

THE RIO NEWS
PUBLISHED TRIMONTHLY

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

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RIO DE JANEIRO, MARCH 24TH, 1880.

A LETTER mailed in this city on the 8th inst. and directed to a well-known firm in São Paulo, was received in that city on the 19th inst. — too late to serve the purpose for which it was sent. As this is only one instance in the many, from which the business community is suffering, we trust that the director of the general postoffice in this city will inquire into the cause of these delays. The gross carelessness which often characterizes the dispatch of mails through the postoffice has become a matter of just complaint, as it involves inconveniences and losses which are wholly unnecessary. We know from experience that there is no certainty whatever in the dispatch of newspapers, and we are constantly beset with complaints from various localities that our journal has not been received. It is true that newspapers are not usually handled with the same care as letters, and that they sometimes get lost; but there is certainly no excuse for the frequency with which this happens. One of our subscribers in this city, whose paper is received through the mails, informed us about two weeks since that he had just received two copies which were mailed over three months ago. To another, in an interior town of this province, we have sent triplicate copies of nearly every issue to insure a complete file. Wearing and perplexing as this all is, and injurious to our enterprise as it must necessarily be, we have withheld our complaints from the public from a desire to occasion no embarrassment to the postal authorities, whose duties are certainly delicate and arduous. The matter, however, has now gone quite far enough, and further silence would be nothing more than an ill-advised encouragement to negligent postal employees. There can be no excuse whatever for consuming ten days in transmitting a letter to S. Paulo, nor can there be any excuse for the continued loss of mails. We are sure that the director of the postal department will recognize the justice of the complaints which the business community feels compelled to make, and that he will see the necessity of requiring a careful and thorough attention to their duties on the part of his employees.

NOW THAT the monitor *Salmées* has been found, and the fears of a great disaster have happily been dissipated, it is time to institute inquiries into the causes of the accident, and to determine whose shoulders shall bear the blame for an occurrence which has brought shame and ridicule upon the whole Brazilian navy. Ironclads are not sentient beings, and they rarely run amuck in port or on the high seas at their own sweet will. They are usually looked upon as costly engines of war, filled with powerful, complicated machinery, and obedient to intelligent skill and command. In the case of the *Salmées* we have an ironclad which had been lying unused in port for a year or more. A sudden order was received from the navy department to make her ready at once for a short cruise down the coast, and in accordance with this order an entirely new complement of officers, engineers and men were put on board. It was taken for granted that everything was in order and that nothing more was necessary than steam to set the monitor in motion. That was tried and failed. The second trial put her in motion but developed the fact that the engineer could not control her. The third trial—under a foreign engineer, it is said—showed her to be perfectly obedient to her machinery. This was deemed sufficient and the monitor was at once sent to sea, without further trial and without a tender. The result was, and it was a very natural one, that the machinery of the monitor was

broken soon after she left port, and had it not been for the vigorous search soon after instituted, she would probably have been lost with all on board. The causes of this disaster are sufficiently apparent to locate the blame at once. In the first place it was an error to put so complicated a piece of machinery in new hands; no experienced naval authorities would have thought of such a thing. It is evident from the two first trials that the engineers were entirely ignorant of the machinery and that they could neither work it nor control it. It was an error to order the vessel to sea, after so long a period of inactivity, without first carefully testing her machinery for a week or more, and that too by the very best engineers. A careful man would not treat a tug-boat in such a way. It was an error to put the monitor in command of an officer inexperienced in the mechanism and control of such vessels—however skilled and reliable he might be in all other respects. A life's experience on a sailing vessel is an insufficient qualification for the command of a steamer. And after all that, it was a great error to send the monitor to sea after only three tests, two of which showed that her engines were unfitted for the trust. Those unsuccessful attempts should have led the naval authorities to institute a careful examination into the condition of the monitor, and to secure engineers and officers able to control her in all emergencies. As it is, many lives have been seriously endangered, and the great weakness of the Brazilian navy has been proclaimed to the world.

IN ANOTHER column will be found an interesting sketch of the old drainage works of this city—if we may dignify them with such a title—and of their influence on public health, which we translate from a series of excellent articles now publishing in the *Journal do Commercio* by Dr. J. P. Farinatti. The subject, though not at all times a pleasant one, is one of more than usual interest, not only because of its direct relations with the well-being and health of the people, but also because of the evil consequences which have been entailed upon the city by the maladministration of former years. It seems incredible that any people should have permitted the existence of practices so disastrous to public health and public morality, and that, too, for so long a time. And yet this fateful state of affairs continued for generations in this city, poisoning the earth and bay, and rendering one of the fairest localities of Brazil the abode of some of the most dangerous and malignant diseases known. The time has long since passed when the occurrence of epidemics were called "visitations of providence"—the civilized world has learned to trace them back to their causes and to place the blame on those whose ignorance or indifference has brought about the insalubrious conditions necessary to the existence of the diseases. This sketch proves conclusively what we have previously urged as to the existence of fevers in this city, and it fully confirms the conclusions drawn from an examination into the sanitary history of other cities—notably Havana—where epidemics occur at frequent intervals. The old city of Rio de Janeiro is literally built upon a stratum of filth and poisoned earth, whose influence is clearly shown not only in the continuous existence of yellow fever here throughout the year, but also in its large annual death rate. This state of affairs must be candidly acknowledged and met, not by talk and superficial remedies which are designed simply to attract the attention of casual observers, but by thorough sanitary works and by unwearied sanitary precautions. To do this there must be a working board of health instead of an ornamental one; there must be soil drainage to insure dryness, as well as house drainage; there must be an abundance of water to insure cleanliness everywhere, in the houses, streets and drains; there must be an abatement of those street nuisances which are part and parcel of the barbarous customs which our first-page article illustrates, and which grievously offend public morality as well as public health; there must be a cessation of making the beaches and bays a receptacle for all kind of refuse and filth; and there must be a radical reform in house architecture, as also in the location of streets and houses, and in the building of walls, all of which serve to shut out the free circulation of air. All these things are radical necessities in the sanitary adminis-

tration of this city. Although they will not relieve us from the existence of the stratum of poison now underlying this city, they will all tend to modify its malarial influences.

THE PERSISTENT efforts to obtain possession of the Passeio Publico for hotel and restaurant purposes, sugar-coated with a project for a zoological garden, is a matter which should receive the thoughtful attention of the Brazilian public. The success which has already attended this enterprise warrants the fear that this beautiful garden with its unrivalled terrace will be given up almost at the asking and without one single thought as to the evils sure to follow. We have no wish to interfere with any private enterprise, and certainly should not do so with this one were it not that it intrudes upon public rights and interests. As to the demand or expediency of building a hotel in that part of the city fronting the bay and harbor entrance, we have nothing to say. If such a hotel promises to be a paying enterprise, it certainly can not need public assistance and should therefore be built with private capital and on private grounds. If it can not pay without public help then it should not be built at all. This, however, aside from the objections which we wish to urge against handing over the terrace of the Passeio Publico to hotel and restaurant purposes. At present this terrace and garden is a favorite resort for ladies and children—in fact it is the only easily-accessible public garden in this city. The establishment of a restaurant there, accompanied as it will be by the usual crowd of loafers and disreputable characters, will render the place unfit for these two classes. The restaurant-patronizing class have no need of this place; they have the whole city already. The ladies and children do need it; they have no other place, except the distant Botanical Gardens. This reason alone—the retention of this garden for the use of these two classes—is amply sufficient for jealously keeping it intact and protecting it from every hurtful influence. Besides this, there are sanitary reasons against the project which should not be overlooked. To be sure the board of health has made no complaint, but that is not expected. The board of health only acts when the plague has come. Public gardens have long been looked upon as the lungs of cities. Properly made and kept they modify malarial influences and afford opportunities to the poorer classes for getting fresh air and healthful recreation which they could not otherwise obtain. Shut them up or destroy them and you simply increase the death rate. In the case under consideration it is proposed to appropriate the terrace, where so many go for recreation and sea air, for a hotel which will be erected between the sea and the garden, and to fill a part of the grounds with animals. That simply means the destruction of the Passeio for every healthful purpose, and the addition of one more disease-producing locality to this city. A zoological garden in connection with the Botanical Gardens would be a very desirable thing, because it would be sufficiently removed from the thickly-inhabited part of the city to cause no injurious results; but at the Passeio Publico it can not fail to be a sanitary evil and a nuisance. We trust that it is not too late to interpose an official veto to this project, in order that the Passeio Publico may be shielded from every intrusion that will injure its good influence in this city.

CHARLESTON, S. C., January 30, 1880.
Editor of the *Journal of Commerce*, New York:
I wish to inquire if there is a price fixed by law for papers furnished by the United States Shipping Commissioners to vessels when shipping crews. I have in every port except this paid \$3 but was charged here \$5 and 50 cents additional for the official log. I stated that this was too much, but I could not get my shipping papers until I had paid the full charge. It is wrong that we should be compelled to use their blanks, and have to pay any exorbitant charges that they choose to make for them.
E. H. HUNTER,
Master bark *John E. Chase*.
Reply—The law allows \$2 for shipping a crew (except apprentices) and 50 cents for discharging a crew. For each boy apprenticed including the indenture the Commissioners can charge \$5. The charging of an illegal fee renders any one making it liable to a fine of \$200. The heavy hand of the Shipping Commission act has been laid on commerce from the outset. It ought to be repealed or greatly modified.
THERE were 1,541 fires in New York in 1879, which destroyed property to the amount of \$5,671,580. Of this loss \$900,280 falls on buildings and \$4,771,300 on their contents.

CHEAP GAS.
The recent excitement over the alleged discovery of a cheap and simple means of electric lighting has at least had the useful effect of drawing the attention of our citizens to the large difference between the actual cost of gas and the price which New Yorkers pay for it. It was said a few weeks ago by some enthusiastic admirers of Mr. Edison's light that the competition of what they called the light of the future would force the gas companies to furnish gas at about one-third of the price now paid; and it was with much surprise that most persons learned that the gas companies could do this and yet make a fair profit on their large investments. The city of Wheeling, in West Virginia, owns the gas works there, and supplies gas of fifteen and sixteen candle power to private consumers at one dollar and twenty cents a thousand cubic feet, with ten per centum discount on bills paid within ten days. This price enables the city to keep the works in repair and yields a net profit. The city hospital in Cincinnati manufactures its own gas and makes an eighteen-candle-power gas at a cost of less than thirty-eight cents a thousand cubic feet. In Pittsburgh two companies supply gas a one dollar a thousand cubic feet and make money at it. If any reader will examine his latest gas bill he will see at once that between these prices and what New Yorkers pay for light there is an astonishing difference. Yet companies doing an immense business such as our companies do ought to be able to furnish gas at a lower rate than the comparatively unimportant companies we have mentioned.—*N. Y. Evening Post*.

THE TOTAL value of the leading products of California for the year 1879 was \$151,600,000. The leading item in this total was the wheat product which was valued at \$38,000,000.

THE TOTAL value of the precious metals produced on the Pacific coast of the United States since the discovery of gold in 1848 and up to Jan. 1, 1880, amounts to \$2,138,061,185. The production of 1879 was \$77,610,000.

THE BUSINESS of the New York Central railroad has grown to enormous proportions, and with its four tracks, its increase of rolling stock and its new connections, extending to nearly all parts of the West and South, there is every reason why the increase of traffic should be greater in the future than it has been in the past. The freight movement for the year ending September 30th, 1879, as per annual report of the company, was 1,320,340 tons more than for the previous year. The total movement was 9,015,758 tons, and of tons moved one mile 2,295,827,387. Since 1873, the freight traffic has nearly doubled, the freight carried one mile in that year having been only 1,246,650,063 tons. But for the smaller movement of 1873 the receipts were more than for the larger traffic of 1879, the freight earnings for 1873 having been \$19,616,000 as compared with \$18,270,000 in 1879. This immense freight traffic was carried for only seven mills per ton per mile.

PROVINCIAL NOTES
—The "Empreza Vicente" is now at Pernambuco. It's a circus.
—Highway robberies are reported from various parts of Alagoas.
—Late news from Ceará report several robberies and assassinations.
—The São Paulo duel hung fire. It is feared that it will break out in the daily papers.
—The *Tribuna Liberal* of São Paulo publishes the debates of the provincial assembly for 10,000.
—Dr. Louis Couty is visiting Pelotas, Rio Grande do Sul, for the purpose of studying the jerked beef industry.
—Provincial law No. 2,600, of Minas Geraes, authorizes four lotteries in that province for the benefit of three churches.
—The São Paulo provincial assembly has approved the Ypiranga monument project. The amount conceded is 5,000.
—Mucio Teixeira's poetic effusions have appeared in the *Gazeta* of Porto Alegre. They remind one of the "Sweet Singer of Michigan."
—Nineteen churches come within the provisions of project 140, São Paulo provincial assembly, which authorized two lottery drawings for their construction or repair.
—According to the *Cearense* of Fortaleza, Ceará, there were seven days on which rain fell at that place in the month of February. The total rainfall was 27.8 millimetres, or nearly 21 millimetres less than in the same month of last year.
—The province of Pará subsidizes six steamship lines as follows: 1st—From Belém to Mandos at 44,000\$ per annum; 2nd—From the island of Marajó, Caviana and Mexicana, for carrying cattle, at 38,000\$ per annum; 3rd—From the Rio Guamá and Capim, at 5,292\$ per annum; 4th—From Irituia and Juruty, at 46,000\$ per annum; 5th—From Soure, at 10,000\$ per annum; 6th—From Pinheiro and Benfica, at 36,000\$ for 10 years. Total 160,892\$000 per annum.

LOCAL NOTES
—The American packet *City of Pará* left Pará for this port on the 20th inst.
—It is reported that Counselor Saravia intends to assume the portfolio of finance.
—No. 199 of the *Revista Illustrada* illustrates the ministerial position admirably.
—On the 18th 308 immigrants were sent to the colonization "pound" at Barra do Piraí.
—It is reported that Malame Durand has been engaged for the next season of opera in this city.
—These are the days when the bass drum artist is under an eclipse. The big church bells are being muffled.

—Dr. Lopes Trovão, of wintem notoriety, has retired from the managing editorship of the *Gazeta da Noite*.
—The residents of Botafogo are complaining of street disturbances in some localities because of the absence of police.
—The coasting steamer *Fernambuco*, which arrived at this port on the 13th, brought 247 slaves from the northern provinces.
—Julia Victoria da Silva, 13 years of age, lighted a fire with a can of kerosene on the 18th inst., but she won't do it any more. She used to live at 133 Rua da Ajuda.
—Eight titles of nobility were conferred on the 6th inst. The importance of this event will be seen when it is remembered that titles of nobility are heavily taxed.
—It is said that during the third trial of the *Salmées* in this harbor, when it was announced that everything worked successfully, there was an English engineer aboard.
—Four naval vessels and a tug went after the *Salmées* and the tug won the prize. It is just that the public spirit of Messrs Lages & Son, who sent out the tug, should be so rewarded.
—The minister of empire has authorized the president of São Paulo to expend 18,116,885\$ on the São Paulo law academy, to repair the damages caused by the late fire.
—The Barão de Vinheima, who went after the *Salmées* in the transport *Madeira*, notified the naval department by cable on the 16th that he had called at Santos for biscuits.
—The frequency and boldness of assaults and burglaries in this city render it necessary that unusual precautions should be taken against the desperadoes which infest it.
—In view of the continued agitation in the Platine republics it is advisable that the minister of marine should put the navy on a good footing. It is now the *Favory's* turn to be put through her exercises.
—Counselor Saravia and family sailed from Bahia for this port on the coasting steamer *Ceará*, on the 21st inst., at 9:55 a. m. He is accompanied by Senator Danis and family. They were accompanied to the steamer by a great concourse of people.
—The *Saint Martin*, which arrived on the 18th, brought 35 Chinese for the estate of the Barão de Nova Friburgo. The *Jornal do Recife* speaks of them as already civilized because their hair is not worn in a "pig-tail" and because they have been at Havana for some time.
—Speaking of Princess Rattazzi's "Bird's Eye View of Portugal" the *Cruzeiro* says that "we have nothing more to say about the book," and that "we will wait until the Princess honors us with a visit and writes a bird's eye view of Brazil." In the latter respect there is no need of waiting.
—Manuel Pires Ribeiro and Manuel José Brittenourt met on the Praia de Botafogo on the evening of the 19th without seconds and with one spectator, Manuel II got the first shot and stretched his antagonist with a broken clavicle. Manuel II and the spectator went to jail, and Manoel I to the hospital.
—A committee of the "União Operaria" society has presented the names of two "artistas" to Senator Octaviano as nominees for city alderman. Our foreign readers will do well not to construe this as an "encouragement to the fine arts," because its meaning is very equivocal. A blacksmith, or a barber, is ranked as an artist here.
—According to notice proposals will be received for the purchase of twenty-one slaves belonging to the bankrupt estate of Mauá & Co., for the space of thirty days, dating from March 12. A meeting of the creditors of this estate is also called for the 21st of April proximo, to take into consideration the sale of certain real estate.
—Won't somebody, with yellow fever, inhale a little of Dr. Maximiano's "disinfectant"? If yellow fever is nothing more than a "pulmonary intoxication," and Dr. M. has got an antidote for it, we don't see why that dreaded scourge should not assume something of the popularity of that less dangerous complaint which bears the latter half of Dr. M.'s reassuring title.
—The sanitary commission of the 2nd district, Santo Antonio parish, of the city have sent in their resignations because of unwarranted interferences on the part of the city council. They claim that certain fines for infraction of sanitary ordinances have been either not collected or remitted, and that the time for closing certain *cortiços* has been extended without consulting the commission.
—A commission of prominent men called on the Comte de S. Salvador de Mattosinhos on the 16th inst. and tendered him a hall in honor of his recent advancement in titular rank through the good offices of the King of Portugal. The noble Comte—not he of seventeenth-century fame, but the ex-merchant—declined the honor because of illness in his family.
—Because the contractor, Mr. Gabrielli, concluded to suspend work on the Pedregulho reservoir for seven or eight days, the *Jornal* thinks that cause has been given for rescinding the contract and confiscating the 500,000\$ deposited by him as security. There are some people whose moral horizon is sufficiently contracted to advocate and excuse any act looking toward such a confiscation; we shall deeply regret to classify the leading journal of this city among them.
—Science is becoming immensely popular throughout the empire. The *Jornal do Recife* is publishing a series of articles on physical geography, the *Gazeta*, of Porto Alegre, a translation of Lockyer's astronomy, the *Cruzeiro* a series of articles on geology, and the *Jornal do Commercio* a discussion between Dr. Freire and "Calipso" on chemistry and yellow fever. When the *Salmées* returns we shall hear all about mechanics and the anatomy of steam engines—possibly of naval tactics.

PROVINCIAL NOTES

Two prisoners escaped from the Valença jail on the 8th inst. Late news from the north report the waters of the Amazon to be rising. The receipts of the Pernambuco post office in February were 7,256\$750.

Project No. 96 of the São Paulo provincial assembly authorizes the municipal councils of that province to levy a per capita tax of \$100 per annum on each citizen over seven years of age—the tax not to exceed \$500 in each family—for the purpose of constructing primary school buildings throughout the province.

The Rio Novo colony, province of Espírito Santo, was founded by the provincial government in 1854, and became an imperial colony in 1861.

The Ordoz, of Calceirão, Bahia, complains of affairs in the interior of that province as follows: "There is not one place where security for persons or property can be found."

The charity fairs—or more correctly the auctions of charitable donations—for the benefit of the São Paulo small-pox hospital ended on the 11th inst.

The merchants of Pelotas, Rio Grande do Sul, who entered into an agreement not to purchase of the Rio Grande imports, now declare that agreement null and without effect.

Alfredo Perola was arrested at Pirassununga, S. Paulo, on the 9th inst., on the charge of setting fire to the São Paulo law academy.

The receipts of the São Paulo postal department in February were 19,876\$107 and the expenditures 14,813\$928, leaving a balance of 5,062\$179.

The "Sociedade Auxiliadora da Agricultura," of Pernambuco, has petitioned the government against the manner in which the new tariff is being executed.

By decree 7,683, of the 2nd inst., the Rio Novo colony, province of Espírito Santo, is declared emancipated, and subject to the general legislation of the empire.

According to the Atabain, the municipality of Alenas, Minas Geraes, annually exports 6,000,000\$ in coffee, cattle, pork, etc. The Rio Verde railway is projected through this locality.

The official value of the foreign imports dispatched for consumption at the Pernambuco custom house in February, was 1,847,656\$681. The foreign exports during the same time are valued at 1,959,871\$718.

The fechamento title is now at its ebb. The city council of Nieheroy has amended its former ordinance so as to make 2 p. m. the hour for closing.

A soldier named José Francisco Alves was murdered by a baker, Manoel Rodrigues de Andrade, in Pernambuco on the 3rd inst. The crime was occasioned by a rivalry for the attentions of a frail member of the fair sex.

A military force embarked on the steamer Sidanha Maranhão at S. Hylpidio, Minas Geraes, on the 13th ult., for the purpose of descending the Rio São Francisco to Januária to punish the outlaws who sacked and burned that town.

BROWN'S ESSENCE OF Jamaica Ginger.

Purchasers of Brown's Ginger are warned against piratical counterfeiters intended to add to the splendid reputation of this medicinal article.

BROWN'S GINGER—For Traveler's Use. BROWN'S GINGER—For Summer Complaints. BROWN'S GINGER—For Croup and Croup.

BROWN'S GINGER—For Sea Sickness, Nausea, BROWN'S GINGER—Stimulant: no reaction. BROWN'S GINGER—Used by Army and Navy.

BROWN'S GINGER—Used all over the World. BROWN'S GINGER—Counteracts impure Water. BROWN'S GINGER—Prevents Malarial Disease.

BROWN'S GINGER—Delectable Summer Drink. BROWN'S GINGER—Excellent in Rheumatism.

Everybody knows the value of "Brown's Ginger" as a household necessity and preventative of disease.

The weakness following long continued fever or any serious illness, is one of the most serious as well as distressing symptoms of convalescence.

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Small pills with no reaction is what is required, and the use of a teaspoonful or two of Brown's Ginger in a half tumbler of sweetened water very hot or cold, as preferred, meets the want.

Contains weekly retail and wholesale prices—current, market and crop reports, trade reviews and summaries, and all other information necessary to a full and correct knowledge of the mercantile world.

Rooms to let either with or without board at 37 and 39 Rua da Princesa Imperial, Catete.

Employment Wanted. A native Frenchman desires employment as a teacher of the French language, or to translate from English or Portuguese into French.

C. McCulloch Beecher & Company

Export and Commission Merchants. Philadelphia, Pa., U.S.A. Materials and supplies for Railroads, Street Tramways, Plantations, and General Engineering Work.

English Bank of Rio de Janeiro

Facilitate the introduction into Brazil of American products, Machinery, Agricultural Implements, Raw Cotton Supplies, Manufacturers' goods, Hardware, Dry Goods and specialties generally suitable for sale to the requirements of that country.

Rubber Hand Stamps. For Merchants, Bankers, and for all business purposes, are taking the place of every other kind of hand stamp.

United States and Brazil S.S. Line

Carrying the United States and Brazilian Mails, Performs a regular monthly service between New York and Rio de Janeiro, stopping at the intermediate ports of St Thomas, Para, Pernambuco and Bahia.

Table with columns: Steamer, Commander, Arrive, Depart. Lists ship names like City of Pará, City of Rio de Janeiro, etc.

Royal Mail Steam Packet Company. Under contracts with the British and Brazilian Governments for carrying the mails.

Royal Mail Steam Packet Company

TABLE OF DEPARTURES, 1880. Includes columns for Date, Steamer, Destination.

Table of Departures for Mar. 31 and April 9. Lists steamers like Trent, Nevada and destinations like Southampton and Havre.

Lidgerwood Mfg. Co.

Manufacturers of Machinery and Material for Agricultural and Industrial Establishments, and Cotton and Woolen Mills. General Agency for the Singer Sewing Machine, and Coffee-Cleaning Machinery.

C. T. Dwinall

Agent for the "DOMESTIC" and Grover & Baker Sewing Machines. No. 95, Rua do Ouvidor.

American Bank Note Co.

Office: 145 Broadway, New York. Engravers and Printers. Bank Notes, Bonds for Governments and Corporations, Bills of Exchange, Certificates of Stock, Postage and Revenue Stamps, Policies of Insurance, and All Kinds of Securities.

A meeting of the Board of Trustees held this day, the following gentlemen were elected officers of this Company under its constitution with the National and Continental Bank Note Companies.

C. P. Mackie & Co.

Philadelphia, Pa., U.S.A. Materials and supplies for Railroads, Street Tramways, Plantations, and General Engineering Work. Locomotives, Cars, Bridges, Turn-tables, Switches, Car fittings, tools and railway equipment at large.

The Gilbert & Bush Co.

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Catasauqua, Pa., U.S.A. Chilled iron car wheels for passenger, freight and street cars. Chilled iron castings of all kinds.

Edge Moor Iron Co.

Wilmington, Del., U.S.A. Light portable railways for plantations and mountainous districts.

H. K. Porter & Co.

Pittsburg, U.S.A. Light Locomotives for narrow gauge and plantation railways, with all gradings up to 8 per cent.

Hooks Smelting Co.

Philadelphia, Pa., U.S.A. Trimmings and fittings for railway and street cars. Tools and machine supplies of all kinds.

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Pittsburg, Pa., U.S.A. Manufacturers of the Westinghouse Automatic Railway Brakes. Instantaneous stoppage of railway trains from any car, or from the engine.

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The John A. Roebling & Sons Co.

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

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The New London and Brazilian Bank

London (Limited). Head Office: London. Branches: Lisbon, Oporto, Para, Pernambuco, Bahia, Rio de Janeiro, Rio Grande do Sul, and Montevideo.

Capital £1,000,000. Capital subscribed £900,000. Capital paid up £450,000. Reserve fund £400,000. Depreciation of capital fund £40,000.

Messrs. Glyn, Mills, Currie & Co., London. Messrs. Mallet, Frelges & Co., Paris. Messrs. J. H. Schroeder & Co., Hamburg.

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Philadelphia, Penn. (Established 1831). Burnham, Parry, Williams & Co., Proprietors.

These locomotive engines are adapted to every variety of use and are built accurately to standard gauges and templates like parts of different engines of same class perfectly interchangeable.

Passenger and Freight Locomotives, Mine Locomotives, Narrow Gauge Locomotives, Steam Street Cars, etc., etc.

Jackson & Sharp Company

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