

# THE RIO NEWS.

PUBLISHED ON THE 5th, 15th AND 24th OF EVERY MONTH.

VOL. VII.

RIO DE JANEIRO, APRIL 5TH, 1880

NUMBER 10

## OFFICIAL DIRECTORY

AMERICAN LEGATION—Rua do Marquês d'Albarran, 23. HON. HENRY W. HILLIARD, Minister.

BRITISH LEGATION—Hotel des Emigrants, FRANCIS CLARE FORD, Minister.

AMERICAN CONSULATE GENERAL—No. 10, Rua do Visconde de Albuquerque. THOMAS ADAMSON, Consul General.

BRITISH CONSULATE GENERAL—No. 12, Rua do Alameda. GEORGE THORNE RICKETTS, Consul General.

## CHURCH DIRECTORY

ENGLISH CHURCH—Rua do Eváristo da Veiga. Services at 11 o'clock, a. m., and 7 o'clock, p. m., every Sunday. FREDERICK YOUNG, M. A., Pastor.

RESIDENCE—Ladeira do St. Lourenço. Chaplain.

PREBYTERIAN CHURCH—No. 15, Travessa da Barreira. Services in Portuguese at 11 o'clock, a. m., and 7 o'clock, p. m., every Sunday; and at 7 o'clock, a. m., every Thursday. JAMES T. HOUSTON, Pastor.

METHODIST CHURCH—No. 35, Rua do Passado, up stairs. Services in English at 11 o'clock, a. m., and 7 o'clock, p. m., every Sunday. J. I. RANSOM, Pastor.

Rev. Unit.—No. 53, Rua do Pedreira da Gloria.

SAILORS MISSION—(65) Rua da Saude; 3rd floor. Services at p. m., every Sunday.

## THE NEW MINISTRY.

The new ministry, under the presidency of Senator Saravia, was finally organized on the 23rd ult., and the ministers entered into the discharge of their several departments on that date. The portfolios were distributed as follows: President of the council and minister of finance, Senator José Antonio Saravia; minister of empire, Deputy Francisco Ignacio Marcondes, Barão Homem de Mello; minister of justice, Senator Manoel Pinto de Souza Dantas; minister of foreign affairs, Deputy Pedro Luiz Pereira de Souza; minister of agriculture, commerce and public works, Deputy Manoel Buarque de Macedo; minister of marine, Deputy José Rodrigues de Lima Duarte; minister of war, not yet appointed, though it is well known that the position has been offered to Lieutenant-general José Antonio Corrêa da Camara, Visconde de Pelotas.

The president of the council, Counselor Saravia, is a senator from the province of Bahia, and has twice previously occupied cabinet positions. He enjoys the enviable reputation of being a man of high personal worth, an enemy of all ostentation, a politician of broad, liberal views, a statesman of rare judgment and experience. He is a man of great natural talents, a fluent speaker whose frankness and liberal ideas often carry him beyond the more cautious leaders of his party, though never beyond what he deems just and worthy. In selecting the portfolio of finance, he has acted in obedience to a strict sense of duty, as he believes the financial question to be the one upon which the most vital interests of the empire depend.

He began his political career at an early age and under the auspices of influential relations in the conservative party. He was deputy and president of Bahia under conservative rule, but conducted himself with such circumspection that he won the esteem of the liberals. He afterwards withdrew from the conservative party on the grounds that it was not strictly conforming to the requirements of the constitution and that it no longer represented the progressive spirit of the time. He then joined the ranks of the liberals and has since been one of the most influential chiefs of that party in the province of Bahia.

With reference to the question of electoral reform, the question upon which the Sinimbu cabinet went out, Counselor Saravia believes that it can be effected through ordinary legislative channels and without undertaking to amend the constitution. Instead of making a list of eligible persons from which the people may choose electors, he declares all persons electors whom the people may elect, thus enlarging the electorate without altering the constitution. In this he more nearly realizes the true spirit of representative institutions, and at the same time reduces the influence of the preponderating classes, and of the official element. He would give the voter a wider and less restricted choice, thus making his influence more potent in administering the government, and rendering him less powerless in the hands of party leaders. In his efforts to secure electoral reform through these means he is sure of imperial support as the Emperor has promised to accept any project which he may present.

The minister of empire, Barão Homem de Mello, is one of the younger statesmen of Brazil, and is well known throughout the empire as a man of advanced liberal views and as an administrator. He has thrice held the important position of provincial president—and is now a deputy in the General Assembly from São Paulo. He is an intimate friend of the prime minister and is in full sympathy and accord with his political ideas. Although not the most influential chief of the liberal party in São Paulo, his uprightness of character, his experience in public affairs, and his attainments, will enable him to bring efficient service and support to the work before the ministry.

The minister of justice, Counselor Dantas, has been for many years, after Counselor Saravia, the most influential leader of the liberal party in Bahia—which province he now represents in the Senate—and one of the best known and respected leaders of the party in the empire. He is a statesman of high order—probably one of the most thoroughly liberal in Brazil—a fluent orator, a student, and a man who is widely respected for integrity and private worth. He is reputed to be a man whom no one will approach with a job. He was minister of agriculture in the Zacharias cabinet, during the Paraguayan war, and has had a long and varied experience in public affairs. An intimate friend of Counselor Saravia, he can not fail to render efficient service in the work which that statesman is called to perform.

The minister of foreign affairs, Dr. Pedro Luiz, is a young man of good talents, a poet, and a deputy from this province. His public life began immediately after his graduation at the São Paulo law school, and he

has since devoted himself to travel and to fitting himself for a public career.

The minister of agriculture, Dr. Buarque de Macedo, is an engineer and brings a practical knowledge of the duties of his department to aid him in his responsible position, having previously been a director of one of the bureaus in the same department. In his profession he has held many positions of trust and is probably one of the best informed men which has been chosen to preside over the portfolio of agriculture and public works for many years. He represents the province of Pernambuco in the Chamber. Although not ranking with others in the cabinet as a party chief or a legislator, his peculiar fitness for the work entrusted to him and the frankness and determination of his character, have occasioned general satisfaction with the choice.

The minister of marine, Sr. Lima Duarte, is an important planter in Minas Geraes, which province he represents in the Chamber of Deputies. He is an influential party chief in Minas Geraes, though not the most influential. He probably owes his position in the cabinet to the refusal of Dr. Mattinho Campos to accept a portfolio—the latter preferring to serve the ministry on the floor of the Chamber.

The portfolio of war has been offered to Visconde de Pelotas, who has recently received the imperial nomination as a senator from Rio Grande do Sul. If he accepts, he will be one of the most influential men in the cabinet, owing to his great influence in the south. After Osorio, he was probably the most popular general in the Paraguayan war. He holds advanced liberal views, and is known to favor the removal of all disabilities from non-catholics.

## ENGLISH AND AMERICAN LOCOMOTIVES.

Extract from the *Engineer*, London, May 23rd, 1879.

It is said that while locomotive engine builders in this country find it difficult to obtain a sufficient number of orders to keep their hands fairly employed, in the United States orders are, if not abundant, still sufficiently numerous to satisfy those whose business it is to execute them. We are disposed to question the accuracy of this assertion; and we know certainly that, for a long time past, American engineers have not been better off for orders than their English brethren. There is reason to believe, however, that the worst is over in the United States and it is quite possible that at this moment American locomotive shops are far busier than our own. We have heard it stated that the reason for this must be sought in the flexibility of American genius—that the American engineer builds just what is wanted, while the Englishman builds just what he likes; that the American locomotive is better suited for modern requirements than the English engine, and that, as a natural and in-every-way-to-be expected consequence, America gets orders while England is neglected. This is a very important proposition, and worth careful consideration. It has been recently and fully set forth in the United States, and we propose to consider here how far it is true, if true at all.

The March number of *Harper's New Monthly Magazine* contains an article on "English and American Locomotives" which may be taken as saying all that can be said in favour of the latter. The article is very well written, and is evidently the work of a man who, if not himself an engineer, has not wanted the assistance of engineers to guide him. The article is illustrated, the first engraving being an outside elevation of the London and Brighton express engine "Groverson" stripped of its cab. An American express locomotive, and an American freight engine, are also illustrated. But beside these, certain fly sheets have been put into the magazine representing engines built at the Rogers Locomotive Works, Paterson, New Jersey. It is almost impossible to identify the first engine printed on the 57th page of the magazine, but it is extremely like a Rogers engine. The freight locomotive illustrated on page 58 is apparently a "consolidation" engine, built at the Baldwin Locomotive Works, Philadelphia; but there are some trifling points of difference which render it highly probable that this is also a Rogers engine. We have no hesitation in saying that the entire article has been got up in the interest of the Rogers Locomotive Works, and that the number of *Harper's New Monthly Magazine* containing it has been sent to every quarter of the globe whence it is possible an order might issue. In other words, it is a very clever advertisement; and it is something much more than this. It is a very skillfully drawn comparison of the English and the American locomotive, in which, full justice is done to the English engine—up, however, to a certain point only. The final paragraph of the article sets forth the writer's views in a very compact form. It runs as follows:—"Take them together,

the passenger engine, swift and yet of prodigious power, and this last tool, the consolidated engine—latest child of American railroad science—and we may, without fear, bid all people come and buy our horses. All that the English engine can do on a perfect road the American engine will do; and more than this, it will do good work on any road, however rough and cheap. There can be no question which of these two tools is best for the world's work." The article begins with a very strong statement in favour of the English locomotive—"The finest piece of steam mechanism in the world is undoubtedly the English locomotive engine." This assertion will appear a little fulsome even to the warmest admirers of English genius, who may chance to remember that we build marine engines as well as locomotives.

We find as we proceed that this "finest piece of steam mechanism" is not after all, quite so perfect as it might be. It is carefully explained that its existence is only rendered possible by the admirable nature of the road on which it runs; and that of those roads, or—which comes to the same thing—out of which it is worse than useless. It has been tried again and again, and the end of it all is "the engine is in the ditch, and the unhappy stockholders are clamouring for American engines, or at least for engines built on American plans." Our author sets forth the reason why. "The Englishman viewing it—the American locomotive—from his island is pleased to call it a crazy affair, as loose jointed as a basket. If he ever mounts the foot-board, and tries to use the machine, he changes his mind, and contempt becomes admiration. It has been likened to a basket; and herein lies its chief merit." There is much more to the same purpose, which may be said to mean no more and no less than that the American locomotive has a wheel base so flexible that it will accommodate itself to any road, while the English engine is so rigid that it can only run on roads which are nearly straight and extremely smooth. In support of the latter statement certain assertions are made to which we shall come in a moment. Before showing how erroneous they are in fact and in principle, we wish to point out that English engineers do not now, nor have they at any time, drawn invidious comparisons between American locomotives and baskets. It has been said over and over again that if American roads had been better and more honestly made, locomotive engine builders would not have been so hard pressed as they have been to produce engines which could be worked with safety. The skill and genius of the American locomotive engineer has always been recognised in this country. Exception has been taken, and that justly, to his workmanship. Not one American locomotive in twenty will compare favourably in this respect with English engines, and the very flexibility on which our author lays so much stress has often been necessary to compensate for defects in fitting and workmanship as for inequalities and sharp curves in the permanent way. It has always been said in this country that while the design of the American engine for its intended purpose was admirable, its workmanship hardly ever did justice to that design. Things have, no doubt, been altered for the better in this respect in certain locomotive shops within the last few years; but that American workmanship is, as a rule, far behind that of England, France, or Germany, was very clearly set forth as recently as last year at the Paris Exhibition. American sent but a single locomotive to Paris, and those who had an opportunity of examining it will admit that, while its design was ingenious, its workmanship was execrable. It would be impossible to procure an engine so badly finished in this country. It has been said that it was not a representative engine; but this is untrue. It was not, perhaps, got up for exhibitions, but it fairly represented the class of work put into hundreds of American goods engines every year, and it afforded ample proof that the old system of building locomotives without drawings—a set of wooden rods cut to length being used to supply the necessary dimensions—has hardly yet become extinct in the States. We do not for a moment mean to assert that all American locomotives are of faulty workmanship; but we do assert that American engines have, up to a very recent period indeed, supplied English engineers with plenty of room for severe criticism in this matter of finish. We have dwelt at some length on this point, because we happen to know that, in the United States, it is very commonly held that Englishmen abuse American locomotives all round. Nothing can be further from the truth. English engineers whose good opinion is worth having, have always admitted and admit now, that the principle on which the American locomotive has been designed is in many respects excellent, while they hold

that the way in which the principle has been reduced to practice has been, and is now in many cases, about as bad as possible.

The American locomotive gets over a crooked and bad road better than an English locomotive solely by virtue of its flexible wheel base. According to *Harper's New Monthly Magazine*, English engines are practically quite rigid. "A four-wheeled road carriage has two systems of springs, crosswise and lengthwise; and by this arrangement the wheels adjust themselves to inequalities in the surface of the road. It may slope on one side; it may be crowning in the middle, or have ridges or gullies; in any one of these circumstances each of the four wheels rests on the ground, and the body of the vehicle rises itself to every change in level, and always maintains its equilibrium. It seems past belief but an English locomotive has no provision of this kind. It supposes a perfect road-bed with both rails always on a level with each other. But railways are seldom in this perfect condition, and the result is, the engine rests at times on only three wheels, or its frame-work bends and settles down, till the wheels all find support, thus wrenching the whole machine out of shape." The foregoing passage contrasts slightly with that which we have already quoted. It is so nonsensically untrue that it would not be worth while to contradict it, were it not that it might deceive unwary foreigners who have never seen an English engine. It may be said that strict accuracy is not to be expected from a popular magazine; but *Harper's New Monthly* is a quasi-scientific periodical, and in any case, the article with which we are dealing has been issued under the auspices of the Rogers Locomotive Works. "The managers of that establishment must know that English locomotives are carried on side springs; that side springs only are required to enable all six wheels of an engine to rest on an uneven road; that American locomotives are no better off in this respect than English engines inasmuch as they are carried on side springs only; and yet they permit an absolutely untrue statement to go forth to the world as though it were perfectly true. This is hardly legitimate advertising."

We shall not attempt to follow our author step by step in his mistakes concerning English engines. It must suffice that we tell such of our readers as are not familiar with the question at issue, that the modern English locomotive is just as flexible as anything built in the States when needs be. On certain of our older, straighter, and better laid lines, a comparatively stiff engine is still used and with the most satisfactory results. But on all lines where curves of moderate radius are encountered, bogies are fitted to the engines. These are of various patterns, but the traversing bogie most in favour, imparts more flexibility than any bogie invented in the United States. To distribute weight, balance beams between springs are freely employed, and even those inverse springs which our author would have us believe are essential to a good engine, notwithstanding that they are never used in the United States have been somewhat freely employed in this country for leading axles. If flexible engines are really wanted—and they are wanted for nearly all railways in new countries—then can England supply them as well as the United States. Hitherto the English engine has not made as much progress abroad as it ought, because its builders have been unable to compete with America in price, and we believe that this has been mainly due to the fixed determination of the English builder to give excellent workmanship. The Americans have adopted certain methods of construction which are very cheap and good enough. We see no reason why we should not adopt them. The difference in price between cast iron and wrought iron wheels will not unfrequently decide who gets a contract, or make the difference between working at a very small profit or a small loss. But English makers will not tender for cast iron wheels. It would require much more space than we can spare to make our meaning clear to those who are not well versed in the constructive details of American locomotives. Those who are, will need no explanation at our hands. It has been well understood for some time past that American locomotive engine builders are determined to beat us out of the world's markets if they can. The best way to defeat them is to let it be known that in England engines are built daily which possess all the desired features of the American system—flexible wheel base, outside bearings, compensation levers, spark arresters, everything that can be desired. The question is, can such engines be sold with a profit with present prices? The reply must be in the negative, unless engine builders choose to follow American practice in many points and to this there can be no objection. Surely English engineers are not too proud to learn

**PINHEIRO & TROUT**  
SHIP-CHANDLERS & GROCERS  
107, RUA PRIMEIRO DE MARÇO.

**DULLY, MILLER & BRUNTON,**  
IMPORTERS & COMMISSION  
MERCHANTS.  
SANTOS AND SÃO PAULO.

**PALM & ALLEN,**  
SHIP-CHANDLERS.  
5-Rua Fresca-5  
RIO DE JANEIRO.

**CARSON'S HOTEL**  
160 RUA DO CATETE  
WM. D. CARSON, Proprietor.  
23-26

**JAMES E. WARD & Co.**  
General Shipping and Commission Merchants  
113 WALL STREET  
NEW YORK

**DR. ANDREW J. INGLIS**  
AMERICAN DENTIST  
May be found in his office, Rua do Ouvidor, No. 48, from 9 a. m. until 4 p. m. Established upwards of twenty years in this city.

**NEW-YORK AND BRAZIL EXPRESS**  
Receive and forward parcels to and from Rio de Janeiro and New-York.  
Office in New-York, No. 35, Burling Slip.  
Office in Rio de Janeiro, No. 8, Rua São Pedro.

**PHILADELPHIA — 1876**  
EXPOSITION MEDAL  
MARC FERREZ'S  
BRAZILIAN PHOTOGRAPHS

M. Ferrez was photographer to the Geological Survey of Brazil and received a medal at Philadelphia for the views taken while in that service.

*Brazilian scenery a speciality*  
88 RUA DE S. JOSÉ

**BLAIR IRMÃOS & Co.**  
IMPORTERS OF  
AMERICAN GOODS

Keep constantly on hand a stock of the following articles of American goods: Blue, white and fancy colored flannels, cassimere, blankets, silk and cotton thread, latest styles of ladies' hats, collars, cuffs and jewelry, fancy toilet soap, perfumery, laundry starch, improved washing compound, razors, brushes, bathing soaps, pickles in glass jars, relish sauces, confections and Christmas cards in sealed glass jars, lager beer, liquid shoe-polish, matches, patent medicine. Hand sewing machines, umbrellas, brushes of all kinds, stationery, blank books, Faber's pens and pencils, penholders, rubber bands, paper cutters, printing presses. Kitchen stoves, carpenters' tools, plumbers' materials, circular mill-saws, saw clamps, saw-sets, chains and office furniture.

43 RUA DA ALFANDEGA 43  
RIO DE JANEIRO

**REVISTA DE ENGENHARIA.**  
(PORTUGUESE.)  
The only Engineering Review published in Brazil.

Devoted to the interests of Brazilian engineers and engineering enterprises, and to all co-ordinate subjects which aid in the industrial development of the country.  
It will contain a full record of all concessions granted by the government, and of their administration and condition.  
Owing to its large circulation among engineers in all parts of the empire, it will be found a valuable advertising medium.

Published monthly.  
Terms— one year..... 15,000  
six months..... 8,000  
each number..... 2,000

Advertising terms furnished on application.  
Address: Redação da  
REVISTA DE ENGENHARIA,  
No. 28 Rua do Emprego, Dia  
Cafés no Correo, No. 41.



THE RIO NEWS

PUBLISHED TRIMONTHLY

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

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

(Cash invariably in advance)

Subscription for one year in Brazil, \$10.00
do for six months do do \$6.00
do for one year in the United States, \$10.00
do for six months do do \$6.00
do for one year in Great Britain, \$12.00
do for six months do do \$8.00

All subscriptions must run with the calendar year. Back numbers supplied at this office from April 1st 1879.

Subscriptions and advertisements received at the EDITORIAL ROOMS - 8 Rua São Pedro.

Agents for the United States: C. Mc CULLOUGH BECKER & Co. 47 Wall Street, New York

RIO DE JANEIRO, APRIL 5TH, 1880.

With this number begins the second year of THE RIO NEWS under its present style and management. Although we have not yet attained our ideal of what an English commercial paper in this city should be, we take pleasure in calling attention to the progress which we have made, and to the service which we have been able to render the business interests of the English-speaking residents of this empire.

The Emperor's choice of Counselor Gaspar Silveira Martins and Visconde de Pelotas as senators from Rio Grande do Sul, is a matter for sincere congratulation. The clearly expressed wish of the people of that province that these two men should represent them in the Senate of the empire, although neither of them were official candidates, could not easily be overlooked; and in selecting them the Emperor has wisely conformed to the popular wish and has added two strong and able men to the Senate.

The loss of the Mystic Tie on the Rio Grande bar on the 19th ult., brings the dangers and needs of that port once more to the front. If the present state of that bar is to remain unchanged for the better, if nothing is to be done to lessen the dangers of entering that port, then there must inevitably come a decline in its foreign commerce; and this means serious injuries to the prosperity and development of that province. It can not be expected that either the merchant, ship-owner or insurance company will encounter the risks of the Rio Grande trade without a corresponding remuneration—and that means an additional tax upon the Rio Grandense. Such a state of affairs must inevitably be a serious drawback to one of the richest and most progressive provinces of the empire—and its continuation can not be otherwise than a gross injustice. Although the government finds millions to expend on railways leading through deserts to the thinly-inhabited and barren valley of the São Francisco, it has nothing for the removal of this Rio Grande bar and for the permanent improvement of a port whose trade has been and must be a source of wealth to the empire.

LOCOMOTIVE BUILDING.

We print in this issue, by request, an article on "English and American Locomotives" taken from the columns of the London Engineer. It is from the pen of an English mechanical engineer of ability and of experience in connection with English locomotive engines, and was written in response to an article on the same subject in Harper's Magazine, which was recently reproduced in our columns. Aside from the brusqueness with which the writer sometimes presents his opinions, it appears to be a fair presentation of the English view of the case.

With respect to the charge that the article in Harper's is an "advertisement" prepared in the interest of a single firm—the Rogers Locomotive Works—and the intimation that this magazine was sent to every quarter of the globe "interleaved" with fly-sheets representing Rogers locomotives, the writer is guilty of a misstatement which it is difficult to explain on any other ground

than that he wished to beg the question by first prejudicing his readers against an article which he admits to be "a very skillfully-drawn comparison of the English and the American locomotive." The fact is that not one of the 60,000 subscribers of Harper's ever received an "interleaved" copy of that number, and in the article itself there is not the slightest allusion to any American locomotive builder. It is consonant with the popular character of Harper's—it is not a "quasi-scientific periodical" as charged—that it should publish an article descriptive of an industry which has made such marvelous progress in the last half century—a progress illustrated by the fact that more than half of the locomotives now running in the world are of American build. The engravings in this article, representing types of American engines, are exact fac-similes of two photographs—copies of which are in our possession—of locomotives which were built at another celebrated "works" and not at the "Rogers Works" as stated. And as to the "interleaving," the Rogers works bought a lot of the magazine containing this article—which can easily be done at any news agency and in large quantities—and sent them out to probable buyers with their circulars inserted. In this latter sense it can be termed an ingenious method of advertising, but as far as the author and publishers of the article are concerned the facts will not support the charge.

The American locomotive is now used in every part of the civilized world, and its record and use must be accepted as conclusive proof of its real worth. It may be quite true that there have been faulty machines constructed in the United States—as is also true, unquestionably, in other countries—but on the whole they are exactly adapted for the work required of them, and are made and graded according to their deserts. In all cases the American locomotive is a progressive machine—not a "tool," as the Harper's article puts it—and has been so from the outset. Its construction has been reduced to an exact science, so that not only the whole but each little part is perfect. It is simply a magnificent piece of mechanism, with all its parts intelligently designed and harmoniously combined. The immense amount of work it performs for years on good roads, with comparatively light repairs, is the best evidence of its admirable and honest construction.

Some forty years ago, one of the great English lines—we think it was the "North-western"—sent an order to William Norris, one of the early locomotive builders in Philadelphia, for one of his locomotives. Mr. Norris declined the order for a single locomotive, as it was obviously wanted for a pattern, and stated that he would not fill an order for less than six. In due time, for there were no ocean cables at that period, he received an order for ten, in addition to the first one; and they were all made and shipped to England and gave entire satisfaction. And besides that, notwithstanding the Engineer's charge of imperfect construction, we know from reliable authority that all the important parts of the machine, even at that early day, were made from careful drawings.

Since the inauguration of this industry—and its beginnings were small and of slow growth—it has overtaken and outstripped every competitor, and has supplied the world with more than half of the locomotives now in actual use. Besides the enormous number used on American railways, they are almost wholly used in Canada, Cuba, Central America, Brazil, Peru and Chili, and are largely used in Russia, Denmark, Australia and New South Wales, besides being found on the roads of other countries. Had these machines been notorious for poor workmanship, the tests that have been in operation now for half a century would have discovered the fact, and their sale would certainly have been affected. The reverse of this logical result, however, is the actual state of affairs, for we find during the past few years, when the English industry has been depressed and orders would gladly have been accepted at the narrowest margin of profit, the American shops have enlarged their facilities for manufacturing so as to meet the incoming orders. This does not mean that the Americans build poor machines, nor yet cheap machines; it simply means that they build good ones.

As regards the statement that English engine builders "will not tender for cast iron wheels"—which the writer in the

Engineer thinks is often the deciding point in awarding contracts to American manufacturers on the score of cheapness—he is neither clear nor fair. He should have stated why English builders will not tender for chilled "cast iron wheels," and in what sense such wheels of American make are inferior to "wrought iron wheels." These chilled cast iron wheels are sold by American locomotive builders on their merits alone—and these merits have been demonstrated by years of carefully made tests in all seasons and extremes of climate and upon roads whose traffic is excelled in no country in the world.

The question as to methods of construction and profits is, after all, one which the builders must decide for themselves. If the English representative will, or does build engines "with all the desired features of the American system," so much the better for those who purchase them—and, we may add, for himself also.

In conclusion, our English friend writes: "The question is, can such engines be sold with a profit with present prices? The reply must be in the negative, unless engine builders choose to follow American practice in many points and to this there can be no objection. Surely English engines are not too proud to learn." We should say that no good engineer is too proud to learn; for, so long as mechanical engineering is a progressive science, every engineer must continue to learn or be left behind in the race. Science is the most cosmopolitan of all things, and though there may be a varying degree of results attained through her agency in the various nations of the world, there are no geographical limits to her inspirations.

The means by which this perfection and cheapness of construction has been reached in American locomotive shops, and the means usually employed by American railway companies in assisting and testing such work—means which seem to be imperfectly understood and appreciated by the Engineer's writer—are briefly set forth in a leader of the London Times of December 27, 1879, as follows:

The legislature of the state of Massachusetts has recently been stimulated by the researches into color blindness by Dr. J. Jeffrey to call upon the railway companies of the state to take measures for the protection of trains from accidents which their infirmity may occasion; and hence the companies have instituted an examination of the color vision of their men. An example of this kind is sure to be followed throughout the American railway system. The chief lines are united for the purpose of a scientific inquiry, each one contributing to the funds of an association which exists and works for the general good in such a manner that any suggestion which is put forward as likely to be conducive to economy or safety, is referred to a committee of selected persons, whose duty it is to institute any necessary experiments, and to obtain results at the joint cost and for the common benefit of all the railways alike. By the action of this committee the American lines are united in a manner which has been reported upon the best forms, and these have been universally adopted. In the case of locomotives, the simplicity thus attained, and the principle of rendering the parts of all engines of the same pattern interchangeable, wherever they may be made, there are, perhaps, not a tenth part of the number of patterns of locomotives which may be found on one English railway. The same principle is carried out in the construction of the machinery of the engine, in this the Americans have an association, of which the English companies have an association, but its functions are of a different kind, and may almost be said to be limited to the business of consulting means for the delay and objection of any attempt at legislation in the interests of public safety. For the purpose of making head against the common enemy, the association is powerful; but for the purpose of promoting the adoption of improvements it is either powerless or inactive. As a rule, when the committees give place to direct antagonism, in so much that the adoption of an improvement upon one prevent its adoption upon others. Directors, generally speaking, know little about the management of railways; and the permanent officers, by whom actually by feelings of rivalry with one another, or by a wish to accomplish even the most desirable ends by means different from those which have been employed elsewhere.

LOCAL NOTES

—The newly-created Normal School opens to-day.

—And now the Villa Isabel company resolve not to collect the vintem.

—The outgoing ministry to took its formal leave of the Emperor on the 30th.

—Among the passengers arriving on the American packet, City of Paris, was the Peruvian minister, Sr. Lavalle.

—The French packet Savioe of the 24th ult., brought out 123 immigrants, 75 of which were sent away to the Barras.

—Interest on the new loan of 1879 for the quarter ending March 31st, will be paid at the treasury from the 1st to the 15th inst.

—A telegram to the Monitor Comptista from Rio, dated March 29th, says that 70,000 has been paid out in the various cabinet departments as "gratifications."

—One of the last acts of the late minister of agriculture was to fine Mr. Gabrielli 10,000\$—just to show that there's no ill feeling.

—The number of passengers entering this port in March, including 433 slaves from the north, was 3,193; the number of departures, 1,462.

—The total number of deaths from yellow fever in this city, exclusive of the Jurujuba hospital of March was 419—an average of 13.5 a day.

—The new grocer's society of this city possesses the euphonious title of "Associação Commercial União dos Varejistas de Secos e Molhados."

—Owing to an accident to her machinery the Royal Mail packet Trent did not sail on the morning of the 23th ult., as announced. She is still in port undergoing repairs.

—The ex-premier Counselor Sinimbu received a telegram on the 24th ult. from the provincial president of Rio Grande do Norte stating that winter had definitely set in there.

—There seems to be some alarm among the contractors and inventors at the way in which Sr. Buarque de Macedo has begun his work. It certainly looks well for the public purse.

—The monitors Solimões and Jaryary are to be lighted by electricity. The naval authorities have authorized the purchase of 24 globes for this purpose. But how about running them?

—One of the first persons to greet the arrival of the new prime minister was would-be senator Souza Carvalho. In the words of a discerning contemporary, it was the "aew sun" toward which "all worshippers have turned their faces."

—By imperial letters of the 31st ult., the Emperor selected Counselor Gaspar Silveira Martins and Lieutenant-general Visconde de Pelotas to fill the two senatorial vacancies from the province of Rio Grande do Sul.

—The new minister of finance will not forget, it is hoped, that the vintem tax is as unjust and unpopular now as during the first days of the year. A more popular and considerate step could not be taken than its suspension and repeal.

—There seems to be no abatement of that unregenerate nuisance on Rua Direita—the site of the old post office. The place is becoming more and more offensive every day. Will not some one memorialize the board of health about it?

—The stretch along the Praia de Botafogo, especially at low tide, has almost reached its climax. And it seems worse, if a comparison between incomparable stretches be admissible, just where the drainage of a certain public institution empties into the bay.

—The extraordinary session of the General Assembly meets on the 15th inst. It will continue in session until the 3rd of May when it will be closed to open in regular session. The question of electoral reform will principally engage the attention of senators and deputies.

—Inspector of public works Jardim notified the public through our great contemporary on the 23th that one of the lines of water pipes from the Rio do Ouro "functionated" at five o'clock on the 24th. We're glad to hear of it—but where does the practical benefit come in?

—The commander of the Solimões, Captain João Gomes de Faria, has been dismissed from his command. It has at last been discovered that the master of a sailing vessel is not wholly fitted to command a monitor. An investigating commission has been appointed to sit on him and the refractory machinery of the ironclad.

—The Monitor Comptista of the 26th ult. published a telegram from Rio to the effect that Sr. Afonso Celso intended to publish a manifesto explaining his financial administration and the late speculation in coffee. We hope the report is true, for there never yet has been a finance minister who needed so much to explain himself.

—The directors of the several tramway companies of this city met on the 2nd inst. and resolved, in consideration of the vexations caused the traveling public by the vintem tax, to call the attention of the General Assembly to it. This looks a little like "eleventh-hour repentance," but as the public is to benefit by it, perhaps it is best not to call up the past.

—That remarkable story about the "Yankee" merchant who lives in New York, and who killed the friend that had dishonored his home, by compelling him to drink ten litres of gin in two days, or be shot, is now going the rounds in the Brazilian press. It is entitled "A Yankee's vengeance," and is supposed to illustrate the present state of American society.

—The London correspondent of the Journal, under the date of February 12, says that "it is reported that an attempt will shortly be made to place Brazilian 4 1/2 % bonds of 1879 on our market, for the purpose of obtaining official quotations on them; but it is doubtful that there will be large operations in these bonds because of the fluctuating value of the circulating medium in Brazil."

—It is reported that the "Sociedade Mutuação Philantropica e Prágora" has secured the square between the Praça D. Pedro II and the Ruas D. Manuel, Fresca and Cotovelto, as a site for its proposed American exposition. The square is crown property, and at present serves a very useful purpose by affording a free circulation of air through into the business centre of the city than could be secured were it built over.

—According to the farewell address of the late minister of finance the total receipts of the government in the fiscal year 1878-79 were 230,604,711\$862, and the expenses 181,356,608\$656—leaving a "probable balance" for 1879-80 of 49,248,103\$206. An examination of the items, however, shows that the receipts include the amounts of paper money and nickel put into circulation, and the bonds issued during the year, in all 100,000, 939\$250.

—We would call the attention of the new minister of agriculture to that hotel-managerie job in the Passio Publico, and that mutual-exposition scheme, of unknown location, which has one eye on the Campo de Sant'Anna and the other on the Praça Dom Pedro II. Then there's the mataboro job, and the fresh-fruit-and-vegetable storehouse job, and the coffee-cart job, and the eleven-conjob job, and that innumerable host of others which are labelled "railways," "factories," "explorations," etc., etc. It's a famous hedge for pruning.

—May we not suggest to the board of health the advisability of securing all those public, unoccupied grounds from the water's edge back to Rua Direita, comprising the Praça Dom Pedro II, as a public garden. If well laid out and preserved it would be one of the most attractive spots in the city, besides being of inestimable advantage in improving the sanitary condition of the densely inhabited and business localities in its neighborhood. It is an eminently proper thing for the health board to recommend.

—There seems to be some diversity of opinion as to the sanitary influence of garbage carts in the Rua do Ovidor and other business streets as late as ten o'clock every morning. Some aver that the disgusting smells oozing out from these uncounted vehicles are decidedly injurious to health, others that the carts and contents are offensive to the eye, others that the carts block the streets and interrupt business, and others that they necessary nuisances and must be tolerated—even to that late hour. It's a delicate question—we refer it to the board of health.

—Mr. John C. Kip Hopper's name has now appeared in nearly every paper in Brazil in connection with his promise that the Secretary of State should write a letter. And yet, the letter still remains unpublished, and the pockets of the "mutual philanthropy" enterprise are still unfiled. We may add also that the world still moves, though Mother Shipton has selected next year for its demise. However, John, these are but the accidents of unsatisfied lives; you could no more help promising that letter; and those grand results than Mother Shipton could help prophesying.

—On retiring from the department of finance, ex-Minister Afonso Celso left in the hands of his successor a voluminous document occupying nearly five and one-half full columns of the Jornal do Commercio, relating to his administration, to the condition of the treasury, to the defense of his policy and financial theories, and to various suggestions for the new minister's guidance. He has discovered that debts are property, that lottery tickets should be still further subdivided for the benefit of the poorer classes, that protection contains the germs of prosperity as illustrated by the United States, that the state should occasionally regulate the circulating medium, and other things too numerous to mention.

—A fire broke out late on the afternoon of the 29th ult., in the steam distillery of Sr. Drouhins, Noth & C., No. 27, Rua do Arsenal. A large cask of spirits of wine having been bored into, the cooper went to stop the hole, having a lantern with him. The first blow spurted some of the spirits into the lantern, and an explosion immediately followed. Every effort of the employees to suppress the flames were ineffectual, and they were not checked until one of the store sheds and part of another were destroyed. The losses are estimated at 70,000\$. The machinery, etc., are insured for 80,000\$ in a Hamburg company, and the sheds for 25,000\$ in the "Previdente."

—In an official circular to the provincial presidents on the 29th ult., the new minister of agriculture, Sr. Buarque de Macedo, calls attention to the financial circumstances of the government and recommends that all public expenses shall be restricted to the narrowest limits possible. He states that the programme of the new cabinet will be to strictly observe the requirements of the budget. And then he calls attention to the important decision that no public contract will be signed which shall not have been open for public competition for a time less than fifteen days and which shall not have received the approval of his department. The public will like the ring of these words, and will give the new minister hearty congratulations for the manner in which he has entered upon the discharge of his official duties.

—An item is now appearing in the Brazilian press that "there are 160,000 houses in Philadelphia of which 120,000 are mortgaged." To prevent any misconception the Brazilian editor should add that in Philadelphia every workman seeks to have a house of his own, that building associations exist for the purpose of erecting small, comfortable houses which together with a small plot of ground are sold to the workmen on terms which enable them to pay small installments every year, that mortgages are given to secure the associations against loss, that, therefore, Philadelphia covers more ground than any other city in the world and is essentially a city of small dwelling houses. This understood it will be seen that the "120,000 mortgaged houses" are not so bad after all.

—Our sympathies are with the doubly afflicted people of Valparaiso, who, it is said, were the helpless victims of a recent duel between two musicians. These touchy individuals, strange to say, got into a quarrel, and nothing would satisfy their wounded feelings but a duel. Feeling a little doubtful as to the issue in case deadly weapons were used, and bent upon something equally destructive though less dangerous to their precious bodies, they undertook to hammer pianos for forty-eight mortal hours without eating, drinking, or resting. One of them played the misere in "Il Trovatore" one hundred and fifty times and then dropped dead. The other was soon after taken to the hospital, where, it is hoped, he too will die. The four witnesses have gone into incipient insanity—and the whole neighborhood is a "howling wilderness." The piano duel has gone out of fashion in Valparaiso.



THE RIO NEWS

RAILROAD NOTES

In February the Dom Pedro II railway carried 53,215 first-class and 154,963 second-class passengers.

The receipts of the "Reife de S. Francisco" railway in February were 120,168\$78, and the expenses 53,001\$67. It is evident, however, that the expenditures are not fully covered.

By an *afficio* of the 13th ult. the president of Bahia informed the chief engineer of the Bahia and Rio S. Francisco railway extension that a credit of 600,000\$ had been placed at his disposal for the second quarter of the current year.

The receipts of the "Feira de Sant'Anna" railway of Bahia in February were 22,403\$06 and the expenses 18,104\$90. The number of passengers carried was 3,490, of which 534 were first-class. The freight movement shows 43.6 tons of baggage and 1,761.8 tons of merchandise.

The Canot station, the terminal point of the Daturit railway, was formally inaugurated on the 14th ult. This completes the extension of sixty kilometers which was undertaken as a "famine" measure, in the short time of nineteen months—a result principally owing to the energy and executive ability of its chief engineer, Mr. C. A. Morsing.

The January returns of the Dom Pedro II railway show a total receipt from all sources of 803,594\$44, of which 19,081\$70 was received on account of the *vitae* tax. The number of passengers carried was 53,215 first-class, and 154,963 second-class. The freight traffic included 128.7 tons of baggage, 625.7 tons of express matter, and 19,556.7 tons of merchandise, of which 5,149 tons were of coffee.

The road bed of the Paraná railway branch connecting the city of Paraná with Port Dom Pedro II, about two kilometers in length, is finished and a temporary track is being laid upon it. On the main line, the engineers are engaged in locating the line of the first section, from Port Dom Pedro II to Morretes, a distance of 44 kilometers. The original surveys will be materially altered and almost new line laid out.

Project 243, São Paulo provincial assembly, grants a concession to Manoel Vicente d'Araujo Chima for the construction, use and profits of a railway from the village of Penha de Mogy-mirim to a convenient point on the Mogyana line. The road is to be built without provincial aid, and the rights of the Mogyana company are reserved. An assembly committee has reported favorably on the project.

Custom house receipts for March 2,979,567\$83, including 23,172\$91 collected for the Misericórdia hospital, city treasury, etc. The internal revenue receipts for March, including taxes for amerciation fund, were 6,238\$86.

The government bank paying interest on the new 4 1/2 per cent. gold loan of 1879 on the 1st inst. in paper at the rate of 2nd per milites.

It was reported on the street March 23 that the Banco do Brazil and Banco Rural are going to elevate the price of their *ativos* to 1,000\$.

MARKET REPORT Rio de Janeiro, April 30, 1886. Dry goods.—The amount of handsets done since 23rd ultimo is relatively small, but prices are maintained, although a considerable advance will in many cases be necessary to cover the present enhanced cost in producing markets.

Coffee.—After our report on the 23rd ultimo our market remained quiet for a few days until the 29th ultimo when better advices from the United States produced renewed activity, resulting in considerable transactions for that destination.

The total sales since the 23rd ultimo amount to 110,440 bags, viz: 85,140 bags for United States 14,400 " " Europe 14,500 " " Cape of Good Hope 10,570 " " Elsewhere

Total... 110,440 bags. and the total sales for the month since the 24th ultimo amount to 180,530 bags, viz: 146,470 bags for United States 25,010 " " Europe 21,600 " " Cape of Good Hope 15,100 " " Elsewhere

Total... 180,530 bags. The clearances in the month of March have been 142,313 bags for U. States, against 149,639 bags in Mar. 1879 74,666 " " Europe 146,330 " " Cape of G. H. 1,600 " " Rio Plata 1,128 " " Rio Plata. 3,264 " " Elsewhere

215,668 bags 299,253 bags. The total clearances of coffee from Rio during the nine months from the 1st of July, 1879, to the 31st of March, 1886, have been 2,414,874 bags against 2,745,494 bags in the same period of the previous year, showing a deficiency of 304,616 bags.

For details as to these clearances we refer to annexed comparative table. The receipts in March have averaged 2,923 bags per day, against 1,993 bags per day, viz: 1,993 bags per day in March 1879 2,923 " " " " " " 1886

2,923 bags per day during the nine months since the 1st of July, 1879, amount to 2,923,470 bags, against 2,456,410 bags in same period of 1879's 2,456,410 " " " " " " 1877's 2,456,410 " " " " " " 1878's 2,456,410 " " " " " " 1879's.

We quote today, per 100 lbs.: Washed... Nominal. Superior... 68\$50—68\$50. Rio Good... 68\$50—68\$50. Regular first... 68\$50—68\$50. Ordinary first... 58\$00—58\$00. Good second... 48\$00—48\$00. Ordinary second... 48\$00—48\$00.

Stock is estimated to total 12,000 bags. Our latest cable advices from Santos, dated yesterday, report the market quiet at 98\$00—98\$00 for 10 kilos for Superior. Receipts for the previous week had averaged 1515 bags per day and stock was estimated at 125,000 bags.

Total clearances of coffee from Rio de Janeiro during the nine months from July 1st, 1879, to March 31st, 1886.

Table with columns: DESTINATION, 1879/80, 1878/79, 1877/78. Rows include UNITED STATES, EUROPE, ELSEWHERE, and sub-categories like New York, Baltimore, etc.

Flour.—The total arrivals during the month since the 4th ult. have been 12,000 barrels, viz: 25 barrels Trieste 100 bags River Plate 12,000 barrels.

The sales during the same period amount to 17,900 barrels, viz: 10,775 " " American 7,100 bags River Plate 17,900 barrels.

Stock in first hands today consists of 46,800 barrels, viz: 10,000 " " American 4,500 " " Haxall 5,000 " " Dunlop 800 " " Baltimore. 100,000 " " River Plate 3,800 " " St. Louis 23,000 bags River Plate 163,000—23,000 (according to quality).

The market closes steady. The *White Pine*—There have been no arrivals and there is also no much demand. We quote 90 to 100 reis per foot.

Spices.—The total arrivals of American pine during the first trimester of this year amount to 5,917,470 feet, viz: 3,061,177 feet Pine pine 1,196,844 " " White pine 1,659,449 " " Spruce pine 11,000 " " Spruce pine

Total... 5,917,470 feet divided amongst the following importers: Julius Sauer & Co., 1,976,538 feet; Bickerton & Co., 1,000,000; Wenceslao Guimarães & Co., 877,773; McCulloch Beecher & Co., 415,931; A. C. Nathan & Co., 338,447; A. L. Nathan & Co., 182,850; Monteiro Hime & Co., 162,903.

RETURN to port—Sp in Baggage, 204 tons; Rayval, 8 days; returned in distress; consigned to Sanchez Romaguera & Filho.

LOANERS—By Mr. Chiquinho, 234 tons; Cross, 49; dr. general cargo to Antonio Soares Dias & Co.

HAMBURG—Gr in Cauder, 310 tons; Muller, 72; dr. general cargo to Brander, Kramer & Co.

GOALCARGO—Gr in *Atenas*, 198 tons; Sauer, 58; dr. coal to E. W. May.

LIVERPOOL—Dan by *Johann Broderick*, 324 tons; Rosen; 6; dr. general cargo to P. S. Nielsen & Co.

NEWPORT—Br in *Matilde*, 193 tons; Hall; 50; dr. coal to order.

FEY BREVET via Montevideo—Port *Ignacio de Castro*, 146 tons; Gonçalves 27 (17 drs from Montevideo); jerked beef to Ares, Wagner.

LIVERPOOL—Nor by *Skaudhinn*, 180 tons; Boye; 56; dr. general cargo to John Moore & Co.

JESSEY—Br in *Reaper*, 137 tons; Merritt; 25; dr. coal to P. S. Nielsen & Co.

ILHA DE MAR—Port by *Chitra*, 608 tons; Barre; 24; dr. salt to J. Miranda Leao.

ROSADE DE SANTA FE—Br by *Edmundo Richardson*, 292 tons; Pimentel 29; dr. tea and henn to Wessner & Chaparro.

GUARANI—Port by *Theresa*, 257 tons; Caracac; 13; dr. salt to J. M. F. Ribeiro.

OTROCO—Port by *Chilota*, 419 tons; Correa; 56; dr. general cargo to Mendes de Oliveira & Co.

JESSEY—Br in *Wagner*, 138 tons; LeGrand; 65; dr. coal to José Sérgio Zehn & Co.

LIVERPOOL—Br in *Lisla Fennell*, 1,010 tons; Sinclair; 65; dr. coal to Rio Gas Co.

BALTIMORE—Br in *Portland*, 237 tons; Jackson; 52; dr. flour and lard to Phelps Bros. & Co.

LONDON—Sw in *Ellida*, 199 tons; Almeida coffee.

PENSADE—Br in *Leitia*, 110 tons; Galvão ballast.

SÃO FRANCISCO—Sp in *Boreas*, 182 tons; Fournon, general cargo.

GENOA—Br in *Mosina*, 276 tons; Whitson; grain.

NEW YORK—Gr by *A. C. Meyer*, 520 tons; Broth; coffe and old iron.

RIO GRANDE—Port *María das Dores*, 174 tons; Ribeiro; general cargo.

ARACAJU—Port in *Alves*, 235 tons; Conceição; general cargo.

NEW YORK—Am by *Eleonor*, 286 tons; Barnes; old iron.

PERAMBICO—Dutch by *Previs*, 220 tons; Iover; farinha de mandioca.

HAMBURG—Gr in *Diamant*, 172 tons; Schwartz; coffee.

VALPARAISO—Br in *Los*, 147 tons; Evans; ballast.

BALTIMORE—Br in *Windsor*, 399 tons; Dutrie; coffee.

OTROCO—Br in *Gen. Mosina*, 474 tons; O'Neil; ballast.

VICTORIA (Vanuatu) by *Amor*, 174 tons; El Dorado; 1,147 tons; Bessie; ballast.

RIO GRANDE—Port *D. Antonia*, 159 tons; Carvalhos; jerked beef.

APRIL 23. PENSADE—Nor by *Stray*, 280 tons; Wilberg; 56; dr. pine to Julius Sauer & Co.

VALPARAISO—Am by *Almeida*, 163 tons; Mellet; 15; dr. jerked beef to Souza Irmão & Rocha.

BURNS AYRES—Sp by *Coilia*, 151 tons; Curwen; 58; dr. jerked beef to J. M. F. Ribeiro.

PENSADE—Sp by *Victoria*, 295 tons; Buesco; 65; dr. jerked beef to Alex. Wagner.

ROSADE DE SANTA FE—Br in *Falvey*, 410 tons; Schmidt; 14; dr. old iron to order.

SANTOS—Port by *Adelina*, 268 tons; Gonçalves; 42; ballast, to Alex. Wagner.

BURNS AYRES—Sp by *Ann*, 222 tons; Belmont; 17; dr. jerked beef to José Romaguera.

MONTREVIDE—Sp by *Felicitá*, 174 tons; Falcagone; 17; dr. jerked beef to Souza Irmão & Rocha.

PENSADE—Port by *Christina*, 117 tons; Loureiro; 15; dr. jerked beef to Alex. Wagner.

CAMPESINA—Am by *Edmundo Roca*, 1314 tons; Gilmore; 42; dr. in distress; cargo steel rails; loaded for Portland, Oregon.

PORT NATAL—Gr in *Batista*, 176 tons; Nibbe; 35; dr. ballast to master.

SALTO—Port by *Panthea*, 200 tons; Valverde; 48; dr. jerked beef to Frim & Filho.

CAMPESINA—Am ship *Robert Dixon*, 1,268 tons; Southwick; 4; dr. coal to Norton, Megaw & Co.

THE SP in *Albatross*, Raspail, master, cleared on the 16th ult. in ballast for Buenos Ayres. She returned on the 28th in distress because of insufficient ballast.

The coasting steamer *President Trunassa*, belonging to the "Machado e Campos" railway company, ran aground on the Benevente banks on the 28th ult. and was lost. Her passengers, baggage and a part of her cargo were saved through the exertions of the steamer *Cachoeira*. She was insured in national companies for 200,000\$. She had a pilot on board at the time of the disaster.

SHIPPING NEWS

ARRIVALS OF FOREIGN VESSELS

PENSADE—Nor by *Stray*, 280 tons; Wilberg; 56; dr. pine to Julius Sauer & Co.

VALPARAISO—Am by *Almeida*, 163 tons; Mellet; 15; dr. jerked beef to Souza Irmão & Rocha.

BURNS AYRES—Sp by *Coilia*, 151 tons; Curwen; 58; dr. jerked beef to J. M. F. Ribeiro.

PENSADE—Sp by *Victoria*, 295 tons; Buesco; 65; dr. jerked beef to Alex. Wagner.

ROSADE DE SANTA FE—Br in *Falvey*, 410 tons; Schmidt; 14; dr. old iron to order.

SANTOS—Port by *Adelina*, 268 tons; Gonçalves; 42; ballast, to Alex. Wagner.

BURNS AYRES—Sp by *Ann*, 222 tons; Belmont; 17; dr. jerked beef to José Romaguera.

MONTREVIDE—Sp by *Felicitá*, 174 tons; Falcagone; 17; dr. jerked beef to Souza Irmão & Rocha.

PENSADE—Port by *Christina*, 117 tons; Loureiro; 15; dr. jerked beef to Alex. Wagner.

CAMPESINA—Am by *Edmundo Roca*, 1314 tons; Gilmore; 42; dr. in distress; cargo steel rails; loaded for Portland, Oregon.

PORT NATAL—Gr in *Batista*, 176 tons; Nibbe; 35; dr. ballast to master.

SALTO—Port by *Panthea*, 200 tons; Valverde; 48; dr. jerked beef to Frim & Filho.

CAMPESINA—Am ship *Robert Dixon*, 1,268 tons; Southwick; 4; dr. coal to Norton, Megaw & Co.

THE SP in *Albatross*, Raspail, master, cleared on the 16th ult. in ballast for Buenos Ayres. She returned on the 28th in distress because of insufficient ballast.

The coasting steamer *President Trunassa*, belonging to the "Machado e Campos" railway company, ran aground on the Benevente banks on the 28th ult. and was lost. Her passengers, baggage and a part of her cargo were saved through the exertions of the steamer *Cachoeira*. She was insured in national companies for 200,000\$. She had a pilot on board at the time of the disaster.

VICTORIA (Vanuatu) by *Amor*, 174 tons; El Dorado; 1,147 tons; Bessie; ballast.

RIO GRANDE—Port *D. Antonia*, 159 tons; Carvalhos; jerked beef.

OTROCO—Br in *Gen. Mosina*, 474 tons; O'Neil; ballast.

BALTIMORE—Br in *Windsor*, 399 tons; Dutrie; coffee.

The Br by *Myrtle Tw*, bound from Wilmington, Del. (U. S.) for Rio Grande do Sul, with a cargo of railway cars, was lost on the Rio Grande bar on the 14th ult. She sailed from Wilmington January 10, and struck her master, Capt. Patterson, during the voyage. On striking, signals of distress were made and the tug *Albatross* went to her assistance, but it was then impossible to render aid as the vessel was included in eight fathoms (6 inches) of sand and had already opened her seams. The crew, baggage and some of the light freight were saved. The vessel and cargo were insured.

The City of Rio de Janeiro arrived at New York on the 29th.

The Am. bk *Edwin Reed*, bound from Cardiff to Portland, Oregon, with a cargo of steel rails, arrived in port on the 27th ult. with cargo lashed safely. She is now discharging to restock.

ARRIVALS OF FOREIGN STEAMERS

Table with columns: DATE, NAME, WHERE FROM, CONSIGNED TO. Rows include Mar 23, 24, 25, 26, 27, 28, 29, 30, 31.

DEPARTURES OF FOREIGN VESSELS

Table with columns: DATE, NAME, WHERE TO, CONSIGNED TO. Rows include Mar 23, 24, 25, 26, 27, 28, 29, 30, 31.

FOREIGN SAILING VESSELS IN THE PORT OF RIO DE JANEIRO, APRIL 30, 1886

Table with columns: NAME, TONNAGE, WHERE FROM, WHERE TO. Rows include AMERICAN, BRITISH, PORTUGUESE, SPANISH, ITALIAN, GREEK, etc.

BANKS AND PUBLIC COMPANIES

Table with columns: NAME, CAPITAL, SHARES, DIVIDEND. Rows include BANKS, RAILWAYS, etc.

Table with columns: NAME, CAPITAL, SHARES, DIVIDEND. Rows include Banco do Brasil, Banco de Minas, etc.

Table with columns: NAME, CAPITAL, SHARES, DIVIDEND. Rows include Banco de Pernambuco, Banco de Bahia, etc.

Table with columns: NAME, CAPITAL, SHARES, DIVIDEND. Rows include Banco de São Paulo, Banco de Rio de Janeiro, etc.

Table with columns: NAME, CAPITAL, SHARES, DIVIDEND. Rows include Banco de Ceará, Banco de Maranhão, etc.

Table with columns: NAME, CAPITAL, SHARES, DIVIDEND. Rows include Banco de Piauí, Banco de Alagoas, etc.

Table with columns: NAME, CAPITAL, SHARES, DIVIDEND. Rows include Banco de Sergipe, Banco de Paraíba, etc.

Table with columns: NAME, CAPITAL, SHARES, DIVIDEND. Rows include Banco de Rio Grande do Sul, Banco de Santa Catarina, etc.

Table with columns: NAME, CAPITAL, SHARES, DIVIDEND. Rows include Banco de Paraná, Banco de Mato Grosso do Sul, etc.

Table with columns: NAME, CAPITAL, SHARES, DIVIDEND. Rows include Banco de Mato Grosso do Norte, Banco de Goiás, etc.

Table with columns: NAME, CAPITAL, SHARES, DIVIDEND. Rows include Banco de Tocantins, Banco de Amapá, etc.

Table with columns: NAME, CAPITAL, SHARES, DIVIDEND. Rows include Banco de Roraima, Banco de Pará, etc.

Table with columns: NAME, CAPITAL, SHARES, DIVIDEND. Rows include Banco de Maranhão do Sul, Banco de Piauí do Sul, etc.

Table with columns: NAME, CAPITAL, SHARES, DIVIDEND. Rows include Banco de Ceará do Sul, Banco de Alagoas do Sul, etc.

Table with columns: NAME, CAPITAL, SHARES, DIVIDEND. Rows include Banco de Pernambuco do Sul, Banco de Bahia do Sul, etc.

Table with columns: NAME, TONNAGE, WHERE FROM, WHERE TO. Rows include AMERICAN, BRITISH, PORTUGUESE, SPANISH, ITALIAN, GREEK, etc.

Table with columns: NAME, TONNAGE, WHERE FROM, WHERE TO. Rows include AMERICAN, BRITISH, PORTUGUESE, SPANISH, ITALIAN, GREEK, etc.

Table with columns: NAME, TONNAGE, WHERE FROM, WHERE TO. Rows include AMERICAN, BRITISH, PORTUGUESE, SPANISH, ITALIAN, GREEK, etc.

Table with columns: NAME, TONNAGE, WHERE FROM, WHERE TO. Rows include AMERICAN, BRITISH, PORTUGUESE, SPANISH, ITALIAN, GREEK, etc.

Table with columns: NAME, TONNAGE, WHERE FROM, WHERE TO. Rows include AMERICAN, BRITISH, PORTUGUESE, SPANISH, ITALIAN, GREEK, etc.

Table with columns: NAME, TONNAGE, WHERE FROM, WHERE TO. Rows include AMERICAN, BRITISH, PORTUGUESE, SPANISH, ITALIAN, GREEK, etc.

Table with columns: NAME, TONNAGE, WHERE FROM, WHERE TO. Rows include AMERICAN, BRITISH, PORTUGUESE, SPANISH, ITALIAN, GREEK, etc.

Table with columns: NAME, TONNAGE, WHERE FROM, WHERE TO. Rows include AMERICAN, BRITISH, PORTUGUESE, SPANISH, ITALIAN, GREEK, etc.

Table with columns: NAME, TONNAGE, WHERE FROM, WHERE TO. Rows include AMERICAN, BRITISH, PORTUGUESE, SPANISH, ITALIAN, GREEK, etc.

Table with columns: NAME, TONNAGE, WHERE FROM, WHERE TO. Rows include AMERICAN, BRITISH, PORTUGUESE, SPANISH, ITALIAN, GREEK, etc.

Table with columns: NAME, TONNAGE, WHERE FROM, WHERE TO. Rows include AMERICAN, BRITISH, PORTUGUESE, SPANISH, ITALIAN, GREEK, etc.

Table with columns: NAME, TONNAGE, WHERE FROM, WHERE TO. Rows include AMERICAN, BRITISH, PORTUGUESE, SPANISH, ITALIAN, GREEK, etc.

Table with columns: NAME, TONNAGE, WHERE FROM, WHERE TO. Rows include AMERICAN, BRITISH, PORTUGUESE, SPANISH, ITALIAN, GREEK, etc.

Table with columns: NAME, TONNAGE, WHERE FROM, WHERE TO. Rows include AMERICAN, BRITISH, PORTUGUESE, SPANISH, ITALIAN, GREEK, etc.

Table with columns: NAME, TONNAGE, WHERE FROM, WHERE TO. Rows include AMERICAN, BRITISH, PORTUGUESE, SPANISH, ITALIAN, GREEK, etc.

Table with columns: NAME, TONNAGE, WHERE FROM, WHERE TO. Rows include AMERICAN, BRITISH, PORTUGUESE, SPANISH, ITALIAN, GREEK, etc.

Table with columns: NAME, TONNAGE, WHERE FROM, WHERE TO. Rows include AMERICAN, BRITISH, PORTUGUESE, SPANISH, ITALIAN, GREEK, etc.

Table with columns: NAME, TONNAGE, WHERE FROM, WHERE TO. Rows include AMERICAN, BRITISH, PORTUGUESE, SPANISH, ITALIAN, GREEK, etc.

Table with columns: NAME, TONNAGE, WHERE FROM, WHERE TO. Rows include AMERICAN, BRITISH, PORTUGUESE, SPANISH, ITALIAN, GREEK, etc.

Table with columns: NAME, TONNAGE, WHERE FROM, WHERE TO. Rows include AMERICAN, BRITISH, PORTUGUESE, SPANISH, ITALIAN, GREEK, etc.

Table with columns: NAME, TONNAGE, WHERE FROM, WHERE TO. Rows include AMERICAN, BRITISH, PORTUGUESE, SPANISH, ITALIAN, GREEK, etc.

Table with columns: NAME, TONNAGE, WHERE FROM, WHERE TO. Rows include AMERICAN, BRITISH, PORTUGUESE, SPANISH, ITALIAN, GREEK, etc.

Table with columns: NAME, TONNAGE, WHERE FROM, WHERE TO. Rows include AMERICAN, BRITISH, PORTUGUESE, SPANISH, ITALIAN, GREEK, etc.

Table with columns: NAME, TONNAGE, WHERE FROM, WHERE TO. Rows include AMERICAN, BRITISH, PORTUGUESE, SPANISH, ITALIAN, GREEK, etc.

Table with columns: NAME, TONNAGE, WHERE FROM, WHERE TO. Rows include AMERICAN, BRITISH, PORTUGUESE, SPANISH, ITALIAN, GREEK, etc.

Table with columns: NAME, TONNAGE, WHERE FROM, WHERE TO. Rows include AMERICAN, BRITISH, PORTUGUESE, SPANISH, ITALIAN, GREEK, etc.

Table with columns: NAME, TONNAGE, WHERE FROM, WHERE TO. Rows include AMERICAN, BRITISH, PORTUGUESE, SPANISH, ITALIAN, GREEK, etc.

Table with columns: NAME, TONNAGE, WHERE FROM, WHERE TO. Rows include AMERICAN, BRITISH, PORTUGUESE, SPANISH, ITALIAN, GREEK, etc.

Table with columns: NAME, TONNAGE, WHERE FROM, WHERE TO. Rows include AMERICAN, BRITISH, PORTUGUESE, SPANISH, ITALIAN, GREEK, etc.

Table with columns: NAME, TONNAGE, WHERE FROM, WHERE TO. Rows include AMERICAN, BRITISH, PORTUGUESE, SPANISH, ITALIAN, GREEK, etc.

Table with columns: NAME, TONNAGE, WHERE FROM, WHERE TO. Rows include AMERICAN, BRITISH, PORTUGUESE, SPANISH, ITALIAN, GREEK, etc.



PROVINCIAL NOTES

—There are 33 printing offices and 560 printers in Buenos Ayres.
—Heavy rains are reported throughout the province of Pernambuco.

—The obituary reports at Pernambuco show an occasional case of yellow fever.
—A severe epidemic of small-pox is reported at Caldeira, on the upper Amazon.

—The receipts of the Pará post office for the fiscal year 1878-9 were 35,842\$790.
—In February the number of burials in the public cemetery of Fortaleza, Ceará, was 199.

—The chief of the Venezuelan branch of the northern boundary commission, D. Miguel Tejera, is said to be an eminent litterateur, poet and journalist.
—Project 128, of the São Paulo provincial assembly, authorized the provincial president to expend 250,000\$ on the introduction of Chinese labor into the province.

—The receipts and expenses of the city government of Bahia in February were: receipts, 16,466\$762; expenses, 10,421\$76; balance 455\$96.
—According to the Provincia de Minas, two men, José Ferreira Dias and his nephew Martinho, were recently assassinated in full day in the town of Cabo Verde.

—Seven slaves were liberated in the province of Amazonas on the 19th of February in accordance with a provincial emancipation law. The amount paid for their liberty was 4,300\$.
—Guimarães Peixoto, a merchant of Vertentes, Pernambuco, was the happy possessor of a store and an 8-year old boy up to six o'clock, p. m., of the 6th ult. The boy experimented with a can of kerosene.

—The political friends of ex-minister Afonso Celso celebrated a solemn Te-Deum in the Chapel of N. S. do Monte do Carmo, Ouro Preto, on the 30th ult., as an expression of their joy for his recovery from a recent illness.
—A soldier of the 6th battalion, located on the Rio Uruguay, Rio Grande do Sul, was shot and grievously wounded by a woman named Maria Serpa on the night of the 8th ult. He had broken into the house and into the room where she was sleeping.

—The Provincia, of São Paulo, says that Col. Rafael Tobias de Barros has lately received a high-priced, pure-bred race horse from France, named "Sans Pareil." The horse is four years old and was sired by the English horse "Speculum."
—The Provincia, of São Paulo, says that a committee of the provincial assembly has presented a report against the fechamento ordinance of the city council, and that a majority of the assembly concur in this opinion. We shall soon see the end of the attempt to close business houses on Sundays and holidays.

—The slave population of the province of Pará on the 31st of December, 1878, in given at 29,781, besides 6,003 free children of slave mothers. The emancipations since the passage of the emancipation law amount to 2,276, of which 76 were freed by the emancipation fund, 956 by legal compulsion, and 1,244 by voluntary act.
—The receipts of the provincial treasury of Pará from all sources during the fiscal year 1878-79, including the balance remaining from the preceding year, were 3,126,940\$83; the expenditures were 2,710,466\$20; the balance remaining 416,473\$163. On the 31st of December last the balance in the provincial treasury was 1,073,566\$82.

—On the morning of the 29th ult., the horribly mutilated body of João Benardino da Silva was found at the corner of Rua das Flores, city of São Paulo. The body had been savagely gashed with a heavy knife, and the head was nearly severed from the body. The assassin, one Antonio Grill, a canariada of the murdered man, was apprehended the following night.
—The Visconde do Rio Claro, according to the Correio do Oeste, of São João do Rio Claro, São Paulo, has recently presented his parish church with a costly silver crucifix, a silver banquet, a silver lamp, and other articles of the same description, all of which has imported from Portugal. The donations amount to about 40,000\$ in all. That settles it! The Visconde won't take any brimstone in his!

—According to late Bahia papers the first stone of the central sugar mill of Pojeua was laid on the 16th ult. This mill will have two crushers equal to those of the Quissama mill, which will be moved by a steam engine of 85 horse power. The capacity of the mill will be 250 tons of cane per day. The machinery is furnished by the "Rives-Lille" company. The mill will be lighted by electricity, and will have a plantation tramway six kilometers in length. It is estimated that the mill will cost 300,000\$, and that it will be finished by the first of next September.
—We are glad to see that the Pregador Cristiano, of Rio Grande do Sul, is taking up the practical, every-day work of a thoroughly useful religious paper. In its issue of the 27th ult., it calls attention to a late fire where some buildings were burned to get the insurance which was much above the actual value of the property; and to a certain saloon, near a hundred paces from the police station, where music, dancing and drinking goes on into the small hours—especially Sundays—from which arise frequent troubles with the foreign sailors who frequent the place. These evils are the very ones which religious papers should attack unsparingly, and we are glad to credit the Pregador with this attempt.

THE GROCER.
Published every Saturday
at No 13 West Broadway,
NEW YORK
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 special trade of which it is the accredited organ.
Subscription (for New-York): \$3.00 per annum

C. Mc CULLOCH BEECHER & COMPANY
Export and Commission Merchants.
41 AND 43 WALL STREET
NEW YORK
Facilitate the introduction into Brazil of American products, Machinery, Agricultural Implements, Railroad Supplies, Manufacturers goods, Hardware, Dry Goods and specialties generally suitable for or adaptable to the requirements of that country, by furnishing reliable information regarding special modes of preparing and packing merchandise, so essential to their profitable exportation there, and by means of their Rio de Janeiro branches, bringing American Producers and Manufacturers into direct communication with the Brazilian merchants.

ENGLISH BANK
OF
RIO DE JANEIRO
(LIMITED)
HEAD OFFICE IN LONDON
BRANCHES:
RIO DE JANEIRO, PERNAMBUCO AND SANTOS
Capital..... £ 1,000,000
Ditto, paid up..... £ 500,000
Reserve Fund..... £ 60,000
Ditto, against depreciation of capital..... £ 61,444, 8, 11
Draws on the London Joint Stock Bank and transacts every description of Banking business.

RUBBER HAND STAMPS
For Merchants, Bankers, and for all business purposes, are taking the place of every other kind of hand stamp.
For marking clothing, table linen, etc., with indelible ink. The Consecutive Rubber Dating Stamp for Bank and Office use.
Monograms, autographs, etc., made to order.
S. T. LONGSTRETH, Manufacturer,
8 Rua de S. Pedro, RIO DE JANEIRO

UNITED STATES AND
BRAZIL S. S. LINE.
Carrying the United States and Brazilian Mails,
Performs a regular monthly service between New York and Rio de Janeiro, stopping at the intermediate ports of St. Thomas, Pará, Pernambuco and Bahia. The steamers of this line, 3,500 tons measurement each, are new and first-class in every particular.
Steamers will arrive and clear at this port as follows:
Steamer Commander Arrive Depart
City of Pará Capt. Carpenter Mar. 28 Apr. 6
City of Rio de Janeiro Capt. Lewis Apr. 28 May 5
City of Pará Capt. Carpenter May 28 Jun. 5
City of Rio de Janeiro Capt. Lewis Jun. 28 July 5
Fare between New York and Rio de Janeiro, 1st. class \$175.
General and Passage Office,
WILSON, SON'S & Co., Limited.
No. 2 Praça das Marinhas.

ROYAL MAIL
STEAM PACKET COMPANY
Under contracts with the British and Brazilian Governments for carrying the mails.
TABLE OF DEPARTURES,
1880
DATE STEAMER DESTINATION
April 9 Nova..... Southampton and Havre via Bahia, Pernambuco, S. Vicente and Lisbon.
April 24 Guadiana..... Southampton and Antwerp via Bahia, Macao, Pernambuco and Lieben.
For freights and passages apply to
L. W. MAY, Supr.,
Rua 17 de Março No. 49.

LIDGERWOOD MFG. Co.,
(LIMITED).
Successors of
MILFORD & LOGSWOOD,
Engineers, Machinists,
Importers of Machinery and Material for Agricultural and Industrial Establishments, and Cotton and Woolen Mills.
GENERAL AGENCY FOR THE
SINGER SEWING MACHINE,
and
COFFEE-CLEANING MACHINERY.
No. 95, Rua do Ouvidor.

C. T. DWINAL,
34 RUA DA QUITANDA
Agent for the
"DOMESTIC" and
GROVER & BAKER
SEWING MACHINES
N. B.—Every article pertaining to Sewing Machines and their use constantly on hand.

AMERICAN BANK NOTE Co.
OFFICE: 145, BROADWAY, NEW YORK.
ENGRAVES AND PRINTS
BANK NOTES, BONDS FOR GOVERNMENTS AND CORPORATIONS, BILLS OF EXCHANGE, CERTIFICATES OF STOCK, POSTAGE AND REVENUE STAMPS, POLICIES OF INSURANCE, AND ALL KINDS OF SECURITIES
In the most artistic style, and in a building proof against fire
New York, February 6, 1879.
At a meeting of the Board of Trustees held this day, the following gentlemen were elected officers of the Company under its consolidation with the National and Continental Bank Note Companies:
A. G. GOODALL, C. L. VANZANT,
President, Vice-Pres. and Gen. Man.
JAS. MACDONOUGH, A. D. SHEPARD,
Vice-President, Vice-President
J. T. ROBERTSON, GEO. H. STAYNER,
Secretary, Treasurer
THEO. H. FREELAND, JMO. E. CURRIER,
Secretary, Asst. Secretary
I. K. MYERS, Asst. Treasurer.

C. P. MACKIE & CO.
PHILADELPHIA, Pa., U. S. A.
Materials and supplies for
Railroads,
Street Tramways, and
Plantations, and
General Engineering Work
Locomotives, Cars, Bridges, Turn-tables, Switches, Car fittings, tools and railway equipment of all kinds.
Street cars, frogs and crossings, shop supplies.
Machinery, engines and portable railroads &c. for sugar and coffee plantations and mines.
Hydraulic machinery, and appliances.
Estimates and Plans for special work furnished in application.
All orders filled at manufacturers' own prices, and all work thoroughly guaranteed.

AGENTS IN BRAZIL
For the following manufacturers.
THE GILBERT & BUSH Co.
TROY, N. Y. U. S. A.
Railroad cars of every description, and of the best material. Street cars of the most serviceable quality, and elegant design. Special attention given to foreign work.

THE WHARTON RAILROAD SWITCH CO.
PHILADELPHIA, Pa., U. S. A.
Safety railroad switches, frogs and crossings. Street railway work of all kinds.

LEHIGH CAR WHEEL WORKS
CATASAUQUA, Pa., U. S. A.
Chilled iron 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.
PITTSBURGH, U. S. A.
Light Locomotives for narrow gauge and plantation railways, of any gradients up to 8 per cent. Will burn any fuel.

HOOKS SMELTING Co.
PHILADELPHIA, Pa., U. S. A.
Trimnings and fittings for railway and street cars. Tools and machine supplies of all kinds. Telegraph materials.

CULMER SPRING Co.
PITTSBURGH, Pa., U. S. A.
Railroad and street car springs of all descriptions.

THE WESTINGHOUSE AIR BRAKE Co.
PITTSBURGH, Pa., U. S. A.
Manufacturers of the Westinghouse Automatic Railway Brake. Instantaneous stoppage of railway trains from any car, or from the engine.

GEO. K. TRYON, SON & Co.
PHILADELPHIA, Pa., U. S. A.
Anti-friction journal bearings for railroad and street cars and general machinery, of phosphor-bronze, babbitt metal and brass. Bronze work of all kinds.

THE JOHN A. ROEBLING & SONS Co.
TRENTON, N. J., U. S. A.
Iron and steel rope, wire netting, telegraph wire, &c. Suspension bridges of all sizes. Manufacturers of cable for S. Theresen Inclined Plane.

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

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

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

Mc CULLOCH BEECHER & COMPANY
Import and Commission Merchants
47 RUA DO GENERAL CAMARA
RIO DE JANEIRO
Caias no Correo No. 113
Receive consignments of American products, Machinery, Agricultural Implements, Manufactured Goods, Hardware, etc., etc., subject to the approval of their New York house, for the prompt and satisfactory handling of which they possess unrivaled facilities.

THE NEW LONDON AND BRAZILIAN BANK (LIMITED)
HEAD OFFICE: LONDON
BRANCHES: LISBON, OPORTO, PARÁ, PERNAMBUCO, BAHIA, RIO DE JANEIRO, RIO GRANDE DO SUL, AND MONTEVIDEO.
Capital..... £ 1,000,000
Capital subscribed..... £ 400,000
Capital paid up..... £ 150,000
Reserve fund..... £ 40,000
Depreciation of capital fund..... £ 40,000
Draws on: Messrs. Glyn, Mills, Currie & Co., LONDON. Messrs. Mallet Freres & Co., PARIS. Messrs. J. H. Schroeder & Co., HAMBURG.

BALDWIN LOCOMOTIVE WORKS, PHILADELPHIA, PENN.
(Established 1831)
BURNHAM, PARRY, WILLIAMS & Co., Proprietors.
These locomotive engines are adapted to every variety of service, and are built accurately to standard gauges and templates. Like parts of different engines of same class perfectly interchangeable.
Passenger and Freight Locomotives, Mine Locomotives, Narrow Gauge Locomotives, Steam Street Cars, etc., etc.
All work thoroughly guaranteed.
Illustrated catalogue furnished on application of customers.
Agent for Brazil, O. C. JAMES, No. 8, Rua São Pedro, Rio de Janeiro.

JACKSON & SHARP COMPANY
WILMINGTON, DEL.
Manufacturers of all styles and qualities of Passenger, Mail and Freight Cars.
This establishment is one of the largest in the United States, and has furnished the cars for nearly all the narrow gauge railroads in the United States and Cuba. The cars of the São Paulo and Rio de Janeiro railways, the Ituaçu, the Moynan, Nicholson and other narrow gauge railways in Brazil are from their well-known works.
CHAS. S. HOWLAND, President
JOB H. JACKSON, Treasurer
AGENT FOR BRAZIL, O. C. JAMES, 8, Rua São Pedro, Rio de Janeiro.

A. WHITNEY & SONS, CAR WHEEL WORKS.
(Established 1847)
CALLOWHILL STREET, SIXTEENTH TO SEVENTEENTH STREETS PHILADELPHIA, PENN.
Chilled cast iron wheels (stepped by the Hamilton process) for railways, street cars, and mules. Axes of iron or steel. Illustrated catalogue furnished on application of customers.
Agent for Brazil, O. C. JAMES, 8 Rua São Pedro, Rio de Janeiro.

BROWN'S ESSENCE OF Jamaica Ginger.
Purchasers of Brown's Ginger are warned against piratical counterfeits intended to be sold on the splendid reputation of this matchless article. All real Brown's Ginger is prepared by Frederick Brown, Philadelphia, and the label bearing his name is incorporated with his private U. S. Internal Revenue Stamp, to counterfeit which is felony.
BROWN'S GINGER—
For Traveler's use.
BROWN'S GINGER—
For Summer Complaints.
BROWN'S GINGER—
For Croup and Colic.
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—
Delicious Summer Drink.
BROWN'S GINGER—
Excellent in Rheumatism.
Everybody knows the value of "Brown's Ginger" as a household necessity and preventative of disease. Be sure your druggist gives you the right kind—Brown's Ginger, as described above.
The weakness following long continued fever or any serious illness, is one of the most serious as well as distressing symptoms of convalescence.
Alcoholic stimulants are objectionable, as their use is always followed by depression after the stimulating effect has passed off.
Small bulk with no reaction in what is required, and the use of a teaspoonful or two of Brown's Ginger in a half tumblerful of sweetened water very hot or ice cold, as preferred, meets the want. Brown's Ginger sustains the strength, causes the skin to act well, and promotes digestion.
CENTRAL DEPOSIT: No. 8 Rua São Pedro.

THE GROCER.
Published every Saturday
at No 13 West Broadway,
NEW YORK
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 special trade of which it is the accredited organ.
Subscription (for New-York): \$3.00 per annum