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BRAZILIAN RAILWAYS.

VII.

The settled purpose of the Brazilian government to open railway communication with the province of Mato Grosso gave rise to many different projects for its accomplishment, all of which, however, were made contingent upon various exclusive concessions of favors and privileges. The merits of these different projects and of the parties proposing them became subjects of general discussion and of more or less pressure upon the national administration, and it was at last resolved to settle the question with a final decision in favor of the line which nearest fulfilled the conditions and requirements of the service. To secure this a special committee was appointed on the 22d of June, 1876, to make a report upon the different projects presented, based upon the surveys and information then existing, and to determine which was the most economical while at the same time the most preferable line of road for strategic purposes. In the month of September of the same year, a party of engineers was also sent to explore and report upon the navigation of the different rivers of the Paraná system in connection with the proposed land routes. Their report was presented in May, 1877, the rivers Tietê, Piracicaba, Paraná and Rio Grande having been surveyed by them.

During the sittings of the railway committee, copies of surveys, made by the engineers of the Sorocabana company, were received for a projected extension of that railway to the navigable waters of the Paranapanema river which empties into the lower basin of the Paraná on the east at lat. 22° 30' S. The junction of the Paranapanema with the Paraná is below the Urubí-Punga falls and two hundred and fifty miles south-west of Sta. Anna do Paranaíba.

Sixteen projected routes were examined by the committee, of which seven passed through the province of Paraná, six made junctions in São Paulo with the "Paulista" railway, and three with the Dom Pedro II railway. An examination into the comparative merits of these different routes would lead us far from our subject; we will give, therefore, only a brief description of the line which the committee accepted as nearest fulfilling the instructions received as to the shortest and most economical route to Mato Grosso. The chairman of the committee, Visconde do Rio Branco, presented its report to the Minister of Public Works in July, 1878, in which it was decided that the most preferable line of railway was the extension of the Sorocabana line as indicated in the surveys of that company. This line was to start from Itapanema, the present terminus of the Sorocabana road and run to Salto Grande, supposed to be the head of free navigation in the Paranapanema river. The line was to have a gauge of one metre, in continuation of the gauge already in use on the Sorocabana road. From Salto Grande a line of river communication by the Paranapanema, Paraná, Ivinheima and Brillhante, extended to Porto das Sete Voltas on the last-named river, thence by another railway to Miranda on the Mondego river which is navigable from this place to its junction with the Paraguay river. The line of railway from Itapanema to Salto Grande, on this route, will be about two hundred miles long, and from Porto das Sete Voltas to Miranda about one hundred and seventy miles, making a total length of railway yet to be built of three hundred and seventy miles. The table accompanying the report, which gives the comparative distances of the sixteen proposed routes examined by the committee, places the total distance from Rio de Janeiro to Miranda by the Sorocabana route at 1,320 miles, including rail and water communication, and from Santos to Miranda by the same at 1,160 miles. The total distance by railway from Rio de Janeiro to Salto Grande on the Paranapanema river, by way of the city of São Paulo, is about five hundred and ninety miles, of

which three hundred and ninety miles are already in traffic. In this distance the gauge is broken only at Cachoeira, the junction of the Dom Pedro II with the São Paulo and Rio de Janeiro railway; the remainder of the route is over the São Paulo and Rio de Janeiro and Sorocabana lines, both using the metre gauge.

In the adoption of this route, the committee said that its decision was based upon the supposition that Salto Grande on the Paranapanema was the point at which began the free navigation of that river. This fact, however, has not as yet been satisfactorily proved, although the surveys made by the Sorocabana company and presented to the committee show that with some slight improvements the Paranapanema is navigable from Salto Grande down to the Paraná. On the other hand, the surveys made by William Lloyd, chief engineer of Visconde de Mauá's commission, in his search for the shortest and most practicable route through the province of Paraná, shows that this river is interrupted by falls at a point where it cuts through a range of mountains, called the "Serra do Diabo," and that it will be necessary to carry a railway line along its banks to within forty-five miles of its mouth before a point is reached where unobstructed water communication with the Paraná can be obtained. Mr. Lloyd says, however, that the obstructions in the Paranapanema might be overcome by employing the means sometimes used for a similar purpose in the United States.

If, therefore, natural obstructions in the Paranapanema must be removed even to allow the passage of vessels of a very light draft, or if it be necessary to extend the railway down that river to a point below the interruptions of the "Serra do Diabo" in order to reach the freely navigable waters of the Paraná, thus making the line one hundred and ninety-five miles longer, or three hundred and ninety-five miles from Itapanema to the head of navigation, the question naturally arises whether it would not be cheaper and more convenient to adopt the projected extension of the "Paulista" railway to the Paraná and build the short railway around the Urubí-Punga falls in order to connect the navigation of the upper and lower basins of the Paraná.

The latter line, however, has serious objections of requiring five transfers of freight between Rio de Janeiro and the lower basin of the Paraná: two in changing to and from the narrow gauge of the São Paulo and Rio de Janeiro line; one at the beginning of navigation at Sta. Anna do Paranaíba, and two at the railway around the Urubí-Punga falls. The Sorocabana route avoids three of these transfers, there being only one at Cachoeira and one at the head of navigation on the Paranapanema. This latter consideration had great weight with the committee in influencing its decision in favor of the Sorocabana route, notwithstanding the imperfect surveys of the Paranapanema and the unsettled question of the distance to be traversed before reaching navigable waters.

To complete the preliminary surveys and to secure communication with the western provinces at the earliest day possible, the present Minister of Public Works commissioned a party of engineers last month [June, 1879] to make the necessary surveys and estimates for the railway between Porto das Sete Voltas and Miranda, a distance of one hundred and seventy miles. As this line forms a part of each of the proposed routes there will be no difficulty in pushing the work to an early completion. In relation to the projected extension of the Sorocabana line, however, the government has not up to the present time taken any definite steps toward its construction, and as the company is awaiting the decision of the government, upon certain favors and conditions asked, it also is doing nothing toward the accomplishment of this long-considered enterprise. Whatever may be the decision of the government, it is an enterprise which will require time and large

expenditures of money for its accomplishment, and should therefore be undertaken only after the fullest and the most impartial consideration.

(To be continued.)

SAUVE QUI PEUT.

We have often felt inclined to give a few excerpts from our esteemed contemporary, but, except a brief quotation from his commendation of Mr. Chan. Reticker, we have never heretofore found anything completely to our mind. The following leaders from his last issue will give our readers and particularly our exchanges, a taste of that literary papulism on which the *colonist anglaise* has been fed for so many years, as well as of that tropical luxuriance of imagination which has hoodwinked the innocent natives for so long a time. We trust that our friends will make no invidious comparisons between the gigantic throes of production exhibited, and the pleasing harmlessness of the result. *Parturient montes, nascetur ridiculus mus.*

This is the style in which our esteemed contemporary refers to a scheme for which the concessionaire, Col. Church, charged the company four-fifths of its capital, and which was stigmatized by the lord justice as a case which had polluted the courts of England. *THE MADEIRA AND MAMORÉ RAILWAY.*

In the last of the interesting papers upon the Amazon Valley, contributed by the American geologist Mr. Herbert H. Smith, to "Scribner," he says:

"The floating puniceous stones are full of prophecy. Across the continent the Andes send their messengers to the Atlantic; and with the eye of faith one can see the wealth of the Pacific coast floated down on these waters to enrich the civilized world."

"Will it be soon? Sooner than we look for, may be. Brazil gave the signal by opening the Amazon to free navigation. Bankrupt Peru dreams yet of her railroad over the Andes; if she ever builds it her commerce will go—not westward to the Pacific but eastward to the Isthmian and the Pacific. The Madeira Railroad is now surveyed around the falls of the Madeiras. It may be abandoned for the present; even if built now it will not be paying for years; but sometime it must be an achieved fact and Bolivia will look back with wonder on her multi-train commerce. Columbia has had commissions at work exploring the Iça and Jamundá, and steamboats have penetrated from Pará almost to her capital. These are but signs; but, be it soon or late, the destiny of the Amazonas is sure. Even the Darien ship-canal, if it is ever made, cannot compete with this deep, straight channel for the trade of the western republics."

Mr. Herbert Smith speaks in the language of every man of cultivated intellect that has visited the valley of the Amazon, and the Madeira and Mamoré railway will yet be made, despite the fiction of its impossibility. But circumstances and the London press were too strong for Colonel Church ["Circumstances and the London press," is good; reminds us of the eleven station-jerome.—Eds. NEWS.] and as a dead lion every ass—and nature has been numerous in that community—thinks he can now kick at him with impunity.

And this is our esteemed contemporary's manner when exposing the swindle practised on the São Cyriaco company, composed of some half-dozen men like Mr. Gordon McKay, who subscribed, paid for, and now hold all the stock of the company—not one share of its capital of \$100,000. The company acknowledged the work gracefully, paid every cent of its cost and working without squalling, and quietly retired from the scene. To quote from the comment of our esteemed contemporary on the Chan. Reticker swindle: "We had always thought that the disgrace of a deception falls on the deceiver not on the good faith that gets cheated."

SELLING A MINE.

Eight "solid men of Boston" have had nearly a million hundred reasons to remember the S. Cyriaco gold mine, in regard to whose intended reworking by hydraulic power so much was said last year. It is true that when the scheme was talked of here we stated warningly that the old residents considered it worthless, and that it had therefore been vainly offered for some 600\$. But the Bostonians had other information from their geologist and agents, and the purchase of the worn-out mine was effected by them, after receiving a second report from that geologist, a member of the Hartt commission that had been effecting a geological survey of Brazil for the Brazilian government. [In justice to the memory of Professor Hartt, and to his associates, it should be known that no mem-

ber of that commission nor any one directly nor indirectly connected with it, ever made either an examination of this mine, or the least suspension of a report upon it.—Eds. NEWS.]

Between the large sums paid for the mine, for preliminary expenses and for costly machinery the Boston capitalists embarked, it is said, not less than \$800,000. A very short time, however, sufficed to prove that the only gold in the scheme came from their pockets. Where, then, was the gold that the professional reporters and several officious accounts stated existed in such abundance? This note of the parties connected in Brazil with the scheme cared to reveal to the public here, and, but for the indulgence of the *Boston Herald* and the catering of the London correspondent of the *Journal de Commercio*, the Brazilian public would have remained without knowledge of this rich chapter in the history of mining in Brazil.

It seems, says the *Boston Herald*, that the owners of the mine deceived the Professor by a trick as ingenious and simple. They employed a stupid-looking old negro to wash out the samples of dirt on which the man of science was to base his reports, and the venerable Brazilian Uncle Tom filled his mouth with gold dust and cunningly let it fall into the pans as he washed!

Pictate to yourselves the glowing feeling of the highly scientific Professor watching with glistening eyes the gold spangles glittering rich and richer in the auriferous sands, and the fervor of his reports language, then, the profundity of the feeling of "innocence" of that Professor when the trick became known later on by the old negro's drunken tale of how he had "done" the "branco's"!

But, truly, if an illiterate old Mimiro negro could thus utterly bamboozle an American geologist Professor fresh from the revelations of diamond saltings and Emma mines, the future of the negro race need not be despairing of it in the great struggle of the future.

THE FIELD SEASON of 1878 of the United States geographical explorations and surveys west of the one hundredth meridian, under Lieut. Wheeler's corps of engineers, closed Dec. 25. The 46 observers operated in the following named divisions: California, Colorado, Nevada, Oregon, Texas, New Mexico, Utah, and Washington Territory, and surveyed approximately 35,000 square miles, commencing soon after July 1, and ending as above stated, making nearly six months of field-work. Prof. Stevenson, geologist, and Mr. Russell, his assistant, spent the season in an investigation of the coal fields of Colorado and eastern New Mexico, and Mr. Henshaw, zoological assistant, in pursuing his investigations and increasing his collection in portions of California and Oregon. A number of astronomical and main triangulation stations were occupied in advance of the topographical work proper for the facility of the latter in a succeeding season, while geology and the other natural history branches succeeded the topographical work, being facilitated by the information of the maps thus secured to their uses. The members of the survey are now engaged in the current office work, consequent upon the field operations, in completing the seven quarto volumes, and upon the regular issue of topographical land classifications and geological maps. In connection with the survey there was no field office at Ogden, Utah, where its observatory is placed for field plotting and continuation of the special survey of the Great Salt Lake basin, and Denver, Col., and Sacramento, Cal., have been selected as additional points for field offices. The mapping of nearly 350,000 square miles has already been accomplished.

THE OCCUPATIONS of the 153,207 immigrants arriving in the United States during the calendar year 1878 were as follows: Professional, 1,516; skilled, 66,872; not specified, 631; without occupation (males women and children), 72,121. The countries of birth permanent residence or citizenship were as follows: England, 19,581; Ireland, 17,113; Scotland, 3,797; Wales, 311; Germany, 31,058; Austria, 4,881; Hungary, 632; Sweden, 6,170; Norway, 5,210; Denmark, 2,688; Netherlands, 652; Belgium, 454; Switzerland, 2,051; France, 4,668; Italy, 5,162; Greece, 13; Spain, 432; Portugal, 648; Russia, 4,210; Poland, 551; Turkey in Europe, 231; Syria, 38; India, 9; China, 8,408; South Africa, 7; Africa (not specified), 4; Quebec and Ontario, 244,533; Nova Scotia, 3,282; New-Brunswick, 1,458; Arizona, 873; Iceland, 168; Australia, 631; and the rest scattering.

THE NEW Canadian tariff is already producing disastrous results in the remote province of Manitoba. This province is almost wholly cut off from the eastern provinces of the dominion and depends very largely upon the United States for manufactured articles. The new tariff has so enhanced prices that many people are emigrating into the United States where they can live more cheaply.

AFTER EXPERIMENTING with the electric light on the Thames Embankment, the Metropolitan Board of Works, London, announce that they will that electricity costs 2 1/2 pence per hour lamp more than the best gas giving an equal light. The report declares that the defects in electric lighting will prevent its general adoption.

THE LOWER house of the Canadian parliament has passed the Pacific railroad bill which has been presented as a government measure. The road is to be built wholly within Canadian territory and passes through a country covered with snow about half the year.

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

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RIO DE JANEIRO, July 24th., 1879

The placing of a national loan of fifty thousand contos on the market at a minimum price of ninety-six per cent. with interest at four and one-half per cent. gold, is an event of no inconsiderable importance at this time and will be watched with keen interest. It is the general impression that the entire loan will be taken on the terms offered, though it has thus far awakened no enthusiasm. Whether the treasury can do better is a problem yet to be solved. From the *Craciro* we learn that even before the emission was announced, several banks and capitalists had guaranteed the placing of the loan at the minimum price, of which the Banco do Brazil guaranteed 25,000,000\$, Francisco de Figueiredo 15,000,000\$, and the Banco Commercial and Banco Industrial 5,000,000\$ each. The treasury retains, however, the right of placing the loan at the highest prices offered, and the offers of these parties held good only in case the treasury fails to do better. Under existing circumstances, the attempt to place a loan at so low a rate of interest seems like a hazardous experiment, and it would have been better for the government to have closed out the sale at once on the terms offered by the banks. Should the finance minister succeed in disposing of all or the larger part of the loan at higher rates, it will certainly reflect great credit on his sagacity and add largely to the borrowing ability of the nation. Should the loan be taken cautiously, in small amounts, and at only a slight advance on the terms offered, the effect will be anything else than flattering. Even at ninety-six, the placing of a four and one-half per cent. loan at this time must be considered a financial success, and the treasury should be very careful to take no risks which will endanger its further credit.

—The STATE of the bar of the city of Rio Grande do Sul has become a matter of serious moment to the commercial interests of this country. The increasing number of shipwrecks with their losses of life and property, and the delays occasioned in passing the bar both on the inward and outward voyages, are subjects of vital concern to every merchant and ship-owner who may have any business relations with that port, and it may reasonably be expected that unless the present difficulties are soon removed and the risk to life and property lessened, the commerce of that port will certainly suffer an irreparable loss. For many months now the people of that province have been urging upon the imperial government the necessities of their only port; frequent reports of ship-wrecks have come to us, and of large numbers of vessels unable either to enter or to depart. And yet nothing is done. We would urge upon the government the urgent necessity of this matter, the necessity of attending to the one great need of that port at once. We can wait but a little while for the improvements of the port of Santos and for the opening of the unknown and uninhabited tributaries of the Amazon. We can even wait for that *ignis fatuus* of the Brazilian statesman, the establishment of communication with and upon the Rio São Francisco. The trade and development of one of Brazil's best provinces is here dependent upon one recognized improvement, and instead of attending to it promptly and effectively we find the Brazilian legislator star-gazing. It is all very well to coddle the coffee-planter, and to spend valuable time in looking up

loose capital and cheap labor for him, but the government will one day find to its cost that there are other interests and localities which have equal claim upon its attention, and are equally valuable and necessary to the empire.

In view of the circumstance that some of the public journals have incorrectly reported the words of certain distinguished members of the upper house, Senator Cotegipe demands that the Senate shall exercise some sort of censorship over their labors. This he considers to be easy and legitimate because the reporters are admitted to the floor through the courtesy of the Senate. It is undoubtedly true that incorrect reports are often made, and that injury frequently results from them, but we do not see that the remedy lies in the proposal of Senator Cotegipe. However great may be the injustice done now, it will be insignificant beside the many wrongs and complications sure to rise from an official supervision of the press. An impartial and honest censorship is a practical impossibility, and any attempt to force it upon the Brazilian press, tractable as it is and always upon its promoters. The only practicable remedy for the evil of false newspaper reports lies in the courts, and to this resource the Senator of Bahia should apply, rather than to the dangerous resort of restrictive legislation.

A TELEGRAM from Pernambuco, dated July 21st, states that telegrams have been received from London to the effect that the recent decision of the Court of Appeal in the Madeira and Mamoré railway case has been sustained in the House of Lords. This, it would seem, finally and effectually settles the matter, and we shall probably hear no more of this great trans-continental route until Church's scheme shall have been forgotten and investors are in a fit state of mind to be duped by some other clever speculator. We have never pinned much faith to this great enterprise, nor can we see any good basis for the expenditure of money in it. A population of a quarter of a million, mostly Indians and half breeds and all of that feeble, improvident nature which utterly unfits them for stability in government and advancement in agricultural and industrial pursuits, could be no feeder for an expensive line of railway and river communication. And as for the dream that the Pacific-slope productions of Peru will ever seek the markets of the world over the Andes and through a route of this length and character, it is too visionary, too impracticable for a moment's consideration. No man of business sagacity would risk his reputation upon any such bubble.

LEGISLATIVE NOTES.

—The work done by the Senate since our last issue has been very limited both in quantity and quality. It would seem that the great length of the session is occasioning not a little weariness from the exactness of daily attendance upon the sessions, and not a little distaste for the innumerable vexatious and routine work of legislation. The discussion of the emission of paper money, on its third reading, which was under full blast at the time of our last issue, lasted only a day or two longer and then subsided—apparently from sheer exhaustion—in a motion to postpone legislative sanction on the bill as proposed by the government. Aside from this the discussions have arisen upon incidental questions. The requests of Senators Leitão da Cunha and Mendes de Almeida for papers relating to the American steamship question, were acceded to on the 14th.

—The most notable speech in the Senate since our last issue was made by Senator Dantas of Bahia, against the extension of the contract with the Amazon Steam Navigation Co., and the appropriation of 480,000\$ from the national treasury, as a subsidy. The speaker claimed that, inasmuch as this company had now drawn support from the national treasury since 1850, it was time that the amount of this subsidy should be turned to the diminution of the annual deficit or to the development of the material wealth of the country.

—The Assembly bill declaring that the theft of cattle, horses, mules, agricultural implements, machinery, products, etc., shall be punished with four year's imprisonment at hard labor and a fine of 5 to 20 per cent. of the value stolen, was received by the Senate on the 17th, and referred to the committee on legislation.

—The Assembly bill, providing for the foundation of a national theatre, was received by the Senate on the 17th, and referred to a committee. The bill provides for a theatre, dramatic school, actors' relief fund, etc., and authorizes an increase of 10 per cent. on the sale of tickets for boxes, balcony and parquette chairs, for the realization of funds for its support.

—The joint-stock companies bill as passed by the Chamber was received by the Senate on the 18th and referred to the committee on legislation. The full discussion which this measure received in the Chamber leaves it in good shape for consideration in the Senate, and renders future work on it comparatively light.

—A significant incident took place in the Senate on the 17th inst. At the conclusion of the reading of the naval estimates Senator Cotegipe arose on a question of privilege and complained of the incorrect reports of debates given by the public journals. He urged that while the extracts from or resumés of the discourses of some senators were very exact, the discourses of others were grossly inexact. Inasmuch as the representatives of these journals were admitted into the Senate by courtesy, he claimed that there should be some oversight upon their work.

—The directory of public works has informed the Senate that it has entered into a contract with the 'Companhia de Carros Urbanos' for the express service in this city in connection with the Dom Pedro II railway for which Mr. Morris N. Cohn now has proposals pending in the Camara. This contract was made because the guarantees and advantages offered by the company are more satisfactory than those of Mr. Cohn.

—The report of the Senate committee on estimates was received on Monday last in the appropriations for the department of agriculture, commerce and public works. The amount asked for in the original estimates was 21,389,783\$891. This the Chamber reduced to 20,452,105\$891; and now the Senate committee proposes a further reduction to 18,386,366\$391. The items upon which this reduction is made are, the department, the Imperial Institute Fluminense, public illumination, guarantee of interest to railways, Dom Pedro II railway, public works, city drainage, and public lands and colonization. The Chamber amendments authorizing the government to enter into contracts for the improvement of the harbors of Pernambuco, Ceará and Maranhão, to expend 50,000\$ for surveying a railway line from the port of Caravelas to the new settlement of Theophilo Ottoni in the northern part of Minas Geraes, to sell or lease the Baturité railway, and to rent the Dom Pedro II railway, were all suppressed. The committee's report will be taken up by the Senate at an early day.

—The labors of the Chamber lately have been devoid of any striking incident or important work. There has been the usual amount of routine work, which left in both chambers might better be left to the heads of departments, to municipal councils, to the faculties of schools, and to various subordinate departments of government which are in direct relations with the subjects of official action. It is evident that the system of governing everything through the legislature and imperial cabinet is becoming an unwieldy and unmanageable burden. When all this routine work shall be delegated to responsible local authorities and to interested departments, the work of legislation in Brazil will be immeasurably simplified. Not only that, the government will be better and more economically governed.

—The proposal of L. Block & Co., to take the public works of the government, railways, harbor improvements, etc., and manage them on private account under the supervision of the government and with sufficient guarantee to insure the satisfactory accomplishment of the work, was reported back to the Chamber on the 15th inst. from the committee on public works, and recommended to the attention of the government.

—The proposition of Arthur Augusto do Nascimento was the subject of an unfavorable committee report on the 18th inst. The project was designed in the interests of the working classes for whom a city was to be built, on hygienic principles, and to accomplish which an act of incorporation and the following favors were asked: privilege for 90 years; exemption from freight charges on building material over Dom Pe-

dro II railway; reduction of fare on same road for operatives working in the city; exemption from *impasto de decimas* for 90 years; guarantee of 6 per cent. interest on capital; the assignment of lands suitable for the proposed 'city'—and the committee very appropriately nipped the little job in the bud.

—The petition of Francisco Octavio Pereira Bastos, asking for a twenty-years privilege and interest guarantee on a capital of 600,000\$, for the establishment of three paper manufactures in Rio de Janeiro, Pernambuco and Bahia, received an unfavorable committee report on the 21st. The project covered the manufacture of paper from the husks of sugar cane. The committee decided that the project was simply an ordinary manufacturing enterprise and did not fall within the meaning of the law granting aid to railways, central factories, etc., which contributed directly to the agricultural development of Brazil.

THE NEW LOAN OF 1879.

The following is the substance of the decree authorizing the new loan which was opened on the 22nd inst. in the sinking fund department of the national treasury. This public loan is of 50,000,000\$, bearing 4 1/2 per cent. interest per annum payable in gold, or in currency at the rate of exchange for the day on which payment is made.

Decree 7,381 of the 19th of July authorizing Minister of Finance to effect this operation establishes that the minimum price shall be 95%. The bonds shall have coupons attached for the payment of the interest.

Interest shall be counted from the 1st of October next and shall be paid every three months upon the presentation of the coupons. Redemption shall be made half yearly at par, by lot or purchase, according to the condition of the market.

The payments shall be made at the will of the holder of the bonds in Rio de Janeiro, Bahia, Pernambuco, Pará, Rio Grande do Sul, or São Paulo, or in London, Paris or Lisbon.

The bonds of this loan are to enjoy all the rights and privileges belonging to the other bonds already in circulation.

In the subscriptions for these bonds a payment must be made of ten per cent. of their nominal value and any sum besides which the subscriber may choose.

The other payments are to be made as follows: Sept. 22nd, 16 per cent.
Oct. 20th, 20 „
Nov. 20th, 15 „
Dec. 22nd, 20 „
Jan. 21st, '80, 15 „

PROVINCIAL NOTES.

—During the year 1878-9 the steamers leaving Rio Grande do Sul brought away 416 slaves, to be sold in São Paulo and Rio de Janeiro.

—From the 1st of January to the 30th of June, 1879, there were 12,697,444 kilograms of jerked beef exported from Rio Grande do Sul to other Brazilian ports. The number of vessels employed was seventy-one.

—During the month of June 36 vessels entered the port of Rio Grande do Sul; their nationalities were: 19 Brazilian, 5 British, 4 Portuguese, 2 American, 2 German, 2 Norwegian, 1 Danish and 1 Dutch.

—The president of Ceará has opened a further credit for 500,000\$, raising the total amount in that province to 22,400,000\$.

—There were registered with the commercial tribunal during the year 1878-9, in the province of São Paulo, 44 business contracts representing a capital of 8,639,651\$137; in Minas Geraes 20 contracts with a capital of 4,139,728\$495; in Espírito Santo 9 contracts with a capital of 2,204,157\$16; in Paraná 4 contracts with a capital of 189,195\$. These provinces all belong to the district of the Rio de Janeiro tribunal.

—The director of the Benedices colony, Pará, declares through the journals of that city that the fears of an insurrection among the refugee colonists are groundless. His recent ejection, however, looks as though he had counted his chickens too soon.

—Scent harvests are reported from Maranhão because of the continuance of drought.

—Complaints are received from Piauí that a scarcity of rains is causing great suffering in that province. Small-pox is committing frightful ravages in Parahyba.

—The suspension of public relief in Ceará is causing renewed immigration to the capital, and great caravans of frightened people are reported to be now on the road. The merchants of Fortaleza, who are said to have to 10,000,000\$ worth of supplies in deposit, are complaining because the government has discontinued its purchases.

—The provincial assembly of Alagoas closed on the 20th ult. Among other laws sanctioned by the president of the province was one providing for the establishment of central factories.

—Mail advices from Bahia state that an epidemic of malarial fevers exists in the districts of Jacó, Seraria and Itapipoccos, and that there is a lack of needful medicines and medical advice.

—Some cases of small-pox have appeared in the garrison at São Paulo.

—It is reported that some of the fazendeiros of the Tietê are making efforts to secure a prolongation of the Sorocabana railway into their locality.

—We see from the *Actualidade*, of Ouro Preto, that several of the desperate characters who have been committing murders by the wholesale in Minas Geraes lately have been captured. Speedy and judicious hanging comes next in order.

—Referring to the fertility of the soil in that locality, the *Gazeta de Magy-mirini*, in a recent issue, says: "The press of the capital last year announced as a proof of the fertility of some zones of this province the fact that various fazendeiros had exhibited branches of coffee having from 100 to 120 coffee berries on one twig. With the news which we here give to our readers we demonstrate on our part also that the fertility of Magy-mirini has a great advantage over that of those zones. Passing through the colony of Nova Lousa one day recently we saw on the estates of Commander Montenegro coffee plants three years old with 150 berries on one twig, and on one plant eight years old bearing twelve twigs on one branch, each bearing 100 berries. A stronger proof of the fertility of the soil can not be desired, and we have not heard of any other part affording so advantageous a production of coffee plants."

—The Emperor has conferred the title of *Conde de S. Pedro* upon Herman Haupt, Esq., the German consul-general at this place. This is the first time that this distinction has ever been conferred upon a consular representative in this country.

—The committee having in charge the proposed exhibition of American goods in Brazil have received a cable dispatch from the Minister of Agriculture that they are to give up the idea of exhibiting their goods, and offering to give exhibitions free of duty, the exhibitors to give importation bonds. The Minister adds that the Emperor "is pleased" with the enterprise. It is probable that the exhibition will take place next spring. Mr. Julius H. Pratt, one of the committees, will visit Brazil shortly to complete arrangements.—*N. Y. Journal of Commerce*, June 8, 1879.

—We wish that Miss. A. B. of Louisville had not advertised in the Boston *Journal* for a gentleman companion to go to Saratoga Springs with her; she's getting more notoriety than belongs to her. We have heard of her from Minas Geraes, from Rio Grande do Sul, and now from Pernambuco. She is already better known in Brazil than President Hayes, and the Brazilians are becoming wonderfully enlightened about her country through this little leak. Her photograph, if she be pretty, would have a marvellous sale here.

—The London *Times*' Paris correspondent says that M. de Lesseps announces that subscriptions for the Panama canal will be opened about August, that he will start for the isthmus in November; and that the first sod will be turned on New Year's day next. He expects to carry on the work with 30,000 or 40,000 navies, some of which will be Chinamen, and 15,000 free negroes which he expects to get from Brazil. He calculates that the work will be completed in seven or eight years. Before beginning, M. de Lesseps should arrange to have a constant supply of workmen, as they do not last long in the isthmus. It cost a life for every tie on the Panama railroad, and the canal will certainly be no cheaper in that respect.

—The following tables from the official report of the Board of Health of this city, for the second quarter of 1879, as compared with the corresponding quarter of 1878, contains some interesting figures on the general mortality of the city, and on the death rate from fevers.

DEATHS FROM ALL CAUSES.

Month	1878	1879
April	1,039	940
May	1,176	879
June	1,151	850
Total for quarter	3,357	2,669
Decrease for 1879		688

DEATHS FROM YELLOW FEVER.

Month	1878	1879
April	139	169
May	60	81
June	23	54
Total for quarter	222	304
Increase for 1879		82

DEATHS FROM OTHER FEVERS.

Month	1878	1879
April	88	77
May	66	58
June	25	61
Total for quarter	239	196
Decrease for 1879		43

A comparison of the first six months of 1879 with the same period of 1878, shows the following results:

All Causes	Yellow Fever	Other Fevers	
1878.....	7,165	1,128	671
1879.....	5,715	367	476
Decrease.....	1,452	261	195

KING THACHOMAU, of Fiji, is a handsome man, six feet high, with a dark face, full of expression, bright, intelligent eyes, and an abundance of gray hair. He receives visitors gracefully, reclining on his stomach on a mat whereon are placed a Bible and prayer-book.

—The foreign diplomatic corps resident in Lima have addressed to the chief of the Chilean squadron a protest against the outrages committed upon the Peruvian ports. In this protest Chile is held responsible for damages done to neutral property. It is signed by the ministers of the United States, Germany, France, England and Italy.

—ACCORDING to a recent estimate, the dairy productions of the United States during the year, 1878, was: cheese, 35,000,000 pounds, and butter 1,500,000,000 pounds. The value of the cheese and butter exported during the year was \$27,000,000.

—THE CHINESE question is being raised in some of the colonial possessions of Great Britain in such a way as to compel action by the home government. In British Columbia, out of a population of 25,000, one-fourth are Mongolians, and a very earnest petition for restriction in immigration and the imposition of a per capita tax has been forwarded to the government at Ottawa, Canada. Trouble has also arisen in New Zealand by reason of the competition of Chinese cheap labor, and there, too, an effort will be made to secure restrictive legislation.

THE RIO NEWS

The Polytechnic school re-opened its sessions on 15th inst.
The Pacific Mail packet 'Hera' sailed from Lisbon for Brazil ports on the 18th inst.
The export of domestics from New York to Brazil during the week ending June 17th, was 148 bales.

By an imperial decree of the 12th inst. Dr. Joseph Stephens, an American, was made an officer of the Imperial Order of the Rose.
The Royal Mail packet, 'Ebla', left Lisbon for Brazilian ports on the 13th inst. The 'Visco' de Rio Branco is one of the passengers.

A telegram from Pernambuco to the 'Journal' says the new loan was received there with indifference, only 200,000\$000 being subscribed the first day.

The president of the provinces of Pernambuco and Bahia telegraphed to the Minister of Finance on the 22nd inst. that the new loan had been well received.

Decree No. 7,385, of the 19th inst., concedes a ten-years privilege to Pedro Rodrigues Fides for the use and application of vegetable silk, which the grantee claims to have discovered in a certain shrub.

The latest spelling of Milwaukee, United States, comes from Rio Grande do Sul. The 'Aratia' has an item about the prisoner who ran away with his jailer's daughter - all of which took place in 'Mel-warek'!

By imperial decree No. 7,387, of the 12th inst., the final plans of the Leopoldina railway from Ubu to the foot of the 'Serra do Prestito' were approved.
The number of business contracts in this city during the year 1878-9, as registered by the commercial tribunal, was 560, representing a capital of 27,520,705\$97, and the number in the province was 66 with a capital of 1,657,778\$00.

The editors of the 'Revista Horticultura' will please accept our thanks for a copy of 'As Plantas Arbores', a small hand-book in which one hundred genera are described and directions are given for their cultivation. The book is illustrated with 127 engravings which are of material assistance to the student.

The directory of public works on the 8th inst., dispatched an authorization to Norton, Megaw & Co., for the order of rolling stock from the Haslam & Hollingsworth Co., United States, to an amount not exceeding 420\$570. The material is destined for an 'Porto Alegre a Uruguanana' road in the province of Rio Grande do Sul.

We learn from the New York Commercial Bulletin that the American steamer 'Columbia' took out 100 cases and 110 bales of domestics for the Brazilian market, of which 77 cases and 110 bales were for Rio de Janeiro, 53 cases for Bahia and 10 cases for Parã. The agents of the American line in New York state that the increase in the exports of dry-goods and general merchandise has been about 100 per cent. since it began operations.

We learn from S. Hanson, Son, Division & Bartle's Export Circular, London, June 14th, that 'the revenue of the Empire (Brazil) for the current year is estimated to amount to 101,000,000 piastres, and the expenditure is estimated at 121,000,000 piastres - a deficit of 20 million piastres. It's astonishing how much valuable information one can get out of these trade circulars! We shall quote a few, and cash, and specialties quoted in Brazilian returns.

The 528 Russian colonists which sailed for this port for Bremen, May 20th, in the 'Amputrus' Frederick Wilhelm, were refused a landing on their arrival at Antwerp, June 19th. They contended their voyage to Bremen where it is to be hoped they were allowed to land. It is unpleasant to think of their sailing about with every port shut against them. We never dreamed they were so dangerous as this action of the Antwerp and Rio de Janeiro authorities would suggest.

The three ex-directors of the Banco Nacional, who were recently arraigned before Dr. Amaju Cunha, judge of the third criminal district, were declared innocent of the charge on the 19th inst., and were accordingly discharged. This result, aside from all questions of guilt or innocence, seemed inevitable after the course of the government and Camara in this matter. If the president of the board of directors shall go free and retain the confidence of the public, why not his associates?

We are informed that there is a movement on foot toward the establishment of direct steam communication between New York and Rio de Janeiro through the medium of small, swift steamers. We have not heard the name of any influential firm connected with it, but the simple fact that the question is being agitated leads us to infer that there are some deluded people hereabouts who believe that the trade between these two ports has already outgrown all transportation facilities. We would like to see half a dozen lines running on this route, but we want to see the demand for them first!

The following advertisement, which appeared in the 'Journal do Commercio' of the 16th inst., deserves a more prominent notice than it receives in the crowded advertising columns that paper. It is too good to be lost. We give it verbatim, orthography, typography and all.

COMMERCIAL

EXCHANGE.
July 16 - The exchange market quite firm to-day with the rates for banking paper on London at 20 1/2, 20 1/4, and 20 1/2. There was very little doing however, and rates at the mercantile banks drawn on Paris at 47 1/2; 48 per cent. for banking paper, and 48-48 1/2-50 per cent. for fine mercantile. Six per cent. apiece sold at 117, 120 per cent. on fine mercantile at 118 1/2.

July 15 - Market firm and little doing. Banking rates on London at 20 1/2, 20 1/4, and 20 1/2. Six per cent. apiece sold at 117, 120 per cent. on fine mercantile at 118 1/2.

July 14 - Market unchanged, but few insignificant transactions being effected on London at 20 1/2, 20 1/4, and 20 1/2. Mercantile rates 20 1/2, 20 1/4, and 20 1/2. Very little doing. Six per cent. apiece sold at 117, 120 per cent. on fine mercantile at 118 1/2.

July 13 - Market unchanged, but few insignificant transactions being effected on London at 20 1/2, 20 1/4, and 20 1/2. Mercantile rates 20 1/2, 20 1/4, and 20 1/2. Very little doing. Six per cent. apiece sold at 117, 120 per cent. on fine mercantile at 118 1/2.

July 12 - Market unchanged, but few insignificant transactions being effected on London at 20 1/2, 20 1/4, and 20 1/2. Mercantile rates 20 1/2, 20 1/4, and 20 1/2. Very little doing. Six per cent. apiece sold at 117, 120 per cent. on fine mercantile at 118 1/2.

July 11 - Market unchanged, but few insignificant transactions being effected on London at 20 1/2, 20 1/4, and 20 1/2. Mercantile rates 20 1/2, 20 1/4, and 20 1/2. Very little doing. Six per cent. apiece sold at 117, 120 per cent. on fine mercantile at 118 1/2.

July 10 - Market unchanged, but few insignificant transactions being effected on London at 20 1/2, 20 1/4, and 20 1/2. Mercantile rates 20 1/2, 20 1/4, and 20 1/2. Very little doing. Six per cent. apiece sold at 117, 120 per cent. on fine mercantile at 118 1/2.

July 9 - Market unchanged, but few insignificant transactions being effected on London at 20 1/2, 20 1/4, and 20 1/2. Mercantile rates 20 1/2, 20 1/4, and 20 1/2. Very little doing. Six per cent. apiece sold at 117, 120 per cent. on fine mercantile at 118 1/2.

July 8 - Market unchanged, but few insignificant transactions being effected on London at 20 1/2, 20 1/4, and 20 1/2. Mercantile rates 20 1/2, 20 1/4, and 20 1/2. Very little doing. Six per cent. apiece sold at 117, 120 per cent. on fine mercantile at 118 1/2.

July 7 - Market unchanged, but few insignificant transactions being effected on London at 20 1/2, 20 1/4, and 20 1/2. Mercantile rates 20 1/2, 20 1/4, and 20 1/2. Very little doing. Six per cent. apiece sold at 117, 120 per cent. on fine mercantile at 118 1/2.

July 6 - Market unchanged, but few insignificant transactions being effected on London at 20 1/2, 20 1/4, and 20 1/2. Mercantile rates 20 1/2, 20 1/4, and 20 1/2. Very little doing. Six per cent. apiece sold at 117, 120 per cent. on fine mercantile at 118 1/2.

RECEIPTS AND SALES OF COFFEE IN THE MONTH OF JULY, 1879.

Table with columns: Date, D. Parcel, K. R., Centavo, Vintilo, Sales. Lists daily coffee transactions from July 1 to July 16, 1879.

Since January 1, 1879, 1,182,441 335,514 308,711 1,772,718
July 1st to 16th 74,175 3,570 124,473 1,020,874

ARRIVALS OF FOREIGN VESSELS.
July 14 - CARIBBEAN - Br. ship 'Fairfield', 254 tons; Evans; 8 de; ballast and sundries to F. M. Brandon.
July 15 - CARIBBEAN - Br. ship 'Esmeralda', 214 tons; Lindh; 28 de; pine lumber to F. M. Brandon.

ARRIVALS OF FOREIGN STEAMERS.
July 14 - Hipparchus (Gr.) Lindh 28. Norton, Megaw & Co.
July 15 - Hessel (Gr.) Lindh 28. Norton, Megaw & Co.

DEPARTURES OF FOREIGN VESSELS.
July 14 - Kola (Gr.) Santos. Southampton.
July 15 - Neva (Gr.) Southampton.

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THE RIO NEWS

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ARRIVALS OF FOREIGN STEAMERS

Table with columns: Date, Name, Where From, Consignee. Lists arrivals from July 14 to July 16, 1879.

DEPARTURES OF FOREIGN STEAMERS

Table with columns: Date, Name, Where To, Cargo. Lists departures from July 14 to July 16, 1879.

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ITAPARICA COAL.

Concerning the coal found on the island of Itaparica, the *Auxiliador* for June, says...

The island of Itaparica, situated in the great bay of Bahia and distant four miles from that city, will soon be able to mark an important epoch in the annals of Brazilian industry.

One of the proprietors of the island has obtained a limited privilege from the imperial government for working coal and other minerals within a certain zone.

ANALYSIS. Volatile matters... 46.35 Fixed carbon... 51.45 Ash... 2.66

From its physical properties and from the quantity of volatile matter which it contains, this combustible should be classed among the common lignites.

Carbonate of lime slightly ferruginous and in thin layers, is frequently found in this combustible, nearly always arranged in parallel planes.

The analyses and descriptions of different lignites of France by Berthier, and of Chili by Paulino del Barrio in his report to the Chilean government upon explorations for lignite, enable me to make a comparative study between the combustible of Itaparica and the lignites of these two countries.

The promise of successful coal mining in Brazil which this excerpt affords gave us keen pleasure in preparing it for our columns.

The number of vessels crossing the bar of Rio Grande, inward, during the month of June was thirty-six.

According to the report of the engineers the "Porto Alegre a Uruguayan" railway lost in the recent shipwreck of the *Senriette* on the Rio Grande bar, 1,735 steel rails and 3,480 fish-plates.

Late telegrams from Victoria, Espirito Santo, state that the result of the secondary elections for senator from that province—give Christiano Ottoni 147 votes, a vote largely in excess of any of his competitors.

A telegram from Par , dated the 21st inst., states that the refugees of the Benevides colony have revolted against the director and demand his withdrawal.

SOUTH AMERICAN CANNIBALS.

A curious story comes to us upon the authority of the prefect of the district of Caquet , in the state of Cauca and on the borders of the Brazilian empire, of hostilities between savage Indian tribes which are marked by the atrocities common to Central Africa or the islands of the South Sea.

The buildings or temples in which the victims are sacrificed are about thirty metres square, with several doors on either side, and will accommodate about forty individuals.

But the Guaquees are in turn exposed to attacks of wandering parties of Brazilian negroes, who at certain seasons of the year ascend the Caquet  river, attack dwellings and villages, making prisoners of men, women and children, whom they carry off to their homes and sell into slavery.

The whole story seems incredible, and appears to be one of the vagaries of a luxurious imagination rather than sober fact.

EXPORT OF REFINED SUGARS. The Boston Commercial Bulletin calls attention to the fact that since the passage of the new Canadian tariff, which levies a specific duty of one cent per pound and an ad valorem duty of thirty per cent on refined sugars...

THE ISLAND OF Cuba has a population something less than one and one-half millions. The estimated expenses of the government for the fiscal year 1879-80 are \$46,293,506.22.

THE FINANCIAL statement of the government of India shows that for the fiscal year 1877-8, there was a deficit of \$5,543,087; for the year 1878-9 there is an estimated surplus of \$400,000; while for the year 1879-80 there will be an estimated deficit of \$1,395,000, owing largely to the expenses of the Afghan war.

CANADA'S NEW POLICY.

We never supposed that the popular spasms in the dominion, which brought Sir John McDonald into office on a high (tariff) horse, would be of long duration; but the reaction is coming sooner than one could expect, in evidence of which we may refer to the result of the elections which took place last week in the Province of Ontario.

The *Gazeta de Porto Alegre* tells the following story: The municipal council of S. Jo o do Monte Negro, Rio Grande, wishing to serve a certain individual who wished to establish a store and wanted the road to S. Sebastiao to pass his door, resolved to move the road.

The *Artista* of Rio Grande do Sul, of the 10th inst., says that there were at that date three vessels outside the bar awaiting an opportunity to enter, and forty inside awaiting an opportunity to depart.

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.

WILCOX & WHITE'S IMPROVED ORGANS

MANUFACTORY: WEST MERIDEN, CONN. SALES ROOMS: 46 EAST 14TH STREET, NEW YORK.

JACKSON & SHARP COMPANY WILMINGTON, DEL. Manufacturers of all styles and qualities of Passenger, Mail and Freight Cars.

A. WHITNEY & SONS, CAR WHEEL WORKS. CALLOWHILL STREET, SEVENTEENTH STREETS, PHILADELPHIA, PENN.

HELIOTYPE Permanent Photographic Book Illustrations. THE HELIOTYPE PRINTING COMPANY are producers of Book Illustrations by the Heliotype, Photo-lithography, and Photo-engraving processes.

OFFICE OF "O NOVO MUNDO." No. 47 Rua 17 de Março Rio de Janeiro.

Mc CULLOCH BEECHER & COMPANY Export and Commission Merchants.

Facilitate the introduction into Brazil of American products, Machinery, Agricultural Implements, Manufactured Goods, Hardware, etc.

UNITED STATES AND BRAZIL S. S. LINE.

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

Table with columns: Steamer, Commander, Arrive, Depart. Lists ships like City of Para, City of Rio de Janeiro, etc.

BRAZIL & SOUTH AMERICA TRUBNER & Co's BIBLIOTHECA BRASILICA

Extensive collection of books. Ancient and Modern, relating to the Brazilian Empire from its first discovery to the present time.

C. T. DWINAL, 34 RUA DA QUITANDA

Agent for the "DOMESTIC" and GROVER & BAKER SEWING MACHINES.

AMERICAN BANK NOTE CO OFFICE: 149, BROADWAY, NEW YORK.

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.

NORWICH UNION FIRE INSURANCE ASSOCIATION

Accepts Fire Insurances of all descriptions at moderate rates. AGENTS FOR RIO DE JANEIRO AND SANTOS: MEE, ALLEN & CO.

JACKSON & SHARP COMPANY WILMINGTON, DEL.

BALDWIN LOCOMOTIVE WORKS, PHILADELPHIA, PENN.

These locomotive engines are adapted to every variety of service, and built according to standard gauges and templates.

WALTON & LIPMAN Commission Merchants Philadelphia, U. S. A.

RUBBER HAND STAMPS

FLETCHER AND KIDDER'S "BRAZIL AND THE BRAZILIANS"

ALDIN & STEAM PRINTING OFFICE RUA SETE DE SETEMBRO N. 61

Mc CULLOCH BEECHER & COMPANY Import and Commission Merchants

Receive consignments of American products, Machinery, Agricultural Implements, Manufactured Goods, Hardware, etc.

ENGLISH BANK OF RIO DE JANEIRO (LIMITED)

HEAD OFFICE IN LONDON BRANCHES: RIO DE JANEIRO, PERNAMBUCO AND SANTOS

Table with columns: Capital, Divid., Reserve Fund, Ditto, special. Lists financial figures.

COMMERCIAL BANK OF RIO DE JANEIRO.

Table with columns: Capital, Subscribed, Paid up, Reserve fund, Net profits not divided. Lists financial figures.

This Bank draws on The London & County Bank, The Bank of Portugal, payable in Lisbon and in London.

LIDGERWOOD MFG. Co. (LIMITED)

Successors of MILFORD & LIDGERWOOD, Engineers, Machinists, Importers of Machinery and Material for Agricultural and Industrial Establishments, and Cotton and Woolen Mills.

DR. L. R. EBERT AMERICAN DENTIST

to the IMPERIAL FAMILY OF BRAZIL and MINISTERS OF FOREIGN LEGATIONS

O NOVO MUNDO A Monthly Illustrated Journal of Politics, Literature, and the Arts, AND THE REVISTA INDUSTRIAL

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RUBBER HAND STAMPS

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