

THE RIO NEWS.

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NUMBER 24

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THE CHINESE QUESTION.

The discussions in the Chamber of Deputies on the question of granting a supplementary credit to an embassy to China has called out several notable speeches on the question of introducing Chinese labor into Brazil. In view of the issue at stake in this movement, we give some extracts from two of the notable speeches against the measure. In the course of his speech on the question, September 1st, Deputy Joaquim Nabuco said:

I ask in the first place if the Chinaman is necessary; if he is demanded by our labor system; if he is convenient; if he is an element of progress; if he is the solution which the noble president of the council wanted for his question in regard to substituting or making good the want of laborers; and then I will reserve it to myself to show that the Chinaman cannot come to Brazil without causing the population of European origin to disappear; without transforming into genuine Mongolian settlements all those parts of the country populated by Chinese immigration. In the struggle for existence the Chinaman by the side of the white man or the negro, by the side of all the mongrels there may be in the country, will necessarily, by natural laws, become lord of the country, as he hopes to be the last inhabitant of the world.

Is the Chinaman necessary? who wants him? The noble president made an agricultural congress. What the members of the congress wanted was Chinese obtained through contract, a system called the coolie traffic, and not the spontaneous immigration of Chinese to Brazil. Fortunately, however, China has had this traffic stopped for humanity's sake.

We have inherited slavery which unfortunately cannot be done away with suddenly. But even so would it not be better for the statesmen to whom are committed the fortunes of our state and the future of our race, to endeavor to develop and protect free labor instead of trying to prolong slavery by means of the Chinese—which we consider is immoral, low, servile, and will serve only to contaminate our population and degrade our country.

Is there a lack of laborers? If such a want exists, it is not because they can not be found in the empire, but because the good ones, those capable of work, do not go to agricultural labor. It is not because slavery impedes this development of the character, energy and individual qualities in the countries where it exists, on the part of those who are subject to it, and keeps them from those kinds of labor that are considered servile? You cannot have free and slave labor at the same time, nor slavery and immigration. We must choose between them.

Are we to put our trust in slavery or in free labor? Being so, gentlemen, the substitute is not the Chinese; it is a much more tolerable lot and an easier one which should be meted out to the slave family. It is, on the other hand, the education of the free-born children. We should give to those who are born free, and who at twenty-one are to enter into the enjoyment of their liberty according to the law of the 28th of September, a proper education which will make them not incapable of the social duties which are to devolve upon them.

The ministry, or the liberal Cabinet, which took away from freedmen their right to vote did not take it away from those freedmen, and is it not now time to think of the education and of the future of men destined to form a part of Brazilian society?

These are the grave and important questions which bear upon the transition from slave to free labor; and the government, instead of thinking, as it does, of how to create what will be practically a new slavery, should think of the means of reconciling to agricultural life the race which is today employed in the cultivation of the soil with slave labor and the new free generation which are arising, in giving to the former slave family that which every man needs to have, stimulus to labor and to render this labor productive. Instead of Chinese immigration it should set about it courageously to resolve this great problem, extinguishing domestic slavery instead of rendering slavery a reality in a kind of colonist, binding the present slave to the soil instead of rendering him a mere hind during the transition which would be short, opening a future in labor to the race which has been used as slaves, giving it an interest in the soil, a fatherland in the country. If many injustices which oppose themselves to our progress were repaired by humane laws, I am sure that the country would get a much better result from this strong force, from this better comprehension of its true interests both material and moral, than in attempting to renew the source of traffic, using Asia where she for-

merly used Africa, seeking a yellow with the black in the slaving quarter, in the fields, and in the family. The slavery that came to us from Africa has been the cause of this uncertainty of our future, of all the ills we complain of which affect family, society, religion, politics and economic organization. This other from Asia is arising to-day obscure, indifferent, and evil-omened. So rise great rivers. Where they first trickle from the earth they are hardly visible, mere threads of water which afterwards go on growing and swelling insensibly till they are Amazons or Mississippis.

It is possible, gentlemen, that this new endeavor, like so many others, is only a deception; and I hope it is. Had as it has been for me to make this protest, I feel that it is my duty to not avoid it, for I could not call myself a Brazilian if I concerned myself with the present alone and with its necessities; if I had not a thought for the future of this land which we should transmit to our posterity more prosperous and free than we received it from our ancestors.

In the course of a speech upon the same question, Deputy Felício dos Santos said:

The cessation of the African traffic and the difficulty of the assimilation of the indigenous element which withdraws instead of assimilating, have been the protecting circumstances of the development of the white race in our midst.

Slavery aided us in the beginning of our nationality, but notwithstanding this fact, I am as inimical to slavery as the noble deputy from Pernambuco. What we need is to develop the agricultural man belonging to the soil, the property holding colonist; to increase the number of laborers. We need to have those coming to enable themselves by labor, for the people are not governed by philosophy, but by the models and examples which are presented to them.

Where is there a place in Brazil that asks for the Chinese? The noble minister of foreign affairs has reported them at that time. Whence comes the great enthusiasm of the liberal party for labor? The conservative party gave the most telling blow to extensive property-holding with the law of September 28th. What is the liberal party going to do? To substitute the black arm with the yellow one under the pretext of compromise. But this is only rendering the crisis gradual and slow. It is free labor that must substitute slave labor; and planting on a large scale must be substituted by small farming.

As I understand it, the most efficacious means of aiding agricultural industry is the opening of roads and markets, and by means of professional instruction to enable it to render the soil more productive. Cheap labor produced artificially, cannot be advantageous to any country, and if the Chinaman should really come and make labor cheap it will only be a calamity for us. I pass on to reply to some of the objections presented by the minister of foreign affairs to the onerous proceeding me. His excellency favors the Chinese on account of the cheapness of their labor, but he forgets the quality of such labor.

Cheap labor is an advantage when it is the result of the cheapness of living, but not when it is attained artificially. For such a reason alone the Chinaman would be a calamity, because this artificial cheapness of labor would drive off European immigration and establish an actual quarantine against the European colonist.

The noble minister was led into this economic error by an article on strikes published in the London Times. If England should commit the great error of calling in Chinese operatives to compete with her own people, she would shortly find herself with a more serious crisis than that of strikes—the question of providing food for thousands of laborers out of employ. In California, the interest of more than half the electors injured by the cheap labor of the Chinese is a powerful argument against them; and it has become the duty of the government of that state to look after this matter.

The noble minister of foreign affairs has read the report of a Brazilian official in Peru on the convenience of Chinese immigration, which opposes the Chinese. That official says that the Chinaman cannot be a colonist, that he can only be a working machine with all the disadvantages that have been mentioned. I should observe further

that the information given by our representative in Peru is in answer to questions of the government, and is for this reason circumscribed. But even so our minister says that Chinese will not do for colonists.

The noble minister doubts whether Chinese immigration will be carried on to such an extent as to produce the same economic effects as in the United States. It is not the Irish laborer alone who cries out against the pernicious effects of this immigration, but also a part of the most enlightened population. It has kept out European immigration from those states where it has established itself. But one must not confound the western states with those of the Pacific coast. Statistics, and statistics in the United States are a reality, demonstrate very clearly that Chinese immigration draws off European immigration. From this point of view the question would allow further treatment, but I will pass on to another class of considerations.

The noble minister of foreign affairs does not believe that Mongolian invasion will come to Brazil with this immigration that is proposed. Certainly the Chinese will not come here with the facility with which they go to the United States, where they are now seeking to close their doors against them. His excellency does not believe that the United States fear that their country will become Mongolianized.

If the laws regulating the movements of population were followed without obstruction, the country would infallibly become Mongolian. But this will not happen because the American race will defend itself.

The more advanced race, if it defends itself, cannot be absorbed by an inferior race; while if it remains impassive through reasons of false compassion, it will be destroyed. In the struggle for existence there are many circumstances which protect the development of any race, and most important among them perhaps the hereditary resistance to death and the ease of life.

ILLEGAL SLAVERY.

Editor Rio News:
It appears to me that the S. João d'El-Rey company would have acted far more wisely if they had not published their "address to the public" which appeared in the *Journal de Commercio* of the 12th inst.

They do not deny the contract of June 27, 1845, nor that their own officer matriculated the Catta Branca blacks contrary to the provisions of law 2202, nor that their own officers in 1850 and 1859 declared the Brazilian [Catta Branca] company extinct, the latter declaration being made by James Newell Gordon who signed the *relatório* of matriculation in 1872. They also utterly ignore the *arbitrio* of the Visconde do Rio Branco which declared such a registration to be illegal. Furthermore they omit to explain why these Catta Branca blacks are detained in the Morro Velho mines, and why they have not fulfilled the plain provisions of the before-mentioned contract by which the children of the slaves in 1845 were to be freed on their attaining the age of twenty-one years.

They state most unblushingly, however, that they pay away the wages of these poor blacks to persons who have no right, title or claim to receive such payment; in other words they conspire with these persons to rob the blacks of their wages, and they claim credit for having done it with punctuality for twenty years. This is a curious kind of morality certainly, and I am surprised that it should be put forward as a justification for the mortal injury done these blacks. I fancy that if the salaries of the chairman and superintendent were paid away without their sanction to third parties, they would scarcely be satisfied with the regularity and punctuality of the transaction, but would soon make the company understand that "he who pays holly pays twice." In this instance the *malá fides* of the company toward the blacks is clearly evident. In respect to their freeing the blacks of the Catta Branca company, they not only have the express authority under the contract of June 27, 1845, but they also solemnly bind themselves to do it.

In this explanation they make accusations against themselves which Sr. Nabuco never made, nor did you in your exposition of the

case. Considering the great stake the S. João d'El-Rey company have in keeping these blacks in slavery, it is not surprising that they should have used every effort for the last two years, in the courts of law, to accomplish their purposes. People who have held responsible positions such as the chairman and directors in London will sacrifice everything to maintain them, whatever may be the cost to these poor blacks.

If their sympathies are with these blacks, as they pretend, and in view of the clearest possible proofs of their right to their freedom since 1850, why has the company continued to keep them in slavery in the mines at Morro Velho? It is clear that if any loss had been encountered in this operation, this question would never have been brought before the public.

AN ENGLISHMAN.

Rio de Janeiro, Sept. 16, 1879.

MR. FORD'S ADDRESS.

The recently-appointed British minister, Francis Chre Ford, Esq., C. B., had audience of the Emperor at São Christovão on the evening of the 20th instant, when he presented his credentials as Envoy Extraordinary and Minister Plenipotentiary. At the conclusion of the ceremonies, the Emperor engaged Mr. Ford in an informal conversation for more than an hour. The minister's address was as follows:

Sir,—I have the honor to present herewith to Your Imperial Majesty a letter by which the Queen my gracious sovereign has done me the honor to accredit me in the character of Her Majesty's Envoy Extraordinary and Minister Plenipotentiary to Your Imperial Majesty's Court.

In accordance with Her Majesty's commands I have great pleasure in conveying to Your Imperial Majesty the expression of the high esteem and regard which Her Majesty entertains towards Your Imperial Majesty and the hearty wishes Her Majesty feels for the welfare and prosperity of the Brazilian empire.

The long standing ties of friendship which we so happily bond the empire of Brazil to Great Britain are a source of well grounded satisfaction to both countries and no efforts will be wanting on my part to foster and maintain them.

I enter, then, upon the fulfillment of the high mission my sovereign has deigned to confer upon me with feelings of the deepest respect towards Your Imperial Majesty, of sympathy towards the noble people of whom it is Your Imperial Majesty's destiny to rule, and of admiration for and interest in the great empire of Brazil, one of the grandest countries of the world.

THE CHINESE QUESTION.

(From the *Anti-Slavery Reporter*, August, 1871.)

The following letter has been addressed by the society to the Chinese minister on this subject:

To His Excellency the MARQUIS TSENG, ENVOY EXTRAORDINARY AND MINISTER PLENIPOTENTIARY FROM THE COURT OF PEKING TO THE COURT OF ST. JAMES.

May it please your Excellency.—The Committee of the British and Foreign Anti-Slavery Society beg to remind your Excellency that, on the 30th of April last, they had the honor to introduce to your Excellency a large and influential deputation, composed of many members of the British Parliament, and of gentlemen from all the other branches of the Society.

The deputation desired to call your Excellency's attention to the miserable, and virtually enslaved, condition of the Chinese coolies in the Island of Cuba, and to the necessity of very materially modifying the late Treaty made between China and Spain; but, above all, the importance of discouraging all emigration from China to Cuba so long as the institution of slavery is maintained in that Island.

The Committee now beg to inform your Excellency of the fact that Envoys Extraordinary from Brazil are now on their way to England with a view to negotiate with your Excellency, and through your Excellency, with the Chinese Government, a convention for the importation of Chinese into the Brazils.

The Committee feel it to be their duty to represent to your Excellency that Brazil is not so fortunately a country holding more than a million of slaves; and they would, therefore, earnestly impress upon your Excellency the fact, which has been confirmed not only by history but by their own experience, viz., that in any country in which slavery exists neither Treaty provisions nor laws will prevent imported and contracted labour from becoming a virtual slavery; and therefore any Treaty between China and Brazil for the importation of Chinese must infallibly result in the virtual enslavement of the unfortunate immigrant.

We are, with much respect,

JAMES COOPER, 1 No. 1, FLEET STREET, LONDON, E.C. CHARLES H. ALLEN, Secretary.

THE RIO NEWS PUBLISHED TRIMONTIALLY

on the eve of departure of the American packet, the French packet of the 15th, and Royal Mail packet of the 21st, of the month.

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RIO DE JANEIRO, SEPTEMBER 24TH, 1875

THE DEPARTURE OF Frederick R. St. John, Esq., British chargé d'affaires to this government, is an event which will be sincerely regretted by his large circle of friends in this city. During his residence here Mr. St. John has given the highest satisfaction to those who have met him in his official capacity, and has won the warmest esteem from those who have enjoyed his personal friendship.

WHEN we called attention a few weeks ago to the existing evils of prostitution in this city, we stood quite alone in our condemnation of the vice and the apathy which both tolerate and encourages it. An effort had been made by some indignant citizens to arouse a public movement against it, but aside from a petition to the Chamber of Deputies nothing grew out of their commendable endeavor. In the Chamber, a committee reported upon it with well-rounded periods and a sonorous statement of some of the moral aspects of the case, but concluded that no legislation was necessary as the laws were already sufficient. And there the matter ended. A short time after, the report of a police delegado upon the vice was made public in which the names of many parties, all foreigners, who were engaged in bringing girls from Europe to this country, were published. The most influential journal in this city published a full report: the other two published it in full with comments. The Gazeta de Noticias entered into the subject with some show of earnestness and has since given the matter further consideration in its columns. In the meantime, however, the chief of police has been changed, and the faithful effort to purge the city from one of its greatest evils seems to be drying out. One of our contemporaries, in referring to the matter, regretted that the chief of police was so soon to resign his office as his successor would have to make all his studies of the question de novo. And just at this point the movement has halted. The vile commerce through which hundreds of girls are annually brought here to lead the most shameful, the most debased, the most miserable of lives, still continues unabated; and our streets, indecent enough without this accessory, are still polluted by the most disgraceful and degrading spectacle that ever was permitted by a civilized people. There is no use in using homely words in this matter, there is not the slightest occasion for excuses. The responsibility, the onus is not diminished in the slightest degree by the claim that these wretched women and their masters are foreigners; the shameful fact still remains that they are encouraged to come, protected when here, and supported in every way—by Brazilians. More than that, the attentions shown them in the public streets and within the notice of decent people every day of the year, is a crying shame and reproach to a people who are now trying to shift all blame upon the shoulders of foreigners. These people do not come here upon a crusade; they come simply because they are wanted, and the sooner this fact is recognized and admitted

the earlier will the remedy be found. If there are any doubts on this point, we have only to examine into the state of morality in the interior, where the influence of the foreigner is not yet felt, and we shall find abundant proofs of its correctness. Banishment and quarantine are all well enough as far as they go, but they do not go far enough. We must have a radical reform in public opinion; these women must be driven from the public streets which they are now making unfit for respectable people to use, and the gay young fellows, often the sons of wealthy and titled men, who habitually override every sentiment of decency and good-breeding by their florid attentions to these characters in the streets, in the theatres, and in every public place, must be treated according to their deserts. It is not a matter to be treated with hesitancy or half-way measures, nor does the new chief of police require any great length of time to conduct his studies. The vice is steadily gaining ground every day, it is corrupting everyone with whom it comes in contact, it is making this city unfit for respectable families to live in. Something must be done, and that speedily.

LEGISLATIVE NOTES.

—The present session was further extended to the 4th of October by an imperial appointment to the two houses on the 21st instant. —Since our last issue the Senate has accomplished a large amount of work in the line of discussion. The bill granting a supplementary credit to the Chinese commission was received from the Chamber on the 16th and referred. The estimates for the department of agriculture passed the second reading with various alterations on the 18th, and the Senate then proceeded to the discussion of the treasury estimates in second reading. The renewed discussion of the Amazon subsidy question has called out some notable speeches lately, Senators José Bonifacio and Dantas speaking against it, and Visconde do Rio Branco for it.

—On the 13th instant the Senate received official notification of the selection of Conselleiro Christiano Benedito Quinto as senator from Espírito Santo, and the election was referred to the regular committee with urgency. The case begins to look ominous as no report has been made, the committee being evidently in search of reasons for rejecting the election. As the choice is so good in every respect, this course of the committee is to be sincerely regretted. On the 18th, Senator Silveira Lobo presented a project continuing the senatorial vacancy from the province of Parahyba, owing to the effects of the 1869 and the alleged influence of the government in the elections. It is an unworthy dodge, even for the conservatives. Death is now doing more for the liberals than they are doing for themselves, and the conservative Senate has no right to interfere.

—In his speech on the Amazon steamship subsidy on the 14th instant, Senator Dantas gave the following statistics of the river trade, as shown by the service performed by the subsidized and private lines. In 1877 the average number of miles traveled per month by the subsidized company was 18,184, by private lines 14,616. In 1875 the subsidized line carried 2,693 tons more received about 2,047.5 tons carried by the private lines. In 1876 the first line made 150 voyages and landed at Pará 2,796 tons of rubber, 1,347 tons of cacao, and 726.5 tons of Brazil nuts; while the latter made 143 voyages and landed 2,847 tons of rubber, 727.5 tons of cacao, and 864.5 tons of Brazil nuts. The first company received about 1,200,000\$ as subsidies from the general and provincial governments; the other lines carry on their enterprise at their own risk. If it has reached that point where private enterprise can compete so well with a heavily subsidized line it becomes a question of some interest to know just why the subsidy is paid at all. Aside from the legitimate rates for carrying the mails, a steamship line can have little ground for a claim upon the public treasury after another enterprise has demonstrated the needlessness of such assistance.

—The Chamber still being troubled with interrupted sessions has accomplished but little work since our last report. The Chinese commission bill passed its third reading on the 13th, and was sent to the Senate. The bill granting aid to labor has been under discussion and has given rise to innumerable schemes for assisting private industries from the public treasury. —On the 17th, Saldanha Maranhão presented a petition signed by 1,149 persons in Rio Grande do Sul, praying for civil marriage, secularization of cemeteries and liberty of worship. On the 19th the committee on municipal councils reported favorably on the bill for secularization of cemeteries, but with such amendments and exceptions as to make it more palatable to the church authorities.

THE NUMBER of immigrants arriving at the port of New York during the month of July were 12,710. THE POPULATION of Java is estimated at 18,000,000. The total imports of the island amounted to 249,424,800 francs in 1876.

THE NEW MINISTER.

The Royal Mail packet Guadiana which arrived at this port on the 13th from Montevideo, brought the new British minister to this court, Francis Clare Ford, Esq., C. B., C. M. G. Mr. Ford has been chargé d'affaires and minister at Buenos Ayres for a long time and leaves that city with the sincere regrets of a large circle of friends. His promotion to this post is a deserving recognition of a long and useful career in Her Majesty's service, and his work here, so thoroughly and conscientiously done by his predecessor, Mr. St. John, will be a worthy continuation of his official record.

Mr. Ford's official life has been thus far cast in many countries and in various positions of trust, from that of attaché at Naples in 1852 to his present highly responsible position of envoy extraordinary and minister plenipotentiary to Brazil. His official career is as follows: FRANCIS CLARE FORD, C. B., C. M. G., was appointed a cornet in the 4th Light Dragoons, May 8, 1840; was promoted to be lieutenant, April 20, 1849, and sold out, June 9, 1851. Was appointed attaché at Naples, July 9, 1852; at Munich, July 8, 1855; at Paris, November 8, 1855; and puis attaché at Lisbon, March 9, 1857; was transferred to Brussels, January 6, 1859; to Stuttgart, July 5, 1862; and was appointed a 2d secretary in His Majesty's diplomatic service, October 1, 1862. Was resident chargé d'affaires at Karlsruhe from October 15, 1862, till September 26, 1863; was transferred to Vienna, June 25, 1864; was promoted to be secretary of legation in Japan, June 20, 1865, but did not proceed thither. Was transferred to Buenos Ayres, August 10, 1865, where he was in charge of the mission from December 13, 1865, till October 13, 1866. Was transferred to Copenhagen, June 26, 1866, where he was acting chargé d'affaires from March 3 till May 18, 1867; was transferred to Washington, March 28, 1867, where he was acting chargé d'affaires from September 19, 1867, till February 8, 1868. Was transferred to Brussels, November 30, 1870, but did not proceed. Was promoted to be secretary of embassy at St. Petersburg, March 30, 1871, where he was acting chargé d'affaires from November 16, 1871, till February 8, 1872, and was transferred to Vienna, October 26, 1872. Was promoted to be chargé d'affaires at Karlsruhe and Darmstadt, October 11, 1873. Was appointed Her Majesty's agent to attend the commission at Hildesheim, under the 22nd and 23rd articles of the Treaty of Washington of May 8, 1871, July 26, 1875.

THE MADEIRA & MANOARA RAILWAY.

Aside from an occasional report from London concerning the legal proceedings over the tied-up funds with which it was proposed to build the Madeira and Manoroa railroad, but little information concerning the actual condition of that enterprise has been made public. A couple of very intelligent gentlemen who left San Antonio (the headquarters of the road) on the 19th of June have furnished a Bulletin reporter with the condition of things up to that time. According to our informants, there were but eighty men there, and of these only ten were working on the road; and, of course, all of that attempted to perform was to grade the four miles of track laid. The other seventy were looking on, doing nothing themselves, and patiently waiting for an opportunity to get back home. No money was in circulation; some of the men had hardly seen any for eighteen months, much less handled any. Provisions also were getting rather low. As an offset to all this, however, there was no sickness in the place, and every man was healthy and strong. The worst months there are July and August, as any rate, that was the case last year, when one of the emigrants were sick. It is a mistake, however, to suppose, as has been asserted, that San Antonio is only one large marsh. There is some marshy land there, but all around is a high land as any could desire. The river, however, is the great breeder of malaria, and in certain months a white man is sure to be ill. The experiment of hiring the natives to do the work has been tried, but it is said, has proved fruitless, of good results, as the natives, picking up from the luxuriant vegetation all around them an easy living, are not disposed and are scarcely fit to perform hard manual labor. The Indians are proving very troublesome, and have made several attacks on the railroad settlement. They robbed one tent of a number of guns, revolvers and ammunition, besides blankets, etc. Mr. Peter Collins, one of the family that is engineering this work, while out walking, not far from the settlement, was fired at by the Indians. One arrow entered his arm, and another his breast, but he is mortal, but he has fortunately recovered. When sufficient money can be raised to pay the emigrants fair wages and to establish a regular method of supplying them with food and medicine, we shall see this enterprise taking its first steps towards completion. There is no evidence to show that Mr. Collins has not done all that any man could in his circumstances to treat his laborers fairly.—N. Y. Com. Bulletin, Aug. 12.

THE total number of arrivals at the port of New York during the month of June was 2,217, of which 820 were from foreign ports, and 1,397 from domestic ports. Of this total 237 were steamers, 131 from foreign ports and 106 from domestic ports, and 1,980 were sailing vessels, 689 from foreign ports and 1,291 from domestic ports. As to nationalities, 282 of the total arrivals from foreign ports were American, 27 British, 122 French, 72 Italian, 33 German, 27 Austrian, and the remainder of diverse nationalities. The total arrivals from foreign ports in the same period of 1875 were 662, and from domestic ports 4,051.

RECENT sanitary improvements in London have had the effect of reducing the death rate so that the average saving of life during the past five years has been upward of 12,000, or nearly 61,000 in all England. In the annual report for 1874 the Registrar General says: "London is the greatest city in the world. Its population exceeds 3,500,000, or, if we add the population of its suburbs in the Outer Ring, the total population is 4,500,000. Its population approaches the aggregate population of Paris, Berlin, and Vienna; and, with the suburbs, it equals the populations of the capitals of France, Prussia, Austria, and Russia. The area of this great city is 122 square miles, or a square of a little more than 11 miles to the side, so the density of population is 29,322 people to the square mile, and the proximity of the population is 11.04 yards, or the people are at a mean distance of 11.04 yards from each other. The low rate of mortality in London, if we take its density into consideration, is still more striking than its magnitude. With a density of 29,322 persons to the square mile, the mortality should be 35.2 per 1,000, were not special systems of drainage and cleanliness in use in London, by which the mortality in the years 1874-8 is reduced to 22.8. The consequence is that the deaths are so low in London as 83,695, and the births being 129,184, the registered births exceed the deaths by 45,489, which exceeds the estimated increase of population (43,603) by 1,796. In the seventeenth century the deaths in London equalled the births in number."

A BRITISH association, called the Clothworkers' Company, have voted £2,500 over and above £10,000 previously voted, to cover the complete cost of the site, building, furnishing, and fitting with all necessary appliances the textile industries and dyeing instruction departments of the Yorkshire College, Leeds; and they have further agreed to maintain the building and its operation in full fact, without extraneous or adventitious aid, for a period of five years, as from January 1 next, at a cost of £1,200 per annum. This increased annual subscription has been necessitated by the addition of instruction in dyeing and applied chemistry connected with the finishing of textile fabrics; and it has been arranged to obtain the services of a German instructor in dyeing, who combines a complete theoretical knowledge of chemistry with a thoroughly practical knowledge of dyeing operations. The new buildings will be completed about October next.

STATISTICS of the movement of Central American coffee received at Panama during the five months ending May 31, 1875, are as follows: For Panama, 3,161 bags; South Pacific, 5,679 do; San Francisco, 201 do; Ashcroft, 57 do; total, 9,158 bags. For Europe, per Royal Mail Company, 125,373 bags; per West India Company, 3,152 do; per German Company, 56,775 do; per French Company, 44,711 do; total, 230,011 bags. For New York: per Pacific Mail, 31,139 bags. Total to May 31, 270,299 bags.

THE FOLLOWING is a comparative statement of the number of lives lost from various causes on steamboats during the years ending June 30, 1878 and 1879:

From fires.....	168	1879
From collisions.....	22	12
From explosions.....	33	28
From swags, wreck and sinking.....	104	51
From accidental drowning.....	10	8
Miscellaneous.....	4	5
Totals.....	212	105

THE NEW YORK gas companies are now furnishing gas to those consuming less than ten thousand cubic feet. A still further reduction is made to large consumers. Meters, service pipe and burners are furnished without charge.

GEORGE R. REYNOLDS, a bigamist, was sentenced to two years imprisonment and \$500 fine at Salt Lake City, June 17. He is the first Mormon convicted of polygamy since the passage of the act in 1862, and every effort was made to prevent his conviction.

PERMISSION has been granted to the "Sociedade de Mineracao Mato Grossoense" for three years to explore for minerals in northern Mato Grosso. The district covered lies between the Serra Azul and Rio Arinos, and above the mouth of the Rio Manoel.

On the 30th ult. the minister of empire issued a circular letter to the municipal councils, calling attention to the registry law of April 25, 1874, relating to births, marriages and deaths, and requiring the better observance of its provisions in the future. The law has heretofore been a dead letter.

The new chief of police has wisely undertaken to put a stop to the unending clamor of the candy-selling boys along the tramway lines in this city, and to keep all the street peddlars away from the entrance to the theatres. If the police will drive away the loafers also, and then the theatre managers will discontinue the practice of selling tickets to spectators, we shall have still more reason to be grateful.

The minister of finance has directed the president of Minas Geraes to call for the retirement of all private issues of paper money, of the value of 500 reis and 1\$, in the city of Diamantina. In case the notes are not withdrawn legal proceedings will be taken against the persons issuing them. The issue of private money in the interior of Minas Geraes is very general, and it is evident that this order will be enforced only with great difficulty.

The national packet Paris, which arrived at this port on the 12th inst., brought 267 slaves from the north, of which 80 came from Pernambuco.

According to the London World correspondent, Don Philip de Bourbon, son of Count de Aquila and a grandson of Dom Pedro I, is about to marry a very wealthy American heiress. Marrying American girls seems to be the fashion of this branch of the royal house of the Two Sicilies, as the elder brother married a Miss Hamel in New York in 1869.

During the month of August there were 2,099 arrivals of foreigners at this port of which 1,854 came from abroad and 245 from the interior. The departures were 1,310, of which 895 went abroad and 415 to the interior.

We learn from the Jornal da Provincia de Campos, that the crime of selling the free children (engenheiros) of slave women is practiced in the neighborhood of Cantagallo. The children are taken to fill the places of deceased slave children whose deaths have not been reported. We trust that the authorities will not hesitate to punish these inhuman slave dealers to the full extent of the law.

Notwithstanding the recent rains and the consequent increase in the water supply, there are constant complaints from various localities in the city that the public supply has totally failed. In some localities there has been no water for weeks; in others the supply is shut off from some houses and continued at others. This state of affairs is so unjust that it ought to be remedied at once. It is a matter which the authorities can not afford to ignore inasmuch as the health of the city as well as the comfort of certain persons is involved.

The last American packet, the City of Rio de Janeiro, brought out a cargo containing eighty-two different classes of goods. In the list there were enumerated 41,648 lbs. of butter, 8,100 lbs. of flour, 200 lbs. of pork, 158,687 lbs. of lard, 20,939 lbs. of bacon, 520 cases of beer, 50,000 gals. of kerosene and 285 cases of domestics. In the miscellaneous goods, there were 17 boxes of confectionery, 30 boxes of perfumery, 233 reels of fence wire, 8 pkgs. of telephones, one billiard table, 43 lbs. of shoe pegs, and 6 cases of celluloid goods.

One of the difficulties of commercial intercourse between this country and South America is about to be removed. It is given out that a bank is to be established in New York, with connections in the principal South American cities. With the advantage of banking facilities thus established, an additional impetus to our export trade may be expected. The employment of capital, in connection with the extension of American commerce, offers one of the best fields to the capitalist, and it is not surprising that European houses are turning their attention to this feature and acting upon it.—The American Mail.

With reference to a Panama Canal, the Saturday Review advises persons about to invest their money in that enterprise to make "early arrangements with the government of the United States" and reminds them that "Napoleon III, in the apparent height of his power, was compelled by the mere remonstrances of the American government, to withdraw his army of occupation from Mexico; and no private adventurer will be allowed, without the permission of the United States, to prosecute an enterprise on American soil which may involve political consequences." And the recent collapse of the Lesseps scheme proves the truth of the Review's position and advice.

The American ship Templar, Captain Armstrong, which put into this port for repairs on her voyage from New York to San Francisco, arrived at the latter port on the 31st of July. The Templar sailed from this port on the 20th of February, and was 161 days at sea with yellow fever and Captain Armstrong himself had a severe attack of it. The first day after leaving here, the fever broke out again, Captain Armstrong, for the second time, his wife, daughter, the ship's carpenter, and several of the crew being prostrated with it. Mr. Armstrong and two seamen, Harry Cave and Michael Walsh, died, and the captain and some of his crew had not fully recovered at their arrival at San Francisco. On June 24th, the first mate, William Snelling, fell overboard and was drowned. The ship was put in quarantine at San Francisco and thoroughly disinfected.

A recent letter from Prof. Orville A. Derby, written from Athaloo on the 31st ult., states that the party had passed the Paulo Alfonso falls and were then fairly at the beginning of the steam launch on the upper Rio Arinos. The steam launch had not then arrived and Col. Roberts was preparing to enter upon his work with canoes. Of the Paulo Alfonso railway Prof. Derby says that it is pretty well advanced considering the difficulties encountered. The first ten miles, which comprises the most difficult work on the whole line, will be ready for rolling stock about January next, after which the work will be comparatively easy. Thus far the engineers have met great difficulties because of the absence of transportation facilities. Until recently, all work of that character has been done by men, no mules being obtainable. Besides that, they have suffered from a lack of water which has been transported to the works for a distance of eight or ten miles.

After considerable difficulty in finding suitable rooms, the Sailors' Mission has been temporarily established at 163 Saude, 3rd floor. As soon as the place can be furnished with tables and chairs, a reading room will be opened at this place, and religious services will be held every Sunday at 2 p. m. If the managers of this mission will also undertake to furnish the sailors with respectable boarding accommodations and employment, they will accomplish a much-needed and highly commendable work. As a class, the sailors are systematically victimized and robbed, even by their own countrymen. Their character has been enervated, but with no other result than to make their situation even more deplorable. What is needed here and in all other ports is the abolition of our present vicious shipping regulations, and the establishment of agencies, such as these sailors' missions, which can have no pecuniary interest in the sailors themselves and through which they can find decent boarding-houses and employment. As long as the sailor is made dependent upon the average shipping-master and boarding-house keeper, there is precious little chance for him.

PROVINCIAL NOTES

The establishment of a new banking house in the city of Rio Grande do Sul is announced. The president of Para has vetoed several acts of the provincial assembly...

THE LOTTERY SYSTEM AS APPLIED TO TRADE. A scheme is on foot at Rio Janeiro by which an association of commercial houses propose to restore to the consumer, after a certain length of time, the sums spent by him in purchases made in these houses...

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RAILROAD NOTES. The receipts and expenses of the "Paulista" railway company during the month of July are given: receipts, 128,063,888; expenses, 57,461,205; balance 70,602,683.

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