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BRAZILIAN RAILWAYS.

VI.
Under the legislative enactment of July 17th, 1871, which authorized the general government to open communication with the province of Matto Grosso through the extension of the São Paulo railways, instructions were given on the 9th of July, 1873, to Francisco Antonio Pimenta Bueno, an engineer in government employ, to make surveys for a railway extension of the line now in operation between the port of Santos and S. João do Rio Claro. It was specified that the surveys, beginning at the latter place, should terminate at some acceptable point on the Paraná river, or on the Paranahyba river, en route to Matto Grosso. The Paranahyba and Paraná are in reality one river, the name being changed at its junction with the Rio Grande, a tributary that runs through the province of São Paulo and empties into the Paraná from the east at about latitude 26°. The river has here a south-west course.

About twenty-five miles above the junction lies the little town of Sta. Anna do Paranahyba, on the Paranahyba river, at which point begins the river navigation of Paraná and its tributaries. Between this town and Porto das Sete Voltas on the Brilhante river, mentioned in the preceding sketch of the Paraná route, the free navigation of the Paranahyba, Paraná, Ivinheima and Brilhante rivers is obstructed only at one point. This obstruction is occasioned by the Urubú-Punga falls, about eighty miles below Sta. Anna do Paranahyba, where the river has a total fall of only forty feet. A short line of railway would here connect the water routes of the upper and lower basins of the Paraná, which from this point down to the majestic falls of "Sete Quedas," in the province of Paraná and some distance below the entrance of the Ivinheima, a distance of three hundred miles, is freely navigable for vessels drawing not over nine feet of water. The entire length of river navigation between the Urubú-Punga falls and Porto das Sete Voltas is about five hundred and fifty miles, which is navigable for vessels not exceeding three feet draft. It will be seen that part of this route which includes the Ivinheima and Brilhante rivers and the railway thence to Miranda in the province of Matto Grosso is the same as that given in Visconde de Mauá's surveys for the Paraná route, and requires, therefore, no further description in this place.

It will be seen from a reference to a map, that the valley of the upper Paraná—above the Sete Quedas falls—and its tributaries, comprises a large extent of country which will, at some time in the future, be the seat of a large population. The interior communication between the different points on these rivers is—excepting the Urubú-Punga falls—easy and amply sufficient for all purposes. The only problem to be solved is the cheapest and most practicable outlet to some sea-port for the surplus products of this region—a problem which must to a great extent be solved in advance of its settlement and development.

As the prime reason for the early building of a line of railway to some point on the Paraná, thence across to the Paraguay, thus completing a line of communication with the outlying provinces of Matto Grosso and Goyaz, is one of military necessity, and as the growth of these regions through immigration is very slow and the trade with the now settled localities excessively small, it is evident that the enterprise must depend upon government aid rather than upon private enterprise. No private undertaking of this character could be made to pay until the interior has become more thickly settled and more productive. Even in the provinces nearer the coast, where the population is much greater and communication with the outside world much more easy, these enterprises are made to pay only with the greatest difficulty. With no other stimulus than a natural fertility of soil, and with the present long and expensive communication by way of the Rio de la

Plata, the growth of Matto Grosso and Goyaz is necessarily slow and uncertain. Even with direct railway communication, advantageous as it will certainly be, their growth will still be hampered by their great distance from sea-ports and restricted by their very limited immigration which Brazil is now receiving. Under these conditions the building and operation of such a line becomes a public enterprise and must be undertaken in anticipation of the future requirements of the country rather than from any present want.

The small town of Sta. Anna do Paranahyba, at the head of navigation of the upper basin of the Paraná and Paranahyba—the falls of Sta. Anna interrupting navigation above this point—was chosen as the western terminus of the surveys made on this route. According to the report made by the chief engineer of the surveys, presented to the government on the 10th of November, 1876, the railway projected between S. João do Rio Claro and Sta. Anna do Paranahyba would have a total length of four hundred and seven miles. The gauge chosen was five feet, three inches, though the plans included the estimates for a metre-gauge line also. The estimates included the cost of surveys, road bed, bridges, permanent way, rolling stock, stations, telegraph lines, etc., and the cost of the first-mentioned gauge was fixed at £ 9,290 per mile, and of the metre-gauge at £ 8,000 per mile, being a difference of thirteen per cent. in favor of the latter. As the railway running from the port of Santos to S. João do Rio Claro has a gauge of five feet, three inches, the adoption of this gauge by the projected line would give an unbroken communication between a sea-port and the navigable waters of the Paraná, a consideration weighing strongly in favor of this gauge notwithstanding its greater cost. The surveys divided the projected line into four sections, as follows: 1st.—from S. João do Rio Claro to Araquara, seventy-nine miles in length; 2nd.—from Araquara to Eio Turvo, one hundred and twelve miles; 3rd.—from Rio Turvo to S. Francisco de Sales, one hundred and seven miles; 4th.—from S. Francisco de Sales to Sta. Anna do Paranahyba, one hundred and nine miles—giving a total length of six hundred and fifty-eight kilometers, or four hundred and seven miles.

The "Paulista" railway connects with the Santos line at Jundiahy and extends at present to S. João do Rio Claro. The company operating this line entered into a contract with the provincial government of São Paulo last month [June, 1877] to extend its line with its present gauge of five feet three inches, to Araquara, keeping as far as possible to the projected government line to the Paraná. The contract gives the company a privileged grant for the term of ninety years, and specifies that the line must be completed and open to traffic within three and one-half years. The line is a private enterprise wholly, the contract providing for no interest guarantee whatever upon its capital. This extension of the "Paulista" road to Araquara includes the first section of the government line, and leaves only three hundred and twenty-eight miles to be built before completing the long-desired communication with the navigable waters of the Paraná basin.

Between S. João do Rio Claro and the Paraná, the country presents no serious obstacles to railway construction by this route. The only difficult piece of work on the whole line will be one long bridge, about 3,800 feet in length, over the Rio Grande, about three hundred and ninety-six miles from S. João do Rio Claro. This length of bridge is made necessary by the flooding of the low lands along the Rio Grande, but owing to the character of these low lands the foundations for the bridge can all be built on solid rock at the surface. The heaviest grade specified in these surveys was one hundred and five feet to the mile, and the sharpest curve had a radius of six hundred feet for the broad gauge. The road starts from S. João do Rio Claro

at an elevation of 2,020 feet above tide water, and continues to ascend gradually for a distance of forty-two miles until it reaches a point near the village of S. Carlos do Pinhal where the highest elevation on the whole line is reached—2,800 feet above tide water and 780 feet above its starting point.

The surveys show that forty-three per cent. of the whole line will be built upon the level, twenty-six and one half per cent. upon an ascending grade and thirty and one-half per cent. upon a descending grade. As to its general direction, fifty-one per cent. of the whole length will be built as tangents, and forty-nine per cent. as curves. The total estimated cost for the whole line for a gauge of five feet, three inches, was fixed at £ 3,790,000, and for the metre-gauge at £ 3,256,000. The surveys, upon which this report is based, cost the government £ 55,400, or at the rate of £ 136 per mile.

This line is undoubtedly one of the best routes to Matto Grosso that could be chosen, and is far superior to the proposed route through the province of Paraná. It is not only less expensive than the Paraná route, but it passes through one of the richest and most prosperous provinces of the empire, whose population and productions will give a local traffic of no inconsiderable value over parts of the line at the very outset. Besides this, it has the further advantage of a direct railway communication with the capital of the empire over the Dom Pedro II and São Paulo and Rio de Janeiro railways. In this, however, two transfers of freight will be necessary between Rio de Janeiro and the upper basin of the Paraná, owing to the different gauge of the São Paulo and Rio de Janeiro railway, connecting the Dom Pedro II line with the Santos line at São Paulo—the former having a gauge of one metre and the latter of five feet, three inches. Between Santos and the Paraná, should the line beyond Araquara be continued at the uniform gauge of five feet, three inches, there would be no transfer of freight whatever.

In the interests of economical and rapid freight transportation, it is to be hoped that the government will continue the gauge so wisely chosen by the "Paulista" company for the continuation of their line to Araquara. The unavoidable delays and expenses occasioned by the transfer of freight in the changes between land and water communication in the basins of the Paraguay and Paraná, should not be further augmented by any unnecessary transfer in a continuous land line between the Paraná and the sea-coast. Next to the line of communication itself, and in no sense of less importance, are cheap freight rates. The development of a country especially of districts so remote as those of Matto Grosso and the Paraná basin, depends almost wholly on a ready access to the markets of the world, and this access is contingent upon such transportation rates as will enable the producer to sell his products at a fair profit. In every scheme for opening communication with these interior localities this question of cheap, unbroken transportation must necessarily be of prime importance.

In this sense, we feel it opportune to note the great error into which the São Paulo and Rio de Janeiro railway company fell in the construction of its line upon a gauge of one metre. This line is in no sense a detached and unconnected road; it was designed not only as a part of the great trunk line between the sea-coast and the western provinces of Brazil, but also as a connecting line between two roads already in operation and both using the gauge of five feet, three inches. The construction of this line so as to compel a transfer of freight at both ends, was therefore an error which it is hoped the company will see the urgency of correcting at some time in the near future. Should the "Paulista" road be extended to the Paraná on its present gauge, the widening of the gauge

of the São Paulo and Rio de Janeiro line will become a necessity if it wishes to complete with the Santos line on equal terms. The reason given for adopting the narrow gauge, at the time of its construction, was one of economy, but as the road cost over £ 7,600 per mile and as it pays already, after having been in operation only for about one year, a dividend of five per cent. on the total capital invested, the basis for the economy certainly does not seem to be a good one. Moreover, the road has a government guarantee of seven per cent. which assuredly would warrant it in meeting any necessary expenditure in the work of making its line uniform in gauge with the two railways between which it forms a connecting link. The loss occasioned by the transfer of goods in one which every well-managed road is bound to prevent, not only in the interests of the public whom it serves, but in its own interests as a public servant.

(To be continued.)

THE BARK ELVERTON CASE.

The case of John Powers, second mate of the bark *Elverton*, of Baltimore, who was sent home some months since for the murder of Captain R. K. Barclay on the high seas soon after leaving this port, is doubtless fresh in the minds of all our readers. The case was examined before the U. S. Consul General at this port, and Powers was sent home with witnesses and evidence to stand trial. On his arraignment before U. S. Commissioner Lyman, of New York, April 7th, the case against Powers was dismissed on the grounds that the evidence showed that he was acting in self-defense and the homicide was justifiable. Powers was accordingly set at liberty.

On the arrival of the *Elverton* at Baltimore on May 30th, Captain Dearborn, who was first mate of the bark at the time of the murder, stated that the killing was premeditated and at a time when the captain could not defend himself. Referring to the case the *Baltimore Sun* of May 31st, says:

Collector Thomas, of this port, has received instructions from Washington to re-open the case, and the papers have been sent to him, including the evidence taken at Rio. He will not allow the testimony of several sailors to settle the matter, but will hear the statement of Mr. Dearborn and other facts. If he considers the evidence sufficient, the matter will be sent to the United States grand jury here, and Powers may not escape without a trial.

In a further comment on the case the *Baltimore Sun* of June 3rd, says:
United States Commissioner Rogers has received from Port Collector Thomas the papers in the case of the death of Captain Barclay of the bark *Elverton*. Mr. Rogers has partly investigated the matter, and thinks from the statements of Captain Dearborn, who was first mate on the bark at the time, and the steward, that the captain was murdered, and that it was not a case of justifiable homicide or self-defense. Collector Thomas is of the same opinion. Powers is not now in the hands of the law.

The re-opening of this case in the United States and an impartial investigation of all the facts bearing upon it will be a source of no slight gratification to the American residents of this city as it will enable the prosecution to produce material evidence which, if alleged, was rigorously excluded here on purely technical, if not personal grounds. Outside of all personal considerations the fact is undisputed that Captain Barclay was killed by Powers, his second mate, and it is only exact justice to all parties concerned that there shall be a full and impartial trial before the law. If the killing was justifiable, we shall feel better satisfied to have it so decided after a rigorous trial, than after the *ex-parte* hearing before Commissioner Lyman.

A NEW transatlantic cable company is organizing in Paris which is to be known as the "French Paris and New York Telegraph Company." It proposes to lay two cables, one from Brest to St. Pierre, a French island to the coast of Newfoundland, thence to Cap Cod, Massachusetts, and the other from London, England, to the Scilly islands, thence to St. Pierre, and thence to Torbay, Nova Scotia. The capital of the company is to be £2,000,000 francs.

THE RIO NEWS, PUBLISHED TRIMONTHLY

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

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RIO DE JANEIRO, July 15th, 1879

AN EVENING paper of this city, in a recent issue, gave prominent space and recommendation to a scheme by which an association of commercial houses proposes to "restore to the consumer, after a certain length of time, the sums spent by him in purchases made in these houses." By this scheme it is proposed to give each purchaser a certificate for every purchase made and paid for, and then when these certificates shall amount to the sum of 500\$, they shall be convertible into one of the company's bonds of that denomination. These bonds then stand their chances in a lottery every three months, i. e., fortunate ones being converted into currency at the office of the company. It is said that several commercial houses have united in this project, and a paper referred to announces that it, also, belongs to the association. Considering this scheme from every point of view, we fall to see anything in it worthy of approval, certainly not worthy the high recommendation given to it by a public journal. In a business sense, it is plainly and necessarily a humbug—or worse, a swindle. In the first place no business can be carried on without the sure realization of the cost of the goods and a fair profit on their sale. Business is not philanthropy, hence there must be a mutual benefit to all parties. The business man who offers to sell his goods and then refund the purchase money can not mean what he says—always supposing that he is neither a fool nor a lunatic;—he either intends to avoid the fulfillment of his contract, or he has some purpose in view which he does not care to make public. In the second place, it is making a necessary and legitimate enterprise dependent upon a most unfortunate and demoralizing practice, a lottery. Such a hybrid can never succeed—it has disaster written all over it. It is even worse than disaster, for it not only means the eventual ruin of every business connected with it, but it means the ruin of every society in which it finds a foothold. It is popularizing—and this state has long since been reached in Brazil—a pernicious practice by placing the means of gratifying their passion for it within the reach of all. A lottery represents no industry, no producing force in society: it simply represents waste, and tends to disturb the compensating forces of society, the general distribution of wealth and industry. To a few individuals, oftentimes the least deserving, it results in gain; but to the masses, to society in general it occasions absolute loss. The merchant, therefore, who unites the lottery with his business is simply aiding in the disintegration of those social and political elements upon which the security of his business largely depends. He is simply adding to the non-producing institutions of society. Inasmuch as the government imposes no restraint, other than that of revenue, upon these institutions, it is necessary that clear-headed men should not only avoid giving their countenance and support to these schemes, but they should also endeavor to restrict them whenever and wherever they meet them. They should not only stamp out every scheme so ridiculous as the one under consideration, where there are no blanks and every ticket-holder is bound to get his money at the end of twenty years, if not before, but also the more consistent enterprises which are now receiving the support of both church and

state. We can not see that any benefit whatever is growing out of these frequent lottery drawings; we can see, however, that they are encouraging vices which are rapidly outstripping the conservative forces of Brazilian society, and which will eventually bring disasters of a most fatal character upon the government which fosters them.

WE LEARN through the Jornal do Comercio that the government is about to transfer the business of its public-works department to a joint-stock company of French capitalists entitled La Compagnie Generale des Chemins de Fer Brésiliens. This company will have the exclusive management of all public improvements under a contract with the government, and will deposit a guarantee in the treasury to an amount sufficient to meet the immediate needs of the treasury and obviate the necessity of raising money either by an internal or external loan. It should be said, however, that no official announcement has yet been made of this arrangement, but the statement of the Jornal gives good reason for the belief that the contract is either already made or will soon be entered into by this government.

ALTHOUGH this measure will place a sum of money in the Brazilian treasury sufficient for present needs, it certainly can not be looked upon as a measure of good policy or good principle. It will result in complications from which the government will eventually find it very difficult to extricate itself. The state of Pennsylvania once entered into a similar contract with the great railroad manager, Tom. Scott, and the result was that Scott eventually ruled the state. And this was so generally understood that a member of the state legislature one day moved that "if Tom. Scott has no more business for this legislature to do, I move we adjourn." Should the proposed arrangement with this French company be consummated, there will necessarily be the same result—the Brazilian legislature will become the servant of the capitalists. The company will find it advisable to have the support of the law-making and money-appropriating branch of the government, and it will have money enough to secure it. It is to be hoped that, however pressing may be the financial needs of the treasury, the government will not commit so suicidal an act as farming out its public works to an association of capitalists who will inevitably consult their interests before considering those of the public whom they are supposed to serve.

THE ASSERTION of the Cruzado that the government has been knocking at more than one door without meeting with a favorable reception as to operations of a financial character, is denied by the Diario Official. The official organ asserts that the government has not knocked at any door, though several have been opened to it, and that when it is opportune to open negotiations, either at home or abroad, Brazil will always meet with the facilities due to its great credit.

LEGISLATIVE NOTES.

—There has been little business of importance done in the Senate since our last issue. Much of the time has been taken up in the fruitless discussions on the emission of paper money in which both parties have vied with each other in narrowing the discussion down to mere partisanship. The authorization, after an endless amount of talk passed its second reading on the 9th inst., and then entered the third reading on the 11th, when the debate was renewed with all its original freshness. The United States and Brazil steamship question came up again on Saturday last through a requirement of the senator from Maranhão for the reply of the steamship agent and the instructions to the commission sent to Maranhão.

—The Senate committee on the constitution, reporting on the election of senators from the province of São Paulo, has annulled the primary elections in 64 parishes and direct that special elections shall be held in them. In other parishes the diplomas granted to electors are annulled and in others certain nominees are declared elected. The same revision is extended to the secondary elections. The committee therefore refuses the admission of the senators-elect from São Paulo—and the committee is composed of Cotegepe and Vieira da Silva.

—Licence was granted by the Senate on the 2nd inst., to Senator Saraiva to go abroad for the benefit of his health.

—A petition was presented to the Senate on the 2nd inst. by Senator Junqueira, in which numerous property-holders and capitalists of Bahia protest against the income tax included in the budget bill now before the Senate.

—The question of the rates of interest paid by the government to banks and to private parties, was brought before the Senate on the 2nd inst. by Senator Junqueira. The question arose from the instructions of the minister of finance to the treasurer to borrow money on treasury notes, paying therefor to private parties 3 and 3 1/2 per cent. for six and twelve months' loans, and to the Banco do Brazil 4 and 4 1/2 per cent. for similar loans. The purpose of the discussion was to learn why the difference was made in the rates of interest.

—The bill providing for the settlement of cases in bankruptcy through the action of the creditors, which we noticed in our issue of June 24th, was sent up to the Senate on the 3rd inst. Referred to the committee on legislation.

—The bill granting supplementary credits to the ministries of empire and foreign affairs, with amendments made in the second reading, passed its third reading on the 3rd inst. and was returned to the Chamber for concurrence in the amendments.

—The Chamber budget bill was received from the committee on estimates in the Senate on the 8th inst. with several amendments slightly reducing appropriations.

—The bill providing for a reform in public instruction, passed to its second reading in the Senate on the 10th inst.

—The Chamber bill authorizing the creation of agricultural colonies for the education of the free children of slaves (ingenios) was favorably reported from the committee on the 10th, with a recommendation that it pass with one alteration in the original bill.

—The discussion on the joint stock companies bill, and the response to the speech from the throne have occupied much of the time in the Chamber of Deputies since our last issue. Both these measures were passed on the 9th inst. A bill regulating and enforcing civil registry was introduced by Saldanha Maranhão on the 5th inst. and was passed to its second reading on the 11th. An interpellation was offered by the same deputy on the 11th concerning the powers of the present General Assembly and the intentions of the ministry in regard to the time of its adjournment.

—An exciting discussion took place in the Chamber on the 4th inst., over an interpellation of Joaquim Nabuco in regard to the reasons which led the government to dismiss the Visconde do Rio Branco from the directorship of the Escola Polytechnica; also whether the dismissal was final or temporary in its character. The minister of empire replied, warmly defending the legality and expediency of the act, and basing it upon the absence of Rio Branco and the continued insubordination of the students. The discussion was then continued by Martinho Campos and Silyeira Martins who warmly criticised this act of the ministry which they denounced as illegal. The minister of empire was supported by Deputy Zama and by his colleague of foreign affairs, Moreira de Barros, both of whom occupied themselves with personal questions, rather than the subject under discussion.

—Bill No. 54 of the Chamber, which grants exemption from customs duties to the materials imported for the construction of a building for an American Exposition in this city passed to its first reading on the 9th inst.

—The finance committee of the Chamber, on the 11th, reported on the petition of Edward Arthur, agent and founder of the Associação Mutua Philantropica e Proletaria, praying that exemption on the building materials and samples for the proposed American Exposition (bill No. 54) be not granted, as such exemption will be prejudicial to the industries of the nation. The committee defers consideration of the petition and recommends the consideration of the bill, subject, however, to the following restriction: "The exemption from import duties for the materials necessary for the construction of an exhibition building will

be effective only if there shall be no one who, affording the necessary security, shall offer to realize this improvement without any favor from the government."

PROVINCIAL NOTES.

—Small-pox is reported in various parts of Alagoas.

—The provincial assembly of Goiaz opened its sessions on the 1st ultimo.

—The gunboat Lantego left Maranhão for Pará on the 23rd ultimo, with thirty soldiers.

—Long continued rains are reported from Pernambuco. Rains have also fallen throughout the province of Parahyba.

—The elections for the next provincial assembly of Matto Grosso will be held September 7th. The assembly has been called for the 15th of October.

—The receipts of the Macedo custom houses, during the fiscal year 1878-9 were 449,815\$430. During the preceding year the receipts were 381,136\$609.

—The president of Ceará has opened further credits of 1,000,000\$ for the purposes of public relief. This raises the total amount expended in that province to 21,856,775\$72.

—An epidemic of scarlet fever is raging with great violence at Cantagallo. All business has stopped for the time. The Conservador has suspended publication for a period of fifteen days.

—In 1868, there were 99 schools in the province of Pará. In 1878 this number had increased to 209, of which 62 were located in the capital. The present budget appropriates 365,640\$ for educational purposes.

—The Liberal do Pará says that Professor Joseph B. Stow, of Michigan University, United States, and several students of that institution, are expected to arrive there soon on a scientific expedition up the Amazon.

—A correspondent of the Jornal do Commercio, writing from Ouro Preto, Minas Geraes, on the 21st inst., reports unusually cold weather in that locality. The thermometer has been down as low as 41.80 degrees, Fahr.

—Imperial Decree, No. 7,319, concedes a guarantee of seven per cent. interest per annum on a capital of 500,000\$, to Diogo Rodrigues de Vasconcelos for the purpose of establishing a central factory for the manufacture of sugar at Paratangi, province of Paraná.

—The expenditures in the province of Pernambuco in behalf of public relief between the 26th of April, 1877, and the end of May, 1879, amounted to a total of 3,511,112\$52. The president of that province estimates the number of people assisted by public charity at not less than one hundred thousand.

—According to the Gazeta de Porto Alegre, the mines of Arroio dos Batos are turning out a very satisfactory quality of coal. It is considered there that this coal is not only equal to the best imported, but that the magnitude of the layers now being worked will render the mines a source of great wealth to the province.

—The receipts of sugar and cotton in the Pernambuco market during the month of June were as follows: sugar, 6,592 sacks, cotton, 5,717 bales. During the same month of last year the receipts were: sugar, 23,853 sacks; cotton, 1,023 bales—being a loss of 17,261 sacks in the receipts of sugar and a gain of 694 bales in the receipts of cotton.

—An association entitled the "Empreza Açucareira do Grão-Pará," has recently been formed at Pará for the establishment of a central factory for the manufacture of sugar and rum on a large scale. It will operate under the concession granted to Mr. Benção for a similar purpose, and will locate the works at a place called Igarapé-mirim.

—Recent advices from the Amazonas state that the steamer Joao Augusto recently ascended the Rio Purús 382 miles to a place called Catijuban, hereafter to be known as Marajá. The trip was undertaken under contract with the government, for the purpose of opening navigation on this river. The country about the head waters of the Purús is inhabited wholly by wild Indians.

—The Diario de Santos, of the 6th inst., says that a gentleman recently arrived from the interior of São Paulo where he had visited many different localities, reports the present winter as having been unusually severe. He does not think, however, that the coffee trees have been much injured by the cold. Judging from his observations in the places visited, he thinks that the next coffee crop will be very limited.

—The Benevides colony, the scene of the recent uprising of the Ceará refugees, is located about six leagues from the city of Pará and is the site of an extinct colony which was placed at the disposal of the starving people of Ceará early in their exodus from their famine-stricken homes. It has a population of about 14,000 refugees. These people have been fed mainly at government expense, the expenditures at one time reaching 12,000\$ per week.

—The bill for the refugees in this colony, and in the small colony of Tentugal and Santarem, has reached the sum of 1,226,000\$, fully three-fifths of which have been spent at Benevides. It is said that efforts have been recently made to make the colony self-supporting and with some prospect of success; but the recent order of the minister of finance to cease all expenditures on this account after the 1st of July, caused great indignation among the refugees who at once threatened violence. As there are not more than 700 soldiers, marines and policemen in Pará, this aspect of affairs is certainly not a pleasant one. Aside from a few assassinations and several indignation meetings, nothing has yet been done by the disaffected colonists. The real danger will come with the cessation of supplies.

—Bahia has a new semi-monthly illustrated journal entitled the Bahia. That wouldn't be a bad title for nine-tenths of the new journalistic enterprises of the day, as they all show an unmistakable tendency to "go up."

—Advices from Rio Grande do Sul of the 8th say that the German brig Heraltia, aground on the bar, will be a total loss. The cargo is railroad iron for the northern road of that province. The bar is now in a very dangerous state, owing to low water. There were on the 8th some 40 vessels inside which had been waiting about 50 days for an opportunity to depart, and 20 outside which had been waiting corresponding periods for an opportunity to enter. There have been four shipwrecks within one month.

—The elections in Goiaz to fill the vacancy caused by the death of Dr. Bulhões Ribeiro, deputy from that province in the present General Assembly, will be held on the 7th and 8th of September next. The president of the province has notified the police authorities that the government will exercise no influence whatever, "neither direct nor indirect, neither near nor remote," upon these elections. That's right to be sure—but why is it necessary that a provincial president shall publicly announce his intention to obey the law?

—The Minas correspondent of the Jornal do Commercio complains of the insecurity of life and the impotency of the judicial authorities in that province. In his letter from Ouro Preto, dated June 21st, he mentions some fifteen or more cold-blooded assassinations, and many wanton assaults, all of which, it seems, remain unpunished. In many of these—too many by far—the murders were committed by soldiers, men who are employed to protect life and property. If these reports be true, there is certainly urgent need of some kind of reform in the executive administration of Minas Geraes.

—On the morning of the 12th inst., the Capitan Mugenburg and seven sailors, of the German brig Zebra, bound from Turin, River Plata, to the Channel, E. O., with a cargo of salted hides, was sunk in lat. 24° 30' S. on the 6th inst., the captain and crew being on the open sea six days and nights before arriving here.

—During the month of June 1,812 immigrants arrived at this port, of which 807 were Italian, 575 Portuguese, 316 German, 66 Spanish, 21 French, 16 British, and 11 of other nationalities. The departures during the same period were 694, of which 333 were German, 223 Italian, 113 Portuguese, 18 Spanish, 3 British and four of other nationalities. Of the arrivals 110 came under a subsidy and were sent to the D. Francisco colony.

—The Banco do Brazil began its operations in the exchange market on the 7th inst., in accordance with the permission recently granted by the government. Its first quotation on London was 19 1/2 l., 90 dv., and on Paris, 480 rs., 90 dv. We give these figures in order that our readers may note the upward tendency of the market hereafter, and the amount of it, for the great bank means business. It doesn't propose to have the Brazilian exchange market "budded" any longer.

RAILROAD NOTES.

—A project was presented to the Chamber of Deputies on the 10th inst. by Costa Azevedo and Saldanha Maranhão, deputies from the Amazonas, for the building of a railway from Vista Alegre around the falls of the Rio Branco, to Manaus. This road will be about twenty leagues in length and will serve to transport beaves from the national and private estates on the Rio Branco to Manaus and the lower ports of the Amazon. The project asks for an appropriation of 100,000\$.

—Beginning with the 22nd of the present month, the freight charges of the Dom Pedro II railway on articles of the 5th and 6th classes such as beans, rice, corn, farinha, meal, raw sugar, etc., of home production, will be reduced 40 per cent. The minimum charge on baggage, etc., will be reduced to 200 reis.

NOTICE.

Almost one year ago I invented a brick-press, made from wood, iron or brass, of the following description:

The frame of the press is composed of two upright posts and two horizontal plates with the necessary braces to support the pillow-blocks. The posts may be set in the ground or in silk. The lower plate extends from one post to the other and is fastened by bolts or tenons, on the centre of which rests the lower end of mould-wheel axle. The mould-wheel is horizontal and contains from four to eight moulds, more or less, which are placed around the circumference with their ends pointing to the centre of the wheel. Inside or outside the circle formed by the moulds is a row of teeth into which run the teeth of a wheel attached to the driving-shaft, or the teeth upon the shaft itself, to which motion is given by a crank at the other end of the shaft. Motion is given to the mould-wheel either directly from the shaft or from the connecting tooth-wheel which works down upon the row of teeth on the mould-wheel. By these means the moulds are moved to their proper places under the two rollers which are joined together and attached to the crank or eccentric. One follower is longer than the other; the shorter one presses the brick and the long one pushes them out, both moving up and down like a saw-mill. When they are raised up by the crank, the teeth on the shaft, acting either on the connecting wheel or directly down in the teeth of the mould-wheel, moves the mould-wheel forward to its proper place. The shaft teeth or tooth-wheel then becomes detached and the crank comes down with the followers which press one brick and push out another at the same time. Above the circle of moulds on the wheel there is placed a dirt-mill which empties its ground dirt into a hopper over the moulds just in front of the place where the brick is pressed. A circular iron plate or hopper across the horizontal plate where the brick is pressed, and ends at the next mould where the brick is pressed out. This plate is very smooth so as to allow the filled moulds to pass over it easily. The driving shaft is affixed to the necessary pillow-blocks and journals to one of the posts and to the upper horizontal plate. At the other end of the driving shaft is a drum or tooth-wheel to which the power is attached and through which it is conveyed to the press. Special parts of the press are described in the Diario de Campinas of the 4th and 5th inst., and its principal features in the same paper of the 8th and 9th or 10th inst. Santa Barbara, São Paulo, July 15, 1879.

W. G. MORISON.

PROVINCIAL NOTES

The provincial assembly of Par  was opened on the 16th ultimo.

Parnahya, province of Piahy, is afflicted with the small-pox.

Fevers of a malignant character are reported from many localities along the Amazon.

The elections for the provincial assembly of 1886-81 in the Amazonas will take place on the 3rd of August.

Recent telegrams from the northern provinces state that rains have fallen in Rio Grande do Norte and Parahyba.

The Dutch brigantine, Harmonie, was recently wrecked while attempting to cross the bar at Rio Grande do Sul. The crew was saved by the steamer Manoel Dado.

Considerable distress from the secca still exists in Rio Grande do Norte. The people are still emigrating in large numbers.

According to the message of the president of Par  to the provincial assembly, the debt of that province is in excess of 2,000,000.

A deficit of about 8,000\$ has been discovered in the accounts of the collector of Soure and Sabatera. The collector has been arrested.

Provisions are becoming much cheaper throughout the province of Piahy. The winter has been very favorable in that province and there is now an assured abundance of food.

The Portuguese brig, Recife, bound from Macau, Rio Grande do Norte, to Rio Grande do Sul with a cargo of salt, arrived at Par  on the 6th ult. after having been 41 days at sea.

Efforts are making in military circles at Par  to secure the publication of a periodical devoted to their interests. It is to be called the Gazeta Militar, and its first issue was fixed for the 1st instant.

The provincial assembly of Par  has appropriated the sum of 1,000\$, to be distributed among the exhibitors who shall show the best agricultural and manufactured products at the provincial exposition of January, 1886.

The provincial assembly of the province of Amazonas closed its sessions on the 29th ult. Among the projects passed and sanctioned by the president was an appropriation of 30,000\$ to be expended in the encouragement of agriculture on a small scale (pequena lavoura).

Many of the citizens of Therazina, province of Piahy, in view of the difficulties met with in the government of that province and because of a lack of soldiers to preserve the peace, have offered their services to the president for police duty and such other service as may be necessary for the preservation of good order.

Late advices from Mam  state that an epidemic of measles is raging with great intensity along the upper Amazon. One of the river steamers, the Obidias, met with many difficulties during a late voyage between Mam  and the Peruvian port of Iquitos owing to scarcity of laborers at the stopping places.

The Cear  refugees at the Benefic  colony, Par , have revolted because of the recent economies in relief expenditures. Unfortunately as these people have been, they are still more so in their persistent laziness and in their belief that their misfortunes give them a claim upon public charity henceforth to the end of their lives.

The municipal authorities of S o Paulo have appropriated the sum of 2,000\$ to the jockey club of that city, to be used for four premiums of 500\$ each, and the provincial assembly, animated by this act of generous statesmanship, has duplicated the appropriation. There is nothing new about Brazilian legislation even if the country is hard up.

In reply to the petition of the Pernambuco merchants against the new impost levied by the provincial assembly, the president of that province replies that, as he has no power to veto a part of the budget without vetoing the whole, he can not relieve them from its requirements. He promises, however, that the new law shall be interpreted liberally and favorably, and that it shall be enforced according to its spirit, rather than according to its letter. In such a case it remains to be determined just why the law was made at all.

Francisco Eurico da Silva Netto, of Rio Grande, is the inventor of a novel (?) ams-extractor. It is a kind of box, large enough to hold 1,300 wintens, with an out-stretched hand. When a copper is placed in the hand, its weight causes the hand to drop it into a silver plate within the box—and then you wish you hadn't given it. Mechanical toys, on this principle, are common enough elsewhere, but Francisco Eurico has re-discovered it.

The Gazeta de Porto Alegre says that the treasury of Rio Grande do Sul is again without cash to pay the contractors on the Urugayana railroad. Payments have not been made for more than two months, and the failure is occasioning grave inconveniences. The contractors after making large advances to carry on their works, are unable to draw on the treasury, and not only lose the use of their money but are seriously embarrassed in the continuation of the work. Their only recourse is in drawing treasury bills, but as these are subject to a discount of from two to one and one-half per cent., they are little used.

On the 21st ult., while the customs officials of the port of Bahia were visiting the British schooner Kalmia for the purpose of granting a discharge to that vessel, the captain of the Bella Mulgus, who was ready for sailing, appeared on board. He was informed by the officials that his presence on the Kalmia was not permitted, and as he refused to retire, he was ordered under arrest. He then jumped into his boat, drew his revolver, and escaped arrest, firing at the officer as he fled. On reaching his vessel he fired twice at the pursuing water police. Fortunately, none of the shots took effect. The Bella Mulgus was then detained by order of the inspector of customs and the refractory captain was placed under arrest.

The nomination of ex-minister Leoncio de Carvalho as an honorary member of the Academy of Fine Arts of this city, by the faculty of that institution, has been approved by the government.

The bill of the Rio Gas Co. against the national treasury, for lighting the streets and public grounds of this city, by the month of May, amounts to 69,036\$127. This includes difference in exchange.

The Minister of Finance has informed the Typographia Nacional that it should not accept the offer of G. Vianna & Co. for the sale of a reacting four-cylinder printing press, it having transpired that the machine was so injured in the disembarkation as to render it useless.

For the purposes of public illumination, globe gas is now used in the suburbs of Rio de Janeiro, in Macab , Rezende, Barra Mansa, Nova Friburgo, S. Jo o do Principe, Parahyba do Sul, Pirahy, Angra dos Reis, Itanohay, Rio Bonito, Santa Maria Magdalena, Petropolis, Sorocaba, Itubia, Pindamonhangaba, Bananal, Baganca, Rio Claro, Mar de Espanha, Rio Novo, Leopoldina, and many other places in more distant parts of the empire.

The last regular report of the Brazilian Submarine Telegraph Co., presented to the meeting of stockholders on the 22nd of May last, says the correspondent of the Jornal do Commercio, states that the receipts for the half year ending December 31st, 1878, were   65,096, 158. 11d., and the expenditures   14,364, 198., 11d., leaving a balance to the company of   50,731, 168. Add to this the sum of   5,075, 118. 3d., the balance remaining from the preceding half year, and deduct the sum of   605, 108., 6d., and there remained a balance standing to the credit of the company of   55,801, 168., 9d. From this balance two dividends amounting to   32,000 were distributed to the stockholders during the half year mentioned.

The following statement of funding operations since March 1, 1877, was issued by the U.S. Treasury Department May 12th, 1879: Amount of 4 1/2 per centum bonds sold in 1877, since March 1st, for refunding 5,209,895,000,000; annual interest saved \$1,425,000; amount of 4 per centum bonds sold in 1877 for refunding 5,209,895,000,000; annual interest saved, \$1,000,000; amount of 4 per centum bonds sold in 1879 for refunding 5,209,895,000,000; annual interest saved, \$7,465,388; amount for refunding 10,409,510,566,300; annual interest saved, \$1,045,663; amount for refunding 5 per centum loan, 1878, \$560,000; annual interest saved, \$2,600. Total bonds sold since March 1st, 1877, for refunding purposes, \$83,905,700. Total annual interest saved, \$13,638,651.

A PANAMA REVOLUTION.

A correspondent of the New York Tribune, writing from Panama April 24th, gives the following description of a recent revolution at that place.

A revolution took place in this city on the 17th inst., which, although premature and unsuccessful, occasioned the loss of some valuable life. A plot to upset the state government had been concocted by several dissatisfied politicians, who, the more effectually to accomplish their ends, attempted to purchase the officers of the Colombian Guardia on the Isthmus. Their commander, Colonel Carvajal, at once proceeded to endeavor to correct the offenders. On the afternoon of the 17th he reprimanded several officers very severely, and at about 5:30 o'clock delivered a stinging rebuke to the officer of the day, Captain Obaldia. This the latter, who was the single soldier of the revolutionary plot, resented. A heated altercation ensued, in the course of which Captain Obaldia struck Colonel Carvajal in the breast with his sword, wounding him slightly. Young Carvajal seeing his father assailed, seized a Remington belonging to a soldier on guard and instantly killed Obaldia. Other officers and soldiers continued the attack on the Colonel and his son, who defended themselves bravely, killing each two officers and wounding several soldiers before they the selves fell. The barracks were the scene of the wildest disorder for half an hour or more, in which any shots were fired and other deaths occasioned. Eight killed and seven wounded, six of the former being officers, was the consequence of the futile—premature and unexpected by the conspirators, a circumstance which defeated all the ends they aimed at. The news of the tragedy spread about town like lightning. Pieces of business were at once closed; men congregated about the streets; friends of the existing government, who had in view of what was in progress, rushed to the barracks of the State militia, and in less than half an hour 200 to 300 men were under arms. These marched into the city, taking possession of it as far as the east side of the Cathedral Plaza. It was understood by these men that the national troops had made an attack upon the state government, and they at once opened fire upon the national barracks. This was returned, and except occasional intervals, was maintained until nearly 9 o'clock the following morning. Then the national troops, having suffered considerably in the action and lost many men by desertion, surrendered unconditionally, and were marched out, bag and baggage, to the state barracks in Santa Ana, where they are still confined. The losses suffered during the engagement were thirty killed and about forty-five wounded. An hour after the surrender all was quiet in the streets, and since no disturbance has taken place. The city has been declared under martial law, and for several weeks will probably have to submit to the nuisance of challenges in the streets, sentries everywhere and a great deal of military lumbag generally.

AN ENGINEER'S OPINION OF BRAZIL. In the Transactions of the American Society of Civil Engineers, for January, 1879, which we have recently received, we note a pleasant little farewell address before that society by its president, Col. W. Milnor Roberts, on the occasion of his taking leave of his associates previous to sailing for Brazil. Among other things he said: "The members present are already aware that I have accepted the position as engineer in the service of the Brazilian government; an appointment unsolicited on my part, and made without my knowledge upon the nomination of our fellow member, Capt. East, to whom the Emperor, Dom Pedro II, had addressed an autograph letter requesting him to nominate an experienced engineer to take the direction of the improvement of the S o Francisco river. At the suggestion of Mr. Borges, the Brazilian Minister, the appointment was afterwards made more general, requiring me to act as engineer upon any of the public improvements the government might desire. "This is not my first visit to Brazil; I spent seven years in that country—between 1858 and 1865—as senior partner of the company which built the second section of the Dom Pedro II railway, at the time deemed to be one of the most difficult works ever projected. Greater works have since been constructed in Europe and on the west coast of South America, but the undertaking of the Brazilian railroads, nearly a quarter of a century ago, exhibited great foresight as well as most liberal enterprise on the part of the government. With an enlightened and energetic Emperor, devoted to the maintenance of an admirable written constitution, and ably supported by a parliament and council composed of educated gentlemen, the future of Brazil should be very great. In 1865, before leaving that country, I had the honor to take part in calling public attention to the importance of a direct steamship line between Brazil and the United States, which was soon after established and sustained in part by subsidies from both governments. Recently another line has been put on, and it is to be hoped that the government and people of the United States will encourage more frequent intercourse between the two countries, to their mutual advantage."

GREECE has 23,000,000 sheep and 1,836,000 goats; and, as in some other parts of the continent, they are kept quite as much for milk as for flesh and fleece. The average product of these per annum is eleven pounds for each animal, and two pounds of wool was 8,400, 300 pounds. There were imported 47,000 sheep and 16,000 cattle for meat supply. Neither beef nor pork is used to any great extent.

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