

THE RIO NEWS

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BRAZILIAN RAILWAYS.

II.

The Brazilian government, after four years experience, became convinced that the law of the 24th of September, 1873, guaranteeing seven per cent. interest on the *bona fide* investments in the construction of railways, did not produce the desired effect of inducing national or foreign capital to invest in them. This was publicly acknowledged in the speech from the throne delivered at the opening of the second session of the last legislature, June 1st, 1877.

From this speech we extract the following:—"The law No. 2450 of the 24th of September, 1873, authorizing the guarantee of interest to the provincial railways did not produce the result that was expected, in spite of the good will with which the government tried to execute it. Foreign capital has not been loaned to these enterprises.

Whether it be on account of the general distrust actually manifested in all of the money markets of Europe, or for any other reason, it seems certain, however, that for the present, it will be most difficult to realize the intentions of that law.

Attending therefore to the causes which made ineffectual the assistance loaned in accordance to the above mentioned law, it is well to examine and see if, by the adoption of some other system, properly and prudently executed, the desired result might be obtained."

The above extract was, at the time, the opinion of the government in regard to this law, officially announced at the opening of the Chamber of Deputies.

Conselheiro Thomaz Coelho d'Almeida, then Minister of Agriculture, Commerce, and Public Works, not being satisfied in regard to the causes of the failure of this law in raising capital in foreign money markets for the Brazilian railway grants, gave orders on the 22nd of Sept., 1876, to the Brazilian minister and financial agent of the government in London, the Baron of Penédo, to proceed to an inquiry as to the real causes which delay or make impossible the effective organization of railway companies, and the raising of the required capital under the law of the 24th of Sept., 1873, with the guarantee of the government.

In the instructions given the Baron of Penédo for this inquiry, the following questions were asked:

1st. Is it convenient to maintain the form of guaranteed interest and kilometrical subsidy granted by law No. 2450 of the 24th of September, 1873?

In the affirmative case, what modifications are wanted in order that no obstacles shall prejudice the raising of the capital destined for the building of railways that may have the advantages conceded them by that law?

2nd. Would the system of a direct guarantee given to the loans that might be raised by the companies themselves be more easily realized, and better for the interests of the state?

3d. What advantage would there be to the imperial government if, throwing aside all other means, it should itself raise directly a loan for the building of the railways of the Empire, following the system and form actually followed for the same purpose by the Russian government?

The most trustworthy authorities were consulted in England by the Baron of Penédo. Among these he learned the opinions of Lord Gort, President of the Pernambuco Railway Co., of Mr. J. M. Weguelin, President of the São Paulo railway, of Mr. John Samuel, ex-President of the Bahia railway and ex-director of the São Paulo railway, of Mr. Alexandre Laski, President of the "London Banking Association." The long experience of these gentlemen, and their acquaintance with Brazilian finances in London and their respective positions undoubtedly have great weight with the Brazilian Minister in drawing his conclusions as set forth in his report. The report being too voluminous for reproduction here, we give only some extracts from its general conclusions.

This report of the Baron of Penédo is dated January 23d, 1877, and in it he says:—"From my own observations and from the

documents and information that I have received from well-informed authorities, the principal objection to investments here of capital in Brazilian railways on the system of guaranteed interest founded on the law No. 2450 of the 24th of September, 1873, are as follows:

1st. This system, although it apparently guarantees seven per cent. interest, by restricting the guaranteed capital to a fixed amount per kilometer of line, it leaves it still doubtful whether the shareholders will receive seven per cent. on the capital they have invested, inasmuch as the limited capital may be insufficient to complete the line.

2nd. This system labors under the false supposition that the foreign capitalist, being ignorant of the abilities and competence of the Brazilian engineers, ought to accept their plans and estimates of the costs of the roads as being as trustworthy as those made by English or other foreign engineers whom they know and in whom they have full confidence.

3d. Experience shows the English capitalist that Brazilian railways, built by English engineers, have cost as follows: the Bahia road £ 23,452 per mile, the Pernambuco road £ 24,193, and the São Paulo road £ 31,791. The estimated cost of some of the present projected lines is under £ 8,000 per mile. This enormous difference produces still more doubts as to the efficiency and correctness of the estimates and plans of these new lines as presented.

We should here remark in regard to the foregoing observation that all the above-mentioned railways are broad gauge, 5 feet 3 inches. The Dom Pedro II railway, built by American and Brazilian engineers, with its 5 feet and 3 inches gauge, its immense amount of rolling stock, its heavy works in crossing two mountain ranges with twenty-nine tunnels having a total length of nearly four miles, has cost up to the present, only £ 22,500 per mile.

All the new projected lines now in search of capital in the London market are of the metre gauge, and therefore require less capital per kilometer than the broad gauge. The Great Western Railway of São Paulo, 135 miles long, 5 feet 3 inches gauge, and built entirely by Brazilian engineers cost only £ 12,000 per mile, and pays 8 1/2 per cent. dividends on this cost.

The actual cost of the nine hundred miles of one metre gauge railway now in traffic, including cost of grant, cost of raising capital and the present floating debt is, as near as can be ascertained, about £ 8,100 per mile.

Proceeding to enumerate the objections set forth in the report of the Baron of Penédo, we have,

4th. The estimates for the new lines do not provide for nor include the preliminary expenses, nor the price asked by the holders of the grant for its transfer to the companies, an expense which experience has shown to be a very considerable sum.

5th. There are no real proofs that the new lines will pay the four per cent. interest on their cost.

This objection is but too true, and the government is alone to be blamed for granting a guaranteed interest on them in direct opposition to the restrictions of the law.

6th. None of the earlier concessions made by the government with large and special favors, with the exception of one, has been able as yet to pay the seven per cent. interest, or to maintain their stocks at par.

7th. The large number of guaranteed grants now on the market looking for capital has caused a rivalry and competition producing a general depreciation of the value of all of them.

Continuing his observations as to the best means for the Brazilian government to raise capital abroad for its railways, the Baron of Penédo recommends in his report, that the government should make preparations and take the necessary steps to enable her to offer a bond or stock in England. This bond or stock should bear six per cent. interest, should be simple and secure and free from all adverse contingencies as regards the actual cost of the railway lines. It should be guaranteed directly by the gov-

ernment, the interest being paid in gold in London by the financial agents of the government. And even so, he says, difficulties will be met with in floating such stock so long as the bonds of the government's foreign debt are quoted below par as they are at present, the present quotation being 87 per cent.

I cannot refrain, he continues, from touching just here upon a still more delicate point. The last loan which we raised here in 1875, was issued by legislative authority, expressly to be employed only in the construction of railways. The general belief here in London, however, is that the greater part, if not all of it, was employed in war material and military expenses, and in the paying off of that part of our floating debt that could not be conveniently consolidated, and also to meet our general annual deficit. Speaking further on this subject he says that—"whatever may be resolved upon as to the proceeding of the imperial government, and whatever the system it finally adopts may be, its own credit will always be the bases of all operations. The prospects of reasonable profits of any line, will contribute to maintain the premium only during the building of the line, while the necessary capital will only be raised by the confidence and credit deposited in the financial resources of the Empire, and moreover, up to a certain point, such issues as the above mentioned are generally considered here to be only an increase of our foreign debt."

(To be continued.)

JOSE BONIFACIO ON ELECTORAL REFORM.

The measure under discussion is the moral suicide of the liberal party; it is the most solemn ignoring of the promises made to this country; it is not the banner of reform, but the reform of the banner. (Cheers)

The prohibition of parliamentary government implies in itself the prohibition of three principles:—publicity, responsibility of ministers, and the decision of doubtful points and conflicting interests.

Publicity means straightforward statement and discussion. Well, gentlemen, when was this measure ever discussed, when was it ever shadowed forth in the press?

You know that the necessity of direct reform has been talked of both in the press and in this house, but every reform presupposes three things, an end, and means.

When have we ever discussed these in the press? When have we ever discussed what should disqualify a voter? When did we ever raise, or attempt to raise the qualification for my part I must plead ignorance.

As to the responsibility of ministers:—the ministry was organized while the house was not in session; the president of the Council was called, and after a consultation with the presidents of both houses, the government was made up from some members who were absent.

I do not however, throw any doubt upon the legitimacy of the rise of the liberals; I am aware of the divorce existing between the house which annulled direct election, and the almost unanimous opinion of the country.

But that this clashing of conflicting opinions should be legitimate, two conditions are essential. The one, the appeal to the country, which is the judge; the other a strict observance of these principles which you have maintained.

What appeal have you made? The dissolution did not take place at once, but only after and in consequence of the decree which issued the paper money; at least, these were the explanations with which we were favoured here.

What, then, was the cause to be tried? Direct election may take place in different ways.

But what was the verdict of your judge? Absolutely none whatever. It was a tribunal, whose ability to deal with the matter it was impossible to foresee.

Fidelity to principles! What is fidelity to principles? Is it the exclusion of nineteenth-twentieths of this nation? Is it the ex-

clusion of those who work? of those whom the constitution calls the *active masses*?

Is this what you call the liberal platform, after half a century of existence in this country? Therefore you have not consulted the nation, it has not given its verdict.

It would seem, at least, that as we have never been favoured with the report of the committee who drafted this measure, we might have liked to have the opinion of a special commission; we might have liked to remind ourselves of the examples of 1831; we might have liked that a scheme of constitutional reform,—a scheme which disqualifies from voting all those who cannot read,—that a scheme which allows the raising of the property qualification would merit the honour a special commission: but no: it descended to the lowest class of shames of matriculation; it passed, it crossed in silence the House of Deputies and it is now under debate to be voted and sent to the Senate.

If it should be amended in the Senate, we shall then have to do that which we ought to have done to-day.

And this is parliamentary government! publicity without any knowledge of the subject, responsibility without union in views, a verdict without either an object or an end, because there is no definite object in view.

This measure is a mockery in the present, it is an irony on the past, it is a formidable menace in the future.

It is an irony on the past, because after two successful revolutions—the one for the emancipation of the mother country, the other for the emancipation of this realm,—we have destroyed our only titles to our liberal baptism in 1821, 1822 and 1831.

It is a mockery in the present, because when in every other part of the world democracy is extending the franchise and simplifying taxation, we are withdrawing the franchise from the *active masses* of our nation.

It is also a terrible menace in the future, because it bears within itself the germs of a fearful dilemma.

It is political exclusion, it is taxation multiplied even to the taxation of earnings, which is the impost of famine.

The measure under discussion is unconstitutional, iniquitous, repugnant to the end in view; it is a measure fraught with peril and full of the most unhappy consequences.

It is an unconstitutional measure. All the arguments brought forward to sustain its constitutionality are either counter-evidence, or else prove more than is intended.

The letter of the law, its spirit, its history, its system, its precedents, the great principles of public right condemn it irremediably, and if it passes it will be condemned by history.

What is national sovereignty?

In both the present constitution and that proposed by the constitutional assembly we see it defined the *active masses* of this nation which go to make up the sovereignty of the nation.

Well then, I ask—is this measure founded on the active masses of the nation?

Look at the statistics. By the census of 1872 the number of those who know how to read is, to the best of my belief, 1,300,000 but we will say 1,400,000. In these 1,400,000 are included foreigners; deduct them, deduct the children, deduct those under 25 years of age, deduct servants, and still after them the deduction made by disqualifications, and then say cons *integrally* are the *active masses* who will elect the elections of your country.

Your representative system, in this case, is but an empty shadow, the fiction which an insignificant minority arbitrarily constitutes, sacrificing the interests of the country, the interests of the entire majority of the Brazilian nation. (Cheers). It is nothing else. Until you can prove that the nineteenth-twentieths of the nation which pay the taxes and make war have no desire to assist in forming the state laws, I have a perfect right to assert that the representation you propose is nothing else but a mockery.

What was the sovereignty in the constitution and in the scheme of the constituent assembly? In the common acceptance of the term we can distinguish the leading idea which guided those heroic founders of our

country's liberties. There the qualification was the value of 2000 for 250 alqueires, that is to say, they sought in this sum what was necessary for individual support, and this sum added to the standard of the capital of the empire served to determine a voter's qualification, so that, in the language of the scheme of the constituent assembly, the standard of the capital implied, so to speak, communion, unity of the act with personal independence.

The doctrine of the scheme of the constituency and of the constitution, which on this point certainly came to a most logical conclusion in not excluding the day labourer, is that of personal independence being the basis of the guarantee. Mark well, it is not the condition of the right, although the apologists of divine right, like those of the census, may invent principles and seek for the guarantee in collectiveness, when only one individual is in question. But the basis of the guarantee ought to be real, and the doctrine that who earns his living by the sweat of his brow has a freewill, can vote, and does not need to be directed; while on the other hand he who does not earn his living, or who is in a dependent position, has no right to a vote because he has no freewill.

What are the qualifications for the right to vote? They are two, personal independence and discrimination. In order to have personal independence it is enough to earn one's support,—to have discrimination it is enough to have that which every man can have in organized society. This is the only, the true basis. When you seek the qualification, intelligence and property, you are establishing on a mere assumption a right which is real. If you take personal independence as a basis, you accept a basis in which all are equal. Beyond this all else is arbitrary. The needy man who is corrupt sells himself for money, the lawyer for administrative contracts, the merchant for privileges, the ambitious man for appointments. So that there is no other limit.

You restrict the number, that you may the better govern, just as in direct elections the voter restricts the number of electors in order to give greater strength to the government. But there is the difference, that while in the one case there is at least a pretense of a contest, in the other everything is to be dependent upon three principal issues. They are the net income, the exclusion of the uneducated, the smallest census without the limit of the greatest. Do you ask what are the accessory issues? They are the qualifiers of the future.

And this is the measure, plain and unvarnished. It has no precedents in its favor: it has neither the history of 1831 nor that of 1834.

When the noble Minister of Finance invoked these precedents, when the noble member for São Paulo invoked them too, I was amazed, and had to ask myself: have they really studied the debates of 1831 and 1834?

All know what the movement of 1831 was. A feeble regency, federalism making proselytes in the provinces, a proposal in the house for a national convention, a deputy nominated to the command of the national guard, and the rejection of the proposed convention, the outlying industry of the party which was at that time dominant in the house itself.

From the constitutional doctrine which I have been advocating I draw this conclusion which I maintain. The measure is iniquitous in the face of public right.

If you accept the doctrine which is written in the constitution and in the scheme of the constituency it is this: every man has a right to vote if he only possess a means of living. It is the genuine universal suffrage: it excludes the criminal, the vagrant, who in no case could have a vote.

The absolutist talks of public opinion: the defender of the qualification talks of it; the aristocrat talks of it; but what is this public opinion?

Who speaks of public opinion speaks of private opinion, and private opinion means one, two, three, five, ten.

Concluded on fourth page

THE RIO NEWS,

PUBLISHED TRIMONTHLY

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

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

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RIO DE JANEIRO, May 14th, 1870.

THE QUESTION of constitutional reform, once so prominent among the leaders of the liberal party and so comprehensive and thorough in its measures, seems to have finally resolved itself into the one indefinite and unmeaning purpose of electoral reform through direct election and suffrage limitation. The grand aspirations and purposes of eighteen months ago, the sweeping measures of reform through which new blood was to be infused into the body politic and renewed prosperity was to be led back triumphantly into the waning industries of Brazil, have faded into shadows whose outlines have become indistinct and shapeless. There are yet a few undantied and clear-sighted men to whom these promised reforms meant something more than the fleeting issues of a political canvass; to them they were living issues, based upon the eternal foundations of truth and justice, and bearing within them the germs of that fuller and higher prosperity toward which the world is slowly groping. The free naturalization and admission of every subject to all the rights and privileges of citizenship was to them not only an act of justice but also a powerful tonic to the halting growth of Brazil. The separation of church and state meant, not the subversion of religion, but the separation of the progressive and repressive elements of society. The imposition of a land tax promised not only another source of revenue and a juster distribution of the burdens of government, but it promised likewise the final breaking up of the great landed estates and the eventual establishment of small culture and individual thrift. Out of these and other reforms was to come the creation of an intelligent, self-sustained, wealth-producing people who would not only be the "backbone" of the country, but would, in time, become the "nervous system" also through which an unerring public opinion should shape and develop the destinies of this country. It must be confessed, however, that these high principles no longer actuate the leaders of the liberal party; they have all become suddenly and mysteriously inoperative—as though a truth or act of justice could ever be inoperative. The programmes, and promises, and eloquence of years have finally reached this one fulfillment, the essence of political reform, direct elections. That this reform does not meet the expectations of the more advanced men of the party, is shown by the eloquent protest against the measure by José Bonifácio, an abstract of which is given in another column. He denounces it as not liberal; as not meeting the demands of the time; as not competent to remedy the evils under which the country is now suffering. It will leave the "machine" as omnipotent as ever; it will grant to the people no new means of redress. The question is certainly a vital one—so vital in fact that it is a matter of profound surprise that other men beside José Bonifácio, Silveira Martins, Saldanha Maranhão, and a few more, have not risen to the plane on which it now rests.

ON THE 30th ult. the Minister of Finance communicated to the auditor's department of the treasury; that bills drawn from abroad upon the national treasury should be calculated at the rate of exchange prevailing upon the day on which they fall due, except when stipulated in coin, or at a fixed rate of exchange. When the draft becomes due, the rate of exchange will be that quoted for sight rates. If payment shall have been stipulated in coin, it will not be licit to make it in any other manner, except in case the drawer of the bill may choose to accept its equivalent in Brazilian currency.

SENATE BILL No. 173, letter "U", on the calendar since 1847, amended by a special committee of which Senator Nabuco was a member in 1867, provides a method of procedure when a minister of state is to be indicted and tried. Senator Teixeira, Jr., "child-like and bland," mildly suggests that the present time is eminently opportune for taking this antique bill from the calendar and thoughtfully and calmly discussing it. He does not advise haste, and reprehends all and every exhibition of feeling but he is of the opinion that it should be advanced another stage so that if, say some time in the next century, a minister of state should be indicted for some grave misdemeanor, it might at last be passed to a second reading.

AT THE solemn hour of midnight on the 12th of February last was inaugurated one of the most novel and comprehensive commercial schemes that has ever been dreamed of outside of a lunatic asylum. Mr. Henry Tudor and one attendant—"an accomplished song and dance genius"—started from the office of The Herald, in New York, "with the avowed intention of riding on horseback all the way from New York city to Puntas Arenas, the most southerly point of Patagonia, South America." Mr. Tudor will travel with a tent, poncho, buffalo robe, a pair of immense saddle bags, and a pair of large calibre Colt's revolvers. His companion will be equally well provided, and will probably carry a pair of clogs besides. At the start, their route is chosen only to the city of Mexico. As to his purposes, Mr. Tudor said that he "was impressed with the idea for some time that by going through the several republics of Central and South America and ascertaining what articles of American manufacture could be introduced with profit a large trade might be established." On his arrival in Patagonia, Mr. Tudor intends to look up the "ostrich and guanaco interests." The trip is expected to occupy two years. The enterprise is certainly a daring one, and if it shall result successfully, Mr. Tudor will have accomplished one of the most difficult feats on record. Just how he expects to introduce American goods we have not learned, but the secret probably lies in the "revolvers" and "immense saddle bags"—possibly in the persuasiveness of the "song and dance" man. We shall await his coming with great anxiety.

COLONIZATION.

Thus far no satisfactory answer has been given to the oft-repeated query: Why does not colonization prosper in Brazil? It does not seem difficult to find a great many reasons which either separately or in conjunction serve to repress or repel all attempts toward this end. The following extract from the report of the ex-President of Paraná, Dr. Rodrigo Octavio de Oliveira Menezes, gives a partial answer to the question, and furnishes abundant material for the thoughtful consideration of all Brazilian Statesmen.

"On assuming the administration of the province, February 23d, 1870, I found the service of colonization in the following conditions: The archives of the special inspectorship were absolutely empty, without a single line written respecting so vast and complicated a work. The barracks were infested and were without direction, crowded with thousands of colonists who had been there for eight months or more. The transportation, shelter and alimentations were badly directed in every sense, and were costing exorbitant sums. The colonial districts were without a fundamental plan or principle, the good had intelligence of the chief dominating in each. The purchases of lands, were made in some places without the necessary precautions and for prices as high as 15 réis per square braça.

The expenditures finally made were without the necessary fiscalization so that it is impossible to present any accounts whatever."

In another part of the same report it is seen that since 1860 more than 5,400,000\$ has been expended in the province on colonization, presumably under the above conditions. Under such management, it is very readily seen why the colonists are dissatisfied and why they do not succeed. It needs no logic to prove this; comment is unnecessary.

LEGISLATIVE NOTES

The bills relating to the council of state, one providing that the opinions presented by the council shall be published in the Diario Oficial and the other revoking the decree creating special advocates for the council, passed the Senate May 8th.

The discussion on the second reading of the naval estimates has occupied the Senate during the past week, the Minister of Marine taking part in the debate.

Senator Teixeira Junior called the attention of the Senate to a bill relating to the responsibility of senators and ministers which was presented in 1846 but was never acted upon. In view of the questions growing out of the Banco Nacional case, he asked that this be placed on the order of the day.

The following are articles of a bill introduced in the Chamber of Deputies by Mr. Martin Francisco.

1st. Every unmarried man between the ages of thirty and forty-five, and having an annual income of more than 240,000\$, shall pay an annual tax of 50,000\$.

2nd. Besides the existing duties, five réis additional per litre will be charged upon wines and spirituous liquors imported from abroad, one hundred réis for each pair of gloves, and one hundred réis additional upon each deck of playing cards.

THE VENEZUELAN REVOLUTION.

The imperfect communication between Brazil and the northern republics of South America has enabled us to procure thus far only the most meagre accounts of the revolution in Venezuela. The following excerpt from the New York Herald of February 14, give the best outline of the affair that we have seen thus far:

Upon the death of President Alcantara, which occurred on the 30th of November last, it was predicted that the government of the new acting President, General Jacinto Gutierrez, who succeeded to that office as Chief Justice of the Supreme Court, would be of brief duration; that more than one pretender would promptly take the field, and that the final result would be the triumphant return of ex-President Guzman Blanco from his virtual exile in Europe. Before the expiration of December the anti-Guzman party gained a temporary triumph in the National Assembly called to elect a President, and General Talera was designated for that post December 22. Not content with this victory the anti-Guzmanists proceeded to repeal all the honors which had been lavishly decreed to Guzman Blanco in former times and to demolish the two magnificent statues of that General which adorned the capital and which were shown at the Centennial Exhibition in Philadelphia. An attempt was made to conciliate General Cedeño, supporter of Guzman Blanco, by electing him Vice President; but he refused to accept and promptly "pronounced" in behalf of the exiled chief. Previous telegrams have announced the rapid success of the revolutionary arms. General Cedeño captured Puerto Cabello on the 9th of January; Barcelona declared against the government of Talera about the same time and Valencia soon followed the example. A force sent from Caracas to the relief of Puerto Cabello was defeated and dispersed early in January. General Pulido made a demonstration against the government at Caracas, January 8, but was repulsed as was also his associate, General Ayala. General Cedeño set out for Caracas from Valencia, January 17, and was successful in two or three previous engagements. On February 4th, he won a battle at Victoria, entered Caracas on the Sunday following, and proclaimed Guzman Blanco. That chieftain was expected to leave Europe at the beginning of February, and will probably reach Puerto Cabello about the 24th inst, and enter Caracas in triumph before March 1. He has announced that he will not personally head the revolution, but there is no longer any necessity for a display of abnegation. Guzman Blanco is the Santa Anna of Venezuela, but with more statesmanship than the Mexican dictator. He is a man of imposing presence and of great personal valor, and is not yet fifty years of age. His father, Don Leocadio Guzman, was a distinguished statesman, who is probably still living. Guzman Blanco is the choice of the army, and is as good a man as can reasonably be produced by the military system so long in vogue in Venezuela.

Later accounts from the Venezuelan legislature state that early in February, General Cedeño was defeated by the government forces, but a force of 2,000 men under General Herrera, sent by President Talera to pursue the delated Guzmanists, revolted and went over to them in a body. On February 8th, General Cedeño attacked Talera at Victoria, where after some severe fighting, 2,000 of Talera's army deserted to the enemy and delivered up President Talera a prisoner. On the day following, the city of Caracas was surrendered to General Cedeño. Laguyra and Puerto Cabello were reported to have been captured by the Guzmanists sometime during the succeeding ten days. Guzman Blanco arrived at St. Thomas February 17th, with arms and ammunition for his adherents, and left for Aruba on the following day. A deputation of Venezuelan generals arrived at St. Thomas to meet him, but were just a few hours too late. Blanco was confident of his ability to pacify the country, and as the principal places were already in the hands of his supporters, his task will not be one of so great difficulty.

THE RUSSIAN PESTILENCE.

Russia is paying a heavy price for her recent triumphs. The epidemic which is now ravaging her Eastern provinces, apart from its crippling effect upon her commerce, must necessarily impair very seriously her military resources, and, of all European nations, she is the least able to bear such depletion. Instead of possessing, as is frequently stated by those who ought to know better, a boundless supply of men, she can draw from her 60,000,000 of European population barely as many able-bodied recruits as are furnished by the 38,000,000 of France. Some years ago, out of 80,000 conscripts sent up to Warsaw, fully 40,000 were rejected for various physical defects; not inclusive of short stature; and this is by no means an exceptional instance. It must be remembered, too, that even this limited supply has been fearfully reduced by the frequent and unsparring drains of the last eight years. It is now generally admitted that the late war must have cost Russia, one way or another, nearly 100,000 of her best troops; and when to this total is superadded the havoc wrought by the pestilence of 1871 and the famine of 1873, together with the thousands now perishing along the basin of the Volga, it will be seen that Russia's camp threatens to become, ere long, as empty as her treasury.

The cause of all this destruction is palpable enough. So long as any class of men are habitually overworked and underfed, disease will always find them an easy prey. Taking the Russian ruble at its normal value of 75 cents, the ordinary rate of wages in the provinces is briefly as follows: Laborers by the day, 25 cents; by the month, 15 cents per diem; by the season, 11 cents; in harvest-time, half a dollar. For this pittance the agricultural population toil in all extremes of weather for twelve or fifteen—sometimes as much as sixteen—hours a day. The inevitable effects of such a life, still further intensified by the alternation of the countless fasts of the Greek church, with the riot of gluttony and drunkenness which invariably celebrates the great holidays of the year, are more vividly painted by a few simple statistics than by volumes of description. The weakness of the Russian race in productive ages is such that whereas in Great Britain the proportion of persons alive between 15 and 60 is 548 in 1,000, and in Belgium 518, in Russia it is only 205. Again, the average duration of human life in England is 46 years, in Prussia 38, and in France 26. In Russia, on the other hand, even in the healthiest districts—7, 8, 9, the extreme North and West—it varies from 27 to 22 years, while in the unwholesome basin of the Volga it falls as low as 20, and in the governments of Perm, Viatia, and Orenburg, in the North-east, it is only 15. Such facts point their own moral.—New York Times.

The average rate of duty collected on imports by the government of Japan is only four per cent.

DURING the ten years between 1868 and 1878 the imports of Japan amounted to \$246,001,729, and the exports to \$190,412,539. In view of the fact that the country is prosperous and progressive, the "balance of trade" theory will fall to account for this state of affairs.

PLENTYFUL rains in India have ensured the safety of the spring harvest, and have altered decidedly the financial and political aspects of the country.

RAILROAD NOTES.

There are now about 180 American locomotives used on Brazilian railways, nearly all of which are from the Baldwin Locomotive Works, at Philadelphia. The number of English locomotives from different establishments, is about seventy-five. The monetary reductions which are given from time to time in these notes, will be made upon a basis of \$4000 to the pound sterling. We find the adoption of some such base—and this is but little above the par of Exchange—a convenience and a necessity because of constant fluctuations in Exchange.

The "Ferro Carril Niteroiense" railway company has contracted seven miles of the extension of its road-bed from Tanguia to Rio Bonito. This will make a total length of 37 miles for this line, when opened to traffic.

The "União Valenciana" railway is proceeding with its extension to Rio Preto, a distance of 21 miles, the capital for the same having been raised on bonds. The 15 miles of this line in traffic, from Desagrado on the Dom Pedro II road to Valença, is very heavy, its sharpest curve being 265 ft radius and its heaviest grade 4 1/2%; it has a gauge of 3 feet 7 inches. The rails weigh 40 lbs. per yard.

An contract has been signed by the government with parties of some political influence in the province of Rio Grande do Sul for laying rails on 158 miles of the Porto Alegre and Uruguaiana railway, one metre gauge. There are 24 miles of road-bed now ready for receiving the rails. We are informed that the contract has been sub-let to an American railway contractor, who will begin laying rails on the first of June next.

The Bahis and Jazeiro railway company proposes an annual dividend of seven per cent, to be paid in London on their shares issued for last year. This will be the first time since the line was opened to traffic in 1866, that the shareholders will have received the interest guaranteed to them by the government, part of it having been used by the company till the present, to pay the deficit of working expenses and sinking fund.

The appropriation bill now in its third reading in the Chamber of Deputies, appropriates 2,600,000\$ for the building of the Baturité, Sobral and Paulo Afonso railways, which the government is now building in the northern provinces as a "stimulating relief measure." It also appropriates 1,500,000\$ for the extension of the Dom Pedro II, 3,000,000\$ for the Rio Grande railways, 1,600,000\$ for the payment of guaranteed interest on the capital of other lines, and 2,800,000\$ for the extension of the Pernambuco and Bahia roads—in all, a total railway appropriation of 12,500,000\$ [21,400,000].

On the 28th of February last the provincial government of Rio de Janeiro signed a contract for the extension of the Maua railway from Frago 30 up the mountains to Petropolis. The contract grants an exclusive right to build and operate the road for ninety years, and insures it against competition by a pledge not to allow the construction of any other road within seven miles of the line on either side within the period specified. The maximum grade allowed by the contract is 15 3/4%; but the system for ascending the mountains has not yet been decided upon. The total height from Frago, at the foot of the Serra to Petropolis is 2,600 feet and the distance by an air line is three miles. Some hoisting system, instead of traction, will probably be adopted.

The "Comercio 4 Rodas Flores" railway has for some time stopped construction on account of a suit brought against it by the "União Valenciana" company. This company protests against the extension of that line, as is shown on the grounds that it passes through the privileged tract of land granted to the "União Valenciana." The question is before the courts. The proposed length of the "Comercio 4 Rodas Flores" railway is 22 miles. Ten miles of road-bed are ready for laying the track; the rails and rolling-stock have arrived. It has a gauge of one metre; its sharpest curve is 300 feet radius and its heaviest grade is 3 3/4%. The nominal capital of the company is 1,100,000\$ capital paid up 450,000\$.

To enable our readers to form a better idea in regard to the gross receipts of Brazilian railways as compared with foreign lines, we should state that the average freight rate for coffee and general merchandise on the narrow gauge railways of Brazil is one shilling, English coin, or twenty-four cents American coin, per ton per mile. On the Dom Pedro Railway, a government road having a gauge of five feet three inches, the rate is eight pence, or sixteen cents, per ton per mile. On the narrow gauged roads, first-class passengers pay, on an average, three pence, or six cents, per mile; second-class passengers paying about 40 per cent. less. On the broad gauge roads, first-class passengers pay two and one-fourth pence, or four and one-half cents, per mile, second-class passengers paying 50 per cent. less.

An amendment was tacked on the annual budget now before the Chamber of Deputies in its third reading, which authorized the government to lease the Dom Pedro II railway upon such terms as it deemed most convenient, keeping in sight, however, the following objects: 1st, the advantages therefrom not to be less than what the government now receives; 2nd, the perfect maintenance of the road and rolling stock and the delivery of the same in perfect order; 3rd, the further extension of the line into the interior; and 4th, the approval of tariffs by the government. The capital actually invested in the road thus far under traffic is about 48,300,000, upon which 5 1/4 per cent. was paid last year. The projected extension into the interior is about 120 miles, and the rate of freight is now eight pence, or sixteen cents per ton per mile. The gross receipts last year were 21,630,000, or 22,810 per mile; and the net receipts were 2,434,600, or 21,100 per mile.

The ceremonies attending the laying of the first rail on the "Camocim 4 Sobral" railway in Ceará, took place on the 26th of March last—the President of the province driving the first spike. This line is one of the three railways which the general government ordered to be built in order to give work to the starving people in the famine-stricken districts of the North. The surveys give 80 miles of line from Camocim, at the head of river navigation, to Sobral. Of this line, 19 miles of road-bed are ready for receiving the rails, and 24 miles more are under construction. There will be one heavy bridge of two spans, each span being 180 feet in length. The American trust system was adopted for this bridge by the government engineers on the grounds that it was the lightest and strongest. The gauge adopted is one metre, its sharpest curve 600 feet, and its heaviest grade 1.8 3/4%. American locomotives from the Baldwin Locomotive Works, Philadelphia, will be used.

THE RIO NEWS

The alteration made by the general assembly of the stockholders of the Bank of Brazil was approved by Imperial decree No. 7,265 of May 3d.

—With the May number of Scribner's Monthly will appear the first of Mr. Herbert H. Smith's series of articles on Brazil.

—A private letter, dated Montevideo, Jan. 7th, published in the New York Sun, March 4th, gives the following account of the difficulty on board the U. S. flag ship Hartford.

TESTIMONIAL TO MR. CORDEIRO.

We publish below a testimonial voluntarily presented to Mr. Cordeiro, formerly Vice-Consul General at this port, by the leading merchants and business men of this city.

Rio de Janeiro, April 16, 1879. MR. FRANCIS M. CORDEIRO, Esq., Dear Sir:—The undersigned, having learned with much regret that you had resigned the position of United States Vice-Consul General at this port, which you had filled for so many years, not only with great credit to yourself, but to the entire satisfaction of all those having business to transact with the Consulate, feel that it is your duty that they should make known to you by this means, the confidence and respect with which you have inspired them, as well as their sentiments of regret that you should have decided to resign your office.

The undersigned beg to assure you of their best wishes for your health, happiness and prosperity.

- Joseph M. Wright & Co. p. p. Wright & Co. A. E. Forde. Norton, Megaw & Co. p. p. John Bradshaw & Co. Albert Tootal. Mee, Allen & Co. Willie, Schmilinsky & Co. A. C. Nathan & Co. Wenceslau Guimarães & Co. Robert Clinton Wright. Le Cocq, Oliveira & Co. Watson Ritchie & Co. O. C. James. Lidgerwood & Mfg. Co. (Limited) J. S. Williams. F. Sautin & Co. Berla, Courth & Co. Edmund C. Meinicke. Gustavus A. Meinicke. Phipps Brothers & Co. P. S. Nicolson & Co. Kern, J. Ayn & Co. Ed. Johnston & Co. Muir & Co. McKinnel & Co. p. p. Arthur Moss & Co. Edwin E. Hime. W. R. Cassels & Co. Charles Jackson, Agent American Underwriters. Hamann & Co. Palm & Allen. S. F. Quinby. Florita & Jovilar. J. Lazary, Junior. p. p. Wilson Sons & Co., Limited, Chas. Rainsford.

PROVINCIAL NOTES

—The President of the province of Pará has opened an additional credit of 60,000\$-00 in relief of the refugees from Ceará.

—Telegrams to the Jornal do Commercio dated Pernambuco May 7, say that there are about one thousand refugees ill in the hospitals of Parahyba.

—During the night of the 9th ult., says the Monitor Campista, the villages of Ponte-Nova and S. Fidelis were visited by a severe hail and rain storm.

—A letter from Icoá, an interior town of Ceará, dated March 24, says that the famine still continues there with all its attendant horrors.

—A tri-weekly publication has recently started in Pará under the title Gazeta do Norte.

Its programme is liberal to the last degree. It promises to be neutral between the two parties, and to advocate free thought, progress, order, liberty, labor, fraternity, popular instruction, decentralization, the separation of church and state, general and full naturalization, incidental protection to industry, commerce and labor, a reduction in the tariff, the abolition of vexatious imposts, privileges and monopolies, and the creation of professional schools.

—A letter from the Jornal do Commercio, from Porto Novo do Cunha, dated the 21st ult., says that the coffee crop in that vicinity has suffered great losses lately.

THE WHEAT OF THE WORLD.

The bread crop of civilization is mainly grown in Europe, North America and Australia. The United States now leads the world in quantity, which in recent years exceeds 300,000,000 bushels.

The French Bulletin des Halles estimates deficits amounting to 173,535,000 bushels in eight countries in Europe and gives to four a combined surplus of 65,750,000, leaving mainly to this country the supply of the remaining 104,785,000 bushels.

Table with columns: Country, Bushels. Lists France, Russia, Germany, Spain, Italy, Belgium, Portugal, Norway, Sweden, Denmark, Austria-Hungary, Roumania, Belgium, Turkey, Europe, Roumania, Belgium.

ALASKA.

Public attention has lately been turned in a marked degree in the direction of that remote settlement on the shores of the Pacific ocean known as Alaska.

During this period this country was under the government of the Russians they built forts and had enough soldiers to preserve both life and property.

Receipts since 1st inst. average 12,400 bags per day, and stock to-day is 140,000 bags.

—A letter from the Jornal do Commercio, from Porto Novo do Cunha, dated the 21st ult., says that the coffee crop in that vicinity has suffered great losses lately.

two years the settlement has been unprotected. The number of people at present there is about seventy, and among them are some women and children.

COMMERCIAL

EXCHANGE. May 7.—No perceptible alteration. Light transactions on London: bank rates, 19 3/4 d; mercantile, 19 7/8 d.

May 9.—Firmly but with no change from yesterday's quotations on London and Paris.

May 10.—Firmly active in the market. On London, bank rates opened at 19 3/4 d.

May 12.—The slight rise in yesterday's rates proved only temporary, the bank rates on London falling to 19 3/4 d.

THE MARKETS.

Flour.—The market remains steady at our quotations of the 9th inst.

Stock to-day consists of 65,000 brls namely: 2,500 Trieste, 13,500 Gallego, 6,000 Hassell, 5,000 Danzig, 400 Crosshull, 1,300 Mc Canal, 30,400 Baltimore, 6,000 St. Louis, 65,000 brls.

Pitch Pine and White Pine.—There have been no arrivals since the 9th inst., and consequently no sales.

Coffee.—The sales since last issue on the 9th inst. are 13,550 for United States, 10,400 Europe, 4,120 Elsewhere.

Total—28,170 bags. Prices as on the 9th inst. Market quieter because of the unfavorable advices from the United States and the rise in exchange, but holders remain firm.

London.—Remains firm at 355—360 reis for George, 355—360 Jenkins, and 340—350 New-York.

Keosau.—Quiet at 7800—7800 per case. Market well supplied.

Rosin.—No demand. 8500—9500 per brl.

SHIPPING NEWS.

ARRIVALS OF FOREIGN VESSELS. MAY 7. BALTIMORE.—Am bk Grey Eagle, 412 tons; Lus-38 40 dis; home to Phipps Bros. & Co. MAY 8. LONDON.—Br bk Countess of Derby, 750 tons; Hunter; 40 dis; cement and rice to Barnett, Wright & De Castro.

PORTO ALBERTO via Rio Grande.—Port sh Porto Alegre, 180 tons; Mottet & Co. 10 dis; from Rio Grande; sundries to José da Rocha e Souza. SANTOS.—Ger sch Sogterland, 136 tons; Deeken; 8 dis; ballast. IBERIA.—Br sch Chittoro, 282 tons; Goodly; 3 dis; ballast. MAY 10. MONTEVIDEO.—Port sh Pablos, 192 tons; Magalhães; 17 dis; jerked beef to Alex. Wagoner. SALTO DE MONTEVIDEO.—Port sh União Fortes, 108 tons; Lillo; 30 dis (11 dis from Montevideo); jerked beef to J. M. Freitas Filhos & Co. MAY 12. CARRÍER.—Am ship Detroit, 408 tons; Davis; 53 dis; coal to Wilson & Co. MARSHFIELD.—Br bk Inverchouler, 204 tons; Mat-20 18 dis; sundries to H. N. Dreyfus. FRAY BENTO via Montevideo.—Sp smack Montevideo, 135 tons; Ferrer; 28 dis (15 dis from Montevideo); jerked beef to Alexander Wagoner. MONTEVIDEO.—Oriental bank Chita, 90 tons; Rey; 22 dis; jerked beef to Souza, Irmão & Rocha.

DEPARTURES OF FOREIGN VESSELS.

MAY 7. CAPE OF GOOD HOPE.—Br bk Silver Cloud, 157 tons; French coffee. MAY 8. BALTIMORE.—Am bk Youango; 487 tons; Tu-ley coffee. MAY 10. OPHOTO.—Port bk Social; 253 tons; Oliveira; sundries. PARANAGUA.—Br bk Trofador; 288 tons; Jol-roy ballast. MAY 10. BALTIMORE.—Nor bk Trossick; 421 tons; Peter-son coffee. CALLAO.—Br bk Woodhull; 984 tons; W. Roberts; ballast. MELBOURNE.—Br ship The Sir-Alexander Leitch; 1,000 tons; Gallihoun; sundries. MAY 11. HALIFAX.—Br bk Princess Alice; 283 tons; Stephens ballast. BAHIA.—Am bk Avian R. Steyer; 303 tons; Truxis ballast. BAHIA.—Br bk Fairy Queen; 252 tons; Stephens; ballast. MAY 12. CAPE OF GOOD HOPE.—Br bk Robert and Mary; 20 tons; French coffee. PERAMBICO.—Br sch Brilliant Star; 201 tons; Good; fatina do manduoca. PARANAGUA.—Dutch bk Joze Keert; 210 tons; STEPHENS SUNDRIES. —Gr bk Gustave; 181 tons; Nielsen; ballast.

ARRIVALS OF FOREIGN STEAMERS AT THE PORT OF RIO DE JANEIRO SINCE OUR LAST ISSUE.

Table with columns: DATE, NAME, WHERE FROM, CONSIGNED TO. Lists arrivals from May 7 to May 12.

DEPARTURES OF FOREIGN STEAMERS FROM THE PORT OF RIO DE JANEIRO SINCE OUR LAST ISSUE.

Table with columns: DATE, NAME, WHERE TO, CARGO. Lists departures from May 8 to May 12.

FREIGHTS.

Steamers: London... 40/ Channel E. 6, 37 6/4 42/6 Liverpool... 37 6/ London E. 42 1/4 47 6/ Antwerp... 37 6/ Hamburg... 45/ Havre... 50/ Bombay... 79/ New York... 50 cts.

VESSELS CHARTERED FROM 7th TO 13th OF MAY.

New York-Norw; hg. St. Olaf; 5,500 bags of coffee; Nathan & Co. frt 17 8.

VESSELS LOADING AND WITH DESTIN.

HAVRE: French bark Fildit; gen. cargo; E. J. Albert & Co. frt 17 8. HAVRE: French bark Ed de Stoué; gen. cargo and sundries; frt 17 8. LISBON F: Swed. sch. Sophia Amelia; 13,500 bags of coffee; F. de Figueiredo & Co. frt 12 4. LISBON F: Ger. sch. Astoria; 5,500 bags of coffee; F. Figueiredo & Co. frt 12 4. NEW YORK: Amer. steamer City of Para; 22,000 bags of coffee and sundries; frt 15 cts. NEW YORK: Amer. brig John Sherwood; 6,500 bags of coffee; frt 15 cts. NEW YORK: Swed. bark Ark; 3,000 bags of coffee; Nathan & Co. frt 15 cts. NEW YORK: Port. bark Margaretha; 4,500 bags of coffee; Figueiredo & Co. frt 15 cts. NEW YORK: Norw; hg. St. Olaf; 5,500 bags of coffee; A. C. Nathan & Co. frt 17 8. BALTIMORE: Argent. ship David Stewart; 6,000 bags of coffee and sundries; frt 20 cts. BALTIMORE: Amer. brig Alice; on the berth; frt 20 cts. BALTIMORE: Amer. bark D. Pedro II; on the berth; frt 20 cts. BALTIMORE: Amer. bk Grey Eagle; 8,000 bags of coffee; Phipps Bros. EXPECTED TO LOAD: Antwerp and Liverpool: Brit. str. Thomas, Bordeaux; French str. Equateur.

In any case public opinion ought to be that of the majority.

But what is the public opinion of the measure before us? It is that of the minority; it is the minority governing the majority.

Perhaps you will say that it is necessary to draw the line between sensible people and fools.

Who is to be the judge? I have not met with him, but even if I could distinguish him, for my own part I think that which constitutes the right of voting is manifestly (according to a Spanish writer), the consciousness of one's own position, added to the consciousness of that of others.

The mean result of all this is the general voice of the whole country, it is this consciousness, it is public opinion: there is no other.

When you seek for the qualification in science, in the arts, in industry, you are making a law of privilege, for you can only count on a man for what he is.

Picture them to yourselves as you will, men will always prefer their own to the common interest.

But you say more. You say, "the people do not know how to choose; they do not know their needs. This fundamental theory of paternal government, which stifles the individual conscience for the benefit of the few, is another invention like that of the qualification theory, which owes its historic origin to the feudal theory of the possession of the soil." (chers)

It is nothing else. To measure a man's intelligence by money, is to place little value on it; and the uncertainty, I would prefer to accept the encroachments of innate dignity, to seeking a measure which would debase it. (chers) If you accept the qualification, accept it only as the gauge of a man's means, of what is necessary for existence.

But the supporters of this measure after half a century of constitutional government, reject those who have sent them to this present assembly, (chers) those who are the real creators of the national representatives. (chers) And why?—Because, forsooth, they cannot read; they are unlettered!

By the adoption of a general vote every man has the means of settling accounts with his representative by not reelecting him. According to the new scheme, what is the means? One only—insurrection. Either they are my delegates or they are not; if they are, let them render me accounts, and if I have no other means of making them do so, I have only the right of might, and I will oppose the might of right to that of privilege.

And these are not the only arguments employed against general or universal suffrage; they say: were the people to be invested altogether with the right of voting, then general would be sacrificed to private interests. One would not want to pay taxes, another would not want to serve in the army, another would want to advocate the cause of wealth, another finally would want to look out for himself, himself alone.

I maintain that all history protests against such an assertion. Is there anything more generous than the people? There is not, and history is witness.

When France invaded Spain, it was not her grandees alone who defended her, but it was the arms of her laborers, of her yeomen; it was the arms of united Spain.

And do you ask for examples in Brazil itself? When but a short time ago the Paraguayan war needed thousands of men was it not of the levies of qualification lists that you went to ask the sacrifice? (loud and prolonged cheering.)

No. In a liberal house this doctrine cannot, it must not pass; for the sake of your honor, for the sake of that of the ministry, from the purity and honesty of whom I expect everything, I rely upon this measure being modified; not that they should retract their opinions, but so that they should leave the sovereign power to the constituency, freed from the limits which have been placed on it. I expect it, and shall demand it,—as the last part of my speech,—in the name of national sovereignty.

The history of our country is a protest against the exclusion of the masses, because it was from these masses that sprang our country's liberties, and through them the election of the members of the senate and of this house. It was this people who overthrew the powerful minister of the first Empire, this people who recruited all that was great and noble for their parliament, and this people who died for their country, and

though they could say that they had relinquished everything, country, family, home, rest, peace and memories of the past, yet the supporters of the measure do not even retain the remembrance of their services.

Once more permit me to remind you that if you wish to plead the possibility of corruption—I must tell you frankly it is not the people which are corrupt (applause)—read the budgets, examine the contracts in it and you will find that it is not the people which make roads, it is not the people which have navigation companies, or administrative contracts. (applause). The corruption then, of which you speak, is not on the part of the people. There are needy men who sell themselves, just as there are wealthy men who are honest, but you cannot on this account refuse them the franchise, and therefore I demand of you the right of voting, the right which I have proved to exist, the right to govern. I ask for no privilege; I only ask for equal rights for all.

I am about to conclude, for I feel myself much fatigued: but before doing so I wish to make a solemn appeal to the ministers. If they can give shape to their recollections; if it is possible that the past can reappear before their eyes; if it is possible that each one of them can hear within the still small voice reminding him that he has duties to discharge, then I will suppose that their Excellencies have before them both their future and their past.

To the noble President of the Council perchance the past may appear and say:—I am here; laden with the burden of sixty years of services done to my country,—throughout these years I have defended the liberty of my country; I have defended its constitution; I have loved it in my youth. Then do not wrest from me the collection of all this, for I have a right to recall these fond memories of the past.

To the noble Minister of War it would say:—I am glory; I come from the plains of Paraguay, I have traversed its swamps, I have slept beneath the tent in which you first planned your glorious lance, I have stood by your side upon the ramparts of Humaitá: I feel that in you I see the mists which sweep along the mountain crests of giant height. Yes, I am glory; though I cannot twine you a chaplet of flowers yet I have a right to weave you one of tears, for this too adorns the warrior's sword; that pennant of yours can never be the fetter of slaves. (Applause from the galleries.)

It would say to the noble Minister of Finance: I am the tribune, or rather, I am the people. In my arms it was that by your own individual exertions you soared to the highest offices in the state. Deputy, minister, senator, I still wish to have hands to applaud you, still to be able to pay you homage in your triumphs. But beware; change not for the purple of power the most glorious deeds of your life: I wish to have the right to attend you to the last.

It would say to the noble Minister of Justice: I am democracy; when as an advocate you toiled unknown to fame in your modest chamber; when, undaunted, you defended and battled for the lofty principles of liberty, I was by your side. I do not blame you, I never considered your advancement a crime, no! Every thought before it passes into action is but a profession of faith, and in this country there is room for all. Therefore keep, I beseech you, a place for me.

To the noble Minister of Empire it would say: I am the press; surely you must remember me, for I have accompanied you anxiously in the rapid flights of your career; I have been with you from your childhood, even to the heights of office. Hence I have also the right to beseech of you that in your programme of the present you retain the aspirations of your past.

It would say to the noble Minister of Marine: Next to your fatherland I am almost your second mother, I nursed you in my arms, I have nourished you from your infancy; I am the herculean heroine, I am the mother of liberty. The purple of power is not worth the greensward on which you were reared. I await you here, with ready hands, to hail you in your country's name; here, on my knees, where so many brave spirits have died, I beseech you not to forget me.—I am Bahia.

gentlemen, let us sum up the whole. It is the sovereign nation, it is liberty, which makes its prayer to this house. The love of liberty ought to be, in Bible phrase,—inviolable as death; it ought to be as our ideas of the infinite—great as that universe which

contains it. In this our land, on the giant tree, as on the pebble in the valley, in every part the almighty has graven the eternal word of liberty; it must be imprinted as well in the consciences of all.

In the name, then, of the representative, constitutional liberty, in the name of a liberal house, which will, as I firmly believe, contentedly accept your measure in a modified form,—do not, I beseech you, thrust away that confidence on which you can ever rely, but prove that you respect the confidence which has been reposed in you by the people by setting free forever the action of the constituency. (Loud and prolonged cheers).

RAILWAY NOTES.

—The gross receipts of the Machalé e Campos railway—one metre gauge—for the month of March last was \$4,999,800 (£ 9,443), or at the rate of £ 457 per mile with 66 miles in traffic. For the same month of last year they were £ 7,049, or at the rate of £ 119 per mile with the same number of miles in traffic.

—The gross receipts of the Dom Pedro II railway—5 feet 3 inches gauge—for the month of March last was \$11,341,800 (£ 21,264), or at the rate of £ 250 per mile, with 365 miles in traffic. For the same month last year it was \$19,618,000 (£ 36,697), or £ 204 per mile, with 341 miles in traffic.

—The gross receipts of the Recife ao São Francisco railway—5 feet 3 inches gauge—for the month of March was \$9,549,800 (£ 18,840), or at the rate of £ 130 per mile. The net receipts were £ 2,645, or £ 47 per mile for 77 miles in traffic.

—The gross receipts of the Leopoldina railway—one metre gauge—for the month of April last was \$1,030,800 (£ 1,915), or at the rate of £ 113 per mile with 89 miles in traffic. For the same month of last year they were £ 52 with 74 miles in traffic.

—The general average of expenditure of the narrow gauge railways in Brazil is about 60 per cent. of their gross receipts, or about £ 530 per mile per annum.

—Three new stations will be opened on the Leopoldina adro during the next three months, viz.: Diamante in June, Paroapeba in July, and Ubá in August.

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