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BRAZILIAN RAILWAYS.

Political considerations, as has been remarked, have always been paramount in conceding railway privileges and guarantees of interest on capital invested in them, and it was but natural that the provinces of the southern part of the empire should put in a claim for national favor. After a protracted debate, the General Assembly passed the law of September 10th, 1873, No. 2,379, authorizing the government to invest the sum of 40,000,000 in the province of Rio Grande do Sul, and a loan of £ 5,000,000 sterling ostensibly for this purpose was raised in London. How the proceeds of this loan was directed to the purchase of iron-clads, the payment of the regular annual deficit and to war preparations for the purpose of intimidating our Platine neighbors during the settlement of questions growing out of the Paraguayan war, is only too well known.

To facilitate the raising of the above loan, a contract was made with Counselor C. B. Ottoni, Dr. C. F. de Almeida and H. V. F. Penna for the preliminary surveys, which was approved by decree dated December 10th, 1873. It was stipulated that the road should start from Porto Alegre, on the sea-coast of Rio Grande do Sul, and go across the northern part of the province to Uruguaiana on the frontier of the Argentine Republic—a distance of about four hundred and fifty miles. The contract price for the complete surveys, including astronomical observations determining the latitude and longitude of specified points, cross sections 520 feet broad, a geological report, with plans and estimates of cost, were £ 67 per kilometre for a broad gauge and £ 29 for a narrow gauge road, or at the rate of £ 156 per mile for both gauges. There was no special line run for the narrow gauge line, its location being determined on the plans for the broad gauge. The contract for the broad gauge line specified 600 feet radius for the sharpest curves, and two per centum or 105 feet to the mile for the heaviest grade, and for the narrow gauge line 300 feet radius for the sharpest curve, and three per centum or

estimated the total cost of construction for a broad gauge (4ft. 8 1/2 in.), including rolling-stock, stations, etc., at the rate of £ 13,400 per mile; and for a narrow gauge road of one metre at £ 10,300 per mile. This estimate excluded about forty-eight miles of the first section which was comprised between Porto Alegre on the Lagoa dos Patos and the head of navigation in the Jacuhy river, along which the line was projected. The river being navigable for this distance for vessels of four feet draught, it was proposed by the contractors of the survey that the starting point of the road should be at the head of navigation, thus reducing the total length of the projected line to about four hundred miles.

The government then advertised to receive bids for the construction and equipment of this line for the specified distance of four hundred miles, up to the 15th of April, 1876. Five bids only were received according to the conditions of the advertisement, which ranged between £ 7,300 and £ 8,000 per mile for the broad gauge, and £ 5,650 and £ 6,350 for the narrow gauge line. The government was not able, however, to make a suitable contract with any of these bidders, although the conditions had been previously specified, and it finally resolved to build one hundred and fifty-five miles of the road itself, letting the earthworks to section contractors and importing the rails and rolling-stock on its own account. This extent is now under construction, of which thirty miles are now ready for the rails. The gauge adopted is one metre.

At the same time, a second line was projected in the southern part of the province. It started from the city of Rio Grande, and ran almost parallel with the frontier of the republic of Uruguay, and united with the northern line near Uruguaiana. It was designed that these roads should form a military and strategical line of communication against any hostile invasions into Braz-

ilian territory from the neighboring republics of the River Plate. The southern line, known as the "Rio Grande & Cacequy" railway, has a total length from Rio Grande to its junction with the northern road, according to its surveys, of about three hundred miles.

The contract for the surveys and estimates of this line was made on the 14th of March, 1874, with Hygino Corrêa Durão (lately deceased) who had previously contracted with the provincial government for two lines of railway, now merged in the one projected by the general government. The provincial grant was dated on the 11th of August, 1871. The first section of this line, about one hundred and seventy-five miles in length, was designed to pass through the coal fields of Candiota, near its terminus, Bagé; the second section, about one hundred and eighty miles in length, was to terminate at Alégrete, where it would form a junction with the northern road. Afterwards this point of junction was changed from Alégrete to Cacequy, seventy miles below, which shortened the line about fifty miles. This point of junction, however, has not yet been definitely settled, nor can it be until the further extension of the northern line has been arranged by the government, a contingency which the present financial state of the country will not admit of an early settlement. The contract price for the surveys, plans and estimates for the southern line, was made on the same terms and conditions as for the northern road. The cost of construction and equipment was estimated at £ 12,080 per mile for a broad gauge, and £ 8,950 per mile for a metre gauge road.

Although the government was authorized by legislative enactment, dated September 10th, 1873, to guarantee interest on the capital invested in the railways of Rio Grande do Sul, except the loan of £ 5,000,000 raised ostensibly for these roads in 1875 nothing has been done by it, up to this time, toward the construction of the southern line. The great outcry made at the time the loan of five millions sterling was raised in London, in behalf of this line as a development of the Uruguaiana frontier, and the popular movement which it incited, has done nothing more than to compel the government to fulfill its promises.

Some years ago a railway line was surveyed from the city of Rio Grande to the coal regions of Candiota by parties who were interested in the mines and who desired greater facilities for transporting the coal to some port on the sea-board. Their line was located further north and on a different route than the projected government line, but as the latter passed within four or five miles of the Candiota coal fields, for the working of which these parties held a privileged grant, it was evident that its construction would destroy the efficiency of the former which depended wholly on private enterprise and capital.

These parties then solicited a government interest guarantee on the capital necessary to build their line to the mines, which the general government conceded by decree No. 7,056 of the 26th of October, 1878. The capital was fixed at the estimate given for the first section of the southern line, from Rio Grande to Bagé, five miles from the projected mines, and the company was required to pay the expenses which the government had incurred in the surveys of this section. The interest of seven per cent. per annum is guaranteed on a fixed capital of £ 1,400,000, or at the rate of £ 8,000 per mile of metre gauge, in accordance with the conditions finally established by the decree of August 10th, 1873, which defines the regulations governing the guarantee of interest on railway capital under the law of September 24th, 1873.

This line starts from the city of Rio Grande, passes through Pelotas, thirty miles distant, follows the valley of the Piraty river for a distance of about fifty miles, and, crossing near the coal regions of Candiota, ends at Bagé, one hundred and seventy-five miles from its starting point. At its ter-

minus it has an elevation of nine hundred and fifty feet above the sea, which gives a total ascent of eight hundred and forty feet above the city of Rio Grande.

ELECTORAL REFORM.

In the discussion of the electoral reform bill in the Chamber of Deputies, on the 28th inst., Counselor Sinimbu made an able defense of the measure to which the present cabinet stands committed. The following is an abstract of his address:

The project under discussion is the most important one of the present session because in it is contained the programme of the ministry, it may almost be said the cause of the present political situation. However ardent my love of country and my desire to serve it may be, however profound my respect and gratitude for the chief of state, I should certainly have resigned the honor with which he distinguished me if I had not had the hope of realizing what for nine years had been the constant object of my political thought. For many years my reason has told me that the falsification of our representative system is principally due to the defects of our elections.

I am censured for not having entered this house with the banner full of inscriptions containing the ideal of our party, for having from among them given preference to the electoral reform. I think that the representative system is based on the delegation of powers which in turn depends on the purity of elections. If, then, as we all recognize, there is not a sincere manifestation of the national vote, we cannot help wishing to place the representative system on a solid foundation.

What does the electoral reform signify? It signifies sincerity in the expression of the popular vote, legitimacy of the national representatives, and finally solidity of the base on which ministries may rest, who, before the crown and the nation, can only judge themselves strong when they are convinced that they have the support of the nation.

It has been said that the liberal party is unfaithful to its mission, because I have omitted to present in the programme the electoral reform, which it has so long loved of power but to serve the cause of my party. This being my aim, the objective point of my endeavors, how could I attain it by raising the banner of all our long political programme? Consulting history we see that a serious and circumspect people, who to-day represent a predominant part in the world, the English, have always proceeded in this manner. When in that country were agitated the various measures of free trade, the corn laws, the catholic emancipation and the reform of 1832, these ideas existed simultaneously. The English statesmen, however, instead of amalgamating all these reforms, offending many interests at the same time, divided them so that they succeeded one by one in realizing them all. For this reason I selected from the many ideas of our party that which appeared to me to be most opportune and which besides should be considered as the basis of all other reforms.

I do not speak of our financial condition because that is not a political idea. Any government, liberal or conservative, that comprehends its mission must seek to equalize receipts and expenditures, diminishing useless expenses and promote the development of the sources of revenue.

It is said that the reform has no importance. Does not then the electoral reform mean the truth of the representative system, and can we who desire it in all its purity deny that the principal condition is to secure the free manifestation of the popular thought?

Some think that the reform could be made more quickly and better without the formality of a constitutional reform. In a country constituted as ours is, where the legislative power is divided between two chambers, we cannot overlook the Senate. I could not omit attending to its opinions and consulting its views in reference to the subject. I have often heard it said in that chamber that if the realization of the reform

desired by the liberal party was preceded by a reform of the constitution, many of its members, although adverse to the reform, would vote for it. Realizing the reform in this manner we have the certainty that it will be more lasting as it will not be subject to the fortunes of political parties.

It is said that ministers in this country are only instruments of the crown. In the name of all the distinguished men who have served the crown I protest against this statement. I do not believe that any of them could have remained a single day in power except by the power of their own ideas. Twice before that I have been minister I have had occasion to notice that there was no intervention of the crown in the acts of its ministers. In the present situation I assure the chamber that it would be impossible to have a better model of a constitutional monarch than the present Emperor. The crown desires never to be obliged to interfere in public affairs when the nation manifesting itself freely indicates by means of its representatives the ministers that truly merit its confidence.

It is said that the projected reform is petty because it will abridge the rights of some thousands of Brazilian citizens. It should be remembered that if on one hand it reduces the number of voters, it increases extraordinarily the number of electors. The conditions of a good electoral body are numerous, and it should not be subject to the influence of ministers nor of authorities; it should be able to select with judgment its representatives; it should not be composed of men dependent on the caprices of others but of those who by their position can offer certain guarantees of independence. These conditions should be fulfilled by the electoral body which the project creates. The secondary election is only a fiction, an illusion. With this project this inconvenience disappears. The projected electoral body is numerous and intelligent, and offers much greater guarantees of a free election. The reform is not therefore petty. In framing the project we had in view the exclusion of those on whom the evil action of power or of magnates is most easily exercised.

Much has been said against the omnipotence of the project, and it has been proposed to amend it. This pre-eminence does not come from the moderate power having usurped to itself attributes that do not belong to it, but from the weakening of the powers that oppose it. Instead of curtailing the moderate power, I think that its action should be opposed by means of free and independent chambers, which can present themselves before it as a power equally respectable. This can only be secured by means of a good electoral system.

The project has been opposed because it limits the suffrage excluding a part of the present voters, and because it limits the attributes of the chamber to which the name of Constituent Assembly has been improperly applied. Our constitution recognizes two legislatures, the ordinary and the extraordinary; the first for the enactment of the ordinary laws, the second for the formation or alteration of constitutional laws. The ordinary are composed of the Senate and the Chamber of Deputies with the sanction of the Emperor. The extraordinary are those to which the constitution orders that special powers shall be given to realize the reforms voted in the ordinary legislature, and consist of the Chamber of Deputies alone. It follows that the law which comes from the Chamber and in which the Senate and Crown have intervened should be so framed that the extraordinary legislature has only to approve or reject, but should not have the absurdity of a single one of the powers that contributed for the reform of the constitution having more power than the three that decreed the reform. For this reason the next chamber which I call one of revision has only to concede or refuse its approbation of the law that may be voted by this one.

The minimum of qualification is fixed at 4005, which is the minimum of the chamber that if the realization of the reform

(Concluded on fourth page)

THE RIO NEWS,

PUBLISHED TRIMONTHLY

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

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RIO DE JANEIRO, June 5th, 1875.

“IMMIGRATION may be considered from two points of view: as the substitution of the existing labor, or as the introduction of a more advanced, instructed and industrious race that comes to people our campos and by contact to improve the conditions of our people.” In these terms Counselor Sinimbu succinctly stated the question which is now awaiting some sort of a decision by the legislative powers of Brazil. The honored President of the Council recognizes fully the urgency and gravity of the situation, as also do many others of the prominent statesmen of the empire. The law of September, 1873, is gradually accomplishing the work of emancipation, and the laws of human instinct and action are as gradually and surely leading the freed blacks away from the agricultural districts into the towns. By this process the labor element upon which so much of the prosperity of Brazil depends, is slowly disappearing, and nothing thus far has been found to take its place. At present the change is but slightly felt; by-and-by, when time and the operations of the emancipation fund shall have become more potent factors in the work of emancipation, the rapidity of the change will become so great as to completely paralyze the agricultural industries of the country unless something is speedily done to meet the emergency. This result is inevitable. It is idle therefore to waste time in the discussion of the probable benefits or evils of Chinese labor, or of the probability of securing a substitute for slave labor through the

our opinion, such discussions are worse than useless; they will tend merely to displace one evil with another. What Brazil needs most is free, intelligent labor; not a class which are free in name while as helpless and degraded as the slave, but a class of laborers which will be small property owners like those which have contributed so largely to the prosperity of the northern and western sections of the United States. To attain this result there must be a radical change in the colonization laws which will permit the immigrant to settle where he pleases, acquire property, and enjoy every privilege of Brazilian citizenship; and there must also be such a revision of the land and taxation laws as will enable him to easily acquire property and to claim full protection from the government in all the privileges growing out of such ownership. When this is done, it will then be found that Brazil has already a sufficient number of laborers to supply all present demands. Something must be done with the *ingenhos*, and with the freedmen; something should also be done with that already too large a class whom Dr. Joaquim Macedo describes as “perfect and complete idlers.” There are able-bodied men enough in Brazil to perform all the work which its trade requires, and no effort can be well-directed and statesmanlike which leaves their employment and betterment out of consideration. To neglect them, is simply increasing the number of idlers, paupers, and criminals, which is already too large for the security of life and property.

“THE AMERICAN EXPORTER” for the month of April is at hand, and exhibits in a marked manner the earnestness of the effort our fellow-countrymen are making to reach the foreign markets of the world, and at the same time the absence of intelligent direction. That success will follow is just as

antique battering ram will make a breach in a wall, but sensible business-like effort would do it much more satisfactorily, just as the well-directed aim of a siege gun is relatively more productive of results than the ram. Take for example, American hams and bacon. All the advertising in all the journals of the world will not make a market for an indifferently smoked and cured piece of pork. Smoke and cure a piece of pork in such a manner that it will keep through ten such months as August in the Middle States, and be perfectly edible at the end of a year, and a very little discreet advertising will create a constant market for it this side of the Equator. England buys an ordinary American ham and by re-curing, re-smoking, and especially re-canning and careful packing, exports it to India and South America where it brings 40 per cent. more than its congenor direct from the markets of Baltimore and New York. If the *Exportier* will continue to remind American manufacturers of these facts, as it somewhat timidly does in the number before us, it will do a good work. Its usefulness to the initiated is somewhat impaired by its careless editing of consular and other reports from abroad, and its general inclination to carry by storm, rather than by more patient and effective siege. Our Brazilian readers will be surprised to learn that this journal has resident agents in the following towns—simply designated as being in Brazil: Soledade, S. Gabriel, Itaquil, Passo Fundo, Santo Antonio de Patrulho, S. Jeronymo, S. Pele, Lago Vermelho, Vaccaria, Cachoeira, Jaguary and Triunpho. Only four other places are included in the list of agencies given. This is equivalent to our advertising agencies to receive subscriptions and advertisements in Smithville, Jackson, Madisonville, the Falls, the Cross-roads, and Sleepy Hollow—all in the United States of America.

IT IS REPORTED that the Canadian government has agreed to subsidize a line of steamers to ply between Halifax and Brazil, by which it is hoped to develop direct trade in sugar, tea and coffee, with that country. It is understood that the Brazilian government has signified its intention of granting a subsidy to the line similar to that given by the Canadian government. The first steamer will sail in September next.—*The American Exportier*.

There is little doubt but what the Canadian government will undertake some such enterprise as this under its present administration. With a ministry thoroughly committed to the policy of protection, and with a growing sentiment among the Canadian people that government restrictions upon all competition and government support to procure subsidies for railroad and steamship lines, even where a little reflection would demonstrate their inability to pay running expenses—leaving interest on invested capital out of the question. Canada has already its great Pacific railroad scheme, and now comes its Brazilian steamship scheme. It is very doubtful whether her widely-scattered population of four millions can consume enough of Brazil's productions to support the homeward trips even of small-sized steamers; and it is even more doubtful whether there is demand enough in Brazil for Canada's codfish and lumber to give sufficient freights for the outward voyage. The enterprise, if the report be true, is simply another one of the manifestations of the export trade craze which is now raging in the United States. It is felt, and justly so, that the object—a profitable trade with foreign countries—is desirable and essential; but in regard to the ways and means of attaining this end everything is vague and undefined. Under such circumstances, it will be very easy for the Canadian people to make mistakes, and the Brazilian steamship scheme will not be the least among them. We would like to see the great scheme of an inter-occidental commerce fostered and encouraged, but we can not sympathize with any false steps in its accomplishment.

WE GIVE on another page an abstract of the address of Counselor Sinimbu before the Chamber of Deputies, on the 28th inst., in defense of the ministerial project of electoral reform. The defense is unquestionably an able one, and clearly demonstrates the constitutionality of the measure and the policy of the cabinet in urging it at this time. The position of the cabinet in denying revisionary powers to the second Chamber before which the measure is finally brought, is certainly a sound one, and is amply justified by precedents in other

constitutional governments. We are glad to learn that the present administration has not given up the many important liberal reforms which it advocated before assuming the reins of government, though we can hardly agree with it in the precedence and importance which it attaches to the present measure. A revision and simplification of the present election laws are certainly needed, but there are other reforms which are far more urgent and a much greater obligation upon the legislators of Brazil. The creation of an approximately perfect electoral system is a tempting enterprise to any statesman, and is certainly worthy of his most earnest thought and work; but the performance of a simple act of justice for which no laurel wreath is waiting, must ever be far more urgent though less attractive. The measures of granting full civil rights to the non-catholics, open colonization, civil marriage, taxation, tariff reform, and a score of others scarcely less prominent, have immeasurably greater demands upon the ministry than any electoral reform, because justice and national prosperity as well as policy demand them. It is very likely that Counselor Sinimbu is right when he says these reforms can be secured only one by one; we believe him to be wrong simply in the selection of the present measure first.

AN APPLICATION was recently made to the Brazilian government by some American commercial men, through a Mr. Clark, for space in some public building in which to exhibit a representative line of American products and manufactures. The exhibitors who propose to take part in this exposition number some sixty or more, and they are intending to come here with their exhibits in the steamer leaving New York July 5th, providing their application is favorably received. We are glad to learn that the government warmly approves the project and has assigned space for the exposition in the Typographia Nacional for the months of August and September. Both the building and the location are everything that can be desired, and we sincerely trust that the exhibitors will respond to this generous concession of the Brazilian ministry by making a display which will be a credit to both parties. Through a special concession the exhibits will be admitted free of duty, with the understanding, however, that in case any of them should be sold, they shall pay the regular duties levied upon all imports. The promptness and cordiality with which the prime minister, Counselor Sinimbu, has responded to the proposition, merits the warmest praise and a more conclusive proof of his hearty sympathy in every movement for the enlargement of commercial relations between the two countries. This friendly interest has been shown upon other occasions, particularly in his generous treatment of the unfortunate American workmen thrown out of employment by the suspension of work on the Madeira and Mamoré railroad, whom he sent home on one of the American steamers. These evidences of his good will and interest, of his readiness to assist every legitimate enterprise, can not be praised too highly, and we are doubly gratified that we can call attention to them at this time and recommend such a response on the part of American business men that will render the interchange one of mutual benefit and satisfaction.

IMPROVEMENT OF THE PORT OF SANTOS.

At a meeting of the Commercial Association of Santos, Col. W. Milnor Roberts, chief of the hydrographic commission, presented the results of the studies on the improvement of the port and an outline of the works proposed.

Mr. Roberts stated that the soundings made by the commission had demonstrated a much thicker deposit of mud in the bottom of the bay than had been supposed, and the plan proposed has been formed in accordance with this fact and is as economical as the special conditions of the bay will permit.

The works proposed consist of a sea-wall of masonry built at high tide mark and faced with a rip-rap which is to be sustained by a line of wooden piles driven to a depth of at least ten metres and cut off at the surface of the sand so as not to be subject to the ravages of the *teredo*. This sea-wall will constitute the interior wharf at which ships of ordinary draught can load or unload at any time by means of plank. In front of the sea-wall and connected with it by bridges will be built iron pier-heads sup-

ported on screw piles. Each pier will be twenty-five metres long by twelve and one-half metres broad and will have a space between each two of seventy-five metres with a depth of five metres at low water. The plans presented show seven of these pier-heads with space for another if it be required. One advantage of this plan is that the pier-heads can be constructed as they are required independent of the construction of the sea-wall. A considerable space is obtained by filling behind the sea-wall which can be utilized for warehouses, the value of which will probably recompense in great part the expense incurred.

The cost of the works projected, not including disappropriations, acquisition of property and construction of warehouses, is estimated at 2,000,000\$ and will require two years for construction.

BRAZIL AND THE WEST COAST WAR.

The Minister of Foreign Affairs directed to the presidents of the maritime provinces, on the 27th ult., the following circular, which defines the attitude of Brazil toward the republics of the Pacific coast, now at war with each other.

Sir:—The government of Chili has declared war against Peru, as is stated in a communication directed by the former to the government of Brazil upon the 12th of April last, and in fact is already at war with Bolivia.

The imperial government sincerely laments that the question which has given rise to this conflict, could not be settled by peaceful means, and hopes that the friendly relations which are so much to the interest of the states of this continent, may be shortly reestablished.

As, however, this unfortunate state of affairs may be prolonged, and bring us questions, for the solution of which it is well that your excellency should be properly empowered, I have been directed by His Majesty the Emperor to declare to you that the imperial government has resolved to maintain the strictest neutrality.

Your excellency is acquainted with the circulars which this ministry has dispatched upon similar occasions. I call your attention to them, especially those of 27th of August and the 29th of October, 1870, and recommend to you their faithful and exact fulfillment during the present war.

I take occasion to assure your excellency of my perfect esteem and distinct consideration.

THE SCRIBNER SKETCHES OF BRAZIL.

number of *Scribner's Monthly* with the first of the promised series of articles on Brazil by Mr. H. H. Smith. This first article is occupied with the city of Pará, and is written in a lively, agreeable style which will render the series very acceptable to the readers of *Scribner's*. The illustrations are far ahead of anything we have seen in works on Brazil, being quite as artistic and well executed as any that have appeared, while they bear internal evidence of having been drawn on the spot and not “cooked up” at home like some of those of the magnificent, but untrustworthy volumes of Marcey and others that have recently appeared.

Doubtless to the general reader outside of Brazil, the first impressions of a rather uninteresting tropical town will appear less hackneyed than to us who have not only experienced these impressions, but have become somewhat surfeited with the reading of them in the writings of every author who treats of the topics; and such readers will not sympathize with our slight feeling of regret that Mr. Smith did not select some topic in which his long knowledge of the country and keen powers of observation would have placed him farther above the ordinary writer of sketches of travel in newspapers and magazines.

LEGISLATIVE NOTES.

—After a long discussion on the bill of the Chamber of Deputies fixing the manner in which the budget shall be presented, the Senate passed a substitute offered by the Minister of Finance, Afonso Celso. The bill provides that the estimates for the several ministries shall be presented in separate bills by the Minister of Finance instead of all together as at present, and shall include the expenses to be made by special credits; the parts relating to revenue and general dispositions shall also be presented in separate bills.

—An animated discussion, or rather wrangle, took place on Friday in the Senate between Senator Leitão da Cunha and the

senators from Maranhão in regard to the American steamers stopping at the port of Maranhão. The senator from Pará, who had opposed the amendment of the contract on the ground that it was illegal for the Chamber to alter the contract and impossible for the steamers to enter the port, called for copies of the correspondence between the government and the company on the subject.

—The discussion during the past week on the second reading of the electoral reform bill was of more than ordinary interest on account of the participation of the Ministers of Agriculture and of Justice. We print elsewhere an abstract of the speech of Counselor Sinimbu. It is to be regretted that space will not permit an extended notice of that of the Minister of Justice. By extended citations from the constitution of the United States and of various states of the American Union, he showed that the mode proposed by the government for effecting the reform was in accordance with constitutional usages.

In regard to the limitation of the suffrage, he argued that the franchise was a public function and not a natural right, and consequently could be restricted; that a man who earned less than 400\$ per annum could not subsist except by alms and is not therefore in conditions to vote independently; that the number of those who will be disfranchised by the condition of being able to read and write has been much exaggerated; and that the project, instead of being an aristocratic one, was democratic since it established conditions that made the franchise accessible to persons of ordinary intelligence. An amendment to the bill was offered by Dr. Buarque de Macedo fixing the limits of the property qualification between the maximum of 600\$ and the minimum of 400\$. The bill passed the second reading May 31st by a vote of 71 to 13 all the amendments that had been proposed being rejected. The amendment offered by Saldanha Maranhão in favor of the non-catholics showed an unexpected strength in the party of religious liberty, being supported by the following deputies: the Messrs. Saldanha Maranhão, Costa Azevedo, Serrão, Talares Belort, Rodrigues Junior, Barro de Villa Bella, Soares Brandão, Joaquim Nabuco, Buarque de Macedo, Esperidião, Horta de Araujo, Andrade Pinto, Baptista Pereira, Joaquim Brevas, Macedo, Souza Lima, Corrêa Rabello, Galdino, Afonso Penna, Felício dos Santos, Candido de Oliveira, Lima Duarte, Marinho Campos, Gavião Peixoto, Alves de Araujo, Camargo, and Silveira Martins.

—In view of the fact that only a month remains before the beginning of the next fiscal year for the discussion of the budget in the Senate, the Chamber voted, on motion of Dr. Buarque de Macedo, the prorogation of the present budget until such time as the new budget shall be ready to be put into execution.

—The Chamber of Deputies passed on third reading the bill adopting the contract of the government with the Amazon Steam Navigation Company and the bill granting a credit of (as amended) 20,000,000\$ for the relief of the sufferers from the drouth in the northern provinces.

—From the following letter of the Minister of Finance directed to the Minister of Empire on the 26th ult., it appears that the public funds so generously granted by the Imperial government to aid the suffering provinces of the north have not always been employed for the purposes for which they were intended:

Sir:—The circumstances of the treasury absolutely do not permit that expenses which were not calculated upon under the head of public aid, should any longer continue to be made in some of the northern provinces, inasmuch as it has been verified by information which I have just received from an employee of the treasury now on a commission in Ceará, that under pretext of such aid, provincial and municipal works are being built, which, even under conditions of financial prosperity should not be built at once. I therefore beg your excellency to give notice to the presidents of those provinces that after June, it will not be possible for the treasury to continue such supplies.

BOLIVIA has a sea-coast only a few miles in extent and has no navy. The army consists of 1,100 officers and 3,000 privates. Peru has a sea-coast of about 1,300 miles, with a well-equipped navy of 12 ships, several of them large iron-clads, carrying 43 guns. There is an army of 6,000 men and a gendarmerie of about 3,000. Chili's sea-coast is some 2,200 miles in extent. She has a standing army of 3,000 men and a National Guard of 25,000. Her navy is composed of 10 steam vessels.

THE RIO NEWS.

—Telegrams from Santiago announce a naval battle between Chili and Peru at Iquique in which the Chilians came off victorious.

—The *Crusiero* says it is known that the capital of the United States is composed of four cities: New York, Brooklyn, Jersey City and Hoboken. It's news to us. We were under the impression that Washington was the capital.

—The pilots of the different lines of steamers touching at Parí are agreed that the light-ship at the mouth of the Amazon is not a light-ship at all, and that the hull of the vessel anchored there is visible before the light at its mast-head.

—Since fire has been opened upon M. Liais of the Imperial Astronomical Observatory, that gentleman has got even with his opponents by discovering no end of planets and comets. Such arguments must make them stand aghast.

—The Minister of Finance has addressed a circular to inspectors of the treasuries asking for information in regard to the value and possibility of the sale of public property in the different provinces which must not be necessary for the public service.

—They have their own way of saying things in this country. One firm advertising Watersbury Clock & Co., another Seth Thomas Clock & Co., and still another has a large sign announcing that it has American watches from the manufactory of Waltham Moss & Co.

—On the 17th inst., by decree 7,995, a privilege was conceded to Luciano Nettle-ship for a wood pavement, to be known as the Nettleship pavement. It is similar to the Nicholson pavement now used in some cities of the United States. The privilege is granted for a term of ten years.

—Messrs Wilson's Sons & Co. have recently ordered a small cable of two wires to be laid between their office and an island in the harbor where their coal is stored. The cable will be nine kilometres in length and will establish communication between the office and island through the medium of telephones.

—On the 24th ult., Fredk. R. St. John, Esqre, H. B. M.'s *chargé d'affaires*, gave a rinder dinner at Carson's Hotel in honor of the Queen's birthday, which was attended by the principal merchants of the English colony of Rio de Janeiro. Right reverend, the Bishop of Falkland, who is now in this city, also honored the occasion with his presence.

—The German steamer *America*, arriving at this port on the 27th ult., brought 181 Italian immigrants from Genoa. The greater part of them left for the South the succeeding day on the steamer *Rio de Janeiro*, with the intention of joining colonists in São Paulo, Santa Catharina and Rio Grande do Sul. The majority of these intend settling in the province of São Paulo.

—The Minister of Finance has nominated a commission composed of the inspector, assistant-inspector and captain of the port for revising the administration of the custom-house and internal revenue bureaus of this city. It is to have in view the reduction of the force, simplification of methods and a greater expedition in the dispatch of business. It is needless to say that a thorough reform in this respect is urgently needed, and will add not a little to the net income of the government.

—A large and appreciative audience gathered at the Theatro Gymnasio last Monday evening to witness an amateur dramatic performance by the Rio Theatians. The entertainment was given in aid of the British Benevolent Fund, and received many marks of appreciation during the evening. The programme consisted of a comic drama, a comic interlude and a farce, all the parts of which were, in general, very fairly sustained. A novelty was introduced into the interlude in the shape of song of a local interest which received repeated *encores* for the many happy hits which it contained. Our hearty thanks are due the poet of the occasion for the generous notice which he gave *The Rio News*, and "if there is one thing more than another" which we can wish for him, it is that he may be the fortunate man who shall discover the real reason why "exchange is so low." Some excellent music was rendered during the entertainment by members of the Philharmonic Society under the direction of Mr. J. J. White.

—By decree No. 7,996, of the 17th inst., a ten-year privilege was conceded to Daniel Pedro Ferrero Cardoso for employing magnetism as a motive force.

—The Minister of Finance has communicated to the presidents and treasury departments of the northern provinces that he has decided to nominate commissions to inspect the treasuries and all branches of the internal revenue departments of those provinces.

—On the 27th ult., their Imperial Majesties visited the numismatic collection of the Conde de Fé. This remarkable collection is composed of five gold coins, five silver ones, and two of copper. On the same occasion they saw a collection of Japanese paintings and curiosities belonging to that same gentleman, said to be original, curious, unique and beautiful (or ugly), as such curiosities generally are. And the Conde de Fé presented Her Majesty the Empress with a Japanese fan!

—It is the opinion of those who ought to know, that the system of telegraphic fire alarms is a good thing as a rule, but it gets ahead very slowly in Rio. The people don't like to give alarms in that abrupt manner. It is not to be wondered at that people so accustomed to the circumlocution-office style of doing business, should think there was a lack of dignity in such headlong haste. The only wonder is that they don't make out a petition for the fire engine, stamp and sign it, and get some one to go their security, and then go out to see the Emperor about it.

—The *Journal do Commercio* gives the number of deaths a year from the use of alcoholic drinks as follows: in England 50,000, Germany 46,000, United States 38,000, Russia 10,000, Belgium 4,000, and in France 1,500, and then remarks that of the nations which stand in the front ranks of civilization, the names of Portugal and Brazil do not appear in these statistics of public immorality. As for appearing in the list, neither do the Turks or the Arabs; and as to the rest of it, perhaps those nations might say: "Our vices are more noble than your virtues."

—On the 26th of the past month the chief of police directed a circular to the police authorities of this city, the subject of which is the frequent occurrence of robberies, and the lack of personal security. He attributes it largely to a want of vigilance on the part of the police, and thinks it would be convenient to have this state of affairs come to an end. To incessant watch upon foreigners living in inns and tenement houses, requiring official proofs of their identity and occupation, under penalty of a vigorous enforcement of the laws against vagrancy. We are glad for the sake of the poor overworked policeman, that he did not want the native loafer watched too.

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COMMERCIAL

THE MARKETS.

Rio de Janeiro, June 3, 1879.

Coffee.—The activity noticed in our last report continued until the 28th ult., when dealers, influenced by the better advices from the United States again raised their prices and thereby checked business.

The total sales since the sailing of the *City of Pará* amount to 278,108 bags, or

120,800 bags for United States.
68,401 " Europe.
8,907 " Elsewhere.

358,108 bags.

Receipts in the first half of May averaged 12,000 and in the second half 10,400 bags per day, making the daily average for the whole month 11,400 bags.

Our stock is estimated to-day at 120,000 bags, composed chiefly of the better grades.

We quote to-day, per 10 kilos:

Washed 48300 a 58200
Superior 62000 a 64000
Good lot 58500 a 58800
Regular lot 58100 a 58300
Ordinary lot 49450 a 49600
Good lot 38300 a 48000
Ordinary lot 28900 a 38300

at which quotations the market closes firm.

Flour.—The arrivals since the 24th ult., have been: 3,500 bags per *Aquiduck* from Baltimore 5,673 " *City of Rio* " New York

Total—9,173 bbls.

The sales since same date amount to

Trieste 6000 bbls.
American 11,773 " "

Total 12,373 bbls.

Stock in first hands to-day consists of

12,000 Gallego.
4,000 Haxall.
3,000 Dunlop.
1,000 M. G. Canal.
3,000 Baltimore.
8,500 Western.

Total 41,500 bbls.

WE QUOTE:

Gallego 204000
Haxall 318000
Dunlop 318000
Baltimore 100000-200000.
Western 200000

at which quotations the market closes very steady.

Pitch Pine and White Pine.—There have been no arrivals of either since the 23rd of April and the market remains firm with a good demand for both.

For Pitch Pine 420000 a 480000 per dozen.
White Pine 110 16 1/2 a 115 1/2 " foot.
Kerosene.—Is in good demand at 83000 a 85000 per case.

Lard.—Is firm at 410 a 430 réis per lb for George.
405 a 415 " " Jenkins.
300 a 400 " " Wilcox.

Rosin.—Is quiet at 90000 a 92500 per bbl.

EXCHANGE.

May 23.—Small transactions on London at 78-20 ct. for mercantile paper; on Paris 478 1/2 per franco, Hamburg 500 1/2 per mark. Six per cent. apolices 1004 1/2.

May 24.—More animated with exchange at 20 ct. on London, and 480 1/2 per franco on Paris. Six per cent. apolices 1000 1/2, and sovereigns 12380.

May 25.—Few transactions at same rates. Six per cent. apolices at 1000 1/2; small lots at 1008 1/2.

May 27.—Mercantile paper on London 15 1/2 b; and 20 ct. on Paris 488 and 180 1/2 per franco, and 478 1/2.

May 28.—Few transactions on London at 19 1/4 banking, and 19 7/8 and 19 1/2 mercantile paper. Six per cent. apolices 1,068.

May 29.—Few transactions on London at same rates as yesterday, with very little doing. Exchange on Paris 483 1/2 per franco banking, and 478, 470, 481 and 482 mercantile paper. Small sum on Hamburg at 800 1/2 per mark. Six per cent. apolices 1,068 and 1,069.

May 30.—Transactions on London at same rates as yesterday, with very little doing. Exchange on Paris 483 1/2 per franco banking, and 478, 470, 481 and 482 mercantile paper. Small sum on Hamburg at 800 1/2 per mark. Six per cent. apolices 1,068 and 1,069.

May 31.—Exchange firm to-day. Transactions on London more than usual at 19 7/8, 19 1/2 and 19 1/4, mercantile paper, and on Paris 480, 470 and 477 1/2 per franco.

June 2.—Very few transactions in exchange at 19 1/2 on London mercantile paper, 483 1/2 per franco on Paris for banking and 478 1/2 mercantile paper. Six per cent. apolices at 1,068, sovereigns 12380.

June 3.—Rates on London for banking paper 19 1/4; for mercantile 19 7/8 and 19 1/2; d. list, neither do the Turks or the Arabs; and as to the rest of it, perhaps those nations might say: "Our vices are more noble than your virtues."

SHIPPING NEWS.

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 29 to June 3, including ships like Mayra, Santa Zelia, and various agents.

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 29 to June 3, including ships like Mayra, Santa Zelia, and various destinations.

ARRIVALS OF FOREIGN VESSELS.

Table with columns: NAME, WHERE FROM, CARGO. Lists arrivals from May 29 to June 3, including ships like Santa Catharina, Bahia, and various cargo types.

DEPARTURES OF FOREIGN VESSELS.

Table with columns: DATE, NAME, WHERE TO, CARGO. Lists departures from May 29 to June 3, including ships like Santa Catharina, Bahia, and various destinations.

FRIGATES.

London—35/ Liverpool—35/ Gibraltar f. o. 40/ @ 45/ N. U. S. f. o. 20/25 cts. Havre—fr. 50 Bordeaux—fr. 70 Marseilles—fr. 80 New York—30 to 40 cts.

SAILING VESSELS.

London—35/ Liverpool—35/ Gibraltar f. o. 40/ @ 45/ N. U. S. f. o. 20/25 cts. Havre—fr. 50 Bordeaux—fr. 70 Marseilles—fr. 80 New York—30 to 40 cts.

VESSELS LOADING AND WITH DESTINATION.

Havre; French bark *Marie Collet*; general cargo; freight f. r. 30; E. J. Albert & Co. Channel f. r. 30; *Santos*; Hites; fr. 30. Lisbon f. r. 30; *Leonty*; 2500 bags coffee; Francisco Figueiredo & Co.; fr. 42 1/2.

Baltimore: Am. sch. *Chosen*; Wright & Co. Baltimore: Am. bark *Wright*; 6,000 bags coffee; Phelps Bros. & Co. Key West: S. S. *Swad*; sch. *St. Stephen*; 4,000 bags coffee; Ed. Johnston & Co. fr. 100 to 500 1/2.

EXPECTED TO LOAD.

Antwerp and London: Brit. str. *Monson*; 25/ Havre and Antwerp: French str. *Don Pedro*. Marcellus f. r. str. *Don Pedro*. New York: Brit. str. *Humboldt*.

FOREIGN SAILING VESSELS IN THE PORT OF RIO DE JANEIRO, MAY 31 1879.

Table with columns: NAME, TONNAGE, DESTROYED, WHERE FROM, CONSIGNEE. Lists foreign sailing vessels in the port, including ships like AMERICAN, BAHIA, and various agents.

BANKS AND PUBLIC COMPANIES.

Table with columns: NAMES, CAPITAL, SHARES, PAID UP, RESERVE FUND, LAST DIVIDEND. Lists banks and public companies, including Banco do Brasil, Caixa de Poupas, and various financial institutions.

situation. If the Chamber thinks that a maximum should be fixed the government will not oppose the amendment.

This question of income is opposed by some because it is feared that abuses will be committed, that many voters will be excluded on the pretense that they do not earn 400\$, but after the reform is passed there must be electoral law in which this matter can be regulated.

It is frequently supposed that having obtained the electoral reform, the government will stand with folded arms awaiting the course of events. This is not so. We have much to do; and would you know what?

Reorganize the provinces that have no proper life of their own, organize the municipalities, elevate the public spirit from the municipality to the national representation. The provincial assemblies are not what they formerly were when the most eminent men of the country took seats in them. Now the people do not exercise a free choice; the deputies are in general designated by the presidents and from this results the worst of political evils, that of indifference. The true representative system is that in which the Chamber shall be elected without the government knowing who shall be the representatives, in which the government may conjecture on whom the choice will fall in view of the good sense and merits of the candidates but cannot designate them.

PROVINCIAL NOTES.

The receipts of the custom house of Maranhao for the month of April was 164,343\$156.

Spiritualism seems to be gaining ground in the province of Sao Paulo—likewise lunacy.

The president of the province of Parã has opened a credit of 60,000\$ to aid the Cearã refugees.

In the city of Pombal, province of Parahyba, a woman confessed to having killed an eaten fourteen children since the beginning of the seca.

The Austrian brig Nive, recently arrived at Fortaleza from Anwerp, brought 3,197 rails for the Baturitã railroad, 149 boxes of spikes, 220 fish plates, and material for 33 bridges—weighing in all 664,702 kilograms.

Late advices from Parã state that a reconciliation has been effected between the ecclesiastical and civil authorities on the so-called religious question, which has so long agitated that province. Mutual concessions seem to have been made, but what they are

The Jornal do Recife publishes a letter in which it is stated that sand and sawdust are used for adulterating sugar in the market of Pernambuco. One lot is mentioned as containing five per cent. of sawdust, and another ten per cent. of sand.

The estimated receipts of the province of Amazonas for the fiscal year 1878-9 are 864,291\$ and the expenses 593,506\$999. This shows a remarkable accuracy in dealing with large sums, as the addition of only one real more—the one-twentieth of a cent—would make it even more.

An uprising having occurred among the prisoners in the Maranhão jail, the chief of police had them and their rooms searched and among other things were found the following: ninety-nine knives, four chisels, nine files, two augers, three saws and forty-five bars of iron.

A project has been presented to the provincial assembly of Ikbria authorizing the province to make loans to the central manufacturing of that province, to the amount of half the capital of those establishments. They are said to have a capital of 600,000\$ each.

According to a letter from Parã to the Jornal do Commercio, there were exported from that province during the first quarter of 1879, 2,310,827 kilos of rubber; 109,003 kilos of cacao, and 612,059 kilos of castanols. An increasing interest in the production of sugar is manifested in various parts of the province, and the establishment of central factories is urged as the best means of developing this industry.

A letter from Cearã dated May 14, says that rains have fallen all over that province, and the sanitary conditions are very much improved in the capital and the cities and villages along the coast. The inhabitants are fluctuating between returning to the interior and remaining on the coast. It is reported that the laborers on the Baturitã railway were to have been discharged about the last of May.

The number of refugees from Cearã going to the province of the Amazonas has reached 6,000. Thus far that province has contributed 430,195\$160 to aid them.

By decree 7291 the São João d'El-Rei Gold Mining Company, Limited, was authorized to explore for gold in the municipality of Cabeté, province of Minas Geraes.

The steamer Manóes, of the Amazon Steam Navigation Company, sprang a leak on a recent trip to the river Purus and was obliged to put back to Manóes. The cargo was damaged to the amount of 10,000\$.

In the province of Amazonas a conflict recently arose between the president of the province and the directory of the liberal party. The difficulty has resulted in the suspension of four aldermen in Manaés.

The Minister of Agriculture has authorized the president of the province of Santa Catharina to spend 3,500\$ per month of the appropriation for public lands and colonization in transferring and re-locating the colonists of Itajai and Principe Dom Pedro, who are dissatisfied with the poor quality of their lands.

Late reports from the North state that there have been copious rains recently in the interior of Piauhay and Cearã. In Parahyba, however, there is a general complaint in regard to the drouth, no rains of importance having fallen since February. Great suffering is reported from the sertões of that province.

The provincial assembly of the province of Amazonas has taken a step in the right direction in proposing in the provincial budget for 1879-80 a reduction in the export duties on rubber to 10 per cent., and on other articles to 5 per cent. When shall we see these duties entirely eliminated from the Brazilian statute books, both provincial and general?

The provincial government of Minas Geraes has granted a subsidy for a number of years to certain parties in Diamantina for running two steamers on the Rio São Francisco. During high water on the Rio das Velhas these steamers are able to come within fourteen leagues of Diamantina. It is expected that these steamers, in connection with the Paulo Afonso railway when completed, will give an impulse and new life to business along the valley of the São Francisco.

The São Anna Gold Mining Company (Brazilian) of Ikbria in the province of Minas Geraes has employed Mr. P. M. Spear as its agent and superintendent. The company has purchased the mineral interests of the Cuyaba company, formerly owned and worked by an English company.

THE EXTRADITION OF CONYNGHAM.

The following comment on the arrest of Thomas D. Conyngham and his irregular extradition from this city in January last, which we translate from the Correspondencia dos Estados Unidos, is from the pen of a well-known Brazilian advocate, in whose impartiality and good judgment we have full confidence. The whole transaction was so plainly irregular and indefensible, that it occasioned very general surprise at the time, not only because of the undignified haste and zeal into which the American representatives unguardedly fell, but because of the ill-considered decision of high Brazilian officials to deliver up the prisoner without recourse to the usual formalities of law. It is to be regretted that this course was pursued not only because of the just claims of the prisoner for a hearing before the courts, but also because of the dignity and judicial impartiality of the two nations in their treatment of such cases. We learn from private sources in the United States that the State Department has not sanctioned the irregularity of this extradition. At the hearing of his case in the courts of Pennsylvania on the 5th ult., Mr. Conyngham was acquitted of the crime with which he was charged.—[Eds. News.]

With our present knowledge of the reasons that led Conyngham to seek the protection of Don Pedro II, and of the procedure of his government which, until then, was considered to be a respecter of the rights of asylum as between this country and that, we feel humiliated on hearing the comments in relation to the shameful fact. We who have been accustomed to receive congratulations from the majority of the people of the different states of the republic, in honor of our good monarch, what do we see to-day? A people justly indignant against a country that did not know how to sustain one of its most sacred rights in favor of a foreigner innocent in Brazil, although responsible in his own country for a crime.

Conyngham, who was respected and well received in the small republics where he traveled, who while in them escaped, much to their honor, even the power of money with which the police spy was furnished; Conyngham, this man who formed part of the people which so hospitably honored our nation on the occasion of the Exposition of Philadelphia in 1876, who obtained in his hosannas our monarch—obtained in the name of his fellowcitizens this affable tribute of gratitude! An illegal and violent order of arrest was issued which was more than despotic, since he was not allowed to communicate with any one; and in this manner his right to wait the decision of the Brazilian parliament was trampled under foot.

Of what use, after Conyngham has come here, in the approval or disapproval of the act of the ex-Minister of Foreign Affairs by the Chamber of Deputies? If, by chance, the act is not approved, as might reasonably be expected if Conyngham had remained there in detention with the right to present his defense, confiding his cause to one of the leading advocates of the capital and to wait the justice of the Chamber which with time for reflection might become convinced of the insufficiency of the steps that had been taken, he certainly would not have become the victim of a handful of German Jews who here in America are his rancorous enemies although he would have suffered detention there while the question of delivery was being discussed.

Even if the procedure of the Minister was approved, there still remained to him the right to appeal from the unjust respect to the honor and dignity of His Majesty, the Emperor, who, we are certain, would not consent to such an inquiry. But such was the mysterious force that weighed on the spirit of the Baron de Villa Bella that he did not hesitate to commit the outrage, stating that the honor of a new nation which is beginning to form a reputation that shall cause foreign nations to respect it.

Even in the countries in which there is a treaty of extradition, the accused has, according to universal law, the right to defend himself or to plead his personal rights. This Conyngham would have done had he been permitted, for according to the laws of our country he could never have been extradited.

HOW TO CONDUCT A FOREIGN TRADE.

The New York Tribune offers the following well-considered suggestions as to the methods which Americans should and should not employ in conducting their foreign trade:

"Notwithstanding the fact that commissions in New York for buying and selling are twice as great as they are in European cities, that insurance from New York to South and Central America, for instance, is as heavy as from European ports, that freights are dearer and communication less regular and frequent, that our interest is higher and our chances less, and that our competitors are so as to overcome by extra pains and protracted these difficulties (if in the present condition of commerce it is impracticable to remove them), have constantly fallen behind their competitors in this respect. There is a universal complaint, for example, that our goods are carelessly and expensively packed. Not only do they take up needless bulk, and in this very respect the already oppressive freight charges, but they are liable to damage and waste to a degree unknown with goods packed in Europe. It appears, too, that our advertisements and price lists have none of the explicitness which is found in the circulars and illustrated catalogues of English, French and German houses, and besides this our replies to inquiries from would-be purchasers are incomplete and, perhaps impatient, and thus compare unfavorably with the full and polite responses received from European merchants. Another fault among our progressive people is a tendency to push in and overstock a market as soon as it seems to be open to trade. A still more serious error is the occasional one of sending out wares inferior to samples exhibited, or of allowing the quality of an article to deteriorate after its sale has once been established. Ignorant foreigners stigmatize such business methods as swindling, and the reputation of the whole country suffers from the untamed enterprise of these risky traders."

The British minister resident in Lima, directed by Her Majesty's Secretary of State for Foreign Affairs offers the mediation of the English government for the settlement of the difficulties between Chili and Peru. In reply the Peruvian minister expressed regret that the offer of Her Majesty's government had come too late—at a time when patriotism was seriously and justly offended. He accuses the Chilians of barbarism in having bombarded and burned defenses, commercial towns, and gives as the real cause of the war, an attempted usurpation by Chili of a part of the Bolivian territory, the integrity of which was guaranteed by Peru in a solemn compact imposing special and common obligations on both nations, and from which Peru could not possibly deviate.

A SLAVE depot in the province of Kordofan was recently broken up by a force sent against it by Gordon Pasha, the governor-general of Southern Egypt. The slave-dealers had a force of some eleven thousand and fought desperately. There is a large number of these depots in Kordofan, and it is reported that they are effectually broken up by this expedition.

RAILROAD NOTES. The receipts of the Santos and Jundíria railway for February was 302,828\$20; the expenses 88,479\$866. The gross receipts of the Cantagallo railway for the fiscal year of 1879 was 102,613\$509; in 1878 it was 53,014\$829. The government has given the Paulista company permission to prolong their road from São João do Rio Claro to Araçuaia, under condition that it be by the route laid out by the engineer Pimenta Bueno, and of the same gauge as the part already in traffic. Should the company see fit to change the route, it must be approved by the imperial government, in order that it may not interfere with the prolongation of the Itana road.

The Minister of Agriculture has commissioned an engineer to explore a line and collect statistics for a railroad which shall connect the capital of the province of Mato Grosso with the province of São Paulo, and which shall be an extension of the projected Sant'Anna de Farnashy road.

UNITED STATES AND BRAZIL S. S. LINE.

Carrying the United States and Brazilian Mails. Performs a regular monthly service between New York and Rio de Janeiro, stopping at the intermediate ports of St. Thomas, Para, Pernambuco and Bahia. The steamers of this line, 3,000 tons measurement each, are new and first-class in every particular.

Table with columns: Steamer, Commander, Arrive, Depart. Lists ships like City of Rio de Janeiro, Colorado, City of Para, City of Rio de Janeiro with their respective commanders and schedules.

Fare between New York and Rio de Janeiro, via St. Thomas, General and Passage office.

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