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BRAZILIAN RAILWAYS

The settled purpose of the Brazilian gov ernment to open railway communication
with the province of Matto 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 pres-sure 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 22nd of June, 1876, to make a report upon the different projects presented, based upon the surveys and information then ex-isting, and to determine which was the most economical while at the same time the most preferable line of road for strateg-ical 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 Parana system in connection with the pro-posed land routes. Their report was pre-sented in May, 1877, the rivers Tieté, Piracicaba, Paraná and Rio Grande having been surveyed by them.

Burreyct by their.

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 from the east at lat. 22° 30'S. The junction of the Paranapanwith the Paraná is below the Urubú-Punga falls and two hundred and fifty miles south-west of Sta. Anna do Paranahyba.

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 Matto 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 in-icated in the surveys of that company. This line was to start from Ipanema, 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 From Salto Grande a line of river communication by the Paranapanema, Parand, Ivinheima and Brilhante, 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 Pa-raguay river. The line of railway from riguay nver. The line of aniway nom lpanema 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

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 Sao 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 begun the free navigation of that river. This fact, how-ever, has not as yet been satisfactorily proved, although the surveys made by or der of the Sorocabana company and pre-sented 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 rail-way line along its banks to within fortyfive miles of its mouth before a point is reached where unobstructed water com-munication with the Parana 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 "Serm 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 Ipanema 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 Urubú-Punga falls in order to connect the navigation of

the upper and lower basins of the Paraná.

The latter line, however, has the serjour objection 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 Paranahyba, and two at the railway around the Urubú-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 weigh 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 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 and estimates for the rativary 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 push-ing 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 mittee, places the total distance from Rio de Janeiro to Miranda by the Sorocabana route at 1,320 miles, including mil and water communication, and from Santos to Miranda by the same at 1,166 miles. The total distance by railway from Rio de Janeiro to Salto Grande on the Paranapanema river, by way of the city of Sao Paulo, is about five hundred and ninety miles, of

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

SAUVE QUI PEUT.

We have often felt inclined to give a few excerpts from our esteemed contemporary, but, except a brief quotation from his com-mendation 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 par-ticularly our exchanges, a taste of that literary pabulum on which the eolonic anglaise has been fed for so many years, as well as of that tropical luxuriance of imagina-tion which has hoodwinked the innocent tion 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. Parturiunt montes, nascetur ri-

diculus mus.

This is the style in which our esteem contemporary refers to a scheme for which the concessionario, 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 RAILIVAY In the last of the interesting papers upon the Amazoh Valley, contributed by the American geologist Mr. Herbert H. Smith, to "Scribner," he

says:

"The floating pumice stones are full of prophecy.

"The Andes send their mes Across the continent the Andes send their mes-sengers to the Atlantic; and with the eye of faith one can see the wealth of the Pacific coast floated own on these waters to enrich the civilized world

down on these waters to enrich the civilized world.

"Will it be soon? Somer than we look for, may be. Brazil gave the signal by opening the Amazons to free navigation. Beakrupt Pera dreams yet of her railroat over the Andes; if she ever builds it her commerce will go—not westward to the Pacific but eastward to the Headings and the Paris. The Madeira Railroad is now surveyed around; the falls of the Madeira. 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 Boilvia will look back with wonder on her mulestrain commerce. Columbia has had commissions at work esploring the lea and Inamenti, and steamboats commerce. Columbia has had commissions at work exploring the Iça and Jamundd, and steamboats have penetrated from Pará almost to her capital. These are but signs; but, be it soom or late, the destiny of the Amazons is sure. Even the Darier ship-canal, if it is ever made, ca

ship-cmal, if it is ever made, cannot compete with
this deep, straight channel Lir the trade of the
western republist."

Mr. Herbert Smith speaks in the language of
every man of cultivated intellect that has visited
the valley of the Amazon, and the Madieria and
Mamoré railway will yet he 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;
it reminds its of the eleven stubborn jurynen.—Eds.
NRws.] and as a dead lone every ass—and nature
has been bounteous in that controldity—thinks he
can one kick at him with impunity.

And this is our esteemed cotemporary's

And this is our esteemed cotemporary' manner when exposing the swindle prac-tised on the Sao Cyriaco company, composed of some half-dozen men like Mr. Gor don McKay, who suscribed, paid for, and now hold all the stock of the company—not one share of its capital of \$400,000 ever having been transferred. The com-pany acknowledged the corn gracefully, paid every cent of its cost and working with-out squealing, and quietly retired from the To quote from the comment of our scene 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

SELLING A MINE.

SELLING A MINE.

Eight "solid men of Boston" have had nearly as many hundred thousand reasons to remember the S. Cyriaco gold mine, in regard to wflose intended reworking by hydraulic power so much was said last year. It is true that when the scheme was nalked of here we stated warningly that the old residents considered it worthless, and that it had therefore been validy offered for some Goos. But the Bostonians had other information from their geologist and agents, and the partnase of the worm-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 Bezil for the Brazilian government. Ill justice to the memory of Professor Hartt, and to his associates, it should be known that no mem-

and the second s

ber of that commission indirectly connected with it, ever made either an examination of this mine, or the least suspicion of a -Eds. News.

i kindan kangan dan kangan kangan dan dan kangan dan kangan kangan kangan kangan kangan kangan kangan kangan k

examination of this mine, or the least suspicion 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 embatled, i. 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 prockets. Where, then, was the gold that two procksonal reports and several officious accounts stated existed in such abundance? This mone of the parties connected in Brazil was the scheme cared to reveal to the public here, and, but for the ministeration of the Boston Herald and the catering of the Lond on correspondent of the Format do Camareccia, the Brazilina 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 nigger to wash out the samples of dirt on which the man of science was to lase his reports, and the venerable Brazilian Uncle Tom filled his mountly with professor by in the wash out the venerable Brazilian Uncle Tom filled his mountly with full time.

on which the man of science was to hase his reports, and the venerable Brazilian Uncle Tom filled his mouth with gold dust and cunningly let it fall into the pan as he washed! Picture to yourselves the glowing feeling of the highly scientific Professor watching with glistening

ngmy scientific Professor watering with gistering eyes the gold spangles glittering rich and richer in the aureate sands, and the fervor of his reports imagine, then, the profundity of the feeling of "meanness" of that Professor when the trick became "meanness" of that Professor when the truck became known later on by the old negot's drunken tale of how he had "done" the "brancost". But, truly, if an illiterate old Minicio negro could thus natively bamboode an American geological Professor fresh from the revelations of diamond saltings and Emua mines, the future of the negor race need not be despaired of in the great struggle of the fittest.

THE FIELD SEASON of 1878 of the United State THE FIELD SEASON Of 1878 of the United States geographical explorations and surveys west of the ne hundredth meridian, under Lieat. Wheeler's corps of engineers, closed Dec. 25. The 46 observations of the control of the control of the control of the Colorado, Newada, Oregon, Texas, New Mexico, Utah, and Washington Territory, and surveyed appropriately 35,000 square miles, commercing soon after July 1, and ending as above stated, making nearly six months of field-work. Prof. Stevenson, geologist, and Mr. Russell, his assistant, speat the season in an investigation of the coal-field of Colorado and eastern New-Mexico, and Mr. Henshaw, zoological assistant, in pursuing his investigations and increasting his collection in portions of California and Oregon. Anuaber of astroions of California and Ore tions of California and Oregon. A number of astro-nomical and main triangulation stations were occu-pied 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 succeed 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 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 is mow a field office at Oglen, Utah, where its observatory is placed for field plotting and continuation of the special survey of the Great Salt Lake basio, and Denver, Col., and Saeramonto, 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 153,200 immigrants ar-riving in the United States huring the calendar year 1898 were as follows: "Professional, 1376, skilled, 16337: Int Specified, 433; without occupations (mainly women and children), 72,121. The com-tries of last permaent residence or citizenship were as follows: England, 19,581; Tedand, 17,113; Sentand, 2, 30, When 241, Grammy, 3,688. as follows i England, 19,581; Ireland, 17,113; Scotland, 3,70; Walg, 311; Germany, 3,105; Sustria, 4,581; Hungary, 632; Sweden, 6,176; Norway, 5,260; Demark, 2,688; Netherland, 652; Belgium, 454; Switzerland, 2,051; France, 4,668; Italy, 5,103; Greece, 13; Spin, 432; Per-tugal, 643; Russia, 4,216; Folland, 554; Turkey in Europe, 23; Syria, 38; India, 9; Chan, 8,468; South Africa, 7; Africa (not specifiel), 4; Quelec and Ontario, 244,553; Nova Scotia, 3,282; New-Brunswick, 1,458; Azores, 873; Ireland, 168; Australia, 634, and the rest scattering.

Australa, 634, and the rest scattering.

THE NEW Canadian tariff is already producing disastrous results in the remote province of Manitola. This province is almost wholly cut off from the eastern provinces of the dominion and elegative 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 ENTREMENTING with the electric light on the Thume Embankment, the Metropolitan Boarl of Works, London, announce that they tirel that electricity costs 3:1 a pence an hour per lamp more than the lest 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 parliamentas 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

THE RIO NEWS,

e eve of departure of the American p French packet of the 15th., and the Ro Mail packet of the 24th. of the month,

tains a sunmary of news and a review of Beavilian affairs, to the arrivals and departures of foreign wasels, the contain report and poice current of the market a table of freight charters, and all other information necessary to a correct ment on Brazilian trade.

TERMS.

onths do do . wed to the 1st. of Jan All subscriptions must run with the calendar year. Back numbers supplied at this office from April 1st. 1879

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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 mini-mum 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 enthusi-Whether the treasury can do better is a problem yet to be solved. From the Cruziro we learn that even before the emission was announced, several banks and capitalist From the Crit had guaranteed the placing of the lean at the minimum price, of which the Banco de Brazil guaranteed 25,000,000\$, Francis Figueiredo 15,000,000\$, and the Banco Commercial and Banco Industrial 5,000,-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
hold good only in case the treasury fails to 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 govern-ment to have closed out the sale at once or the terms offered by the banks. Should th 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 sa-gacity and add largely to the borrowing abil-ity 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, at ninety-six, the placing of a four and one-half per cent. loan at this time must be con-sidered 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 off 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 pass-ing 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 that unless the present uniformities 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 yet a little while for the improvements of the port of Santos and for the -opening of the unknown and uninhabited tributarie of the Amazon. We can even wait for that ignis fatuus of the Brazilian statesman, 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 ment at had labor and a fine of 5 to 20 find the Brazilian legislator star-gazing. It is all very well to could be the coffee-planter, and to spend valuable time in looking up

loose capital and cheap labor for him, but tha 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.

Ix 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 exerting the control of the upper house, Senator Cotegipe demands that the Senate shall exert the convention over their parts. 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 incor-rect 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 insig-nificant beside the many wrongs and com-plications sure to rise from an official supervision of the press. An impartial and honest censorship is a practical impossibil-ity, and any attempt to force it upon the my, and any attempt to force it upon the Brazilian press, tractable as it is and always has been, will certainly bring confusion upon its promotors. The only practicable remedy for the evil of false newspaper remove their interactions. ports lies in the courts, and to this resource the Senator of Bahia should apply, rathe than to the dangerous resort of restrictive legislation.

A TELEGRAM from Pernambuco, July 21st, states that telegrams have been eceived 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 er, 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 grea enterprise, nor can we see any good basis for the expenditure of money in it. A population of a quarter of a million, mostly In-dians and half breeds and all of that fickle, improvident nature which utterly units them for stability in government and advancement in agricultural and industrial pursuits, can be no feeder for an expensive line of milway and river communication. And as for the dream that the Pacific-slope productions of Peru will ever seek the markets of the world 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 eat length of the session is occasioning not a little weariness from the exactions of daily attendance upon the sessions, and not a little distaste for the innumerable vexaons 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 in a motion to pospore tegosarive 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 Nav gation 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 natural wealth of the country

The Assembly bill, providing for the indation of a national theatre, was refoundation of a national theatre, was received by the Senate on the 17th, and re ferred 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 pas sed by the Chamber was received by the Senate on the 18th and referred to the com-mittee on legislation. The full discussion which this measure received in the Cham ber leaves it in good shape for considera-tion 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 conclu-sion of the reading of the naval estimates Senator Cotegipe arose on a question of privilege and complained of the incorrect re-ports of debates given by the public jour-nals. He urged that while the extracts from or resumes of the discourses of some senators were very exact, the discourses of senators were very exact, use 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 oversigh upon their work,

-The directory of public works has in-formed the Senate that it has entered into a formed 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 a contract the contract of way for which Mr. Morris N. Conn 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 rail way, 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 Marover the Andes and through a route of this anhao, to expend 50,000\$ for surveying a railway line from the port of Caravellas to impracticable for a moment's consideration. 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 im-portant work. There has been the usual amount of routine work, work which 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 sub jects of official action. It is evident that the system of governing everything through the legislature and imperial cabinet is be-coming 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 gov erned.

-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 unfavor-able committee report on the 18th inst. The project was designed in the interests of

dro II railway; reduction of fare on same road for operatives working in the city; exemption from imposto 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 patition of Francisco Octavio Pereira Bastos, asking for a twenty years privilege and interest guarantee on a capital or 600,000\$, for the establishment of three paper manufactories 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 mittee decides 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 1870

THE NEW LOAN. OF 1879.

The following is the substance of the decree authorizing the new boan which was opened on lite and instance and instance and the substance of the national treasury. This public loan is of 50,000,000, bearing 419 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 establistes that the minimum price shall be 96.½. The bonds shall have component 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 preservation of the coupons. Redemption shall be made hall 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 Janciro, Bahin, Pernambuco, Parfs, Rio Grande do Sul, or Sao Paulo, in London, Paris or Lisbon.

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

Ja the subscriptions for these bonds a payment

In the subscriptions for these bonds a payr must be made of ten per cent. of their nominal v and any sum besides which the suscriber

The other payments are to be made as follow

Sept, 22nd, 16 per cent. Oct. 20th, 20 ,, Nov. 20th, 15 ,, Dec. 22nd, 20 ,, Jan. 21st, '80, 15 ,,

PROVINCIAL NOTES.

PROVINCIAL NOTES.

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

—From the 1st of January to the 30th of June, 1879, there were 12.697,444 kilogrammes of jerked beef exported from Rio Grande do Sul to öther Brazilian potts. 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 Centr has gooned a facility.

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

—There were registered with the commerc tribunal during the year 1878-9, in the province São Paulo. 44 business and iribunal during the year 1878-9, in the province of São Paulo, 44 businesis contracts representing a capital of \$6.396,518.37; in Minas Gernes 20 contracts with a capital of 4,130,7878-040; in Espiritio Parand 4 contracts with a capital of 320,618.37; in Parand 4 contracts with a capital of 189,1506. These provinces all belong to the district of the Rio de Janeiro tribanal.

—The director of the Benevides colony, Para, declares through the journals of that city that the fears of an insurrection among the refugee colonists are groundless. His recent ejection, however, looks at though the had counted his chickeus too soon.

—Scant harvests are reported from Maranhão

Scant harvests are reported from Maranhabecause of the continuance of drouth.

Companies are received from Piauhy that a scarcity of rains is causing great suffering in that province. Small-pox is committing frightful rav-ages in Parnahyba.

province. Small-pox is committing frightful revages in Parnahyba.

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

—The provincial assembly of Alagbas closed on the 30th ult. Among other laws sanctioned by the resident of the province was one providing for the establishment of central factories.

—Mail advices from Bahia state that an epidemic of madraid fevers exists in the districts of Jacú, Serraria and Itaporrocay, and that there is a lack of needful medicines and medical advice.

—Some cases of small-pox have appeared in the

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

Referring to the fertility of the soil in that lo-cality, the Gascha de Mogy-mirim, in a recent issue, says: "The press of the capital last year an nounced as a proof of the fertility of some zones o nonmed as a proof of the fertility of some zones of this province the first that various fazandeiros had exhibited branches of coffee having from too to Izo coffee berries on one twig. With the news which we here give to our renders we demonstrate on our part also that the fertility of Mogy-mitin has a great advantage over that of those zones. Passing through the colony of Nova Louss one day recently we saw on the estates of Commendador Montenegro coffee plants three years old with 150 berries on one twig, and on one plant eight years old we counted twelve twigs on one brunch, each bearing pol berries. A storager proof of the fertility of the soil can not be desired, and ye have not heard of any other part affording so advantagence a production of coffee plants.

—The Emperor has conferred the title of Conselection upon Herman Hangle, Esq., the German consulgeneral at this port. 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 Brail have received a cable dispatch from the Minister of Agricultive of that empire placing the Eshibition Hall at Rio Janeiro at their disponal, and offering to admit with the eshibition will take place next spring. It is probable that the eshibition will take place next spring. It is probable that the eshibition will take place next spring. It is probable that the eshibition will take place next spring. It is probable that the eshibition will take place next spring. It is probable that the eshibition will take place next spring. It is probable that the eshibition will take place next spring. It is probable that the eshibition will the committee, will wist Brazil shortly to complete arrangements.—

N. Y. Yournato of Commerce, Yane 8, 1879.

—We wish that Miss. A. B., of Louisville, had not advertised in the Boston Journal of a general mortal will be competed on the Hannes and the Brazillaris are becoming that one little freak. Her photograph,

DEATHS FROM ALL CAUSES.

Month 1878 | April 1,030 | May 1,176 | June 1,151 | 940 879 850 Total for quarter 3,357 2,669 Decrease for 1879...... 688 DEATHS FROM YELLOW FEVER

1878 . April...... May...... June..... 139 Total for quarter Increase for 1879. 222 DEATHS FROM OTHER FEVERS

1878 88 66 85 77 58 61 Total for quarter Decrease for 1879.

A comparison of the first six months of 1879 with ne same period of 1878, shows the following re-

All causes 1878..... 7,165 1879..... 5,713 Decrease 1,452 261 195

Heretene, 1432 201 199
King Thackonshau, of Fiji, is a handsome man, six feet high, with a dark face, full of expression, bright, intelligent éyes, and an abundance of gray hair. He receives visitors gracefully, reclining on his stomach on a mit whereon are placed a Bible and prayer-look.

—The foreign diplomatic corps resident in Lima have addressed to the chief of the Chilian squadron a protest against the outrages committed upon Peruvian ports. In this protest Chili 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 pro tions of the United States during the year, 1878, was: cheese, 350,000,000 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 he colonial possessions of Great Britain in such a 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 impairs on the properties 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 Chinece 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.

15th unst.

—The Pacific Mail packet Theria sailed from Lisbon for Bazillan ports on the 18th inst.

—The export of domestics from New York to Brazil during the week ending June 17th, was 148 hales.

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, Elbe, left Lisbon for Brazilian ports on the 13th inst. The Visco.de do Rio Branco is one of the passengers.

—A telegram from Pernambuco to the Fornal anys the new loan was recolved there with indifference, only 200,000\$000 being subscribed the first day.

—The presidents of the provinces of Pernam-

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

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

surub.

—The latest spelling of Milwaukee, United States, comes from Rio Grande do Sul. The Arvitale has an item about the prisoner who man away with his jailer's daughter—all of which took place in "Melwareket."

"—By imperial decree No. 7,387, of the 12th inst., the final plains of the Leopoldina railway from Ubá to the foot of the "Serra do Presidio" were ap-

to the foot of the "Serin do Presidio" were approved.

—The number of business contracts in this city during the year 187-80, as registered by the commercial tribunal, was 560, representing a capital of 27,539,703507, and the number in the province was 66 with a capital of 1,025,7703500.

—The editors of the Revista Heritaultura will please accept our thanks for a copy of As Plantas Annuaes, a small hand-hook in which one hander, as mall hand-hook in which one hander, and the contract of their cultivation. The book is illustrated with 137 engravings which are of material assistance to the student.

—The directory of public works on the 8th inst...

student.

—The directory of public works on the 8th inst., abstracted an authorization to Norton, Megaw & Co., för the order of rolling stock from the Harlan & Hollingsworth Co., United States, to an amount not exceeding £29,570. The material is destined for an "Porto Alegre & Uniquayana", road in the province of Rio Grande do Sul. "

ior an "Porto Augre a Uruguayana", roas a direprovince of liko Grande do Sal.

—We learn from the New York Commercial Bidletin that the American steamer "Colorado" took
out 100 cases and 110 bales of domestics for the
Brazilian market, of which 37 cases and 110 bales
were for Rio de Jancie, 53 cases for Bahia and 10
cases for Park. The agents of the American line
in New York stare that the increase in the export
of dry-goods and genenil merchandise has been
about 100 per cent. since it began operations.
—We learn from S. Hanson, Son, Evison &
Barter's Export Circular, London, June 14th, that
'the revenue of the empire [Barzil] for the current
year is estimated to amount to 101,000,000 plastres—a deficit of 20 million plastres. It's astonishing how much weliable information one can
get out of these trade circulars. Ye shall soon see
yen, and cath, and spontialists quoted in Brazilian
returns.

—The §38 Russian colonists which sailed from
historic Federace Marketing in the Camerich.

returns. —The 538 Russian colonists which sailed from this port for Bremen, May 20th, in the Kromprintz Prederick Withelm were refused a landing on their arrival at Antwerp, June 19th. They continued 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.

-The three ex-directors of the Banco Na —The three ex-directors of the Banco Nacional, who were recently arraigned before Dr. Araujo 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 the same matter. If the president of the board of directors shall go free and retain the confidence of the public, why not his associates?

reast the conneance of the paulie, why not his associates?

—We are informed that there is a movement on foot toward the establishment of direct steam commenction between New York and Rio de Janeiro through the medium of small, swift steamers. We have not heard the name of any influential fran connected with it, but the simple fact that the question is being agisted leds as 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 *Pranel accountain* of the foth inst., deserves a more prominent notice than it received in the *pranel advertising columns of that paper. It is too good to be lost. We give it *verbatim*, orthography*, typography and all.

MESSRS. THE IMPORTING COMMERCE.**

(GENTLEMEN)

Recent occurrences must apologize for my intru-ding upon your intention the declaration, that America's Manufacturs mean to have a share in Brazils-valued trade; we are prepared to do it with and through the foreign insporter here, but if, as it would appear, they do not want us, we are equally prepared to do it with and trough the notice const-ination of the property of the property of the property fally, John Loudesman.

COMMERCIAL

EXCHANGE

July 15.—Market firm and little doing. Banking option 20 d.; mercantile 20 H and 20 H d. Six polices sold at 1,036\$, and sovereigns at 1,78850.

July 16 .- Market more active, and rates same as ye yaiy 17. — Banking rates on London ranged from 20 to 20 ½ d., and mercantile from 20 ½ to 20 ½ d. with few transactions. Six per cent apolices sold at 1,040\$ 'an' sover-eigns at 118800.

Yuly 18.—Banking rates on London 20 ¼ d.; on Paris 466-71 s. per france on Hamburg 578 rs. per mark. Sovereigns belt it 11880.

at 14880.

"July 19.—Transaccious few at yesterday's rates. Six per cent apolices sold at 1,0458 and sovereigns at 14800 for each.

"July 31.—Market fem with binking rates on London at 50 M, 39 M and 30 g/d. increasable metes 30 M, 30 g/d. so, 9 S and 30 M, 40 Very little doing. Six per cent apolices sold at 1,040 M and 10 M

Yuly 22.—Market unchanged, but few unimportant t lions being effected on London at 20 ½ d. banking Transactions in mercantile paper reached £ 80,000 at lowing rates: 20 g/16, 20 ½, 20 t1/16 and 20 ½ d.

MOVEMENT OF THE STOCK MARKET FROM

ES	COMPANY	PRICE
Daniel de I	Imzil	264\$0
15 " " C	ommercio	205 O
10 ,, ,,	,,	
81 . Ru		240 0
os . Ind	ustrial	226 O
30 ,,		225 0
50 11		227 0
20	,	228 0
18 Mortgages	of Sorocabana RR	(£ 50) 82 % 1100\$1 70 %
27 "	gnos	(1000) 70 70
100 Carris Url	anos	205 0
250 11	,	
21/2 "	,	201 0
41/2	Brazileira	205 0
	oth, of Banco Predia	
		82 %
		zil 91 %
	, , , do Di	8714
		89.0
28 Six per ce	at apolices	
72 11 11		11034
411		1:036 0
18 ,, ,, ,,		1:038 0
125		1:040 €
f3 National I	oan bonds 68	205 0
24 Obrig. of	Leopoldina RR	205 0
so Leopoldin	a RR	195
50 remambi	RR	185
45 Petropous	s for eash	
	s for casa	11
342 "		
237		
3000 ,,	for July 31	
1000 ,,	for Oct. 31	11

SALES OF EXCHANGE AND COFFEE FROM

	THE ut To	O THE 15th OF JULY.
	Sterling	£ 645,312 at 19 1/4 a 20 1/2 d.
	Francs	1.854.415 405 // 402 /8.
	Marks	35,500 ,, 601 a 580 rs. 97,103 bags or 5,826,180 kilogs.
í.	Coffee	97,103 bags or 5,826,180 kilogs.

THE MARKETS. Rio de Janeiro, July 23, 1879
DRY GOODS

The market for dry goods is in a most usualifactory position declien demanding concessions in prices which render business well night impossible. There is little or no demand: hyper evidently hodding alsoft until they can see their way more clearly, and the effect which the recent insteam! I convolution of the contraining and prices.

Coffer. The setting cost of coffee being again increased by the rise in exchange, whereas neither are the currency price here any lower not is there any market dispressions from consuming markets, only a limited business has been demanded our last report on the right instruction of the contraining markets, only a limited business has been done since our last report on the right instruction carried reserved activity set in resulting in the sale of 2 r,000 Jugs. The total sales since that the armount of 3 p.no long, view.

4	sales sir	ice th	ut də	ite amount to 83,100 b
	23,280	"	for	United States Europe Cape of Good Hope Elsewhere
	1,770	"	23	Eisewhere

83,100 bags. We quote

to-day, per 10 kilos:		
Washed	6\$800 @ 8\$500	
Superior	6\$500 @ 6\$700	
Good first	6\$100 @ 6\$250	
Regular first	5\$450 @ 5\$600	
Ordinary first	4\$750 @ 4\$950	
Good second	45000 @ 45240	

Ordinary second... 2\$900 @ 3\$550

Receipts have somewhat increased, as usual at the year, and the daily average since the 1st inst. is bags.

Stock on hand to-day, is 85,000 bags.

TOTAL CLEARANCES OF COFFEE FROM RI DE JANEIRO IN THE CROP YEARS 1878—79, 1871—78, 1876—77.

UNITED STATES.	1878-79	1877-78	1876-77
UNITED STATES.	Bags	Bags	Bags
New York Baltimore Hampton Roads f. o	1,256,926 564,083 40,590 7,000 15,992 19,285 141,556 37,094 12,076 4,346	372,605 73,299 7,107 13,261 51,400 183,121 31,000	732,761 437,941 139,659 3,500 18,768 27,500 147,172 56,340 10,000
Total	2,098,948	1,484,795	1,573,581
EUROPE. Channel f. 9. Havre. Antwerp. North of Europe & Baltic. Liverpool, London & Sout'pton Bordeaux. Lisbon f. 0. Portugal. Mediternanean.	30,528 195,831 149,230 334,216 211,962 65,778 134,595 8,410 205,683	134,891 57,093 203,141 181,783 62,530 104,578 8,022 155,986	133,699 65,196 225,385 147,798 76,360 203,668 4,182 152,446
Total	1,336,233	957,387	1,036,707
ELSEWHERE. Cape of Good Hope River Plate & West Coast	93,748	71,359 30,308	
Total	135,49	101,667	98,524

9-19-23-99-5	To	TAL	
1878-79	1877	-78 ′	1876-77
3,570,667 bags. or 211,074 tons.	2,543 or 150	849 bags 375 tuns	2,758,812 bags or 163,082 tons
1875			-75 8cz hags.
or 166,	2,823,120 hags. or 166,884 tons.		857 bags. 193 tons.

RECEIPTS AND SALES OF COFFEE IN THE

Date	D, PedroII R. R.	Construise.	Vicinity	Sales
24 (150)	2,739	171	983	7,540
		3,358	620	9,215
		204	439	4,307
		100	251	6,353
	3,706	1,816	989	5,929
	3,776	067	- 1	-
	5,724	416	284	10,056
	3,029		1,126	17,301
	6,050		1,176	10,464
	5,328	2,906	449	10,147
	7,002	330-	1,716	6,22
		2,463	. 620	5,818
	. 6,727	(200)-		-
		90	1,420	16,120
	. 6,014	3,500	1,157	9,121
	. 7,038		1,375	9,74
7	. 6,258		497	7,85
			1,104	1,87
)	. 8,672	186 - T	1,433	6,18
otal	103,596	26,745	15,639	144,26
anuary	128,308	36,892	48,507	239,08
ebruary	200,845	44,873	48,811	240,44
Iarch	198,073			331,72
pril	199,279	44,403	. 50,390	236,08
lay	228,847		58,564	374,96
que	129,29	54,952	28,686	203,16
ince January 1	1,188,244	335,514		1,775,71
Do. 1878	747,120 RE	CEUPTS	154,463	1,220,87
Daily average in	July	,		. 7,68
11 -0 11 1	,, of 1878.			. 7,56
,, sin	ce January 1			. 9,16

verage in July.
", ", of 1878.
", since January t.
", " of 1878.
", " of 1878.
", ", ", of 1878.
", ", since January t.
", ", of 1878.
", ", of 1878.

lemand.

The arrivals since the 14th inst have been 6,076 bar i,374 bls. American and 1,702 bags River Plate. Stock in first hands to-day consists of 27,700 bls. viz. 2,200 barrels Trieste. 3,500 ,, Gallego 4,500 ,, Haxall.

	3,000 9,000 4,000 1,500	bags	Baltimore, Western, River Pla	te	
	27,700	barrels	and bags.		
:: :::::	Galle, Haxa Dunk	1	23 000 23 5500 24 5000	as\$000	

Dampy 145000 145

quiet.

**Arvivene. — Owing to beavy supplies, prices have further receded. We quote γ\$400 Ø γ\$500 per case for Devoe's. Or the 21st inst. 4,000 cases were put up in auction and sold a γ\$400 Ø γ\$500 per case.

**Land.—The market is firm with a good demand. We quot

1 the spot,

490 @ 430 reis per lb. for Garge.

415 @ 425 , , , , . . Jenkins.

400 @ 410 , , , , , , Wilgost.

Resin is quiet at 9\$500 @ 10\$000 per barrel.

SHIPPING NEWS.

ARRIVALS OF FOREIGN VESSELS.

JULY 17.

BALTIMORE—Am bk New Light; 477 tons; Snow; 45 ds; flour and lard to Wright & Co. GLASGOW-Am bk Bristol; 592 tons; Fosset; 6r ds; coal to order.

NAMES

Bac.

kanco do Brazil.

Rural e Hypothecario.

Commercial do Rio de Jan

English (limited).

Industrial e Mercantil.

Mercantil de Santos.

Banco Fredial.

London and Brazili

Commercio.

Vog.

TRAMWAYS
S. Christovão
Botanical Garden
S. Paulo
Pernambuco

Pernambuco
Pelotas
S. Luiz do Maranhão.
Porto Alegre
Villa Izabel
Montevidos

Florestal Paranense ...
Melhoramentos de San
Carroagens Fluminens
Commercio e Lavoura.
Economia (lavanderia)
Associação Commercio
Tritão Fluminense...
Minas de Caçapava.
Architectonica...

emică Auxiliar..... rial para construcção est. Flum. (kiosques)

Nictheroy. Bruxellas .

cabana . Nictheroyense. Campos a S. Selsastião. S. Paulo e Rio de Janei União Valenciana. CAPITAL

4,000,000\$
2,000,000
700,000
1,200,000
800,000
1,200,000
2,000,000
1,200,000
1,200,000
1,200,000
5,400,000
5,400,000

1,800,000\$ 180,000 6,000 1,800

3,000,000 2,500,000 800,000 500,000 4,000,000 8,000,000 1,000,000

BANKS AND PUBLIC COMPANIES

All 200\$
All 20,000
All 20
All 20
All 20
5,000
10,200
15,000
200
15,000
200
200
200
200
200
200
200
200

30,000 All

200\$ 200

1,000 1,000 1,000 1,000 200 200 200 100 200

the state of the s

10,000 20,000 25,000 All

All All 200 200 100

A]] 300\$ All 100

4,000 All
20,000 16,500
10,000 All
3,500 All
6,000 All
4,000 All
10,000 All

20,000 3,000 1,000 3,200 5,000 50,000 750 All 912 3,168 All 42,500 200 200 200 200 200 200 200 200 200

8,000 3,000 2,500 800 500 20,000 40,000 50,000

£ 750,000 37,500 36,000 £ 20 £ 75,000 7,500 All £ 10

8,000 3,000 50,000 2,000 2,500 6,000 12,500 4,000 4,000 16,000 9,000 10,000 40,000 8,000 8,000 1,000 All 609 15,000 All All All 5,461 7,500 All All All All All 160\$
100
All 145\$
All 190\$
All 120\$
40
All 50\$
All 120\$
All 50\$
All 70\$
All All All All All

500,000\$ 2,500 200,000 1,000 300,000 3,000

SANTOS—Br bgn Fairfield: \$54 tons; Evens, 8 ds; ballest and sundire to Phipp Boo. & Co.

YULY 15.

YULY 15.

**Landstand—Sw bg Emerrald; 2: 24 tons; Lindle; 76 ds; plac lamber to Harvig Williamsen & Co.

**New York—I to & Antonio of Afrando; 768 tons; Canariou; 47 ds; sandires to F1. Brandon.

**New York—I to & Antonio of Afrando; 768 tons; Canariou; 47 ds; sandires to F1. Brandon.

**New York—I to Gloralus—R man-ofewar Garibaldi; Captain E.

**New York—I to Gloralus—R man-ofewar Garibaldi; Captain E.

NAP CADIZ-It bk Angiolina; 612 tons; Durand; 46 ds; salt Lais. Ororto-Port bk Camponeza; 378 tons; Silva; 45 ds; sur ries to J. A. G. Santos.

Lita to SA.—Port bl. Andacia; 650 tons; Guimariles; dz. sal to Mendes d'Oliveira & Co.

"ULI" 21.

CARDIP—Ils bl. Mary Hogarth; 585 tons; Schiede, 6a d

CARDIFF—Br bk. Mary Hogarin; 503
ocal to order.
——Nor lug Varing; 302 toas; Nosloff; 59 ds; coal order.

—Am shp General Shipley; 1:036 tons; Springer, bot coal td Royal Mail Co.

—Nor bk Captain Madzen; 511 tons; Madsen; 60 coal to order.

coal to order.

CADE—It lug Silieu, 473 tons; Prospero; 49 ds; salt to E. Ziguago.

NEWPORT—It bk Duchess of Luncaster; 372 tons; Parry; 34 ds; rails and pipe to Monteiro Himo & Co.

AJO—Sp bgn Sensat; Sensat; 14 ds; jerked beef to Miranda Ajo—Sp bgn Sr Azevedo & Co.

zevedo & Co.

BUENOS AVRES—Sp smk Anna Christina; 15) tons; Fab-gus; 15 dis jerked beef to G. N. de Vincenzi & Filho. JULY 22.

**
CADIZ—Be lug Feckermet; 323 tons; Buyes; 52 dis salt te-der.

DEPARTURES OF FOREIGN VESSELS.

YULY 14. cary—Gr bk Minne Helene; 341 tons; Lind

"YULY 15.

JAMARA—Be bgn Stern Classe; 259 tems. Cooper: ball
LAMBAOUSE—Br bk Ster Humphery Datty; 299 tons. Swits ballset.

YULY 16.

UNITED STATES "Nor bk J. P. Berg; 463 tons; Andersalists.

orn—Danlug Margarethe; 189 tons: Hanson; coffee svidko—Sp bgn Markt Resa; 218 tons; Casanova

halias. Account—ap uga starta Renaj 218 tons, Casanova:
Panasacu—Puryu Uthile Hortenzej 161 tons, Narcisos
salt aud hour.

JULI 17.
ARXIOSHA—SP fol In Int.; 141 tons, Alsina, salt.
BULI, RIVINE—Ile lik Somenholia; 400 tons; Roberts Indibet.
Niny Youx—Am ik refear; 658 tons; Williams; coffee and
make.

mase.

Ceara—Br bk Mystic Tie; 381 tons; Paterse
S. Francisco do Sul—Gr bg Theodor; 198
ballost

allass.

"JULY 18.

BALTMORE—Am bk Albermarle; 442 tons; Forbes; colli"JULY 19.

FALMOUTH—Br bgn G. W. Holta; 436 tons; Gilbors; sur

Monti dries. Penna -Sp bk Martir Codolar; 285 tons, Cull

sst. — Gr sch Heinrich; 112 tons; Kagelmacker; sundries. 7U.I.Y 22. WANKAB—Am bgn Woodland; 461 tons; Johnson; balla ARRADOUS—Br bk Camelel; 348 tons; Harris; ballest.

rpsol 357 Lisbon t. o 37/6 at 42/ gerp 367 Gibraltar t. o 37/6 at 42/ fluors 467 N. U. S. f. o 12/6 at 17/		
rpool. 32 Lisbon 1. c. 37/6 a 42/ gerp. 367 Gibrultar 1. c. 37/6 a 42/ blurg. 467 N. U. S. f. o. 12/6 a 12/4 rc. fr. 35 South U. S. 17/6 a 12/4 seitles. fr. 66	Steamers:	Sailing-Versels:
	rpool 35/ rerp 3c/ thurg 4c/ fr. 35 teaux fr. 6o scilles fr. 6o	Channel f. o 35

AM'T PAID

Note. The number of steamers for the United Stats so short a time has reduced steamer rates to that count 50 to 30 cts. Owing to the scarcity of vessels in the present the rates for Europe are firm.

TE NAME	CONSIGNED TO
Bessel (Bt). Hohenstaufen. Orenoque (Fe). In Mondego (Br). Balini (Gr). Liguria (Br). Hevelius (Br). Parmagurá (Gr). Redicia (Br). Galicia (Br). Henri IV (Fr) Liguria (Gr). Koln (Gr).	Brandes Kramer & E. W. May. Ed. Johnston & Co. owlisons Sons & Co. Norton, Megaw & Ed. Johnston & Co. A. Leuba & Co. Wilson Sons & Co. A. Leuba & Co. E. W. May. A. Leuba & Co.

MTE	NAME	WHERE TO	CARGO
. 15	Koln (Gr) Neva (Br) Orenoque (Fr) Biela (Br).	Southampton* Bordeaux* Santos	Sundries.
, 16	Hohenstaufen. Hipparchus (Br Bessel (Br)	River Plate.	Coffee . Sundries. Coffee.
	Hevelius (Br). Liguria (Br). Mondego (Br) Bahia (Gr)	Caldera*	1
, 20	Parmaguá (Gr) Galicia (Br) N America (It)	Hamburg * Liverpool *	1
	Rivadavia (Fr) Douro (Br)	River Plate	Sundries.

FOREIGN SAILING VESSELS IN THE PORT OF RIO DE JANEIRO, JULY 23, 1879

st. st. nd	NAME	TONNAGE	ENTERIO	Address	WHERE FROM	CONSIGNER
ın;	shpWill G.Davis bk Elsinore shp I W. Morr	688	Inner	0	Antwern	Norton Megaw & C. Phipps Bros & C. Laureys & C.
ee.	ship P Pendleton bk Brunswick ship St. J. Smith. ship Martha Cobb	1297	: :	25	S Francisco Cardiff	A. C. Nathan & Co For Liverpool, Royal Mail Co.
nd-	bgn R. C. Wright bgn L. L. Squire bk Amazon	258		Ú	Baltimore. New York Baltimore.	Phipps Bros & C. A. Moss & Co. Wright & Co.
est. od-	shp Virginia bk New Light bk Bristol shp Gen Shipley ARGENTINE	1094 474 592	-	17	Cardiff Baltimore. Glasgow Cardiff	Norton, Megaw & C Wright & Co, To order. Royal Mail Co. *
ast.	shp D Stewart bg Octavio bartisti	178	June	25	Gualeguay.	J. M. Wright & C. J. M. Frias & Co.
un- lell;	shpNewmanHall bk Sea Foam " Yanwath	501		23 24	Rangoon New Castle	Messageries Maritim Brandes Kramer & C. Alves & Martins.
i.	sch Chittoor sch W H Rendel shp Chancellor shp Algoma	230	May Apr June	23	Imbetiba Bordeaux Cardiff	
ast.	bgn G.W.Hall. shp Euphrates shp Bon' Dunder	164		5	Rosario Glasgow Cardel	To master. J. G. Illias. Messageries Maritim
	ship Etta lgr Irton bk John Davie sh Abysinnian.	113 13 101 126		10	Cardiff. Greenock. Glasgow Cardift	Norton Megaw & C. J. C. Pacheco & C. J. G. Illius D. Pedro H RR.
	sh David Law.		1	10	Glasgow . Liverpool.	J. G. Illius. Camara & Gomes.

ah. David Lawe, 1469 19 Johnspare II . Il Illian II . Illian II .

Nom | Nom | Dec. 1878 | 170 000 | 16 000 | Dec. 1878 | 170 000 | 16 000 | Dec. 1878 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 | 170 000 |

5\$000 Dec. 1878 bgn H.Garzet

ceer 212 June 27 Greenock. | C Pacheco & Cu

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

of Itaparica, the Auxiliator 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. The abundance of mineral coal which exists on this island will become a font of incalculable riches if its mines shall be duly examined and worked.

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. The grantee intends to proceed on a modest scale to sinks shafis under the direction of a young Brazilian engineer by which it is hoped to obtain results such as will keep our markets henceforth supplied, with mineral coal.

The island of Itaparica, distant as we have said, scarcely four miles from the capital of Bahia, presents among other advantages that of allowing the approach of vessels of from into twelve feet draft to within a distance of a fifty to one hundred braças [from 361 to 722 lexel] of the shore.

of fifty to one hundred braças [from 361 to

722 [cet] of the shore.

An analysis of this combustible mineral An analysis of this combustible mineral was made with the rigorous formulas of science by Mr. Luiz Adolpho Corrêa da Costa, and is given herewith as we believe that it possesses interest for all Brazilians who wish for the prosperity of their country, where the exploration and working of a mine of mineral coal is able to make an actual revolution in all national industries.

	ANALYSIS.	
Volatile	matters	46.
Fixed ca	rbon	51.
		2.6

lignites to the filtered solution. It burns with a yellow flame, a little sooty, and produces at the same time a beight light.

If, perchance, the conditions of the wins are foreable, as is to be hoped, this combustible can be furnished to the consumer at a moderate price, foreable, as is to be hoped, this combustible can be furnished to the consumer at a moderate price, pering without doubt competition with the English coal, for application to the same uses of this last, that is, for the manufacture of gas, the production of steam, for forges, and many other uses. A great advantage of this lignite over the foreign article is the complete absence of pyrites, the mineral which frequently accompanies European coal and whose presence not only constitutes a peril in the mines but also exercises a corrosive action upon engine boilers occasioned by the action upon iron by the sulphuric acid disengaged by the combustion of the pyrites.

The analyses and descriptions of different lignites of France by Berthier, and of Chili by Pashino del Jarrio in his report to the Chilian government upon explorations for lignite, enable me to make a comparative study I conclude that the lignite of Ita-parica and the lignites of these two countries. From this comparative study I conclude that the lignite of Ita-parica should be considered as a good combustible, whose exploration will be very laterative if there be a sufficient thickness to the layer.

The promise of successful coal mining in Brazil which this experient afforts.

The promise of successful coal mining in Brazil which this excerpt affords gave us keen pleasure in preparing it for our col-We were delighted at the opportunity of saying something favorable. Since it was put in type, however, we have been informed by good authority that the coal is there and the analysis is all right, but there is so little of it that it would probably cost \$1,000. for every good square ton placed on the market.—[Eds. News.

-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 á Uruaguayana" railway lost in the recent shipwreck of the *Henriette* 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-one electoral college to be heard fromgive Christiano Ottoni 147 votes, a vote largely in excess of any of his competitors.

-A telegram from Pará, dated the 21st inst., states that the refugees of the Bene_ vides colony have revolted against the di-rector and demand his withdrawal. The national guard has been called out and ordered into quarters. There is a general consternation among the people. SOUTH AMERICAN CANNIBALS.

From the Panama Star and Herald.

A curious story comes to us upon the authority of the prefect of the district of Caquetá, 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 Cen-tral Africa or the islands of the South Sea. On the lower part of the Caquetá river live two tribes of Indians, the Huitotes and Guaques, between whom appears to be an endless feud. The original cause of the sanguinary wars between these two tribes is unknown, but the fact remains that they seem to exist but to destroy and annihilate each other in the most horrible manner. Although the tribe of the Guaques engage in commerce with any who may visit their territory, they are nevertheless veritable cannibals so far as the Huitotes are concerned, whom they hunt as they would wild beasts, with the object of making prisoners, whom they sell as slaves in Brazilian territory, or reserve for a worse fate, serving up the still palpitating bodies of their victims as an e of food in their horrible and disgus-leasts. The frightful orgies practised ting feasts. at these barbaric rites are described by a gentleman named Guzman, a Colombian. who, for commercial purposes, visited the

country inhabited by these tribes.

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 indi-viduals. The victim selected is led by a chief several times up and down before the assembled savages amid shouts and laughter the trembling captive is obliged to pass out and in through the various doors, and at last is allowed to remain standing for a few moments in the centre of the bulding in the midst of his savage destroyers. Then, without a word of warning, the chief atknocking him senseless or dead with the first blow, and proceeds to dismember and nrst nlow, and precedes to customers are divide the body among those present, who devour the remains without the formality of submitting them to the fire. Like wild animals crouched upon the mud floor they proceed to their unnatural and horrible . feast

But the Guaques are in turn exposed to attacks of wandering parties of negroes, who at certain seasons of the year ascend the Caquetá river, attack dwellings and villages, making prisoners of men, women and children, whom they carry off to their homes and sell into slavery. Hun-dreds of Indians are thus carried into slav-

ery every year.

The whole story seems incredible, and appears to be one of the vagaries of a lux uriant imagination rather than sober fact. If true it evinces remarkable indifference to the condition of the Indian tribes, have been conquered only to be left help less and defenceless.

EXPORT OF REFINED SUGARS

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 valorow duty of one cent per pound and an ad valorow duty of thirty-five per cent on refined sugars (the latter being reckoned at place of production, thus making adsermination in favor of English makes of about three-fourths of a cent per pound), the United States has been elbowed from her sugar trade with the Provinces, and is forced to seek another market for the products of her refineries. Says the Bulletin:

"This she has evidently found in England, which, levying no duty on "treakfast-table necessities" is enabled, with the very filteral drawback allowed by this country and the present reduced freight rates, furnish her consumers with American granulated sugars at a cost of about 3d per pound. Within the past few months, nearly every steamer leaving this port for Liverpool has carried from 300 to 3000 harrels, and there seems to be good reson for the expectation that the 3d ipanents of sugars to the parent country may become a most important auxiliary of our export trade. A temporary falling off in demand the last few weeks has been caused by the fact that English-bound vessels have been heavily laden, and that freight accumundations were to easily procurable".—X. Y. Com. Bulletin, neavily laden, and that freight acommodations were not easily procurable " --- N. Y. Com. Bulletin Tune 9.

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 1879-30 are \$40.293,506.22. Cuba is one of the most heavily taxed countries in the world, the rate being \$34.50 per capita.

THE FINANCIAL statement of the government of India shows that for the fiscal year 187-8, there was a deficit of £1,543,687; for the year 187-8, there is an estimated surplus of £0,00,00; 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. The net increase in the debt during the three years is £12,763,106.

CANADA'S NEW POLICY.

We never supposed that the popular spasm in the dominion, which brought Sir John McDonald into office on a high (tariff form incromate micro of the orange of the 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 place last week in the Province of Oflanco, Of the eighty-eight constituencies, fifty-one have returned supporters and twenty-six opponents of free trade. There is one in-dependent elected, and the remaining ten constituencies are about equally divided. It is believed that there will be a majority of at least twenty-five for free trade in the Par liament. We have no doubt that if an election could be had in the other provinces to-day, the result would be no less gratifying. The Canadians have too much coming. The Canadians have too much common sense to be imposed upon by the fiction that prohibitory or retaliatory tariffs are a panacea for hard times. At a period of despondency, the imposition may obtain, as it has obtained, a temporary success; but with an improvement of the industrial and com-mercial situation, under the operation of natural causes, a return to sound economiprinciples is inevitable.-N. Y. Com. Bullein, June 10.

-The Gazeta de Porto Alegre tells the following story: The municipal council of S. João do Monte Negro, Rio Grande, wishing to serve a certain individual who wished to establish a store and wanted the road to S. Sebastião to pass his door, re-solved to move the road. As the new road would pass through their lands and occasion great loss and inconvenience ser eral colonists objected to the project. The authorities then informed them that unless they consented, they would be compelled to build two bridges at their own expense, each bridge costing 1,000\$. The poor colonists, not understanding the law and speaking the language with difficulty, finally consented. They have since learned the imposition practised upon them, and have petitioned the president of the province to relieve them from the difficulty.

-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.

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