

THE RIO NEWS.

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PHILADELPHIA — 1876
EXPOSITION MEDAL
MARIC FERREZ'S
BRAZILIAN PHOTOGRAPHS

M. Ferraz was photographer to the Geological Survey of
Brazil and received a medal at Philadelphia for the views
taken while in that service.
Brazilian scenery a speciality
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BRAZILIAN RAILWAYS. VIII.

The great drouth and famine in the northern provinces of Brazil, beginning with the dry season of 1876 and extending through the years 1877 and 1878, so completely destroyed all their producing industries and reduced their starving people to such sore straits that it became necessary for the general government to take such measures as would not only relieve their immediate necessities, but would also in some degree provide for the people during the slow return to their former state of industry. In doing this it was deemed best to grant the aid in such a way as to furnish employment to the starving people and to provide as far as possible against the fatal effects of any future period of drouth. With this purpose in view, the government authorized by decree No. 6,919, June 1st, 1878, a special credit of £1,000,000 for the redemption of the Baturité railway, the construction of another line from the port of Camocim to Sobral, both in the province of Ceará, and for the construction of a railway around the Paulo Afonso falls of the São Francisco river, in the province of Alagoas, which should run from Piranhas on its lower basin to Jatobá on its upper basin, and thus afford an outlet for the reputed productions of the vast tract of land drained by this river.

The entire length of the Paulo Afonso railway will be about seventy-three miles, of the line from Camocim to Sobral, eighty miles, and of the Baturité line, from the city of Fortaleza to the small town of Canoa in the same province, sixty-four miles, twenty-four miles of which were already under traffic when the government purchased it for the purpose of building the extension. The amount paid to the company previously operating this road for all their property and rights vested in it was about £155,000. All of these three lines are of the metre gauge and are being pushed forward as rapidly as their surroundings and circumstances will admit.

The "Baturité" railway company was organized in 1873 with a capital of £156,000, on which amount the general government, by decree No. 5,606, of the 25th of April, 1874, conceded an interest guarantee of seven per cent. The company, however, was not able to raise the capital necessary for the construction of the whole extent and only twenty-four miles of the line were opened to traffic at the time of its purchase by the government. The concession for the building of the road was granted by the provincial government of Ceará on the 21st of December, 1872, and in January, 1874, the first seven miles were opened to traffic. Under the administration of the company, the net receipts of the line were barely sufficient to pay working expenses, the government being obliged to pay the full amount of guaranteed interest on its capital. Since its purchase, however, owing to the greater activity of business along the line through the building of its extension, the receipts have largely increased. From September to March last the net receipts were £6,450, or at about the rate of seven and one-half per cent. per annum on the capital invested by the government.

The other Ceará "famine line," for whose construction the above-mentioned decree authorizes the necessary expenditure of capital, starts from the port of Camocim, on a river of the same name, and runs directly into the centre of the province. The port of Camocim is located about one hundred and sixty miles north-west of the city of Fortaleza and has the best harbor on the coast north of Pernambuco. It allows the entrance of all vessels drawing not over twenty feet of water, and, being located upon the banks of a river, it affords all needed security and protection to shipping. Over eight hundred soundings were made by the government engineers during their recent surveys of this port, seven sounding signals being located on the banks and small islands of the river, which clearly demonstrated its superior advantages as a ship-

ping port. The railway, after leaving Camocim, follows the river for a distance of about twenty-two miles. It then crosses the river, at a small town called Grajoa, on a bridge of two spans, each span having a length of one hundred and eighty feet. The bridge has been ordered from the United States, and is to be built on the truss girder system. Messrs. Clark Reeves & Co., of the Phoenixville Bridge Co., Pennsylvania, are constructing this bridge.

The sharpest curve on the Baturité extension has a radius of four hundred and fifty feet and its heaviest grade will be one hundred feet to the mile, or one and eight-tenths per cent. On the Camocim line the sharpest curve will have a radius of four hundred feet, and its heaviest grade will be one hundred feet to the mile. The cost per mile of the latter line can not yet be determined as work was only begun in September, 1878.

On these railways, as on all lines built directly by the government, a decided preference has been given to American rolling stock, especially to American locomotives. This preference is due to the principle of their construction, which gives them a special adaptation to sharp curves, thus lessening in no slight degree the average cost in railway building. Of the locomotives used, nearly all are from the Baldwin Locomotive Works of Philadelphia. In general the great flexibility of the American locomotive, suspended, as we may say, on three points, adapts it to the inequalities and curves of cheaply built railways, and as the Brazilian roads, like those of all thinly populated countries, are of this class, its adoption has been found to be highly serviceable in opening lines of communication with the interior of the empire. For all three of the roads above-mentioned, the government has ordered American locomotives.

The famine and destructive effects of the drouth which furnished the occasion for the building of the two Ceará railways, can not be said to have the same tenor and force in the building of the third line, the Paulo Afonso, which was included in the same decree. Aside from all questions as to their real value, either in the development of the province or as a partial preventive of future famines, the building of the Ceará roads is a defensible measure in that it afforded relief to the starving people and at the same time kept them employed on works of permanent value to the government.

It is generally supposed that the government was actuated by motives looking to greater economies to the national treasury when it attached this project to the "famine lines" of Ceará, in order to secure the funds necessary for its construction. This purpose was the construction of a short, experimental line to tap the valley of the upper São Francisco, and to save the government from the enormous outlays of money necessary for the completion of the Bahia and Pernambuco lines to the same region. As an alternative, the Paulo Afonso line is defensible, because the other projects, in common with the large number of railways already drawing support from the national treasury in the form of guaranteed interest, have already cost the government dearly and are yet far from completion.

The general course of the São Francisco river from its sources in the province of Rio de Janeiro and Minas Geraes is in a north-easterly direction and parallel with the coast. At a distance of about two hundred and fifty miles from its outlet, on the northern boundary of the province of Bahia, it takes a long bend to the eastward and flows into the Atlantic at right angles to the coast line. From Sabará in the centre of Minas Geraes the river is navigable until it reaches a point about one hundred and fifty miles from the coast where its navigation is interrupted by the magnificent falls of Paulo Afonso. Below the falls, it is freely navigable to the ocean.

In the latter part of its course, the São Francisco forms the boundary line between the provinces of Bahia and Sergipe on the south and Pernambuco and Alagoas on the

north, the provinces of Sergipe and Alagoas forming an irregular quadrilateral territory along its lower course and including the Paulo Afonso falls. Between the parts of Bahia and Pernambuco there is no harbor suitable for ocean vessels and consequently no outlet for the products of the São Francisco valley above the falls. To obviate this difficulty and to give an outlet for this large tract of country, which is supposed to be very fertile, the government proposed to extend the Bahia railway to the small town of Juazeiro above the falls. This proposition, however, aroused so much provincial jealousy, and called into action so much partisan influence that the government was finally obliged to undertake the extension of the Pernambuco line also, which, was to touch the same point of the São Francisco, at Boa Vista on the river opposite Juazeiro.

As we have heretofore shown, the extension of the Bahia line from the present terminus of the English company's line to Juazeiro, will be about two hundred and ninety-one miles, two hundred of which are now under construction by contract with the government itself, and the extension of the Pernambuco line from its present terminus to a navigable point of the São Francisco above the falls (Boa Vista) will be about three hundred and seventy-five miles, one hundred and fifty-eight miles of which are also under construction by the government. This leaves an extent of three hundred and eight miles yet to be built on both of these lines before the navigable waters of the upper São Francisco are reached. The construction of a railway around the Paulo Afonso falls, however, reduces the extent of road required for completing a line of communication with the upper São Francisco to only seventy-two miles, a saving not only in expense, but also in time. By this latter route the productions of the upper basin will find an easy outlet to the lower basin, where vessels drawing from thirteen to fourteen feet of water can easily cross the bar and ascend about one hundred and twenty miles to Piranhas, the lower terminus of the road. It will be seen, therefore, that the same results will be attained by this road as by either of the two other routes, and the saving to the already over-burdened treasury will be an item of no inconsiderable magnitude.

It must be admitted that, by the construction of this line, the project of building two lines of railway through the provinces of Bahia and Pernambuco at the expense of the general government will be postponed for some time to come. It can not be considered, however, that this will be a serious loss to either of them, as the tracts of country through which both lines are projected, are so barren and uninhabited that neither the roads nor the country would be able to derive any benefit from each other. In the work now under way on the extension of the Bahia line, water is obtained only by bringing it in small barrels on mule back over a distance of thirty miles, and a part of the Pernambuco line, now constructing, passes through a flat, rocky country for an equal distance, where no one lives and nothing grows. In fact, part of the projected line, some 32 miles, has just been withdrawn from construction.

In view of the fact,—and this is not the least striking feature in all this strange history of the São Francisco railways,—that the government itself does not yet know to a certainty whether or not the entire valley of the São Francisco may not be as sterile as the interior districts of Bahia and Pernambuco, this change of plan in the interests of the national treasury comes not a moment too soon. Had all doubts as to the real fertility and value of the São Francisco valley been solved before any steps were taken—and this would certainly seem to be a precaution that could not have been overlooked—it is highly probable that all the expenditures made on these roads up to the present time would have been saved. To solve all remaining questions as to the navigability of the upper São Francisco and to determine its value for commercial purposes the

government has commissioned an eminent American engineer, Col. W. Minor Roberts, to make a careful survey of that river. It is presumed that the commission, which left for the north on the 31st of July last, will also report on the projected Paulo Afonso railway and upon the location of its upper terminus. In addition to the engineering work with which the commission is engaged, a thorough geological survey of the valley will be made by Prof. Orville A. Derby who is attached to the party and specially charged with that work. By this means it is hoped to finally settle all doubts as to the resources and productions of the upper São Francisco basin and through that the future policy of the government in the matter of opening railway communication with it.

PROSPERITY OF SOUTHERN NEGROES.

Even our own people sometimes make a mistake; that is to say, looking at crowds of idle negroes about the public places of our cities and towns, they think and say that the negro don't work. It is all a mistake. Ideas they may be in the towns, there is no lack of vigor or industry in the country. There was a period of great disorganization in the labor system of the South. There was a time when freedom meant to the negro the right to be idle. But they have been finding out that it means freedom to work. In the thirteen or fourteen years that have elapsed since the termination of the war, a half generation has passed. The little boys of fourteen years ago are the stalwart workers of to-day, men who have grown up accustomed to free labor, accustomed to making contracts for their own labor, and learning gradually to respect those contracts. They have learned, too, the value of industry and stidiness as affecting wages. Large numbers of negroes own small farms, and cultivate small crops of cotton; and many of these mickle make a muckle. Let us all think before we speak.—[Raleigh (N. C.) Observer.]

TARIFF COMPLAINTS OF CANADIAN IMPORTERS.

The mystification and sinuosities of the Canadian high tariff continue to bewilder their customs authorities, who are not well in the harness. Complaints and demurrers on the part of merchants are almost endless, and of these the Ottawa correspondent of the Toronto Globe gives the following specimen brick: "A wholesale dealer in toys complains that special mention of toys is not made in the tariff, and that consequently the trade is greatly inconvenienced. Tin toys are only permitted to pass the customs as manufactures of tin, wooden toys as manufactures of wood, a rag doll as manufacture of cloth, and so on. A few days ago, a toy was in the custom house which puzzled the customs savants to classify. It was a doll's perambulator. The body was of wickerwork, the wheels of wood and the seats and lining of cloth and wool. After much deliberation it was passed on the unenumerated list. In Montreal, a few weeks ago, a dispute arose between an importer and the customs authorities as to the classification of lead pencils with rubber tips, and the pencils were only permitted to pass the customs as manufactures of rubber."
—N. Y. Com. Bulletin, June 20.

A NUMBER of Angora goats from Asia Minor were recently shipped from Southampton to South Africa. Nearly one million of Angora goats already exist in the Colony, where they produce an excellent quality of mohair. The amount exported in 1878 was 1,340,000 pounds, of a value of \$13,000. The Cape mohair is beginning to command a higher price than Asiatic.

AMONG the different articles shipped on European steamers at New York on Saturday, June 28, were 46,588 boxes of cheese, 190,000 bushels of grain, 350 tons of fresh meat, 5,000 boxes of tea, 3,079 packages of butter, besides live stock, flour, cotton, etc., etc.

THE VALUE of the imports of dry goods at New York for the first six months of 1879 amounted to \$41,686,871, of which \$33,105,421 were entered for consumption.

THE RIO NEWS

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

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RIO DE JANEIRO, AUGUST 15TH, 1879

THE SIGNAL success of the minister of finance in placing the new loan of fifty thousand contos deserves hearty recognition on all sides. From the latest accounts, he has not only secured subscriptions for the amount required but for nearly one hundred and twenty-four thousand contos, the greater part of which, according to the Jornal do Commercio, was taken at ninety-seven. In view of the fact that the present advance in exchange is daily lessening the value of this investment, as compared with the six per cent opines, the readiness with which the loan has been taken is certainly surprising. Outside of this city the subscriptions were small. When the full details of the subscription, giving names, amounts and rates, shall have been made public, a better idea of the financial success of the transaction can be formed.

WE ARE PLEASED to see that the Emperor has renewed his choice of Conselheiros José Bonifácio de Andrada e Silva and João da Silva Carrão as senators from the province of São Paulo. No one has ever disputed the rare abilities and high moral worth of these gentlemen; on the contrary their fitness for the position was universally recognized when they were first honored by the Emperor's choice. One of them, José Bonifácio, is to-day the first orator of Brazil, and is conceded to be one of the ripest scholars and one of the most liberal and eminent statesmen of the empire; both have long been trusted advisers of the Emperor, and have earned their right to this honor by years of faithful service, both in the cabinet and in the Assembly. Their presence in the Senate chamber will confer new strength and dignity upon it, and it is to be hoped that their admission will be no longer opposed by the petty partizanship which has thus far thwarted the free choice of the Emperor and the people of São Paulo.

WE GIVE in another column the official circular of the Argentine commissioner-general of emigration which affords some slight idea of the inducements offered to colonists by our Platine neighbors. The report of the commissioner-general to the Argentine congress July 14, 1879, shows that the number of immigrants arriving during the first six months of the present year was 19,957, an increase of 4,375 over the corresponding six months of last year. This increasing immigration is due no doubt to the liberal policy pursued by the government, and in that circumstance alone furnishes some instructive hints to the government of this empire. We are not disposed to accept all the statements of an emigration circular without reserve; the tendency always is to exaggerate the inducements and to paint the advantages in brighter colors than the real state of things will warrant. From the circular referred to, however, it will be seen that the Argentine government carefully avoids the imposition of any restrictions upon the liberty of the immigrant in the purchase and location of lands, or in the choice of his employment. He is assisted on his arrival in the country and furnished with all needful information; he is then free to go where he pleases, and to purchase as little or as much land as he pleases. The advantages of this system are so evident that it requires no discussion to elucidate them. In a measure it avoids the formation of colonies which tend to keep alive the language, customs and prejudices of each nationality of colonists; it aids in

the formation of small estates and in the more general distribution of wealth; and above all it encourages habits of self-reliance, industry and frugality, which the best system of government colonization and control can effect in only the most limited degree. Whatever may be the advantages and inducements offered to the immigrant by the Argentine Republic, it is evident that they are in no wise superior to those which are within the gift of Brazil. Let the colonization and naturalization laws of this country be liberalized, and let the immigrant feel that he is free to go where he chooses—more than that, let him feel that by the adoption of this country as his home the administration and development of its institutions and wealth have become matters of immediate personal interest and care to him, and we shall see an impetus given to emigration to this country which will never be realized under its present restrictive and unjust laws.

WE ARE GLAD to see that the authorities in Minas Geraes are waking up. For many months there has been a constant succession of murders and robberies; life and property had become virtually the recognized prey of desperate outlaws in every part of the province. The local papers, where they dared to express themselves freely, were filled with sickening particulars of brutal outrages in which even the officers and soldiers of the government often bore no unenviable part; and the provincial correspondence of our daily journals were one unending succession of complaints and demands for official protection. These outrages became so frequent and so bold that there was left but one alternative to the law-abiding part of the community, immediate relief through the authorities or summary measures without the intervention of the law. It is a wonder that the latter was not resorted to long ago, and that the scores of murderers and robbers who have been over-riding the province for so long a time, were not strung up wherever caught. These summary measures are often dangerous, but they are always effective. From recent accounts we learn that the authorities have concluded to take measures against the outlaws and bring them to justice. A large number of arrests have been made; sixteen are mentioned in the Actualidade of Ouro Preto of the 26th ult. This is encouraging as far as it goes, but it is only the beginning of the remedy. In the first place, there must be no delays in bringing these villains to trial; in the second place, there must be no faint-heartedness in punishing them to the full extent of the law. In a state of society like that which now exists in Minas Geraes, leniency is entirely out of place and will be misunderstood.

FOR THE GREATER part of the crime and disorder existing in Minas Geraes and other parts of the empire, there is one prominent cause for which the great land proprietors are directly accountable. The practice of keeping about every large fazenda a number of loafers, called capangas, who are very often nothing less than hired assassins, has been the occasion of crimes innumerable already and is unquestionably the cause of a great part of the robberies and murders which are occurring in every part of the empire to-day. The present state of affairs in the interior is a legitimate result of this species of feudal vassalage—a state of affairs more in accord with the middle ages than with the present era of civilization. And for all this the great land proprietors of Brazil are alone responsible. The government is in their hands and is largely, if not almost wholly administered in their interests; but the laws have been so drafted, the courts so administered, and the interior administration so managed as to secure them more strongly in their land proprietorships, and in their privileges as feudal lords. To make their power felt and to secure its continuance when contested at election times they have found it politic to keep a certain number of retainers about them, men who are ready and willing to commit any act of violence for the bread and protection accorded them. Eminent men like Dr. Nicolau Moreira have repeatedly called attention to the evil and to the consequences sure to grow out of it, but the government takes no other action than to concoct measures to obtain money for these spendthrift proprietors at low rates of interest and to import another class of slave

laborers to take the place of the slaves. No efforts are made to break up these enormous partially-cultivated estates in order to build up an industrious, law-abiding population of small proprietors; no effort is made to turn these idlers and cut-throats into laboring men, but feeble efforts to bring them to justice for their misdoings; no effort is made to keep the freed blacks in the country and away from the cities where they are over-stocking the labor market and increasing the vagrant and criminal classes. While we are glad to hear that a score or two of these desperate characters have been recently captured, we are far from being convinced that the cure will be effected in this way. The wealthy fazendeiros must stop the employment of these men in the management of elections; they must withdraw from them their protection and support. More than that, their influence and assistance must be heartily and unreservedly used in their capture and punishment for crimes committed. This state of affairs in itself is enough to condemn the grande lavoura in Brazil; and the capanga must go down together.

THE OPENING of the Portuguese exposition in the Typographia Nacional, on the 6th inst., was an event to which public attention had long been directed, and it was, therefore awaited with an unusual amount of interest. In itself, it may be pronounced a success, judging either by the high degree of satisfaction freely expressed by the Brazilian public, or by the thorough and conscientious manner in which the work has been accomplished. In the variety of the exhibits, and in the excellence of workmanship in some of the industries to which the Portuguese people have given their attention, there is much to commend. Aside from some of the business features of the enterprise, in which we have but little confidence, the exposition is both instructive and valuable. From it we gain a better knowledge of the Portuguese people, whose patient industry we already knew, but whose capacities and skill in the world of manufacture we had yet to gain a fuller knowledge. We shall learn from this enterprise just how far they will be able to compete with us in the markets of the world. They, too, will gain, but not in the same degree. They will lose the stimulus always gained from competitive exhibits, but they will learn much in regard to the adaptability of their goods to this market, the advantages and disadvantages of their prices, and some little recompense through the sales they will be able to make. As for the detailed knowledge of the market, its wants and whims, and as to the intricacies and business requirements of Brazilian trade they will learn little, and in this they will suffer great loss. It is to be greatly regretted that so conscientious an enterprise can not achieve uniform success in all its aims, but it is an axiom of business, that its best results come only through the most implicit obedience to its fundamental laws.

LEGISLATIVE NOTES.
—The time of the Senate since our last issue has been largely taken up in discussing the estimates of the ministries of justice and empire. The usual amount of routine work and personal legislation has been accomplished. In the Chamber there has been little done owing to the great difficulty of getting a quorum. In the ten days since the closing of our last report there have been but four sessions.
—The report of the committee on the constitution and legislation in regard to a project of law defining the powers of the two houses in the matter of trying cabinet ministers for breaches of law, was presented to the Senate on the 5th inst. The report refers to the project of law presented to the Senate in 1846 by Senator Paula Souza, entitled letter U, and the amendments proposed in 1867 by Senators Nabuco, Sapucahy and others, entitled letter N, and recommends that both the project and its subsequent amendments be entered for discussion. Though referring to the consideration of the project of 1846, the report reviews the completed and proposed legislation on this subject since 1827, all of which makes a clear case in favor of the exclusive jurisdiction of the Senate in trials of ministerial offenders against the law. The position of the Senate as illustrated by this report is clearly antagonistic to that of the Chamber, and there seems to be a remote possibility of a conflict of powers in the matter.

—The report of the Senate budget committee on the treasury estimates for 1879-80 was presented on the 5th inst., and was so modeled and worded that even the blind could read the enormous increase in the estimates as they came from the finance department, and the Spartan resolution of the committee in cutting them down. The original estimates asked for an appropriation of 56,878,664\$, which the Chamber increased to 57,045,727\$. The appropriations authorized by the committee's report amount to 53,265,048\$, a reduction from the estimates of 3,613,616\$.

—The authorization granted by the Chamber to the city authorities of Rio de Janeiro, empowering them to contract a loan of 4,000,000\$, at six per cent interest, for the consolidation of the municipal debt and the completion of its street paving was the subject of a committee report in the Senate on the 8th inst. The committee reduced the loan to 2,800,000\$ and the interest to the maximum of five per cent.

—In its session of the 5th, the Chamber received a petition from João José Fagundes de Rezende e Silva praying that the concession of the Xingú and Sete Quedas rivers be not granted, as they are comprised within the territory already conceded to him. The proprietorship of the interior is rapidly becoming an interesting conundrum.

—On the 16th of February last, Saldanha Marinho presented a project of law to the Chamber providing for the secularization of cemeteries. The project was referred to the committee on civil justice. Nearly six months had passed and the committee had made no sign. On the 5th inst., Saldanha Marinho called for their report; on the day following the committee reported that the matter was not within its province, and should be referred to the committee on municipal councils. It's a shrewd way of dodging a question; whether it will be effective remains to be seen.

—During the session of the 11th a striking incident occurred in the Chamber, in which Saldanha Marinho called the attention of the government to a recent outrage in Minas Geraes of the most brutal and fiendish character. After saying that the particulars of the crime had been published in the newspapers of Rio de Janeiro, São Paulo and Minas Geraes, and that he had received private letters from friends in the latter province on the same subject, he proceeded to read from the Gazeta de Uberaba all the sickening details of the horrible outrage. The speaker urged that the outside world would look upon Brazil as a country of barbarians if these things are permitted. The minister of foreign affairs replied that the report was undoubtedly exaggerated, and that the president of Minas Geraes had been written in regard to it.

PROVINCIAL NOTES.
—Now it rains, and now it don't rain in Ceará.
—Work upon the Ceará railroads is progressing very satisfactorily.
—Small-pox has broken out at Victoria, capital of the province of Espírito Santo.
—Telegraphic communications are opened on the Baturité road in Ceará, as far as Itapahy.
—The province of Ceará has commissioned a physician to go to Crato in the interior to treat the small-pox patients.
—The number of deaths from small-pox during the half year ending June 30, in the city of Fortaleza was 2,388; from all causes 5,937.
—The president of the province of Pará has sanctioned the law approving the contract for the construction of a railway between Pará and Bragança.
—The weather in the province of Alagoas has favored the crops very much this season. The sugar crop promises to be one of the largest for many years.
—The provincial assembly of Alagoas is called for the 15th of April, 1883; the election of members of this assembly will take place on the 15th of October next.
—The Madeira river is said to be falling with extraordinary rapidity and steamers find great difficulty in making some of the stoppages. At Belém and Tres Casas small-pox is raging with great intensity.
—Considerable complaint has been made by the Ceará people of the farina sent them by the government. The president sent a commission to examine one ship-load, and it was decided that it was unfit for use, and that its condition was not due to its treatment while in transit.
—On the first day for receiving subscriptions to the new national loan, there appeared at the treasury of the province of Pernambuco one capitalist who subscribed two hundred contos (200,000\$), on the following day forty one contos more were subscribed, and on the third day nothing. In Bahia when the subscription was closed on the 6th inst. two hundred and seven contos (207,000\$) had been subscribed.

—It was officially announced on the 7th inst. that yellow fever does not exist in the province of Ceará.
—The latest reports from Ceará state that small-pox and malignant fevers are making fatal ravages among the afflicted people of the capital and other localities of that province. The number of deaths from small-pox in Fortaleza between August 1st, 1878 and June 30th, 1879, was 27,109, a total exceeding the normal population of that city. This total does not include the deaths in Município, Ocós, and Alagadinho, nor many of the lower classes not buried in the public cemeteries.
—An earthquake in Rio Grande do Norte has frightened the people of some parts of that province into a very religious state of mind. The editor of one of the papers of Natal takes a more scientific view of the matter and "sees in it the effects of subterranean fires devouring the lower strata of the earth." The province of Rio Grande do Norte being on the point of the continent nearest the volcanic island of Fernando de Noronha is more likely to be shaken up occasionally by earthquakes than any other part of Brazil. It is very probable that the shock felt in Rio Grande do Norte was felt also in Fernando.
—THE PUBLIC DEBT of the United States was reduced \$8,579,575 during the fiscal year 1878-9.
—THE SHIPMENTS of Trieste flour to Brazil in 1877 amounted to 49,000 barrels and in 1878 to 62,000 barrels.
—THE TWO HOUSES of the United States Congress passed a bill, just before adjournment July 1st, placing quarantine on the free list.
—A PROCLAMATION has been issued permitting emigration from China to Cuba under specified conditions—voluntary emigration and guarantee of good treatment in Cuba.
—HONG KONG advances of the 1st ultimo report that General Grant was then on the road to Peking. Curiosity is a mighty bad quality in a silent man; it don't give the rest of us a fair chance.
—During the month of May the receipts on the Feira de Santa Anna branch of the Brazilian Imperial Central Bahia Railway, 45 kilometres in length, were 9,689\$30; expenditures, 10,946\$74; deficit, 1,257\$610.
—THE MIKADO of Japan is a sensible man. He recently gave a dinner to his ministers at which he made a speech censuring their extravagance and luxury. He has reduced his own household expenses.
—A RAILWAY train on one of the connecting roads of the New York Central line, recently ran 118 miles in 105 minutes. The same train, running over the Central road, ran 380 miles at an average speed of forty-five miles per hour.
—IN GERMANY, 45 per cent. of the population are engaged in agricultural pursuits, and 37 per cent. depend upon the manufacturing industries for employment and support. In England, 21 per cent. are engaged in the former, and 51 per cent. in the latter pursuits.
—MIRAGONE, one of the principal sea-ports of Haiti, was destroyed by fire March 16. Only two buildings were left standing, and some 5,000 or 6,000 people were made homeless. The loss of property is estimated at \$1,000,000.
—A FAMINE recently occurred in some of the Egyptian provinces of the upper Nile. Ten thousand persons are said to have died from starvation. According to English reports, it was a moony famine, caused by over-taxation.
—OUTSIDE of the settled and occupied States and Territories of the United States there are over 724,000,000 acres of land belonging to the nation which have been already surveyed and are open to settlement. There are also more than 1,000,000,000 yet to be surveyed.
—UNCLE Dick weighs sixty-five tons, and he is sixty feet long from his head-light to the rear end of his tender. He is the biggest locomotive in the world, and has just been turned out of the Baldwin Locomotive Works for duty on the precipitous inclines of the Atchison, Topeka and Santa Fe railroad. A Central axle of 24 long supplies steam for cylinders of 20 inches by 26, and gives motion to eight 42-inch drivers, while a large tank surmounting the entire structure not only carries a water supply, but helps to give Uncle Dick a lighter grip on the rails." At least, so says the American Exporter.
—LEADVILLE, Colorado, U. S. A., is an ambitious town. Eight or nine months ago its site was a complete wilderness. Gold was discovered there, the miners began pouring in, and the place began to assume the importance of a village. At first the people came faster that buildings could be erected, and the population was compelled to live in tents. The place now has a population of over 10,000, a municipal government, police force, fire companies, schools, good roads, elegant stores, court-house, hotels, churches, theatres and newspapers.
—THE GUILD of the Cloth-Makers at Reichenberg celebrated its three hundredth jubilee on May 11. The old guilds and corporate bodies are fast disappearing in Europe, but some cities almost preserve their institutions in their entirety. It was on May 11, 1579, that Urban Hoffmann settled in Reichenberg, which had then only 175 houses. After the Peace of Westphalia, the industry languished, and most of the cloth weavers went to Saxony, and it was only in the 18th century that the cloth manufacture began to flourish anew. The first capital of the guild was 24 florins; the corporation is now owner of real estate worth 200,000 florins, and has 1,249 members—315 manufacture on their own account. The population of the town is 25,000. The guild is the most important in Austria.

THE RIO NEWS

The Royal Mail packet Guadiana left Lisbon for Brazil on the 7th inst.

The Pacific Mail packet Sorata, left Lisbon for Brazil ports on the 18th inst.

The American packet, City of Rio de Janeiro, sailed from New York for Brazilian ports on the 5th inst.

During the month of July there were 2,953 arrivals of foreigners at this city, of which 2,281 came from foreign ports, and 672 from the interior.

By decree No. 7,464 of May 3, 1879, the imperial government grants a concession to De Witt C. Van Tyl, for mining at a place called Atlas da Noruega in the province of Minas Geraes.

The U. S. steamer Essex, Com. W. S. Schley, arrived at this port from Montevideo on the afternoon of the 13th inst.

We are indebted to Mr. Orville A. Darby, director in the Museu Nacional, for a copy of The Geology of the Diamantina Region of the Province of Parana.

The steamer Glenisg, on route to Baltimore from this port, was seized down the river previous to entering port, June 30, by sheriff's officers under a writ of replevin of the suit of Thornton W. Cook vs Henry Low, James Estelle Carstairs and Charles Johnson.

The customs receipts at Pernambuco during the month of July were 557,333,014; the same month of last year, 657,360,738, and of 1877, 675,048,878.

The total number of immigrants arriving at this port in the month of July was 2,132, of which 157 came by contract and 1,975 came spontaneously.

The most illustrious senator Dr. Jose Joaquin Ferreira Rabello, the individual who recently sold a "sailed" gold mine to an American company for \$120,000, has had his services to the country recognized by receiving the hands of the Emperor the title of Baron de Sero.

A well-known business firm in this city, having repudiated a bill that a letter from one of their up-country correspondents, containing remittances, had been misdirected, recently telegraphed to learn if such was the case.

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COMMERCIAL

Receipts, as sold above, have continued increasing, the total amount being 214,183, of which 134,183 was the general import, however, that a considerable amount of the same goods, placed having turned their coffee up to Rio de Janeiro, the result would allow it to enter into the market at a very low price.

Stocks estimated today at 191,200 bags.

Exchange. August 4—Market firm, with slight movements on London at 21/2 for banking papers, and 21/4 and 21/4 for mercantile. Six per cent. spot, 20/10 and 20/10.

August 5—Market firm and a little more active. Transactions in banking paper on London at 21/2 mercantile paper 21/4, 21/4 and 21/4. For Paris 47 1/2 per cent for banking and 47 1/2 and 47 1/2 mercantile paper. Sovereigns sold at 18/10.

August 11—Market firm and a little more active with rates on London for banking paper at 21/4; mercantile 21/4 and 21/4, banking rates in Paris 47 1/2, mercantile 47 1/2 per cent. Sovereigns sold at 18/10 for the 13th of Oct; six per cent. spot, 20/10.

August 12—Exchange rates on London 21/2; mercantile 21/4, 21/4 and 21/4. Banking rates in Paris 47 1/2, mercantile 47 1/2 per cent. Spot, 20/10 and 20/10. Six per cent. spot, 20/10 and 20/10.

August 13—Banking rates on London 21/2; mercantile 21/4, 21/4 and 21/4. Banking rates in Paris 47 1/2, mercantile 47 1/2 per cent. Spot, 20/10 and 20/10. Six per cent. spot, 20/10 and 20/10.

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August 23—Banking rates on London 21/2; mercantile 21/4, 21/4 and 21/4. Banking rates in Paris 47 1/2, mercantile 47 1/2 per cent. Spot, 20/10 and 20/10. Six per cent. spot, 20/10 and 20/10.

August 24—Banking rates on London 21/2; mercantile 21/4, 21/4 and 21/4. Banking rates in Paris 47 1/2, mercantile 47 1/2 per cent. Spot, 20/10 and 20/10. Six per cent. spot, 20/10 and 20/10.

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SHIPPING NEWS

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MOVEMENT OF THE STOCK MARKET

Table with columns: SHARES, COMPANY, PRICE. Lists various companies like Banco do Commercio, Banco do Brasil, etc.

BANK STATEMENTS

Table with columns: BANKS, Average deposits, Average assets, Proportion per cent.

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THE MARKETS

Dry Cacao—Market dull in the extreme, business being restricted to the actual requirements of purchasers who are hesitating to see even with some signs of a better price.

Coffee—Owing chiefly to the continuance of heavy receipts and the further rise in exchange, dealers have made further concessions of about 12 to 14 cents on the better grades, and so on to the lower end, and these concessions, although more than counterbalanced by the rise in exchange, have stimulated a very active demand, which will continue.

Washed... Superior... Good first... Regular first... Ordinary second... Ordinary second.

DEPARTURES OF FOREIGN VESSELS

Table with columns: DATE, NAME, WHERE TO, CONSIGNED TO. Lists ship departures.

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THE NEW LOAN.

The objections which we have presented to the new emission of gold bearing bonds; the serious inconvenience of depreciating the public bonds that have already been issued every time that exchange goes below 20 1/4; the feeding of stock jobbing by the creation of bonds whose value will accompany the fluctuation of exchange; and above all the tendency toward an artificial bolstering of finances prejudicial to labor and consequently to the most vital interests of the country, are all based upon the supposition that the government will succeed in raising the fifty thousand contos which it needs.

Examining attentively the dispositions of the 19th of July which were telegraphed us by our correspondent in the capital, and giving due weight to the advantages they offer to floating capital, whether in this country or in Europe, these advantages do not seem to us to be such as to cause the influx of that capital into the empty vaults of the treasury, and we are very doubtful about the results of the operation planned by Sr. Counselor Alfonso Celso. Here, as everywhere else, it would be folly to count upon getting up a large loan, as in this case by direct subscription of the public itself from whose purse it should come. Middlemen are counted upon—banks and bankers, who bind themselves to take the bonds to be emitted at a certain price, with the view of selling them to the public at a little higher figure. It is to be supposed, though, that before publishing the decree of the 19th of July, the Minister of Finance had already received offers of this kind, and it is equally probable that these offers came from establishments and individuals pointed out last month by the newspapers of the capital. Such offers, however, which may be withdrawn at the last hour, are not sufficient to assure the success of the operation.

These men who have presented themselves as subscribers to the planned loan cannot have the fifty thousand contos in their coffers for which they make themselves responsible; yet they count upon receiving this amount together with the addition of several thousands of contos as premium or commission from the national or foreign public, while perhaps this may not be in keeping with the hopes of those who are expecting to find investment for their savings and who may refuse to accept the draft and leave those who took the titles free to face with promises which they are unable to fulfill.

We have said that we fail to see in the articles of this decree advantages sufficient to tempt either national or foreign capital. As to national capital, any one can buy to-day on exchange with 1,060\$ or even less, a bond of our internal funded debt which will yield him 30\$ interest every six months, while a gold bond of the same nominal value will cost him 960\$ and will entitle him to only 22\$500 interest so that he would spend ten per cent. less in the purchase, and lose twenty-five per cent. in interest. Doubtless it will be said that the 22\$500 will be paid in gold, which as long as exchange remains at 20 1/2 is equivalent to 30\$ in treasury notes, and will be worth still more if exchange goes down. But in proportion as exchange rises they will be worth less, and when it reaches par, the holder of the coupon will receive only the equivalent of 22\$500 in currency while the owner of the general bond will receive 30\$.

We do not see therefore that for national capital the article of the payment in gold establishes for the gold bonds any superiority over the general bonds of our internal debt, inasmuch as when exchange reaches par, which sooner or later it must, the owner of the *apólice* will draw interest at the rate of six per cent., and the holder of the bond at the rate of four and a half per cent., it being necessary in order that the latter have six per cent. or more, that the fall should be 6 3/4 d. or more.

For these reasons it does not seem to us that national capital is likely to flow into the coffers of those bankers who may have taken up this loan to relieve them from the weight of bonds with which they are overloaded.

No great confidence can be placed in the patronage accorded to foreign loans in the European market; partly because such a lack of confidence has grown up that it was thought impossible to raise a direct loan there; partly because every new title needs time to become acclimated and known; and

partly because the price of the emission, which it is supposed must be 72 there in order to represent six per cent. at 60 at the present rate of exchange though proportionally below the present quotation of out 5 per cent. bonds on the stock exchange, is higher than the loans of the two great European powers which are to-day seeking for floating capital, and with whose titles our gold bonds will have to dispute the preference.

For all these reasons, we think the final success of the emission initiated by Sr. Counselor Alfonso Celso very problematic. And we think it an extremely dangerous matter for those establishments which, having subscribed to the titles of the new loans are in danger of being obliged to keep them and being reduced to the impossibility of making their payments within the specified time obliged, in order to save themselves to ask the government for the protection of the law of 1875, which very probably will not be sufficient to enable them to meet their obligations.

Should this state of affairs come about we shall witness, besides a monetary crisis in the capital of the empire, two emissions of paper money—one to save the banks, and another to meet the immediate wants of the State.—*Journal do Recife*, July 24th.

EMIGRATION TO THE ARGENTINE REPUBLIC.

BUENOS AYRES. Immigrants, on arrival, are landed at the expense of government, and boarded and lodged free for five days, assisted to pass the custom house, afforded every information to enable them to find employment, and finally sent free to wherever they elect to settle. All this is done by national government employees who speak all languages, the emigrant being free to take of reject advice given to him; so that all intending emigrants can count on the Argentine Republic with perfect confidence, although they may have no relatives here, as they will meet, in all quarters of the republic, public employees specially loaned to watch over them till they learn the customs of the country.

The wages during the harvest, which lasts four months, are from 30 to 45 hard dollars (46 to 48) per month with board and lodging (the hard dollar is worth five francs in French money).

The best time for farmers, agricultural labourers, indeed for all emigrants to arrive here, is from October to January. Farmers with a capital of from 280 to 2120 \$dg. may come at any season of the year.

No country in the world offers greater advantages to the farmer and stock-breeder.

The climate is temperate and healthy; land is deep and fertile, and can be worked all the year round, as snow is unknown. There are immense tracts of pasture land, and boundless forests; every kind of stock can be had at lower prices than in any other country; there are numerous trunk railway lines, deep rivers, almost daily communication with Europe, institutions similar to those of the United States, and even more liberal for foreigners who can acquire land in fee without sacrificing their nationality.

There is no difficulty or delay in obtaining land at 2s. 6d. per acre, payable in ten years, without interest and each family may purchase from 65 to 1,000 acres. The first hundred families in each settlement will receive 250 acres gratis.

Each of the thirteen provinces of the republic has passed special laws for the donation or sale of "chacras" (small farm) lots near the towns, which can be purchased at equally moderate prices, and are given gratis to some provinces.

In the colonies (settlements) already established, families of agricultural labourers who work hard can easily obtain land and advances from the proprietors, who have more land than they can cultivate.

Prices of Stock. Sheep cattle for breeding, £1 10s. per head. Horses, 3s. 6d. per head. Mares, 1s. For further information, apply at this office, No. 215 25 de Mayo Street.

JOHN DILLON, Commissioner-General.

RAILROAD NOTES.

The receipts on the Carangola railway during the second quarter of 1879 were 37,619\$840, or 23,254\$600 in excess of the receipts for the corresponding quarter of 1878. This gives an average of about 718\$ per mile for the 52 miles now in traffic. No report of the expenses has yet been received. The number of passengers carried during the quarter was 7,739.

A new apparatus for heating and ventilating passenger cars is in successful operation on the Pennsylvania central railroad. It consists of a boiler and hot water pipes, by which the cars are perfectly and safely heated, and at the same time thoroughly ventilated.

The minister of agriculture has directed the officials of the Dom Pedro II railway to give free transport over their line, to the fixed and rolling stock, imported from abroad, of the Western rail way of Minas Geraes.

The receipts of the Dom Pedro II railway during the fiscal year 1878-9, were 11,129,301\$937; those of the preceding year, 1877-8, were 8,239,986\$84. The estimates for the year just begun are 11,000,000\$.

The "Barão de Araruama" railway, twenty kilometres in length was opened to traffic on the 19th inst. It extends from Campos to N. S. da Conceição de Macabó.

CONSULAR SHIPPING FEES.

One of the most intolerable of the many grievances of which our commercial marine have just reason to complain, are the exactions imposed upon it for the shipment of seamen in foreign ports under the color of existing laws. The complaints on this score are of long standing, but it is gratifying to have some assurance from an authoritative quarter that at last there is a prospect of redress. While in Washington, recently, in regard to various proposed amendments to the shipping laws, viz: The Shipping Commissioners' Act, the Act in relation to homeward passage money for consuls' men, and the repeal of the law compelling the payment of three months' extra wages on discharging seamen in foreign ports, Mr. James J. Ferris, of this city, was there instructed to prepare on his return to New York, and forward to the Secretary of the Treasury, a detailed statement of facts as to the exactions which these consuls on American vessels. Parliament to those instructions, he is now engaged in obtaining from masters of vessels and shipowners such data as will place the whole subject in its proper light; and as the exactions in question are neither popular with the Administration nor advantageous to the Treasury, redress may be looked for at an early day. This species of tax on American shipping in foreign ports in its details is a much more serious business than people unfamiliar with the matter would suspect. In some places it amounts to \$5 and \$6 per man. The usage is, for the consul to employ a party to procure the men (through which party alone they must be obtained), whose fee must be paid. The consul, in the capacity of shipping commissioner, has also to be paid a fee of \$2 per man; then, again, he (the consul) must be paid for certifying, as consul, to such engagements. These two former exactions are the offspring of the obnoxious Shipping Commissioners' Act of 1872, which ought long ere this to have been repealed, or, if not repealed, so amended as to make it an act instead of, as it now is, a—*N. Y. Com. Bulletin*, June 20.

—Reports from Campos state that the disease which caused so much damage to sugar cane in that vicinity, has reappeared.

—The Brazilian bark *Medusa*, loaded with empty sacks for the Rio Preto, was sunk in deep water off the city of Campos on the 27th ult. The crew was saved.

—The provincial government of Bahia has decided to guarantee 7 per cent. interest upon the capital invested in six central sugar factories—not exceeding 600,000\$ each.

—The president of Minas Geraes has convoked the electoral college to fill the vacancy in the senatorial representation from that province on the seventh of next month.

—Advices from Campos state that the initial trial of the Linao central sugar factory has produced surprisingly good results—about 8 per cent. of sugar being obtained.

—On the 16th ult. the provincial government of Paraná granted exemption from provincial export duties for five years to all maté exported to the United States and Europe.

—We learn from the *Auxiliador* that there is a manufacture of carbonate of potassa in Paraná which, it is reported, is able to sell that product from 20 to 30 per cent. below the imported article.

—São Lopes Pereira of Ipaumirim, Espírito Santo, is said to have invented a machine which runs without the aid of steam, water, or electricity. We know what it is, though! It's a grind-stone, and it turns by hand!

—The municipal authorities of Castro, Paraná, have decided to give gratuitously five alqueires of land, suitable for agricultural purposes, to each one of one hundred families of German, Russian or Polish immigrants.

The *boléim* published at Macaé, Rio Grande do Norte, in May last contained the following advertisement: The charter-room of the Misericórdia hospital will be opened every Wednesday and Saturday, from 1 to 3 o'clock, for discounting the salaries of public officials. For one month 2 per cent. and for two months 3 per cent.

To the many afflictions of the people of Ceará, who seem to be plagued after the good, old Egyptian fashion, we can now add a wide-spread and malignant epidemic of scurvy. A correspondent of the *Crucero* says that the disease exists all the way from Fortaleza to Cassa, and that in the vicinity of Acaapepe the people are dying from it by the hundreds. It is caused by an exclusive diet on the salt meat rations distributed to the workmen on the railroads. The correspondent suggests that other rations be substituted for the salt meat. Would it be not better to infuse a little animation into these people who rather than cultivate the ground for a few vegetables?

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