

THE RIO NEWS.

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RIO DE JANEIRO, OCTOBER 5TH, 1879

NUMBER 25

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THE RIO SÃO FRANCISCO.

The following communication from the commission now examining the upper São Francisco will give our readers a good idea of the character of that great river and of the country through which it runs. As the commission had just entered upon its work, the subject is dealt with in general terms rather than in detail.

ATALMA, Pernambuco,
September 7, 1869.

The Rio São Francisco is now at a low stage, it having fallen in places to within one and one-half or two feet of its extreme low water of last season, and is still gradually falling. All the tributaries that have been crossed up to this placere dry, and the daily evaporation and the natural, constant lowering of the supply from its sources necessarily reduces the volume of the flow here, and at all points along the stream. There has been no regular flowing water in the large tributaries, we are told, for over three years, yet it is obvious from the water marks that at times they discharge large volumes of water. There is, however, at the very lowest stage of the river, an immense quantity of water passing to the sea.

The important favorable feature of the upper São Francisco is its abundant supply of water, even in the very driest seasons. In times of great floods the river rises at this place about thirty feet. At such times there is a volume of water at least half a mile wide with an average depth of about forty feet, and running at the rate of not less than four miles an hour—or, in round numbers, a flow of not less than thirty-seven millions (37,000,000) of cubic feet. If the low-water flow is only one-tenth of the high-flood flow, it will still be a very large volume.

The falls of the Paulo Afonso though unlike the falls of Niagara, presents some of the same general, grand characteristics. In a distance of less than one mile the fall is 250 feet; in forty miles on this part of the river it is 500 feet, and in 147 miles it is 755 feet. The quantity of water now passing is only about one-eighth of the quantity which rushes over this great fall during the rainy season. At such times the scenes viewed from different points along the falls must be surpassingly beautiful and grand. The Paulo Afonso would be far more difficult and costly to overcome by a canal and locks than Niagara. The latter, though carefully surveyed by the United States government about forty years ago, still remains undisturbed by man's improving hand. The government of Brazil has adopted the proper plan of passing the most difficult portion of these falls by a railroad, 72 miles long, now under construction.

We have as yet seen too little of the upper São Francisco to form any opinion in regard to the mode or modes of improving its low-water navigation. At the "Redonda" rapids, the only one between Jatobá and Atalma, the main channel has a good width and depth, the only trouble is occasioned by the swiftness of the current, which renders it somewhat difficult for loaded canoes to ascend. Properly-constructed, stern-wheel steamers can ascend it easily. Above here navigation is excellent for a distance of four leagues to the "Itacuitara" rapids where, according to Halfeld, there is ample depth with a current of three miles an hour, which should offer no material obstacle to steamboat navigation. Above these rapids, the navigation is free for eleven leagues to the "Vão" rapids, at the island of Sorobá.

The "Cachoeira do Vão" and the series of falls and rapids for a distance of about two leagues are not so formidable as we expected to find them. These falls are pronounced by engineers Halfeld and Krauss to be the most difficult on the upper São Francisco. There is no low-water steamboat navigation over them at the present time, but with the large quantity of water always at command it is certain that a fair channel for steamboats, without locks, can be made there. Were there a body of water only equal to the low-water flow of

the Ohio river, these rapids could not be made navigable in low water without the aid of locks.

The great superiority of the Ohio for navigation, for two-thirds of the year, with a less quantity of water, arises from its comparatively slight declivity, averaging only about six inches per mile between Pittsburgh and Cairo, and twelve inches per mile between Pittsburgh and Wheeling. In 945 miles of the upper São Francisco the river falls 1,087 feet, so that the declivity averages 1.15 feet per mile, of considerably more than double the average declivity of the Ohio. But on its first 177 miles, the São Francisco falls only 141 feet, or nine and one-half inches per mile, which is less than the declivity of the Ohio above Wheeling. On the next 429 miles, it falls 462 feet, or thirteen inches per mile; but this includes some greater rapids than are in the Ohio, except the one at Louisville where locks are used.

If there were the same quantity of water in the Ohio that is in the São Francisco during its low stages, its navigation would be open all the year, except when obstructed by ice. At the junction of the Rio das Velhas with the São Francisco, over eleven hundred miles from the sea, the minimum quantity of water in dry seasons is six times the minimum quantity at Pittsburgh, 967 miles from the mouth of the Ohio.

Most of the rapids in the upper Ohio consist of beds of gravel, while on the São Francisco the beds are of solid rock. In great floods the São Francisco becomes muddy like the Ohio when in flood, and from the same general cause—the denudation of the alluvial portions of the valley and river banks by rain. The channels for the passage of canoes and barges on the upper São Francisco are in general more permanent than are those of the upper Ohio, though the sand-bars of the São Francisco shift somewhat in different floods. For five hundred miles continuously, the São Francisco is freely navigable for vessels of five feet draft, or more. Above and below this stretch of open river, improvements are needed at the rapids, although canoes pass everywhere excepting at the great falls of the Paulo Afonso.

There is one distinctive characteristic of the São Francisco—a daily wind blowing up the river sufficiently strong to carry barges and canoes against the average river currents. On the lower São Francisco sails are used on all the barges and canoes, great and small; but, strange to say, heretofore miles farther up the river sails have never been used. This part of the valley, however, has less river trade than any other portion. A few hundred miles above much larger canoes and barges are used here.

It is easier to compare the two rivers—the Ohio and the São Francisco—than it is to compare their valleys, the features are so entirely different; climatical, geological, botanical, zoological, and meteorological. The upper part of the upper São Francisco we have not yet visited, but with the maps of Halfeld's and Krauss' surveys and the descriptions and explanations of those who have seen the entire valley, a good judgment of the whole can be formed.

The distinctive characteristic of the valley for hundreds of miles is its deficient rain-fall. It rains; but not as it does along the valley of the Ohio where suffering from drought is comparatively unknown. Even if it rained similarly, the effect would not be the same on account of the radical difference of climate. Here this entire valley is in a tropical region, ranging from 10° to 20° south latitude, while the Ohio is in the temperate climate due to 38° to 40° north latitude. Here the evaporation, nearly at all times, is enormous; an ordinary rain will scarcely create flowing water, and a few hours of sunshine dissipates the moisture on the surface. The side streams as far as we have ascended the valley, which elsewhere might be tributaries to the main stream, are entirely dry; and sometimes, in great droughts such as they now have, they are without flowing water for several years. The main

stream, however, ceaselessly continues carrying through this large valley a vast volume of pure water which to this date has been used only for very limited navigation, and for the domestic needs of the people settled along its banks. There is scarcely any semblance between the valleys of the Ohio and the São Francisco either naturally or in regard to the improvements made by the hands of men.

There is a semblance, however, between the lower Nile and the São Francisco, arising from climatical resemblances. Along the lower Nile it never rains, the sun has great power, the soil is sandy and thirsty as it is here, and for fifteen hundred miles above its mouth there is no tributary adding to the flow of the main river. There is a difference too, for here the side streams during the rainy season sometimes pour great floods of water into the parent stream; but this difference is more in name than in any substantial beneficial effects, for almost as soon as the rains cease the tributaries cease to flow, not having sufficient areas of elevated mountains to furnish a liberal supply for any considerable length of time. Many of the ranges, called mountains, along this part of the valley are only a thousand feet, or less, above the river, and on both sides they are merely long, gently undulating plains. The whole country along this part of the valley is a sort of plateau; not flat, but laid out into rolling hills and valleys, whose characteristic is dryness and a comparatively limited vegetation.

It is not, therefore, precisely like the valley of the lower Nile, because there vegetation does not naturally exist save only where the ground may have been watered by the river, and all agricultural products depend solely upon irrigation. Here the inhabitants who live along the river have a small amount of marginal cultivation on the alluvial slopes of the banks, after the subsidence of the annual floods. However fertile the soil may be upon the tops of the banks, a few feet higher, it remains without cultivation because it can not be worked profitably without irrigation, and the people have not yet reached that point.

But here again is another difference. The immediate valley of the Nile lies low, and large areas are subject to yearly inundations which bring them fertility. Here for the most part, the top margins of the sloping river banks are as high, or higher, than the greatest floods of the present day, and the people, contented with very little, are satisfied to cultivate the narrow sloping banks on a small scale without artificial irrigation. At the same time, they pasture some cattle, sheep and goats in the scrub, or scattering woods, a little way back from the river.

These characteristics of the São Francisco valley, the marginal cultivation without irrigation aided by inland pasturage, are absent along the lower Nile; they are advantages which nature has conferred upon this region through the rains which usually occur here, but which do not occur along the Nile.

The trees of the scrub are mostly small, and the cactus, here a tree sometimes a foot or more in diameter and thirty feet high, is quite as abundant as any other. The soil is, for the most part, sandy or gravelly, though it varies in different localities. In some of the gentle valleys a few miles back from the river, earthen dams have been thrown across which store large quantities of water during copious rains. These serve to keep the people and their cattle, sheep, hogs and goats supplied during the dry time, which is a large portion of every year.

Irrigation in the valley of the São Francisco, though not indispensable for a sparse population, will be found necessary for its proper, substantial development. There are areas of good soil in many places beginning at the highest part of the alluvial deposit and extending back with a very gentle ascent for half a mile or more, which admit of irrigation from the river. The circumstances being different, it cannot be done in

precisely the same manner which prevails in lower Egypt, but there is an enormous wind-power for pumping going to waste, as also an unsurpassed water-power at the rapids of the river. With an abundance of water at command, small irrigating canals of almost any descent that may be desired, can be made, into which the water can be pumped at intervals and allowed to flow into the distributing ditches. The people in general who are now here, can not, or will not do this, for two reasons; one, that they are scarcely able; the other, that up to the present time there has not been sufficient inducement to raise much more than the moderate amount needed for each family, their natural outlet to the markets of the world being broken by the impassable falls of the Paulo Afonso. Had there been a smooth navigation to the sea instead of these falls and rapids, enterprising men would probably have entered this valley and introduced improvements of various kinds; but hitherto there has been no adequate inducement for such men to settle here.

If the two navigations—the upper and lower São Francisco—at present as distinct and separate, and almost as unknown to each other as the antipodes, are connected by a railway, and the upper navigation is improved so as to accommodate and cheapen the river transit, there will be some inducement to develop the capabilities of this extensive valley. Certainly, in the absence of these facilities, they never will be fully developed. Even with them the process will be comparatively slow because the climate is almost too warm to entice men accustomed to temperate regions to locate here, unless they can have good assurance of certain and liberal returns upon their money and labor. Such assurance experience shows will carry men and money almost anywhere.

Undoubtedly there are large areas in the great valley of the São Francisco which are not and never will be arable; but there are other large areas which need only water to make them yield abundantly with proper cultivation. Probably there has never yet been any regular farming in this entire region. It is doubtful whether a plow has ever been brought into the valley, certainly not along this portion of it. Irrigation from the river for a distance of more than a thousand miles, even on an average width of one mile, would give one thousand square miles, or 400,000 acres, which divided into eighty-acre tracts along the river, would make 8,000 farms. At present the little patches of cultivation along the sloping banks are so small and comparatively insignificant as scarcely to be worth counting by acres, or as anything more than annual gardens for eking out provision for each family.

The irrigation of even half a million acres of productive soil along the margin of the river should lead to a considerable surplus for exportation, and of this course would in turn augment the importation correspondingly. Other industries would also spring up in consequence of improved facilities of transportation.

Very little, it seems, has yet been attempted away from the immediate river valley toward developing the natural resources of this part of the country. It is not yet known what may be accomplished by intelligent, well-directed labor; and it never will be known unless a suitable and cheap commercial highway can be secured by the improvement of the river and by making the best connection with tide-water that the case will admit, which is by the railway now under construction around the falls of the Paulo Afonso.

It is said that the valley is more fertile and has a better climate for agriculture farther up the stream. There are reasons why this should be so. The upper valley is ten degrees farther from the equator and is more elevated; that should make the climate more equable. It is a thousand miles nearer to the mountain sources; that should give it a better supply of rain, more available water for agricultural purposes from tributary branches and springs, more extensive forests. It should be more nearly allied to the characteristics of the temperate zone. That region heretofore has had very little to encourage enterprise, excepting that pertaining to gold and diamond mining; and this sort of industry, of itself, never did and never can develop any country. Whatever may be its natural capabilities, there has been thus far very little if any inducement to develop them.

THE RIO NEWS

The Pacific packet Valparaiso sailed for Brazil from Lisbon on the 27th ult.
The American packet City of Rio de Janeiro arrived at New York on the 26th ult.

The German packet Hermann, which arrived at this port on the 27th ult., brought 208 immigrants.
The Marquez do Herval, minister of war, has been suffering from a severe attack of pneumonia, and as we go to press his condition is such as to occasion the gravest fears.

We are informed that the government has granted space in the Typographia Nacional for the proposed Canadian Exhibition, to be held July to October of next year.

It has been definitely arranged that the Ferrari opera company will visit Sto Paulo some time during the present month. Mme. Durand and Tamagno are to go with the company.

The national steamers of the 20th and 30th ult. took several thousands of sugar cane cuttings of different varieties to Pernambuco, where the cane blight is now committing great ravages.

We are glad to see that the new chief of police is continuing his predecessor's policy in regard to the suppression of opium in this city. In that respect there is no necessity for "studying" the matter de novo.

We have received a copy of the relation presented to the provincial assembly, now in session, by the president of this province, Dr. Americo de Moura Marcondes de Andrade, for which we are under many obligations.

The triplicate list from which the Emperor will select a senator for the province of Minas Gerais, consists of Deputes Lima Duarte and Martinho Campos, and Conselleiro Lafayette Rodrigues Pereira, the present minister of justice.

The "Empress Lacifera Fluminense" has been authorized to supply this city with pure milk. It will have a capital of 600,000\$, and will probably depend upon some outside water supply until the completion of the new water works.

An explosion took place on board the national steamer Anna Clara, while crossing the bar of Santa Cruz, Espirito Santo, which caused the death of the captain, mate, the two engineers, one seaman, and a passenger. Six other besides were more or less injured by the explosion.

The inspector general of the new water works has notified the minister of agriculture that it will be impossible to convey water to the shipping by way of the Pavon canal, because an examination of the canal shows that it is so filled that boats cannot ascend it. He thinks it profitable, also, to lay a branch pipe to a place where the boats can ascend.

September 23—Rates unchanged. Sovereigns held at 14800 with 1/16000 offered.
September 24—Very few transactions at 14 1/2 for banking paper and 2 1/2 and 2 1/4 for mercantile. Mercantile rates on Bahia 44 1/2 per franc. Sovereigns held at 14850 with 1/16000 offered.

October 1—Limited transactions at the same rates as yesterday. Banking rates on Hamburg 34 1/2 per mark. Sovereigns held at 14850 with 1/16000 offered.
October 2—Rates unchanged, market quiet. Sovereigns held at 14850, with 1/16000 offered.

October 3—Banking rates on Paris 44 1/2, mercantile 43 1/2 per franc; otherwise rates remain unchanged and the market quiet. Sovereigns held at 14850, and six per cent. spot rates at 149000.

MOVEMENT OF THE STOCK MARKET FROM SEPT. 23 TO OCTOBER AND INCLUSIVE. Table with columns: SHARES, COMPANY, PRICE.

THE MARKETS. Rio de Janeiro, October 4th, 1879.
Dry Goods—The market remains quiet, the demand being entirely partial and confined to the execution of actual orders on hand; prices are for the most part unaltered.

Coffee—Under the influence of better advices from consuming countries, the demand here has again become very active and prices to experience a further advance of 100 to 200 reis per 100 lbs for the best grades.

The sales for the month since the 4th ult. amount to 54,700 bags for United States, 3,000 for Europe, 3,800 for Cape of Good Hope, 2,100 for Elsewhere.

The arrivals during the month of September have averaged 16,000 bags per day, and stock is estimated to-day at 84,000 bags.
The clearances in September have been 17,700 bags for United States, 12,000 for Europe, 2,900 for Elsewhere.

The arrivals during the month of September the total number of passenger arrivals at this port was 3,291, of which 1,605 came from Europe, 107 from the River Plate, 1,137, including 827 slaves, from the northern provinces, and 442 from the southern provinces.

The minister of agriculture has not yet declared the imperial government's view that it cannot interfere in the questions pending between them and the Brazilian Imperial Bahia Railway Company.

The ship Templar, which recently arrived in San Francisco from New York and Rio, with yellow fever on board, carries a captain in the person of Miss Armstrong, the heroine's daughter. It is represented that here Captain Armstrong was struck down with the yellow fever, Miss Armstrong, assisted by the second mate, navigated the ship, the young lady frequently taking her trick at the wheel; and it is said by many on board that, had it not been for the united exertions of the two, the vessel would have never reached San Francisco.

ARRIVALS OF FOREIGN VESSELS.
HABER—Gr bgn Actio; 400 tone Mullman; 70 dc coal to Bunde Comercio & Co.
LIVONIA—Gr bgn Hermann; 188 tone; Prinsbort; 100 dc sundries to John Moore & Co.

SHIPPING NEWS

ARRIVALS OF FOREIGN VESSELS.

SEPTEMBER 23.
HABER—Gr bgn Actio; 400 tone Mullman; 70 dc coal to Bunde Comercio & Co.
LIVONIA—Gr bgn Hermann; 188 tone; Prinsbort; 100 dc sundries to John Moore & Co.

SEPTEMBER 24.
BALTIMORE—Am bk Adelaide; 390 tons; Bailey; 47 dc flour to Philipp Brothers & Co.
ATYRAGE—Br bk Vesperen Hane; 164 tone Dovic; 55 dc sundries to Laureys & Co.

SEPTEMBER 25.
BALTIMORE—Am bk Adelaide; 390 tons; Bailey; 47 dc flour to Philipp Brothers & Co.
ATYRAGE—Br bk Vesperen Hane; 164 tone Dovic; 55 dc sundries to Laureys & Co.

SEPTEMBER 26.
BALTIMORE—Am bk Adelaide; 390 tons; Bailey; 47 dc flour to Philipp Brothers & Co.
ATYRAGE—Br bk Vesperen Hane; 164 tone Dovic; 55 dc sundries to Laureys & Co.

SEPTEMBER 27.
BALTIMORE—Am bk Adelaide; 390 tons; Bailey; 47 dc flour to Philipp Brothers & Co.
ATYRAGE—Br bk Vesperen Hane; 164 tone Dovic; 55 dc sundries to Laureys & Co.

SEPTEMBER 28.
BALTIMORE—Am bk Adelaide; 390 tons; Bailey; 47 dc flour to Philipp Brothers & Co.
ATYRAGE—Br bk Vesperen Hane; 164 tone Dovic; 55 dc sundries to Laureys & Co.

SEPTEMBER 29.
BALTIMORE—Am bk Adelaide; 390 tons; Bailey; 47 dc flour to Philipp Brothers & Co.
ATYRAGE—Br bk Vesperen Hane; 164 tone Dovic; 55 dc sundries to Laureys & Co.

SEPTEMBER 30.
BALTIMORE—Am bk Adelaide; 390 tons; Bailey; 47 dc flour to Philipp Brothers & Co.
ATYRAGE—Br bk Vesperen Hane; 164 tone Dovic; 55 dc sundries to Laureys & Co.

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BALTIMORE—Am bk Adelaide; 390 tons; Bailey; 47 dc flour to Philipp Brothers & Co.
ATYRAGE—Br bk Vesperen Hane; 164 tone Dovic; 55 dc sundries to Laureys & Co.

OCT. 3.
BUNOS AVES—Gr bk Marly; 183 tone; Sandt; 14 dc alfafa to J. M. Frías & Filhos.
GREENSBORO—Br bk Idun; 341 tone; Falck; 37 dc coal to A. S. Pacheco.

DEPARTURES OF FOREIGN VESSELS.

SEPTEMBER 25.
BALTIMORE—Am bk Adelaide; 390 tons; Bailey; 47 dc flour to Philipp Brothers & Co.
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BALTIMORE—Am bk Adelaide; 390 tons; Bailey; 47 dc flour to Philipp Brothers & Co.
ATYRAGE—Br bk Vesperen Hane; 164 tone Dovic; 55 dc sundries to Laureys & Co.

OCTOBER 4.
BALTIMORE—Am bk Adelaide; 390 tons; Bailey; 47 dc flour to Philipp Brothers & Co.
ATYRAGE—Br bk Vesperen Hane; 164 tone Dovic; 55 dc sundries to Laureys & Co.

ARRIVALS OF FOREIGN STEAMERS

Table with columns: DATE, NAME, WHERE FROM, CONSIGNED TO. Lists arrivals from Sep 23 to Oct 4.

DEPARTURES OF FOREIGN STEAMERS

Table with columns: DATE, NAME, WHERE TO, CARGO. Lists departures from Sep 23 to Oct 4.

FOREIGN SAILING VESSELS IN THE PORT OF RIO DE JANEIRO, OCT. 2nd 1879

Table with columns: NAME, TONNAGE, WHERE FROM, CONSIGNEE. Lists foreign sailing vessels in the port.

BANKS AND PUBLIC COMPANIES

Table with columns: BANKS, CAPITAL, RESERVE FUND, LAST DIVIDEND. Lists various banks and public companies.

STEARERS' FREIGHTS

Table with columns: STEAMERS, SAILING YACHTS, FREIGHTS. Lists steamer and sailing yacht freight rates.

COMMERCIAL

Table with columns: A. C. Nathan & Co., Wescott & Gilman, etc. Lists commercial entities and their details.

THE PRIME MINISTER ON CHINESE IMMIGRATION.

In reply to an interpellation on the subject of introducing Chinese labor into Brazil, the prime minister, Conselheiro Sinabó, addressed the Senate on the 1st inst in the following terms. As his address gives an official and lucid exposition of the position of the Brazilian government on this question, we reproduce it in full.

The noble senator from Paraná wishes to know whether the government can count upon the success of the mission which it is going to send to the celestial empire. I answer that in treating with a government like that of China, it is impossible to anticipate the result of the negotiation undertaken. The noble senator knows that by the isolated situation of that government, by its peculiar civilization, by the character of the people themselves, it is in general rather restricted in its relations with the peoples of the west. I cannot, therefore, tell beforehand what the result of this mission will be. I may, however, say this much, that the government has some reason for believing in the efficacy of the mission.

The noble senator has found, Mr. President, and with good reason, that the prohibition measures adopted in the United States to impede the progress of Chinese immigration are not applicable to this country. He cannot fail to recognize the difference in the circumstances of the two countries. In the United States opposition to the Chinese immigrant is justly founded upon a fact that may be turned to our advantage; that is, the European immigrant encounters a powerful opponent in the Chinese laborer, who is temperate, hardworking, patient, careful, and even intelligent. This laborer makes a dangerous competitor to the European laborer, who though he may be more intelligent, has not the same habits of sobriety, from which lack there results a smaller enjoyment of the fruits of labor. The Chinese laborer being more temperate, receives a smaller salary and so leaves a broader margin of profits to the proprietor, or to his employer. And this is exactly one of the reasons why we should desire him for our country. In a position like ours, in which agricultural methods are still so imperfect, in which we may say, main strength must supply the lack of intelligence and the imperfection of methods employed, we want laborers on small salaries; and this is what we have in the Chinese.

We have seen, Mr. President, that people like ourselves, descendants of a European race, but who are employed in the cultivation of intertropical products, in the absence of slave labor, have no other means of sustaining or increasing their production except by the use of the Asiatic laborer. I am aware of the fact that some persons think that the holding of property on a large scale ought to be substituted by small estates, while others think the large planters ought to be interested in getting out European colonists and with their aid to begin the true cultivation of their lands. This seems to me to be nothing more than an idle fancy. The European does not emigrate to America except in the hope, or almost, the certainty, of becoming a holder of property himself and for his children. But should our system of extended cultivation go dividing up the land over European immigrants, what would become of these proprietors? Naturally they would have to abandon agriculture, then what career would they follow? Either they must become very poor, or they must follow some branch of public life which even now is insufficient for those who do not follow agriculture. I understand then that Chinese immigration to this country is a necessity, and without it planting on a large scale will find itself very much embarrassed.

I have already said that I cannot guarantee the result of the mission. The government, however, before undertaking it, took the necessary precautions for knowing whether it could succeed. For this purpose we addressed ourselves to our legations in London and in the United States. As there were Chinese embassies of the first order in those countries, we thought it well to sound the feelings of the ministers of China, to find out if it would be an easy matter to open relations there. From both these embassies we have received hopeful communications. The one in London went farther. From a hint from our minister, I took upon myself to consult the Chinese government as to whether a mission from Brazil would be received, and in reply a telegram came saying that that government would not refuse to receive a mission sent by the government of his majesty the Emperor of Brazil. It is clear then that there is a well founded reason for hoping that our mission will be successful, as we are officially informed that there is no refusal to treat with us.

The noble senator from Paraná has asked whether I felt uneasy about the intrigues which have been carried on, especially by the Anti-Slavery Society, to bring Brazil into discredit in the matter of this immigration. I would say to the noble senator that to me that is no strange document which this society addressed to the Chinese ambassador in London, in which it warned him that he should not facilitate negotiations with the Brazilian government because slavery exists in this country. But, Mr. President, I have no fears on this head; and I ought to call to the mind of the Senate that there are probably still in this house some of the members of the legislature of 1843, who can bear witness to the truth of what I am about to refer to. When, at that time, the English consul was meeting with great losses on the coast of Africa, and was finally convinced that by his own efforts it could not put a stop to slave commerce, there came to this capital an ambassador, Mr. Ellis, to treat with the government of Brazil, in order to obtain our cooperation in rendering the blockade of the African coasts more effective. Upon this occasion the offer was made on the part of the English government to the imperial government for the introduction of fifty thousand coolies. I remember that the Marquis do Paraná, then minister of foreign affairs, conveyed the Chamber of Deputies in the department of justice and laid the matter before it; but, whether for good or evil, the truth is, that their resolution was opposed to it and that this attempt on the part of the English government to introduce free laborers into our country miscarried.

If then the English government at that distant day thought the introduction of coolies or Chinese immigration into this country possible, notwithstanding the existence of slavery, how is it that to-day, when slavery is about to be abolished, seeing that its doom is already sealed, she can place herself in opposition to this immigration through the negotiations of the Anti-Slavery Society? I do not believe it. I say farther, that if the Anti-Slavery Society were inspired by sentiments of humanity, it should rather lead it to hasten this immigration, because, gentlemen, it is my opinion that those who most earnestly desire to hasten the end of slavery are those who endeavor most to induce laborers to substitute the element which is generally condemned. If the landholders of Brazil could easily obtain laborers on the same conditions as the Chinese, a peaceable hardworking race, adapted to all sorts of labor, they would of themselves hasten emancipation. I do not believe that the Anti-Slavery Society can frustrate the end we have in view.

The noble senator also wishes to know in what manner Chinese immigration to this country is to be effected. This point is not yet definitely decided; it depends upon circumstances. I may however say at once, that the government does not wish to take directly upon itself the introduction of these laborers; what it wishes to accomplish by the mission is merely to facilitate it. It is clear that the Chinese cannot come to Brazil with the consent of their government as long as they have no certainty of finding agents of that government here, who may look after their rights. The action of the Brazilian government then is only with the view of overcoming obstacles which may embarrass immigration. The manner of transporting these laborers, the conditions of embarkation, place of their residence and their transportation to the interior will all be determined by regulations, while the indispensable agents will be appointed to facilitate the execution of these conditions. But the base upon which the government stands; leaving it however to private enterprise, and for the most part to the planters to establish methods for themselves for bringing this immigration about. I know that different companies, similar to those for the introduction of European colonists, have presented themselves for the importation of Chinamen, and I am told that the planters wish to effect this importation on their own account. Some merchants here wish to incorporate a company with the landowners, have an interest, to bring about this immigration. Besides this, I know that a number of the ministry received propositions from some planters in São Paulo who wish to take this matter in hand. One society was already formed for this purpose, but I mistake not, it has already fallen through, on account of not having realized the conditions of the contract within the specified time. The government does not wish to effect the importation of these immigrants by a privilege. Its desire is to leave the matter open to free competition, and its idea is that the coming of these laborers should be advantageous both to themselves and to the planters.

I have heard this immigration spoken against, because it was thought that from it would result a degeneration of the races now existing in the country. But experience has shown that in the coming of the two races, one superior and the other inferior, the latter is always ruled by the former. This is shown by experience in all countries. It may be added, that even should a large number of these Asiatic laborers come, it is clear that they always intend returning to their own country, carrying their love of their homes to such an extent as to stipulate that after death their bodies shall be sent back to their native land. This shows that their wishing to fix themselves among us definitely is not to be feared. And even should they wish it, what harm can come to this country from it, a country with such an extent of territory? No harm can come from it, on the contrary it will be an advantage. The circumstances of our large labor system are well known. We should not trust entirely to the children of slaves. We ought to seek resources for which the law might be sought to reserve our forces so that at a period not far distant we may successfully bring about the results which we all hope for, that is, the augmentation of the number of laborers.

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