beef no Souna Immio & Rochat.

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—Rochat Medica Medica 10 des propositions of the Souna Immio & Rochat.

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—Rochat Medica 10 des propositions

order.

milet.

MARCII 3.

BARCII 5.

BARCII 6.

BAR

PENSACULA-JAMBERT C. SAMP 333 SONIA intertoorder: PAYSANDI-Sp lug Pepillor 231 tons; Ventura; 30 ds; jerked oeet to S. Romagueira. SALTO—Sp bg Pepilor, 141 tons; Alsina; 22 ds; jerked beef

DEPARTURES OF FOREIGN VESSELS.

FEB. 22.

NEW YORK—Gr bk Brusilieirs; 327 tons; Meinhard; coffee.

ELSINORE f. a.—Sw bk June, 279 tons; Nasholm; coffee.

MARTINQUE—Fr bk Reine Marguerile; 247 tons; Goudallast.

Tabasco—Sw bk Jupiter; 446 tons; Hedberg; ballast. Rio Grande—Port bgn Veloz; 174 tons; Costa; sundries.

FEB. 23.
St. John-Br bk David; 963 tons; Matheson; ballast

FEB. 25.

IN ORLEANS—Br bk Picolet, 335 tons; Berry; coffee.

ENOS AVERS—Sp bgn Juanile, 246 tons; Pla; ballast.

BALTIMORE—Am bgn Francis Jane: 231 tons: Hall; c CORINTO, Nicaragua—Gr bk Eduard; 602 tons; Push;

Sr. Thomas—Sw bk Galatea; 383 tons; Stuble; ballast, FEB. 27.

BALTIMORE—Br bg Alvin Kelly; 327 tons; Kelly; coffe NEW ORLEANS—Sw bg Hildegard; 259 tons; Johnson

ILISHON—Dan lug Barto; 141 tons; Claussen; coffee. WEST INDIES—Sw bk Adolf Fredholm; 434 tons; Graballast.

allast.

MARCH. 1.

BURNOS AVERS—Sp bgn Julito; 184 tons; Abril; ballast
MONTEVIDEO—Sp smk Juline; 171 tons; Costa; ballast MARCH 2

MARCH 2.

BALTIMORE—Am bgn Choroan; 227 tons; Clement; coffee
ST. Timmas—Sw bk Atlantic; 249 tons; Gedlof; ballast
PERNAMBUCO—Br bg Mary Stone; 240 tons; Wilson; ball

non province of Sox Camaro.

—During the month of December last, \$4,692 bushels of corver shipped to Brazil from the United States, 10,000 of which came from Baltimere, the remainder from New York.

—The captain of the Portuguese bark Arnbella arrived a this port from Lisbon on the 2and ult., reports having passed if British havin on the 8th of Feb. in S. Lat 9' 5', long. W. 195' 5', which displayed the signal H N B F.

—New Inert. Access (2): ran arreward at Mestanchis, province.

—Nor type Legar (1) ran aground at Mestardas, province fish Grande do Salo, of the 14th Mit. She had left Rio Grande on the 11th for Pernambuse loaded with tallow and sundries. It is thought that the cargo will be sweed, part of which was insured in the Segmon Pelotense for 20,000\$\frac{1}{2}\$.

Danish sch Karen is loading hides at Rio Grande for Fa

-Dute bgn Albertine is loading at Rio Grande do Sul for

—The Paracuse has taken the place of the Colombo, the lightship at the mouth of the Amazon while the latter is being repaired.

—The small screw steamer Montevideo tried to enter the bar of Rio Grande on the 19th ult. in 113/2 palms of water. She just her screw and had to be towed in.

—The Am bk Palo Allo, 490 tons, arrived at Natal, province of Rio Grande do Norte on the 1st of Feb. with a cargo of cross-ties from the United States for the Natal and Nova Cruz railway.

FEB. 26.

. 27. se-Am bgn Water Witch; 238 tons; Smoot

NEW YORK—Sw bgn Frithjef; 209 tons; Peterson; coffee.
FEB. 28.
PORT ELIZABETH—Gr sch Brilliant; 146 tons; Mahlmandries

undies
PERNAMBUCO—Gr bgn Adonir, 183 tons: Wantzen; farinha
—Br lk. Thames, 474 tons: Williams; ballast.
—Sp pol Modesta; 188 tons; Maristany; ballast.
FEB, 29.

—The Am tra Maggie Abbot, 224 tons, is loading at Ri Grande do Sul for New York.

-Am bgn Robert C. Wright is ballasting for Baltimore at

—On the 19th ult the bar of Rio Graude had only twelve palms of water in it. There were two vessels waiting to enter and five to sail.

—The tonnage of the foreign vessels arriving at the port of Rio Grande do Sul during the year 1879 was 57,710. Most of the vessels were British.

BANKS AND PUBLIC COMPANIES										shp East Empire	1751	Jan 1	o St. Stephen	To order.	
					<u>a</u>		LAST	LAST I	HVIDES	ND	bgn Ethel	224			Lo order.
	1	ži l	SSUED	3.		RESERVE FUND	QUOTA-				bk D Auterson	256	2	Liverpool .	Rio Gar Co.
NAMES	CAPITAL	3 1	8	14	PAID	RESERVE POINT	TION	AN'T	PAL	D			reb.	Pensacola Rangoon	J. Sauer & Co. NortonMegaw&Co
		2	2	-	- a:						bk Japan	394	٠.	3 Lisbon	l'a order
BANKS		1						1			bgn Belle bk C. P. D	1100	2	2 Cardiff	D Pedro H RR.
			All	200\$	All	9:447:527\$864	264 5000	10\$000	Ian.	1880	sp Glen Monarch	974			D. Pedro H RR.
anco do Brazil	8,000,000	40,000	All	200	All	2,051,768 055 1,657,274 277	239 990	9 000	Jan.	188o	bkt Messina	376	11 2	oli ondon	Burnett W & de C.
Rural e Hypothecario	10,000,000	60,000	20,000	200	A 11	1,657,274 277	208 000			188o	bg Maggie	259		8 New Port	D. Pedro II RR.
natish (limited)	£ 1,000,000	50,000	All		6 10				Jan.	1880	sp Tasmanian	1136			Rio Gas Co.  Mc. C. Beecher & C.
nglish (limited)ndustrial e Mercantil	6,000,000	30,000	All	200	All					1880 1880	bk Verona	549	Mar.	Saigon	Camara & Gomes.
		20,000	5,000	200	All	175,669 816	126 000	4 000	Jan.	1880	bk Sterling Shire bg Hebe	230		lersev	P. S. Nicolson & C
New London and Brazilian	4,000,000	50,000	10,200	£ 20	£ 10	175,669 816 4,512 860 £ 80,000	-	31400	Dec.	1878	DANISH	- 1		1 .	
lew London and Brazilian	£ 1,000,000	50,000	30,000	200	200	302,848,701	180 000	9\$000	Jan.	188e	bgn Ane Cath'ne	157	Jan 2	7 Cadiz	J. M. Leone.
RAILWAYS	12,000,000	,	3-,		1			1			DUTCH	- 1.		0 50	
Petropolis Jacahé e Campos Jacahé e Compos Jacahé Jacahé e Kio de Janeiro Janejos a S. Sebastião Janejos de Kio de Janeiro Janejos A S. Sebastião	1,000,000\$	5,000	All	200	All	34,783\$400	Nom 65\$000	12\$000	July.	1879	spSGrovenhagen bg Albatros	2000	Nov 2	2 Cardin	G. N. Vincenzi & C
Jacahé e Campos	7,500,000	37,500	14,380	200	All	-	230 000	10.01	Mar.	1880	bg Procion	272	reo 2	Richmond	Phipps Bros. & Co.
aulista	15,000,000	75,000	All	200	All	_	53 000	10 /1		.000	FRENCH				
iorocabana	4,000,000	20,000 12,000	All	200	All		205 000	7 000	July.	1879	bk Perigny	331	Apr 2	cardift	Alex. Wagner E Cresta & Co
eopoldina	2,400,000	10,000	Ali	200	All	-	25 000 Non				bk B. Marguente	276	Nov 1	6 Genoa	E Cresta & Co
Campos a S. Sebastião	600,000	3,300	Ali	200	All	-	Nom		D	. 0 . 0	bk Claire	412	Dec 2	Havre	Potey Rabert & Co.
Paulo e Rio de Janeiro	15,000,000	75,000	40,000	200	All	7 4	180 000 Nom	700	June	1878	bk Angele	393	Jan 1	Salgron	P. S. Nicolson & Co Camara & Gomes.
Juião Valenciana	800,000	4,000	All	200	All	34,600\$000	140111	10.0	June	10/0	bk Jean Pierre bk Finlandc	280	Réb s	6 Marseilles	F. Sauwen & Co.
		00.04	16.00	200\$	All	64,276\$465	2055000	13 000	Jan.	188o	GERMAN				
Christovão	4,000,000\$	20,000 10,000	16,500 All	200-2	All	0412/04/403	750 000				bk A. C. Meyer	520	Jan. :	6 Rangoon	To order.
Sotanicai Garden	2,000,000	3,500		200	100\$	_	Nom	1 1			ben Johanne	200		27 Marseilles	F. Sauwen & Co.
Scianical Garden	700,000 1,200,000	6,000	All	200	Ali	7,471 399	Nom	8 000	July.	1879	bgn L. Rumler.	280		28;Cette	F. Sauwen & Ca.
Pelotas	\$40,000 800,000	2,700	All	200	All	=	Nom	! !			bgn Diamanf	172	v2.	o D. Ayres.	A. Wagner H N Dreyfus.
ernantideo Pelotas 5. Luiz do Maranhão	800,000	4,000	3,000	200	All 100\$	_	5 100	1 1			bk Wanderer bgn Alert	160	r co.	Port Alegre	B L S Dias
		6,000	All	200	All	30,163 063	105 000	8 000	Jan.	1880	bgn Golconda	188		6 Rosario	B J. S. Dias E. J. Albert & Co. J. Sauer & Co.
/illa Izabel	2,000,000	10,000			All	2,800 000	Nom	1 1			bk Ocean	646	., :	8 New York	J. Sauer & Co.
Nictheroy Bruxellas Carris urbanos	1,200,000	10,000				·		1			ITALIAN				
Bruxellas	1,200,000	6,000	All	200\$	All	-	Nom		for	188o	bk Ricardo	955	Dec	3 Indep. Bay	For repairs.
'arris urbanos	5,400,000	27,000	Al <sup>1</sup>	200	All	-	202\$000	8 500	Jan.	1000	bk Nova Carlota	504	"	go Cadiz	P or repairs.
		6,000		300\$	All	180,000\$000	100\$000	15 000	July	1879	lug Lola	180	Feb :	8 B. Avres	Vincenzi & Filhos
União e Industria	1,800,000\$	1,800		100	All	100,000,000	Nom.			.,	SWEDISH	- 1		1	
Magé e Sapucaia	180,000	1,600	A	100			1		١.		bg Maria Luiza .	237	Dec :	26 Lishon	Braga e Barboza.
Brazileira de Navegação,	4,000,000\$	20,000	All	200		96,467\$753	198\$000	10 000	Jan	188a	bk Robert	231	lan	o Gothemb' e	Gross Koeler & Co.
Espirito Santo e Campos	600,000	3,000	All		160\$	300,000 000	100 000	7 000	Dec.	1878	bk Carin	427		3 Lisbon	To order.
União Nictheroyense	200,000	1,000	912	200	110	_	Nom				bgn Experiment lug F. Wilhelmine	204		o Carragona.	E. J. Albert & Co. E. S. Zenha & Co.
Ferry	640,000	3,200	3,168 All	200	All		100 000	7 000	fulv.	1879	bg Clio	215	"	co Cadiz	To order.
Paulista	500,000	2,500 50,000	42,500	£ 20	All	£ 21,321,78:40	115,0000	g sh	Dec.	1877	bg Lizette		:	25 Hernesund	To order.
Amazon Steam Navigation Fluv. do Espirito Santo (Ceará)	150,000	750	11,300	200	100\$		106 000	1 1	i		lug Ellida	100		28 Lashon	Braga & Barboza.
INSURANCE		ı		١.				10 000	1	1880	bk Concordia	422	Feb :	28 Cadiz	To order.
Fidelidade	8,000,000\$	8,000	4,000	1,000\$	125\$	200,000\$000	1300000		l lan	1880	bkH.O.Freder'ik	557	,,	28 Cardiff	D. Pedro II RR. Wilson Sons & Co.
Argos Fluminense	3,000,000	3,000	All All	1,000	250	300,000 000 156,500 000	125 000	6 000		1880	bgn Leufsta bk Emelie		Mar	28 Cardiff	Wilson Sons & Co.
		2,500		1,000	250	162,660 621	400 000	20 000	Jan.	1880	SPANISH			Cintim	
Nova Permanente Nova Regeneração	500,000	500		1,000	100	35,593 963	Nom	6 000		1880	ben Jaime Millet	205	Dec	14 B. Ayres	JNVicenzi& Filhos.
Nova Regeneração	4,000,000	20,000	10,000	200	20	130,000 000		30 0/0	Jan.	1880	bk Rosario	223	.,,	24 B Ayres	Miranda e Azevedo.
Integridade	8,000,000	40,000	20,000	200	50	250,000 000		2 000		1880	pol Audacia	231		24 Colon	S. Romaguera & Co
Previdente	5,000,000	50,000	25,000 All	100	100	184,426 740		5 000			pol Modesta bg Barcelo	100	Jan	9 D. Ayres.	I Romagueira
Nova Regeneração Confiança Integridade Previdente Popular Fluminense	1,000,000	5,000	All	200	100	1					bk Mario	30%	"	26 B. Ayres.	S. Romagueira &C.
		2,500	All All	200	All	70,000\$000	50\$000	2 000		1880	pol Mercelita	154		26 Paysandú.	J. Romagueira. J. Romagueira. S. Romagueira. S. Romagueira. S. Romagueira. S. M. Azevedo & Co. Souza J. & Rocha. Bound to Havana.
Gloria	200,000	1,000	All All		All	_	Nom	3 000	Dec.	1876	smk N. Carlota.	136		27 Montevid	Souza J- & Rocha.
Mercodo Nicthernvense	300,000	3,000	All	100	100\$	900 000	20 00	6 000	June.	1876	bg Fortuna	202	,,	28 B. Ayres.	Bound to Havana. S. Romagueira &C.
	1 2	1	١.	£ 20	All		260\$000	61	June.	. 1877	bgn Hortensia				
Rio de Janeiro	\$ 750,000	37,500		6 10	Ali		50 000	20/0	Dec.	1878	bgn Hugo pol Marcelina	203	reo	17 Povsondů	Romagueira H & Co. M Azevedo & Co. Faria Cunha & Co.
Nictheroy	£ 75,000	7,500	1 ^"	~ 10	1	1	1 *	1			bgn Frosquito	218		20 Paysandú.	M Azevedo & Co.
MISCRILANEOUS Transportes Marit, de Sav		3,000	All	200		96,544\$53	Nom		Jan.	1880	smk Venturita	153	,,	21 Mont'vides	Faria Cunha & Co.
Bonds Maritimos		3,000	600	200	160	_	Nom 8o\$co		Jan.	1880 1880	bon laimito	124		21 B. Ayres.	J Romagueira For B Ayres.
Bonds Maritimos Docas de Pedro II	10,000,000	50,000	15,000	200	100 All	=	55.00			1000	bgn Indio	231	Mar.	3 Barceiona.	S Pamaguam & Ca
Brazil Industrial	1,000,000	5,000	Al	200	AI		55 00 Nom	. 33 000	1		bg Pepilo	141	**	3 Paysandu.	S. Romaguera & Co J. M. Frias
Brazil Industrial	500,000	2,500			1453	_	l –	2 000	2		PORTUGUESE				
Florestal Paranaense		6,000			145		Nom				bk Alegria	345	Aug	18 Oporto	Mendes d'Oliveira.
Melhoramentos de Santos Carroagens Fluminense	1,200,000	6,000	5,461	200	Al	1 58,793 32	7 170,500	9 000	Jan	. 1880	bk Casilda	244	Dec	7 B Ayres.	A Wagner.
Commercio a Lavoura	2,000,000	12,500	7,500	200	100		1 00 00		Jan	. 1830		474	Jan	15 Lisbon	l'o order
Economia (lavanderia) Associação Commercial	400,000	4,000	ol Ai	100	150		25 00	0 80/0	Ian	. 1880	bgn D. Antonia	150		20 San Nicolo	M Broza & Co.
Associação Commercial	3,000,000	6,00		500	1503	-	25 00 Nom	1	"		bk Africa bk Humildade.	212	Feb	12 )porto	s Alex. Wagner. M. Braga & Co. Braga & Filhos
Tritão Fluminense	. 800,000	16,00		50	A	-	3\$00 Nom	0	1		bk Tentadora	528	3	16 Salt Island	L To order
Minas de Caçapava	1.800,000	9,00	6,00	0 200	505	-	Nom		1		vt Porto Alegre	180	,,	18 I guape	Reis Guia & Co Mendes d'Olv* & C. Duarte Prado & Co.
Architectonica. Petropolitana. Economica Auxiliar	1,000,000	10.00	0 5,00	0 100	A		Non				bk Arabelia	337	,,	22 Lisbon	. Mendes d'Olv. & C.
Economica Auxiliar	4,000,000	40,00	0 7,50	0 100		37,866 ∞			o Ian	1. 1880	bgn Servulo	18:	.,	23 Maceio	Luarte Prado & Co.
Indust. Flum. (kiosques)	400,000	8,00	0 4,40	0 50	A	37,000 00	68\$00 Non	/ 000	1 ,		lug Joven Albert	0 430	100	20 Sait Island	C. Abranches &Co.

FRE	IGHTS:
Steamers:	Sailing-Vessels:
ondon 40/ verpool 40/ stwerp 30/ amburg 40/ avre fr. 40	Channel f. 0 40/ a 42/6 Lisbon t. 0 45/ a 42/6 Gibraltar t. 0 45/ a 42/6 North U. S 20/ a 25/ South U. S 20/ a 27/6

Bordeaux.... fr. 50 Marseilles.... fr. 60 New York... 40 cts. Note.—The very small tonnage in this port at present an the revival of the coffee market has caused a considerable at vance in sailing vessel mark, especially for the United State Steamer rates for the United States are well minimised, in the Lamport and Hol line are expected to lead shortly, havin partial cargoes already engaged at the same freight rates.

VESSELS LOADING WITH DESTINATION
Havre—Pr bk Claire, gen. cargo, 301—401.
Channel f. o.—Gr bg Wanderer; lour, A. Wagner, 301.
Lishon f. o.—Sw bg Ellida; 3700 bags coffee; Ed. Johnston
Co., 481.

Lisbon f. o.—Sw by Rittida; 3700 usage source.

(CO., 54].
New York.—Am str City of Rin de Janeiro; 42000 bags codee and sundries, 40 cts.

—Gr bt. d. C. Meyer; old iron; 10.

—Am bk Etverton; gen. cargo; Watson Ritchie & Co., Baltimore—Am bk Templar; 5000 bags coffee; on the berth,

--- Am bk Ed A Sanches; 7000 bags coffee and sundries,

22(6. Hampton Reads f. o.—Gr sch Guboular, 2000 loggs coffee at Kampton Reads f. o.—Gr sch Guboular, 2000 loggs coffee; St., Ikumas f. o.—Sw hk Robert. 4300 loggs coffee; Phipps Port Klizabeh—Gr sch Leuit Rumbler; 2000 loggs coffee Kern Hayn & Co., £500.

EXPECTED TO LOAD.

New York—Br str Olbers; 27000 engaged, 40 cts.
——Port str Donali; 2000 bags coffee; F. Sauwen & C.,

DATE	NAME	WHERE TO	CARGO
on G	alileo (B	r) Havre*	Coffee.
" 25 l	lourgogne (F kaltimore (C	r) Southampton* r) Marseille* r) Bremen*	Sundries . Coffee
		r) Southampton* r) Hamburg* r) Southampton*	
2 (	ordellera (li	r) Liverpool* r) Bordeaux*	Sundries.

18 hs. Royal Mail Co. 
Santos Genoa Liverp B Ay Santos Santos Havre Riv. I

1	FOREIGN SAILING VESSELS IN THE PORT G RIO DE JANEIRO, MAR. 4, 1880									
	NAME	TONNAGE	ENTERED	WHERE FROM	CONSIGNER					
	AMERICAN shp Briedwater bgn F J Merryma trn E-A. Sanchez spl', G. Rianchard bk W. H. Genn hk Proteus. bk Everton bk Templar sp El Dorado bgn Woodland bk Amazon bgn Aquidneck. bgn H. C. Sibley AMERITINE bgn Pampa.	345 493 1317 517 648 286 391 1147 453 229 357 553	Feb. 3 31 Feb. 3 22 25 25 Mar. 1	New York Brunswick. Cardiff Bangor Brunswick. Richmond. Baltimore Fernandina Baltimore St. Mary Pensacola	Phipps Bros & Co Phipps Bros & Co Royal Mail Co. J. Sauer & Co. Wright & Co. To order.					
	bk Guenevere				Wilson Sons & C					
	bk Yanwath shp East Empire bk Punjaub bk L Datglish bgn Ethel bk D Auterson bk Lea	1751 570 463 224 256 747	Jan 13 ,, 14 ,, 19 ,, 21 Feb. 2	Greenock. Lisbon St. Stephen Lisbon Liverpool Pensacola	Alves & Martins. Rio Gas Co. J. M. Leone. To order. To order. Rio Gar Co. J. Sauer & Co. NortonMegaw&C					
,	bk Japan bgn Belle bk C. P D sp GlenMonarch	394 224 1106 974	,, 1; ,, 2;	Cardiff	D Pedro H RI D Pedro H RI					
>	bkt Messina	376	0, 27	riongon	Burnett W & de					

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Facilitate the introduction into Brazil of American product Machinery, Agricultural Implements, Rulcoul Supplished eductures good, however, and the control of the control of the control of the control of the equipments of the country, by furnishing reliable information regarding the special modes of preparing and packing menty products of the modes of preparing and packing menty for the pro-tocol of the control of the control of the control of the product of the control of the control of the control of the Janiero house, bringing the American Froducers and Maruli tures into direct communication with the Brazilian metchan metchan

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RIO DE JANEIRO, PERNAMBUCO AND SANTOS

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ine, 3,500 tons measurement each, are new and first-class

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BRAZIL S. S. LINE

k and Rio de Janeiro, 1st. cla

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Southampton and Havre via Bahia Pernamuco, S. Vicente and Lisbon.

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STEAM PACKET COMPANY

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34 RUA DA QUITANDA

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.-Every article pertaining to Sewing Machin constantly on hand.

OFFICE: 142, BROADWAY, NEW YORK.

In the most artustic style, and an a building proyed against for At a meching of the Board of Trusces held this day, the following gentlemen were dected officers of this Company, and the National and Commontal Bank Note Companies:

A. G. GOODALL,
J. R. G. GOODALL,
J. R. ROMENTONIOGH,
J. R. ROMENTONIOGH,
T. ROME

MERICAN BANK NOTE CO

GROVER & BAKER

T. DWINAL,

Agent for the "DOMESTIC" and

U NITED STATES AND

ENGLISH BANK

#### PROVINCIAL NOTES

- -Santos is to have a new theater.

  The cacáo harvest begins in April.

  Bahia complains of the tobacco tax

  They are having bull-fights in Sant -There are no military or agricultural colo
- in either Ceará or Piauhy.

  —The director of the Izabel colony calls potatoe
- -Pará has been given permission to spend 2,906\$
- on the Macapé fortress.

  —Pernambuco is allowed 4,162\$ to be spent in
- repairing the Cinco Pontas fortress.

  —The winter has been very mild on the lower
- —The Gazeta Medica of Bahia has suspended publication, promising to resume in a few months.

  —Bottentit, São Poolo, asks for twenty-five consto build a new jail and town hall.

  —It is said that coffee dryers are being manufactured at the Ypanema inon works.

  —The custom house receipts of Ceará for the month of January were were 105,300-8091.

  —The province of Parahyba is said to be suffering with drouth.

  —Caterpillars are destroying the support of the province of the provi

- Caterpillars are destroying the mandioca at
- —Caterpillars are destroying the mandioca at Taubaté, São Paulo.

  —A Historia da America Postugueza has been published by the province of Balia. An edition of 1,000 cost 3,061\$, and the book is sold at 5\$.

  —The man-of-war Paraense has been ordered to take the place of the light-ship at the mouth of the Amozonas while the latter is being repaired.

  —More ratin is wanted at Quissaman. That's the place where they have the great sugar factory. They can't reasonably expect to have everything.

  —A large spotted panther was killed on the road between São Paulo and Santos on the 20th. The hide soid for 80\$000.

  —Nine employees of the Pernambuco custom house have been discharged "for the benefit of the public service."

  —Counterfici 50\$000 notes are circulating in Porto Alegre. They are said to have been made in the United States.

  —The province of Minas has voted ten contos.

- -The province of Minas has voted ten conto
- for a bridge over the Matipoo river in the municipality of Ponte Nova.

  —In Queluz, São Paulo, they are selling salt mixed with sand and gravels. Some preter it that

- mixed with sand and gravels. Some prefer it that way and some don't.

  —A little girl of five years and the negro woman who attended her were run over and killed by a street ear in Perannabaec on the 14th ult.

  —One can hardly take up a provincial paper now-alays without finding at least one case of murder or attempt at murder recorded.

  —The São Paulo assembly has voted 400\$ for explorations for a road from Porto Ferreira to Blata-aes, passing through São Simão and Entre Rios.

  —A project is now before the S. Paulo assembly for enharging the public garden of that city, and for ornamental iron fences to cost not more than twenty contos.
- contos.

  "The bill for appropriating fifty contos for re-pairing the law building and church injured by the late fire in São Paulo, was rejected by the assembly
- tate are in São Paulo, was rejected by the assembly on its first reading.

  —The Continuite of São Paulo says that Mr. Hayes is the government in the United States. The Constituinte makes a great many mistakes, but that.....

- building.

  The inhabitants of the upper Paraguay continue to be troubled by the savages. The government has ordered a steam launch to be sent to aid the
- police in protecting the people.

  —The president of the province of Rio de Janeiro
  has recommended the examination and repairing of
- —The president of the province of rot we justice has recommended the examination and repairing of the roads of the province since the late rains in order that traffic may not be interrupted.

  —Bahia exports more tolance than any other province in Brazil. It is her principal article of commerce, the next in importance being sugar and the next cotton.
- commerce, the land in imposition of the next cotton.

  —A project has been presented to the provincial assembly of the Amazonas authorizing an expenditure of twenty-five contos on a path to be cut from the river Puris to the Bolivia campos.

  —A project has passed its second reading in the Amazonas assembly giving 5,000 for the liberating of slaves. Another votes 30,000\$ for adding agricultural industrial control of the property of the control of the property of the control of the co
- cultural industries.
- -The finance committee of the São Paulo as sembly to whom the bill for organizing a fire depart ment with the proper apparatus was referred, has reported favorably on the measure.
- reported favorably on the measure.

  —The commander of the Amazonas squadron has been appointed temporary inspector of the lines subsidized by the government in the province of
- the Amazonas.

  —The commercial association of Santos has de-—The commercial association of Santos has decided to ask the minister of agriculture for copies of the bids made for building the Santos harbor improvements that they may give their opinion of them.
- Henry opinion of the Bull-fighting having been prohibited in this city it has now appeared in the cities of the provinces. We are glad to see that the Monitor Campita condemns this species of amusements as barbarous.
- -The president of the province of Rio Grande do In president of the province or has Grande to Sul has been authorized to open a credit of 24,000\$ for paying for the work done on the wagon road from the Conde d'Eu colony to the village of Sac

- —A committee of physicians has been appointed by the province of Bahia to study and make a report upon the disease known as *berkeri*. A circular let-ter has been directed to the physicians through-out the province asking for information and assist-ance in the work. —A Partir. a Beautit.
- ance in the work.

  —A Patria, a Brazilian newspaper published in Montevideo, is trying to Invent a war between Brazil and the River Plate republies. It betas upon its breast, and cannof fail as a faithful guardian of its country's interest to give the alarm. It is also will-
- ing to be sacrificed.

  —A project has been presented to the proassembly of São Paulo to allow candidates fo assembly to the transfer as the interior to be ex-amined at the heads of the respective comarcas. These examinations were heretofore held in the
- ammed at the feators of the respective boand armoned at the feators were heretolore held in the capital of the province, frequently obliging the candidates to make long journeys.

  —A project for establishing a bank at Mandos with a capital of 500,000 has passed its second reading in the provincial assembly of the Amazonas. The government is to guarantee eight per centinerest on this capital for twelve years, and the bank is not to charge more than one per cent. a month on any sum.

  —The Constituints of São Paulo suggests that, in order to avoid wars with the River Plate republies, the government should build a railway through Rio Grande do Sal, and one from São Paulo into Matto Grosso. The Provincia calls that a "judicious expedient." We are afraid the Pravincia is like Joey Bagstock—"devillas hay."

  —During the month of January 2,100 immugrants.
- Promoted is like Josy Bagstock—"devisias sly."
  —During the month of January 2, 104 immigrants landed in this port. Of these 1,644 were Italian, 366 Fortruguese, 33 Spanish and 28 German. Oily 1,540 of them went to the interior, the larger part going to Porto Alegre and to Castello in Espirito Santo. These immigrants received no aid from the overnment.
- Santo. These immigrants received as government.

  —On the 12th lult, the minister of agriculture sent to the president of the province of Paraná for information concerning one José Redman. He wishes to know, among other things, how long and for hupropse he has been in the Assunguy colony, and whether he has been acting as a protestant clergy-man.
- ...The mixed commission for fixing the bounds between Brazil and Venezuela worked harmoniously for a while, but it seems that it harmonious no longer. Disgreement among the members of this commission will necessarily delay the work and ender it much more expensive. Later news, how ever, says there is no disagreement whatever in this commission.
- commission.

  —A project was presented to the provincial assembly of São Paulo for making a map of the western and unexplored parts of the province. It was referred to the finance committee who in their report upon it say that "considering there are other and more trygent uses for the public fands, it is their opinion that the project should be rejected." But ten contos have already been voted for a church in Athaia, and there is another project to give ten more for a church in the city of Tatulty.
- uhy.

  —Dr. Horta, the late president of the province. uny.

  —Dr. Horta, the late president of the province of Minas, in the speech in which he turned over the office to his successor, refers in glowing terms to the unexplored and boundless wealth of that province, about which he says the sage Dr. Gorcies, director of the school of mines, has gone into estatises. We hope foreign capitalists will not be in too great haste to invest in these great enterprises. The natives should have a chance to show their faith in them and makes their fortunes—which they always do by selling out as soon as possible.

  —The Crux Meturs of Rio Grande do Sul paints a sad picture of the condition of the country. The following is an extract from an editorial in its issue of Jan. 25: "Rivers without bridges, roads simpassible, robbers swarming in every direction, a lack of security in all the municipalities, attacks on individual rights repeated daily, injustice practiced by
- of security in all the municipatities, attacks on indi-vidual rights repeated daily, injustice practiced by the department of justice, children growing up in ignorance for want of schools, imposts collected and used for the benefit of the few, a useless number of public employees living by the sweat and tears of the people," etc., etc.

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