NEWS.

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RIO DE JANEIRO, MARCH 15TH, 1880

NUMBER 8

OFFICIAL DIRECTORY

AMERICAN LEGATION.—22, Rua do Marquez d'Abb HON, HENRY W. HILLIARD, Minister

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

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REVISTA DE ENGENHARIA,

(PORTUGUESE.)

The only Engineering Review published in Brazil

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REVISTA DE ENGENHARIA,

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THE MINISTERIAL CHANGE

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

ment from power.

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

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

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

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

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

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

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

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

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

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

WELL-EARNED RECOGNITION.

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

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

To Senhor Joaquim Nabuco,

To Senhor Joaquim Nabuco,
Dear Sir.

I have much pleasure in handing you the following copy of a Minute passed by the Committee of the British and Foreign Anti-Slavery Society desire to place upon record their sense of the great services rendered by Senhor Joaquim Nabuco to the cause of freedom, by the constant and untiring devotion with which he has laboured to procure the carrying out of justice towards the unfortunate Catta Branca blacks so long held in illegal slavery by the Sao Jodo d'El Rey Mining Co. The committee have seen with pleasure the decree passed by the Juiz de Direito of the Rio das Velhas district by which the Catta Branca blacks are now declared to be free—their freedom dating from 1860 and their wages to be allowed from that date. This decree the Committee trust to see carried out in its entirety without delay: but meanwhile they hasten to express to Senhor Nabuco the deep sense they entertain of the manner in which he has contributed towards the end now attained; and on behalf of all the suffering slaves they offer him their sincer thanks.

They also, at the same time, wish to record their sense of the services he has rendered to the cause of humanity by his vigorous attack on the policy of the Brazilian government in their endeavour to introduce Chinese Coolie labor, under indenture, into Brazil. The Committee hold the opinion that this is but annother name for slavery and they trust that Senhor Nabuco will continue to oppose the introduction of so nefarious a measure; and that his efforts, in this respect also, will be crowned with success.

With the expression of my high regard.

With the expression of my high regard, I am, Dear Sir,

Yours very sincerely, (Signed) CHARLES H. ALLEN

Secretary.

AN INTER-CONTINENTAL RAILWAY.

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

vigorous and effective advocacy of the undertaking.

It is hoped that such an intense carnestness and entlusiasm may be awakened!

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It of the troughout all the countries from Alaska to Patagonia, inclusive, as will lead to the granting of all the requisite governmental quarantees and privileges and charters, by or before the 14th of October 1882, so that the vast enterprise may be actually begun not later than that day; and that at least 150,000 strong-armed and cheerful-hearted laborers may soon afterward be given work on the various sections of the line, and, by fair wages and just treatment, induced to continue their wealth-creating and civilizing exertions, without any unusual interruption, until the whole undertaking, in its longest and broadest and best of all the grand and good thighways of the New World. The lapse of that period will find us facing the 14th of October, 1889. Three years later will take us to the 400th anniversary—a vertiable index to one of the most conspicuous and momentious species human affairs—let no welcome and signalize that superlative anniversary of America. Let us be prepared to mark and honor that anniversary—a vertiable index to one of the most conspicuous and momentious species human affairs—let no welcome and signalize that superlative anniversary in St. Louis, by holding here at that time, the largest and most splendid and imposing worlds fair that has ever been held on the earth; an exhibition at which shall be specially and fully represented the people, the products, the fauna, the flora, and the minerals, of every American nation between the Arteria and Antarctic seas and the Atlantic and Pacific oceaus.

Weil constructed and wisely managed, and fully protected by national and inter-

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

IGNORANCE REGARDING MACHINERY.

The general ignorance regarding machin The occasion of my presuming to address to you this communication is what I have myself long regarded as a perfectly practicable enterprise, of unequaled magnitude and transcendent importance, to which that newspaper men are especially open to 1855 the population was 1,819,223.

through your own able and honorable selves, as a committee of three men, I now desire to enlist at once the attention and active co-operation of the multitudinous peoples of three Americas. The object thus aimed at is nothing less than the cartiest possible construction of a longitudinal mildland double track steel railway, from a point high north in North America, running more or less southwardly through Mexico and Central America, to a point fareit, to a point fareit and the form and all the intermediate localites, in uninterrupted and continuous overland communication by steam and by telegraph.

My views on this subject will appear somewhat elaborately in a hook, not wholly devoted to this scheme, however, which intend to publish in the course of the next two or three months; and in order to provo conclusively my own carnestness and confidence in the matter. I herewith inclose a certificate of deposit for \$5,000 in the land of Commerce of \$1. Louis, parable to your joint order, or to the order of any two or you, on the first day of December of next you, on the first day of December of next you, or the first day of December of next you, or the first day of December of next you, or the first day of December of next you, or the first day of December of next you, or the first day of December of next you, or the first day of December of next you, or the first day of December of next you, or the first day of December of next you, or the first day of December of next you, or the first day of December of next you, or the first day of December of next you, or the first day of December of next you, or the first day of December of next you, or the first day of December of next you, or the first day of December of next you, or the first day of December of next you, or the first day of December of next you have been decembered to the first day of December of next you have been decembered to the first you have

THE "CIRCASSIAN" CLAIM.

On January 19, a bill (S. 1,061) was pre-ented to the United States Senate and referred to the committee on foreign relations, asking that the President of the United States be requested to call upon the government of Brazil to make payment of \$42,-000.00, with interest at 6 %, from December 18, 1867, damages sustained in con-sequence of the violation of a contract entered into by the government of Brazil with Mr. Ernest M. Fiedler, When Mr. Quintino Bocayuva was in the

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

THE RIO NEWS

PUBLISHED TRIMONTHLY he eve of departure of the American p French packet of the 15th., and Ka Mail packet of the 24th. of the mouth,

A gents for the United States :

C. Mc CULLOCH BEECHER & Co.

11 Wall Street, New Yor

RIO DE JANEIRO, MARCH 15TH, 1880.

AN ARTICLE in some of the daily papers being made on account of the Bank of Bra zil and hinting at financial difficulties of the national treasury has called out a reply from the Diario Official. It states that the treasury agency in London has at its disposition sufficient to meet without pressure all engagements in Europe; that the provin cial sub-treasuries are abundantly supplied for all services incumbent on them; that the issue of treasury bills is reduced to less than 16,000 contos which is only about half of the amount that the treasury was authorized by the law of the budget to issue in anticipation of the revenue, and finally that so far as can be calculated from existing data the present financial year will liquidate favorably or perhaps with a surplus. We are heartily glad to learn of such favorable prospects for the ensuing year and are not at all surprised that the official writer should have felt such a glow of patriotic enthusiasm as to forget to mention the coffee-a bagatelle of some 08.000 bags.

The Empreza Gabrielli seems to have excited a multitude of writers to accuse, excuse, claim and disclaim, laud and defame nearly everybody and everything connected with or related to this unfortunate enterprise. The industry with which all who have had any part in the authorship of the contract are wriggling in disavowal-would be amusing if the main object of the millions spent was not entirely forgotten in the war of words. The only refreshing exception to this tenor is Dr. Buarque Macedo's frank confession that he is responsible for every act in which he took part, and his assertion, that it was the could have been done at the time. There is more "grit" in this than we are accustomed to find in the purely personal columns of the Jornal under the head of publicações a pedido. While the work is thus partially paralyzed, the city is suffering for want of water and more than threatened with an epidemic which scarcely attracts the attention of the health authorities, unless as we mentioned in our last, "a job" is scented in the pestiferous atmosphere

THE indefatigable efforts of the medicos of Rio de Janeiro to discover the direct causes of the yearly-or say constantoccurrence of yellow fever in this city is to be commended. Its origin has been sought for in every fruit known to the tropics, at least in every specimen that could be comfortably carried into a laboratory and there pleasantly dissected and analyzed without soiling the dainty fingers of the operator, disagreeably affecting his nasals, this way the mango was condemned, the innocent watermelon forbidden, the orange sent to Coventry, and nearly every other production of nature accused of containing the dreaded germs. All this is very laudable but we have a suggestion to make. The unlearned have an impression that the fruits of the earth are grown to be eaten, and nature is not so perverse as to make of each and every one of them the receptacle of the germs of a subtle poison. It has therefore been suggested that these industrious disciples of Galen devote their labors to analyzing, with the greatest possible care, the hundreds of nuisances nearly equally distributed over the whole city, and of which the odorous pool at the foot of the Rua d'Alfandega is a disgusting example. This pool exists next door to the post-office, at the busy end of the Lombard street of Rio. where there is more movement than in any other part of the town. If the germs so much talked of are not found here, Æsculapius may hang his wand on a willow tree.

In our issue of December 24th we gave a list of sixty Africans, free men under the antislave trade act of 1831, who were advertised for sale in Valença on the 19th of February, 1880 This sale was advertised in the prin cipal daily journal of this city, and the adver-tisement was continued long after attention was called to it in our columns and in those of the Gazeta de Noticias. Care was taken, not only by ourselves, but also by Deputy Joaquim Nabuco and the editors of the Gazeta, to show the illegality of this sale under Brazilian law and international convention, and to urge upon the government the justice of granting freedom to these unjustlyenslaved men. It needed no elaborate proofs to show this; the officially authenticated documents of the sale in which the ages and description of these negroes were given, showed that they had been imported since the passage of the act of 1831. That act declares them free, imposes fine and imprisonment on their importers, and declares that all persons knowingly purchasing them shall be subject to the expense of sending them back to their native land Everything was done that could be done in the premise to give publicity to this injustice previous to the time fixed for the sale. We now wish to call attention to the circumstance that all these efforts, so far as we can learn, have been unavailing. In spite of the plain requirements of the law and of all treaties entered into on this question, the government has allowed this sale to go on. We can not learn that the minister of justice, a man who has enjoyed the reputation of being a republican, has even inquired into the matter. We do not know that the present ministry, which calls itself liberal and stands pledged to liberal reforms, has ever given one serious thought to the claims of these sixty illegallyenslaved blacks. And yet the act of 1831 is still in force, and the statute books of the empire are filled with restrictions and regulations of the traffic in slaves. More than that, Brazil stands before the world to-day in the character of a slave-emancipating nation, from whom all just efforts are due to bring this gigantic evil to the speediest end possible. In view of this, what shall we think of this public sale of free negroes at Valença in spite of every protest and every sentimen of justice?

PUBLIC WORKS

The following extracts from the Jornal do Commercio of the 13th instant gives a view of the manner in which public works are administered here which is worthy of thought ful consideration. It is directed against no particular ministry but against a system which has grown up with the country and is bringing upon it countless evils of the greatest magnitude,

greatest magnitude.

The report that the Empreza Gabrielli had been fined 2,000\$000 by the inspector of public works caused some surprise, it being supposed, erroneously as afterwards appeared, to be the first fine imposed on the contractor since the commencement of the works. The real facts of the case are that fines have been imposed three or four times, about two years ago, but were never paid (into the treasury) and such is the state of ignorance which rules in the department to which these fines should have been paid, that an official statement was published denying any knowledge of the matter to which we refer. The non-payment of these fines (if they really have never fleen paid) is a serious matter and it would be well for the treasury to take steps to see that the public purse does not suffer. We may mention that the action of the treasury is not always signalized by so much consideration toward its debotos....

The contract is very clear in its provisions.

The contract is very clear in its provisions continues the fornal, and the inspector should in the interests of public commercial morality insist upon their being followed to the letter. It finishes with the following which we translate:

No matter whether it be a government or stipulations is essential to the morality of public administration. The courtesy, so often condemned, by which as a rule the contracting parties are relieved from the fulfilment of certain clauses, is, as is well known, the origin of many lamentable abuses. Hence the facility with which such onerous conditions are accepted, with the hope that later on means will be found to moslify them, fair competition being thus completely strangled. Of this the history of our city tramroads offers a most edifying example. No matter whether it be a government or

THE refunding operations of the United States asury during 1879 comprised the withdrawal of 6 per cent. bonds to the amount of \$348,079,300, and 5 per cent, bonds to the amount of \$\frac{4}{3}\\$24,826,300; total \$\frac{5}{2}\\$2,805,600. The conversion of these bonds into 4 per cent, bonds effects an annual saving in interest of \$\frac{8}{3}\\$99,849. PUBLIC HEALTH.

In the promotion of the public health, th and sought to be attained is both the removal of every condition, matter, or thing which tends to cause ill-health among the people, or in any way to abbreviate the natural life of the individual in every rank and grade of society, and the creation of all those conditions which will secure the most perfect type of physical development and the ongest and most active life of which each individual is capable. These duties may be grouped as follows : 1. Drainage. - One the first external conditions of the health of a city is dryness and purity of soil. This can only be effected by deep drainage and the permanent opening of natural water courses. Such drainage can be satisfactorily directed only by the sanitary engineer, 2. Dwellings .-It would be vain to attempt to estimate the amount and kinds of ill-health which result from defective house construction in cities. The methods of excluding fresh air and generating and husbanding foul air are surprisingly great and ingenious. The proper construction of dwellings will never be secured in any city until the plans of every house are submitted to and approved by the sanitary architect of the board of health. And especially is this true of dwellings intended for the poorer classes. Food supply. - In order to secure good and wholesome food, vigilant sanitary inspection s absolutely required in cities. sufficient merely to provide good food in the public markets; measures should be adopted in larges cities to secure its easy distribution among the poor. This class will not go long distances to market, but will buy the stale articles which the hucksters hawk about the streets. The country producer with his fresh material should be brought in direct and personal contact with the poorer consumer. 4. Water supply.—Next to food, pure, undefiled water is of the greatest mportance to the public health. closing of low-lying wells and springs and securing water from sources above contam-ination rests with boards of health, for no other branch of the municipal government properly appreciates the necessity .- Nat. Bd. of Health Bulletin.

THE NEW SYSTEM OF SIGNALING

The following system of ocean and river signaling has been agreed to by the gov-ernments of Great Britain, France, Germany, Russia, Italy, Spain, Portugal, Belgium, Denmark, Sweden, Netherlands, Austro-Hungary, Greece, Chili, and the United States of America. Besides the usual colored lights, a steamer discerning another steamer or sailing vessel in sight has to sound with the steam whistle or fog horn a short blast, which will mean "I am directing my course to starboard;" two short blasts will signify "I am directing my course to port;" and three short blast, "I am going full speed astern." In fog, mist, or falling snow the signals are to be repeated every two min-utes, a prolonged blast indicating that the vessel from which it proceeds is on the starboard tack; two blasts in succession, am on the port tack;" and three blasts in succession, the wind abaft the beam. A vessel in fog, not under way, has to ring the bell every two minutes. Concurrent with the foregoing are ocean signals. The Thames Conservancy are issuing rules of road, which are to take effect on British and foreign ships entering the River Thames. steamers are proceeding one up and one down the river, involving a risk of collision, they are to pass port side to port side. there be no risk of collision they will both keep their course and pass either starboard side to starboard side or port side to port side. In roun ling a point, like that where the Princess Alice collision occurred, the steamer going against the tide is to wait under the point until the vessel going with the tide has passed clear. Where a steamer and a sailing vessel are proceeding in a direction likely to involve a collision, the steamer has to slacken speed to keep out of the way of the sailing vessel and let the latter pursue her course. If the steamer cannot possibly or safely get out of the way she is to blow four blasts and slacken speed, and the sailing vessel is to keep out of the steamer's way. -Scientific American.

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

FAST RAILWAY SPEEDS.

The speed of railroad trains in France, Germany, and the United States' is still below that of several lines in England. The rightning train' on the Paris-Marseilles line makes the distance of 539 miles between these two cities in 15 hours and 21 minutes, the average speed, including stoppages, being 35 miles an hour. The express train on the Lehnter Railway runs from Bartin to Cologne at the rate of 37 x1/2 miles an hour, including stops, madiles an hour. miles an hour, including stops, makin the entire distance of 364 miles in 9 hour and 26 minutes. The Scottish mail leave Custon Square at 8:50 in the evening and eaches Edinburgh at 6:45 the next morn reaches Edinburgh at 6:45 the next morning. The distance is 40 miles, the time 9 hours and 55 minutes, the rate of speed, including stops, 41 1/4 miles an hour. The express from King's Cross runs to Edinburgh, a distance of 397 miles, in 91/2 hours, or at the rate of 42 miles an hour, including stops. The fast train from Paddington to Plymouth, and the Irish mai from London to Holyhead, average between 41 and 42 miles an hour, or about the sameser-this Scottish trains. The fastest hours, or at the rate of 42 miles an bour including stops. The fast train from Paddington to Plymouth, and the Irish mail from London to Holyhead, average between 41 and 42 miles an hour, or about the same as-tile-Scottish trains. The fastest short distance trains in Germany are that which runs from Spandau to Stendal, 57 1/2 miles, without stopping, in 1 hour and 17 minutes, or at the rate of 45 miles an hour, and the express, which makes the distance of 88 3/4 miles, between Berlin and Magdeburg, in 2 hours and 7 minutes, or at the rate of 42 miles an hour, including two stops. In England a much higher rate of speed is attained on short distances. The Great Western trains run through from London to Swindon at the rate of 53 miles an hour, making the entire distance of 77 1/4 miles in 1 hour and 27 minutes, while nearly 50 miles an hour is made by the special express, which truns from London to Swindon at the rate of 53 miles and 5 minutes. This is doubtless a much higher rate of speed than the usual schedule time on roads in the United States. The Washington limited express leaves New York at 10-4 m, and reaches Washington at 4 p. m. The distance, 230 miles, is made in 6 hours or at the rate of 38 1-3 miles an hour, including stops. Between New York and 19 minutes and 19 minutes and 19 miles an hour, including stops. Between New York and 19 miles including stops. Between New York and Philadelphia but two stops are made, the rate of speed is 40 miles an hour. The Boston express, which leaves New York at 11 a.m., runs to Boston, 233 miles, in 7 hours and 11 minutes, which is about 32 miles an hour, including the six stops, that are made. The special mail and express train on the New York Central and Hudson River road makes the distance at night between New York and Albany, 143 miles, in 4 hours and 5 minutes, or nearly 36 miles an hour. Only one stop is made. The Cincinnati express on the Pennsylvania Railroad leaves New York at 6 in the evening and reaches Pittsburg, a distance of 444 miles, at 8:30 on the following morning, and Cincinnati, 757 miles, at 8 p. n. of the same day. The rate of speed, including stops, is about 30 miles an hour between New York and Pittsburg, and 29 miles an hour between New York and Pittsburg, 249 miles, is run in 7 hours and 35 minutes, with three stops, or about 33 miles an hour. The tast line to Chicago by way of the Pennsylvania Road leaves New York at 9 a. m., and reaches Chicago at 7:20 on the following evenina. The distance is 912 miles, the time 34 hours and 20 minutes, the rate of speed less than 27 miles an hour. —Scientific American.

EVERY two bales (of 450 pounds) of cotton in the Every two hales of 450 pounds) of cotton in the U.S. yield hount at nor of seed which is sold for \$15. The seed is first linted, then hulled and then pres-sed. The lint is sold for making paper, the hulls for fuel or fertilizers, the kernel produces a very fine oil, and the residue is sold for stock food to plan-ters or shipped to Europe.

THERE were 745 cases of yellow fever in the State of Louisiana in 1879 of which 162 proved fatal.

THE CENTENNIAL of the introduction of printin THE CENTENNIAL of the introduction of printing into Buenos Ayres will be celebrated on the 9th of July next. The introduction of the art preservative into that city took place in 1780 under the rule of Vecroy Veritz. Statues of Gutenberg and Vertiz will be unveiled, and there will be an exposition of all the works printed in that republic.

His Excellency, the Vicomte de Nogueira, the Portuguese ambassador, is actively at work on the report which he is preparing for his government upon the public schools in the United States. He regards them as the best in the world and wil recommend the adoption of the system in Portugal seven other foreign ministers, in reports made by them upon the same question, have made similar recommendations.— American Correspondence.

NEW YORK city drinks 95,000 gallons of milk day and about 1,500 gallons of condensed milk.

RAILROAD NOTES.

The locomotive has arrived at Canôa on the Baturité road.

The Ceará tramway was to have been opened on the 14th inst.

— The receipts of the Carangola road for Feb. last were 20,858\$450, an increase of 11,839\$010 over those of Feb. 1878.

- For the last trimestre of 1879 the receip's of the —For the last trunestre of 1879 the receips of the Dom Pedro II R. R. were 3,13,8,63\$976 and the expenditures were 1,161,596\$050, leaving a balance of 1,997,057\$806 in favor of the receipts. Of the expenditures 774,53\$\$751 was with the personne and 387,050\$279 with the material of the road.

— According to the new time-table on the Dom Pedro II road, the express train going west leaves the Rie station at 5 a. m. and arrives at Cachoeira at 12:12 p. m. On the central line trains will arrive at Bariacena at 4:26 p. m.; and on the Porto Novo branch at Porto Novo at 12:55 p. m.

— The "appeal to the council of state" in se — The "appeal to the council of state" hinz-the concession of Messrs. Bentley and Collins for a railway around the bay of Rio to Petropolis, and thence to Aguas Claras, concession granted by the general government, and the railway from Mauá to Petropolis, concession granted by the provincial gov-ernment to Messrs. Calogeras and Berrini, is now before us. The concession to Messrs. Calogerosa and Berrini was granted by the government of the province many months lefore Messrs. Bentley and Collins applied for their concession to the general government. Both roads are intended, mainly, to government. Both roads are intended, mainly, to carry freight and passengers to and from the same points, but by different roates, and partly by a different system of traction. The appeal is made by Messrs. Callogeras and Derrioi against the ptetensions of Messrs. Beatley and Collins. This is not the first time that the provincial and general governments have granted conflicting concessions, and it is to be hoped this appeal will lead to a decision which will form a precedent in all similar conflicts of jurisdiction. It has been the policy, heretokore, to suggest a compromise of interest, but capitalists who veature their mongy have a right to know their legal status, and it is to the best interests of the country to decide this wexed the best interests of the country to decide this vexed question at once.

LOCAL NOTES

The City of Para left New York Mar. 5.

-The Trent left Lisbon for Brazil Feb. 28

- The Lagôa de Freitas " do 'mell awful."

- The corvet Bahiana returned to Rio Mar. 6th. - Two immigrants came to Rio by the Cordillera.

- These are happy days for the Revista Illustrada.

- M. Lesseps left Panama for New York Feb ruary 17.

- The Emperor will come down from Petropolis on the 21st.

—A new postal treaty is to be made between Brazil and Portugal.

— The government fined the Gabrielli water orks 2000\$ in February.

- Dr. Francisco Mendes de Paiva has become

— Dr. Francisco mennes de Faiva nas become chief éditor of the Cruzeiro again.

— During the month of February 3216 passengers arrived in this port and 2261 left it.

- The City Improvements Company was fined

uary.

— The government has appointed a fiscal engineer for the União e Iudustria road on a salar

6000\$, - Visconde do Rio Branco and Barão Homem de Mello are recreating in the province of São

-The well known Visconde de Mattosinhos has eccived the title of Conde from the king of Por-

The surface drainage company has been fined oos for neglecting to comply with part of its 1000\$ for neglecting to comply contract.

- If Alberto de Carvalho will wear bangs, we se to put his name on our ticket for preside of the cabinet.

—It is announced that Councilor Saraiva will sail for this port on the British packet which stops at Bahia on the 27th.

—A new paper called the Atlantico is being published in Lisbon for circulation in Brazil and the River Plate republics.

—Mr. Samuel Beavin has been granted a ten years privilege for an automatic heat regulator. Decree 7674 of Feb 28, 1880.

— The City Improvements Company, the Gabri-eilli water works and the surface drainage company are having a fine time of it lately.

—Mr. Walter R. Cassels and family were passengers on the Pacific Mail steamer Magellan, to the River Plate, on the 9th inst.

The time of the privilege granted for the manufacture of porcelain in this municipality has been extended to twenty years.

—The water main is completed from the Rio d'Ouro to the reservoir at Pedregulho and will be ready for turning on the water on Sunday.

-The vintem tax on the Botanical Garden R. amounting to 8,773\$000 for the month of Feb-ruary, was paid into the treasury on Tuesday.

Chief of Police Pindahyba has obtained leave of absence on account of ill health. His place will be temporarily filled by Sr. Tito de Mattos.

The temporary finited by St. 1100 de Mattos.

It was reported that the Emperor had given up his trip to Parand, but it is now officially stated that his visit to that province is only postponed.

The American packet City of Rio de Janeiro, which saided for New York on the 6th in-tant, took out 43.447 bags of coffee of which 1,300 bags were for Pará.

—By a circular from the minister of finance, of Feb. 26, it is announced that revenue stamps of the values of 100 and 500 reis made in the Casa da Moeda are about to be issued.

—The receipts of the Rio custom house in Feb-ruary were 3,511,290\$ as against 2,935,792\$ for the corresponding month of 1879. The increase was largely due to increased exports.

THE RIO NEWS.

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

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

nave improved.

— The Brazilian irondad Grio Pard left here for the River Plate on the 6th. It is not to be wondered at after the marrow escape it had from being run down by the Selimber. The only wonder is that the vessels don't all leave.

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

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

an industrious man—works hard, ivery, active,
—In commenting on the riots in this city in
January last, the Correspondencia says that it would
have been better that the troops should have shot
down ten thousand of the rioters than that the law
should have been trampled under foot. This reminds us of the "on to Richmond" days. Any oge can be brave 6,000 miles from the conflict.

can be brave 6,000 miles from the connict.

— Several cypics who sneer at everything Brazilian are (inthe anuscul at the impression that the Sulināra incidents will make on the River Plate people. But that is just where our cynical friends are mistaken. If a monitor under control is a dangerous enemy, what dismay would a monitor uncontrolled and uncontrollable carry into their markst

controlled and uncontrollable earry into their maks!

—Many of the Italians who are stopping in this city have taken a fancy for Tipien. They go up there for their health, of course; but the inhabitation of visitors at that charming resord are objecting to the abrept manner with which they are taking possession. It is even said that these unvelocume health seckers are objecting to the common practice of carrying money.

—The monitor Salinabe at last succeeded in restraining herself and left on a trial trip on the 9th inst. She goes down the coast to Grand island and is expected back on the 16th. The friends of her officers and even are availing the latter event with great anxiety.

with great anxiety.

LATER.—News has just been received to the effect that the Solimões is in difficulty somewhere down the coast. The transport Madeira has gone to her assistance.

to her assistance.

—In view of the recent attempt to rob a merchant vessel lying at anchor in this harbor, and of the practice of "shanghaing" sailors and cooks, would into the well to finder a little new blood and a little more activity into the water police. The existence of a ging of mein in this city who practice "shanghaing" even under the official noses of men who are sworn to prevent it, has become notorious and it is full time that some effort should be made to suppress it. The sudden disappearance of men has become too frequent by far.

—The New York World Host greated another

has become too frequent by far.

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

Mornals the following recepts from the columns.

cheeks for stein mige amounts, forming to the saminations of the saminations of the saminations of the samination of the samination of American Correspondence, published, at Washington, D. C.
While General Schenck is Iying upon his deathleet, some altra-Republican newsmongers have been circulating a rumor that he was to be appointed Minister to Brazil, in place of Mr. Hilliard, who has always been accused, by those who enjoy the confidence of Mr. Hayes, of having actively only the confidence of Mr. Hayes, of having actively served in the rebel army during the civil was. But the President of the United States on the constant of the Confidence of the Confidence with Domeston the does, that Mr. Hilliard has been constantly growing in favor and influence with Domeston the does, that Mr. Hilliard has been constantly growing in favor and influence with Domeston the does, that Mr. Hilliard has been constantly growing in favor and influence with Domeston the does the Confidence of the Confidence

COMMERCIAL

(A 10) The second	March 1	3th, 1880.
Par value of th	Brazilian mil reis (1\$000), go' do do do in U.	ld. 27 d
do	coin at \$4 84 per £1 st of £1 stg in Brazilian gold.	
Present value of	change on London to-day f the Brazilian mil reis (paper).	820 reisgold.
do	coin at \$4 84 per £1 stg	45.14 cents.
Value of \$1.00	(\$4.84 per E1. stg.) in Brazili currency (paper)	ian 2\$216
Value of £ 1 st		10\$726

, 16326

Mar. 4.—Rates remain firstly fixed at 23/6d. for banking paper on London, and 411 rs. per franc on Peris. Sovereigns sold at 16360 and sky per cont. applies at 1003/h mit 105/\$.

Mar. 5.—Rates unchanged. Sovereigns sold at 115 for the 14th.

Mar, 5.—Kates unchanged. Sovereign soin at 11-90 to 14th.

Mar, 6.—None of the banks drawing to-day except one which was reported to have soid at 23/5d. Heatinton due to change of mistary. Small quantity on Paris for 49 or, per france, necessarily paper.

Mar, 10.—No change from yeaterday's report. Mercanile paper on Paris 21 or 49 or 10 or

HARRS				C	OBIP	ANT					PRICE
80	Banco	do	Res	vil.	i ji		¥				263\$0
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154		Ind	ustri	al .			05				210
80		Ru	ml					 			238
15							3.	 			240
10	50.7555		rean								200
200	Lets H	ypo	th. I	Banc	to d	o I					79
325				37		**					78 5
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46	"	"	**	"						••••	
12	"	"	**	.,,		•••	• • •	 			961/2

BANKS	Deposit in contos of reis		Propor- tion per- cent.
Banco do Brazil.	28 614	8 958	31 30
Banco Rumi	10 864	1 028	
Banco Industrial	3 210	577	18.00
Banco do Commercio	952	236	24.78
Banco Commercial	3 08:	1.453	47 12
English Bank	4 020	446	
New London & Brazilian Bank	1 622	844	52.03
Total	52.365	13 542	25 86

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

BANK OF BRAZIL

BALANCE SHEET FEBRUARY, 28,	1880.
ASSETS.	
Commercial Department:	· 1889
Bill discounted:	
National Treasury Bills	9,114,200\$000
Bills with two resident endorsers	14,109,035 435
,, one resident endorser besides others	3,665,207 834
Bills secured by collaterals :	
By commercial documents	108,500 004
By Government Bonds and Shares	381,951 000
Securities in liquidation	2,266,476 119
Sundries, balances of various accounts	1,517,710 431
Eills Receivable	573,058 654
Mortgage Department:	
Capital account	25,607,123 925
Supplemental Loan	2,300,059 369
Accounts Current, guaranteed:	
Sundry loans	16,791,564 200
Loans to Provincial Governments	1,042,454 693
Loans in liquidation	5,565,150 910
Real Estate	583,730 090
Government Bonds:	
General, 6 % interest, of nominal value	
	2,949,072 520
Ditto, deposited as security, nominal value	12 186 250 OF

Ditto, deposited as security, nominal value 12,350,005,005 docs nof 1879, nominal value 29,228,5005,000. National Treasury account current. 363 debenture bonds of Sorpealana Railway Co. 10,800 shares of Anazon Steam Navigation C. 364 bonds of the Engenho Central de Quissiana company 28,213,136 570 2,106,986 843 sima company
165 preferred shares of the Macahé & Campos company
Cash. 600,606 00 8,882,127 664 São Paulo Branch:

127,760 000 713,842 813 Account current.

Mortgages:
Rural, at long dates.
City, at long dates.
Short
City, at long dates.
Accounts in hquidation.
Cath account: 21,959,375 400 6,579,498 822 1,706,098 470 490,184 080 502,551 406 75,534 953 447,900 000

174,223,898 245 LIABILITIES. cial Department: Commercial Department:
Capilla 1: 65,000 shares 8 Rs. 2008/200.
Spilla 1: 65,000 shares 8 Rs. 2008/200.
See Reserve Fand:
Spilla 2: 5,105,605 584
New Reserve Fand:
Spilla 3: 5,105,605 584
Note in circulation:
In note of Head Blank:
Spilla 5: 5,105,605 584
Note in circulation:
In note of Head Blank:
Spilla 5: 5,105,605 584
Note in circulation:
In note of Head Blank:
Spilla 5: 5,105,605 584
Note in circulation:
Spilla 5: 5,1 Unclaimed dividends... Mortgage Department:
Capital supplied by the commercial department.
Supplemental Loan do.
Mortgage bills in circulation.
Accounts current. 25,607,123 925 2,300,059 369 3,792,800 000 60,159 837

174,223,898 245 E. & O. E. Bank of Brazil, March 5. 1880. Viscould de Tocantius, President. Manoel José Mudeira, Accountant.

AGENTAL REPORT

Coffee—The advises from consuming countries, intend of improving, have become still more undervanle and husiness here has, in consequence, been almost entirely stopped, the total sales faince the 4th instant amounting to only 16,180, bags, viz: 3,980 lags for United Scarce.

2,980 bags for United States 11,690 ", Europe 2,210 ", Cape of Good Hope

Total ... 16,180 langs.

The official quantions of brokers are, per 10 kilos:

Washed... Numinal.

Superior... 65,200 - 65,900 - 65,900

Good first... 55,900 - 65,900

Good first... 55,900 - 65,900

Good second... 55,900 - 65,900

Outloary first... 55,200 - 55,400

In the believe declare would take non refs per silico less, though even such concession would hardly penume business of any magnitude is view of the present state of the European and United States are some such season.

Receipts conclude a season and leading the duly average since the concession would have been season.

Receipts conclude the season and leading the duly average since the concession would be sent to the concession would be sent to the concession would be sent to the concession of the season and leading to the concession of the season and leading the duly average since the concession of the season and leading the duly average since the concession of the season and leading the season and

We quote: Richmord 22500 − 23500
Richmord 22500 − 23500
River Plate 18500 − 25000
Stock in first lands consists of about 20 nerds.
Plate Plate − The 26,37 feet per H. C. Silley from Pensacola, noticed in our last, were sold at 305000 per dotten.

MOTEMBENT OF THE STOCK MARKET PROM
MARCH 4 TO MARKET INCLUSION.

Size then have arrived 294,318 feet per Edua M. Gregory
MARCH 4 TO MARKET INCLUSION.

Size of the property of

total 6,786 tcns.

We quote: New Castle 19\$000—20\$000 Cardiff 21\$000 Sundrsoi 16\$000—18\$000

SHIPPING NEWS.

ARRIVALS OF FOREIGN VESSELS. MARCH 4.

Austrialies - Fr lik Lamericiere; 429 tons; Delhomme; 63 ds; tiles to H. N. Dreyfus & Co.

AMPANA—Fr bg Locticia; 210 tons; Baptiste; 26 ds; alfafa to order. order.

MARCH 5.

to GRANDE—Port bgn Libertador; 175 tons; Cardoso; 20 ds; put in for repairs, bound to Permanbuco.

MARCH, 8.

ARACAJU — Port lug Alives; 325 tons; Conceição; 9 ds; sundries to C. Abranches & Co.

ADULT—Gr lug Solid; 192 tons; Breckwoldt; 45 ds; salt to M.
Leone & Co.

отинания —Sw bgn Vesta; 242 tons; Hogberg; 79 ds; pine to Hamann & Co.

scrittsometica—Sur high Festal, 242 tons; Hogherg, 29 des plue to Hamana K. D. Sauer & Co.
Ricinsors—Am like American Llephit; 30 tons; W hitteners; 30 de flow to J. Sauer & Co.
Levenro—Nor begt Stelly, 199 tons; Johansen; sundries to J. & J. Festal, 198 tons; Johansen; sundries to J. & J. Festal, 198 tons; Johansen; sundries to J. J. O. Sauth, 198 tons; Faldman; 63 decoult to D. Petto II R.R.
Lavenroas—Dan high Festalings; 146 tons; Srandt; 56 des sandries to J. J. O. Faria.
Paysonou—Sp pd Phytics 20 tons; Pal; 35 de Jesked beef to J. Al. Fries High & Co.
N. Vincenting. America; 20 tons; Dons; 9 de com to J.
N. Vincenting.

w.v.mccazi. 330 tons; Brone; 9 ds; com to J. w.v.mccazi. 340 tons; Harby; 64 ds; coal to D. Pedro II RR. MARCH to. CARDIFF—Sw bk Grisselham; 373 tons; Fellenius; 58 ds; coal to Royal Mail Co.

ENDERLAND—Nor bk Abcona; 384 tons; Beruldsen; 57 ds; coal to J. C. Pacheco. PASCAGUULA—Br bgn Edna M. Gregory; 386 tons; Smith; 76 ds pine to order. MARCH 11.

CARDIFF—Br bk Caspian; 997 tons; Dolb; 69 ds; coal to Wilson, Sons & Co., Limited. son, sonts & Co., Limited.

MASSELLISS—Sw by Stralar; 325 tous: Holm; 50 ds; sundries to L. Lartigue & Co.

Oportro—Port bk Sandade; 422 tous; Paulo; 42 ds; sundries to José Antonio Gonçalves Santos.

Amonto Gonçalves Santos.

LHA TRECHEA-Port byn Terceirente; 222 tons; Vidigal: 32
da 36 laimigrants and bollast.

IALITMORE—He bi Winifred; 392 tons; Dutton; 40 ds; flour
and lard to Wright & Co.

Sign Young Fr bk Lemintlin; 157 tons; Plessis; 50 ds: sun-dries to Arthur Moss & Co.

MARCH 12

Asunter—Tr bk Margaret: 965 tons; Yuill; 61 ds; coal to Royal Mail Co.

Br bk Eastern Chief; 401 tons; Young: 65 ds; coal to Royal Mail Co.

BANKS
Banco do Brazil.
Rurd e Hypothocavio...
Commercial de Jac
Mercantil de Santos
Banco Predial.
New London and Brazilian
Banco do Commercio...
Petropolis ALINAYAS
Macahé e Campos
Paulista

Macahé e Campos
Paulista
Sorsenham
Leopodinam
Leopodina

Bruxellas

Carris urbanos

Uniño e Industria.

Uniño e Industria.

Mage e Supuccia.

NAVIDATION COMPANIES

Brazileria de Navegação.

Espário Santo e Compos.

Ferry.

Paulista Manazon Seam Navigation.

Flux, do Espário Santo e Cardo.

Flux, do Espário Santo e Cardo.

Flux, do Espário Santo e Cardo.

Filet, do Jespinto Sant INSURANCE Argos Fluminense. Garantia. Nova Permanente. Nova Regeneração. Confiança. Integridade. Previdente. Popular Fluminense. MARKETS Gloria.

Popular Fluminense.
Glaria MARKETS
Harmonia.
Mercado Nictheroyerse.
La San COMPANIS.
Rio de Jan COMPANIS.
Rio de Jan COMPANIS.
Rio de Jan Companis.
Nictheroy.
Transpores Marti de Sa
Haral Industrial.
Places de Pedro II
Haral Industrial.
Forestal Puranacrae.
Larroagens Fluminense.
Larroagens Fluminense.
Larroagens Fluminense.
Larroagens Fluminense.
Larroagens Fluminense.
Associação Commercial.
Associação Commercial.
Associação Commercial.
Architectonica.
Architectonica.

PORTO—Port bk Clotilde; 311 tens; Pacheco; 55 ds; sundries to J. Miranda Leone.

BANKS AND PUBLIC COMPANIES

All All All All All All All All

300\$ 100

All 200\$
All 200
3,168 200
All 200
42,500 £ 20
200 20,000 3,000 1,000 3,200 2,500 50,000 750

All All All 2,500 1,000 3,000 37,500 36,000 £ 20 7,500 All £ 10

3,000 \$,000 50,000 5,000 2,000 2,500 6,000 12,500 4,000 4,000 10,000 10,000 10,000 8,000 50,000

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MONTEVIDEO—Braz bgn Sapho; 228 tons; Valentim; 14 ds; jerked beef to D. M. Grillo.

DEPARTURES OF FOREIGN VESSELS.

MARCH 4.

on—It bk Ninera Carlota; 564 tons; Marche ballast.

on—It bk Ninera Carlota; 564 tons; Marche ballast.

on—Port liga Servido; 18 tons; Slives sundries.

MARCH 6.

v Vone—Sw liga Experiment; 284 tons; Zanon; cofice.

MARCH 6.

ARE—Ton; 19 Park Algere; 169 tons; Motta; sundries.

MARCH 7.

**-1. bd/jog.

**-1. bd/jog.

**-1. bd/jog.

IGUARS—POR ST Parts Alegers 16 pous Mottes saudries.

PARAMAGUAPS Com Pierrey 25 pous p. Jean Islata.

MARCH 7.

ST. TIRBARS—See ble Literatie; 305 toms; Falik; Isdilast

VALIMARIO—See ble Carrier 427 toms Mollers Islinst.

MARCH 8.

ST. TIRBARS—Be ble Carrier 427 toms Mollers Islinst.

MARCH 9.

ST. TIRBARS—Be ble Carrier 427 toms Mollers Islinst.

MARCH 10.

ST. TIRBARS—Be ble Reaten Rentyle; 1751 toms Love Islata.

MARCH 10.

MARCH 1

Sturewarex—We keem from the Brazilian papers that a II but Algotory, Capt. Pillipe Davis, was best on the Roess Reefs, of Cupe St. Roque on the 24th ult. The crew sengest in one of the beats and landed at Natual in the province of Ro Grande do Norse. From the fact that mony of the asins were nearly without collisting it was informed that the accident happened in the right. She is said to have been leaded with kernene. We can find no record of a Ir-lk which exactly answers the description here given. The shipping Record gives a Ir sch. Dayletery, reason, Capt. Balmi, and the N. Y. Martine Reguler mentions a Ir-le k Toyletery, 455 tens. Capt. Domis-Capter mentions a Ir-le k Toyletery, 455 tens. Capt. Domis-Capter mentions a Ir-le k Toyletery, 455 tens. Capt. Domis-Capter mentions a Ir-le k Toyletery, 455 tens. Capt. Domis-Capter mentions a Ir-le k Toyletery, 455 tens. Capt. Domis-Capter mentions a Ir-le k Toyletery, 455 tens. Capt. Domis-Capter and Capter and Capter

—Am sch Curtis Tilton left Santos for New York on the 6th instant in ballast.

—Costa Rican bgn Katie, 207 ions, was sold at auction the port of Rio Grande do Sul, on the 26th of Feb. The pripaid for her was 2,200\$ or about \$1,000.

-On the 26th ult, there were nine vessels in the port of E Grande do Sul waiting for deep water to be able to pass the h Pine planks and other material have been washed ashe at Iguape, province of Ceará, from which it is believed that wreck has occurred somewhere off that coast.

--Am bgn Dimittless is loading tallow at Rio Grande d
Sul. Destination not given.

--Am str Cily of Rio brought 373 sucks of corn from Ne
York.

York.

—Capt. Johnson of the Am. bgn. Aquiducck arriving he from St. Mary's Feb. 3d, bespoke Br bk Edward from Bost to Australia, twenty days out, in N. lat. 13° 34', long. 34° V. All well aboard.

All well abouth. — The explain of the Sw sp. Formingov arriving here from Liverpool on the pth inst. Indu begulaen two vessels in his vayings. One was Gr. R.H. W. V. from Hamburg to Arica which be possed on the 17th Url. In N. Ia. 10 2 2 2 W. Jong, $\simeq p^{2}$ 2 2 thirty-two-days out. The other was Gr. L. D. S. Grom Hamburg to Western Petr., and was pressed in N. Iat. \circ 19 2 W. Jong, \simeq \circ \circ \circ W. All well abourd both.

ESERVE FUND QUOTA-TION

AM'T PAID

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Nom 195\$4000 8 500 Jan. 1880

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260\$000 ξ t June. 1877 30 000 2 °.0 Dec. 1878

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Sten

FR.	BIGHTS :
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40! 40! 30! 45! fr. 45 fr. 40 fr. 60	Channel f. o 37,6 a 407 Lishon I. o 40? a 45? Gibrattar I. o 40? a 42 ? North U. S 17,6 a 22 . South U. S 22,6 a 30?

ARRIVALS OF FOREIGN STEAMERS NAME WHERE FROM CONSIGNED TO Mar 6 Valparnis, Gr. Hamburg* 25 Ed. Johnston & Co.
21 Herschelt. "De jötte Plate 5 6. Norson Megas & Co.
21 Tagus. "Belsamos." of B. Royal Mail Co.
20 Magellan. In Paraposat 25 grant Megas & Co.
21 Niger. "Fr Bordensas" 20
21 Ponnia. "B. Deceptos", 20 Norson Megas & Co.

	EPARTUKE	S OF FORE	GN STEAMERS
DATE	NAME	WHERE TO	C.ARGO
far .	ragus B	Sántos	Sundries.
	OlbersB Henri IVF	r Hayre *	Sundries.
	5 V. de Santos F. 6 City of Rio An 8 Herschel B	New York	Coffee.
**	8 Valparaiso. F 9 Maggilan - B	Santos	Sundries.
1	2 Niger F	r Riv. Plate	Sundries.

* Calling at intermediate ports

NOTICE TO SHIP-MASTERS Hydrographic Department, Rio de Janeiro, Feb. 20, 1880.

Notice is hereby given that since the (th) of January last, a large iron booy, printed red and h ving the customary alarm bell has been located on the point'u on which the Brazilian steamer Giant's was sunk, at the har of the port of Belean in the province of Pari.

BARÃO DE TEFFE', Director General

NOTICE TO SHIP-MASTERS Hydrographic Department, Rio de Janeiro, Feb. 20, 1880

Notice is hereby given that or the right of larnery last an iron buoy was located over the sunken rock in the canal of the port of Antoniaa upon which the Portugue se bark. A prigio struck in December last.

Βλέλο σε Τέγγε

FOREIGN SAILING VESSELS IN THE PORT OF RIO DE TANEIRO, MAR. 12, 1880

tn					
lice Elio	NAME	TONNAGE	ENTERED	WHERE FROM	CONSIGNER
ar. ore	AMERICAN bgn F I Merryma	345	Jan 19	New York	To order.
a	tra E-A. Sanchez spP.G. Blanchard	493	,, 28	Cardiff	Lazaray.
da	bk W. H. Genn bk Proteus bk Elverton	148 286	1 5	Brunswick. Richmond	To order. Phipps Bros & 6
cw	sp El Dorado bgn Woodland bgn Aquidneck.	453 357	Mar. 2	Fernandina St. Mary	Royal Mail Co. J. Sauer & Co. J. Sauer & Co.
cre	bgn H. C. Sibley bl: Am. Lloyds.	510	,, 8		J. Sauer & Co.
ton	ben Pampa	155	Feb. 22	B. Ayres	A. Wagner.
W.	bk Guenevere	592	Oct. 9	Swansea	Wilson Sons & C
	bk Yanwath	561	Apr 24	New Castle	Alves & Martins

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Camara & Gomes.
P. S. Nicolson & C.
J. N. Vinceuzi.
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To order.
Wilson Sons & Co.
Wright & Co.
Royal Mail Co.
Royal Mail Co.

955 Dec 3 Indep. Bay For repairs

189 Feb. 18 B. Ayres .. Vincenzi & Filho

Somewhards by March and Marchael M. C. Pacheco & Cost School Marchael Marchae

Jan 1880

PROVINCIAL NOTES

ACOINVIAL NOTES

A colony is about to be established by the president of Cerd. T. e place chosen is Camfastula on the Baturité railway. Homes and education will here be given those children who lost their parents during the recent droath.

—Pernambuso exported 84 slaves in Feb. 1879 and 157 in Feb. 1880.

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

—Dr. Jaguaribe is about organizing a colony of orphans on his plantation at Rio Claro. -On the 29th ult. 200,000\$ had been subscribed for a central sugar factory at São Fidelis, province

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

-Remington fire arms are being used in Buenos Ayres.

-Will the Gaseta de Porto Alegre please correct the table of arrivals and departures of vessels for that port during the year 1879? Both tables are headed entradas. See No. 45.

- The Marauhão assembly was opened Feb. 3.

—The Pernambuco assembly was opened on the 1st. -Subscriptions to the fund for erecting a monument to General Ozorio have reached the sam of 4,791\$600 in Rio Grande do Sul.

4-791500 in Rio Grande do Sul.

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

—A society called the Beneficente Artistica Nacional has been organized in the province of the Amazonas. It will hold an annual exposition of the natural and artificial productions of that province. The first one of these expositions will be held on the 5th of Sept. ne 4.

-The Amazonas custom house collected 51,292\$-

-There were 3/4,018\$391 in the treasury of the Amazonas on Jan. 31 ult., and they are putting on

—Pará has five telephone lines.

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

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

Sergipe promises a fine sugar crop this year.

-The custom house receipts of Bahia in February were 944,793\$.

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

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

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

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

-The Pernambucana navigation company paid dividend of three per cent. last month. The steamers of this company will not touch at any ports between Pernambuco and Maceió hereafter.

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

satisfaction throughout the provinces.

—Late advices from Ceará state that since Feb, tô rains have faller at various points. Mr. Morsing, chief engineer of the Baturité railroad, telegrophed that rain was folling, all along the line; at Araenty heavy rains have also fallen. From Parallyba heavy rains are reported in all the sexth oduring the first week in February. From Rio Grande do Norte (date not given) there are still complaints of drouth. The people who had begun to despire of having a rainy season this year are now more hopeful and measures are being taken to sent lack to their homes the reliminates accumulated in the empiral of Ceará.

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

was a total loss.

—The provincial debt of Pará has been reduced from 2,242,885\$161 to 1,986,005\$854 since the end of 1877. The revenue for the first half of the fiscal year 1879-1880 was 3,3774,105\$642 which is nearly 200 contos greater than that of the entire fiscal year of 1875-1876 and whithin 1,500 contos of that of last year. The last five years have shown a steady increase and it is very gratifying to see that at least one northern province is prospering.

-An evening school has been established in the Ianahyba colony for orphans, near Angra dos Reis

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

---Commendador Luiz Ribeiro da Cunha has just presented a league square of well-wooded land die province of Cearn for the site of the projected orphan asylum. It is situated near the end of the Batturife railway and the station of Cannfistual will be nearly in the centre of the trace. There is a be nearly in the centre of the tract. There is never-failing spring of water on it, a spring from which the laborers on the railway were suppliedcarrying the water in some instances for leagues.

THE SAILORS' MISSION

THE SAILORS MISSION

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

all computation.

The receipts of the Mission during the six months were 1,000\$\$\footnote{1}\$ (oo \footnote{1}\$) of which 865\$\$\footnote{1}\$ (oo word word) on this city, 130\$\$\footnote{1}\$ (or the American Bible Society, and \$\$\footnote{1}\$ (oo from the American Bible Society, and \$\$\footnote{1}\$ (or the American Bible Society) lady in \$50 Paulo. The expenditures amounted to \$44\\$500, of which \$40\\$500 for reits of Bethel, 45\\$500 foot hire, and \$24\\$500 for miscellaneous expenses. There remained in the Mission treasury, therefore, There remained in the Mission treasury, therefore, a halance of 15,5500—a sum about stifficient for expenses during the month of February. The Mission has also received during its first half year many donations of books, magazines, newspapers, a boot from an American shipmaster, and many other

During the present year it is hoped to place the Mission on a better and more advantageous basis ence of forty years in this kind of work, it is intended to employ another missionary so that the mission work may be extended and perfected. A better its religious services and its reading room into nearer contact with the sailors. To do this effective-ly it will be necessary to increase the funds at the ly it will be necessary to increase the funds at the disposal of the mission.

We do not feelit necessary to urge the claims of this enterprise, as its work commends itself to the publicat a glame. A clarify which seeks unos-tentationsly to benefit a class of men whose weak-nesses and ignorance of the ways of the world have made them proverbially helpless and prodigal, is a charity which should never be compelled to ask wice for assistance. And in this port, of all others, its necis should be met promptly and liberally. We are requested to state that contributions wil be received by Rev. J. J. Ransom, Caixa 384; by Rev. Francis Curran, at the Bethel, or at this office. Newspapers, magazines and books will be gladly received. We do not feel it necessary to urge the claims of

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DATE	STEAMER	DESTINATION
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April 9	Neva	Southampton and Antwerp via Bahia, Macció, Pernambaco and Lisbon.

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