

THE RIO NEWS.

PUBLISHED ON THE 5th, 15th AND 24th OF EVERY MONTH.

VOL. VI.

RIO DE JANEIRO, OCTOBER 15TH, 1879

NUMBER 26

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BRAZILIAN RAILWAYS.

THE PORTO ALEGRE AND NEW HAMBURG BRAZILIAN RAILWAY COMPANY, LIMITED.

The railway constructed by this company, though a short one, was originally intended as a trunk line from which were to be extended branches to the north east to the colony of Mundo Novo, and to the northward and westward, tapping the valleys of the Cahy and the Jacuhy, and the colonies there located, and onwards to the western frontier; and with a branch or branches in the future to the north or "Encimada da Serra," and another nearer the coast line towards Torres and the province of Santa Catharina; and in a remote future another ramification towards Camanau and Pelotas; thus forming a grand network system of railways which would have concentrated all the commerce of the northern and middle parts of the province in the capital, and collocated it in easy communication with its northern neighbors.

It was well known to the projectors that the traffic on a railway line terminating at S. Leopoldo or New Hamburg would never yield great profits, and this belief has been verified by the results, though since the line was completed to the latter place there has been an improvement in the traffic returns over what was realized when the line was only open to São Leopoldo. The line in its present length can never become a great commercial one, from the simple fact that the river Sinos is navigable for and navigated by small steamers from S. Leopoldo to Porto Alegre the year round, though in extremely dry seasons the steamers sometimes ground in a particular turn of the stream, and it is said that the communication has at rare times been interrupted for weeks together from the same cause; yet with all this, neither here nor elsewhere can railway transportation compete with fluvial carriage.

The company's hopes of extending their line as above indicated were encouraged by the following facts: first, that the third article of their contract with the provincial government, approved by an imperial decree, guaranteed it from the intrusion of any other railway within a zone of "five leagues of eighteen to the degree" on either side of the axis of the railway except in the case of cross lines, and even these by the same article were forbidden to receive passengers or freight within the privileged belt of ten leagues, or a little more than forty-one miles; and, second, that this zone is necessary for any lines which may be projected from Porto Alegre to the west, unless gigantic swamps be expended to pass the extensive swamps and flats, or "barraes" annually overflowed by the rivers Sinos, Cahy, and Jacuhy; and to avoid these obstacles, the western line would necessarily occupy the railway under consideration as far as São Leopoldo or near it, or take a parallel direction, which would be exactly contrary to the letter and spirit of the contract article alluded to. So patent are these obstacles to railway construction that the imperial railway from Porto Alegre to the west commenced its operations at Cachoira on the Jacuhy and left the long section to Porto Alegre after consideration.

Up to the present the company's hopes have been frustrated, and when the imperial line under construction intrudes on the privileged zone, they will be stifled forever as far as the western and principal extensions are concerned. Now for the history of the railway.

By a law of the provincial assembly, No. 599, January 10th, 1867, the president was authorized to contract for a railway between the termini of the existing work, and in February, March and April of the same year, surveys, plans and estimates were prepared, and on July 30th, 1869, the provincial government under President João Seritorio celebrated a contract with the concessionaire for a privilege of seventy years, guaranteeing five per cent. per annum on a capital not to exceed 2,600,000; this contract was approved by the provincial as-

sembly as evidenced by law No. 685 of August 27, 1869.

The imperial decree, No. 4,830, of November 23rd, 1870, authorized the company to commence operations, and by the provincial law, No. 745, of 29th April, 1871, the contract was modified so that the effective capital was reduced to 1,800,000 with a guarantee of seven per cent. per annum; a single line only was required, the gauge was reduced to one meter, and the bridges were allowed to be built for the railway's usage alone, and not for the public traffic as required by the original contract. These changes were ratified on May 15th, 1871, the company in the mean time having been formed and its officers appointed. The works were immediately commenced with John Mc Ginity as superintendent, R. Cleary as resident engineer, and Watson and Smith, contractors, and the line was opened to public traffic on April 13th, 1874, to São Leopoldo, and to the terminus in 1876.

The line is 32 8/16 m. to São Leopoldo, and 6 6/11 m. more to New Hamburg, in all, 42 6/11 m., with four intermediate stations. There are three iron girder bridges, those over the Gravattah and Sinos rivers, each of three spans of 18m., 29, and built on cast iron cylinders of 1m 5/2 diameter; and the Wianz bridge of one span of 9m. 15; besides there are short extensions of wooden trestle work at the Cadêa and over the flats on the left bank of the Sinos river. The heaviest cutting is at the summit of Sapucaia ridge and is 8m. 23 in the middle; the steepest gradients are over the same ridge ascending one in fifty for 1 1/2 m., and descending at the same rate for 1 1/2 m., as well as crossing the Estreito ridge where the same gradient ascends for 193 meters in extension and descends for 295 meters; the sharpest curves, and there are few of them, are of three hundred and five meters radius, except in one instance where for economical reasons a short curve was adopted of two hundred and forty-four meters radius. These gradients and curves were not absolutely necessary, as they could have been easily avoided by lengthening the line, and at a greater cost than could be justified for a narrow gauge railway with the traffic expected.

THE RIO GRANDE B.A.R.

The following communication treats of a subject which intimately concerns the commercial interests of one of the most prosperous provinces of this empire. We have called attention to the dangerous state of the Rio Grande bar again and again, we have pointed out how necessary its improvement is to the prosperity of the whole province of Rio Grande do Sul; we have urged this matter upon the Brazilian authorities because of the steady growth of the bar and the consequent danger to the vessels entering and clearing at that port. Thus far, however, nothing practical has been done. Our correspondent is a gentleman who has full and practical knowledge of the subject, and we can heartily commend his suggestions to the attention of all persons interested in the trade and prosperity of this important province. The remedy which he suggests is simple and comparatively inexpensive; it can either be employed for temporary relief, or, if found sufficiently serviceable, for regular employment in the improvement of the bar.

RIO DE JANEIRO, October 2nd, 1879.

Eds. Rio News.—Because Sir John Hawkshaw, his assistants, and the engineering talent of this and other countries, have shaken their heads and spoken of thousands of contes' expense in reference to the improvement of the Rio Grande bar, is there to be no effort made in that direction? Vessels, outward and inward bound, are sometimes delayed days, and even weeks; perishable cargoes are reduced in value thereby; shippers, insurers and the travelling public are getting frightened; and the prosperity of one of the most rapidly advancing provinces of the empire is in danger of having its only port comparatively closed. Having waited in vain for others to do so, I now suggest a trial of what is no new idea, but which, I believe, has been successfully carried out in various places in

Europe and the United States, and which, I think, is the only remedy.

The "bar" may be described as follows. From the entrance proper to the bar proper is a distance of about two miles, with a channel averaging a quarter of a mile in width, running N.N.W. and S.S.E., and ranging from about seven fathoms depth at the entrance, to three fathoms depth close to the outer bank. On the north is the outlet, between the lighthouse point and opposite shore—a width of about half a mile; on the east, a sand-bank; on the west, a sand-bank; at right angles to the stream (and in most parts very narrow), against which the stream rushes and makes a little deeper passage to the east, west, or over it, forming thus the entrance over the bar. Suppose the water runs out five-sixths of the year, with a velocity of from one to six miles an hour. The bottom of the channel is composed of sand and mud, the banks of exceedingly fine sand, and outside the banks, especially to the southward, of mud.

The immense outflow of the whole province, charged with sand which it has picked up at the sides, or which has been blown into it, and soil, in a greater or less degree soluble, rushes against the south bank, deposits the greater part of the sand on or just over it, and floats the lighter soil far outside.

The German brig wrecked on that bank a few months ago has, in my opinion, caused the bank to "grow,"—from which a useful hint might be taken,—through its offering more resistance to the stream and causing in consequence the deposit of more sand. The north bar, as it is called, seems to be closing up, and the south bar, after some fitful starts, is the one in present use.

My idea for improving the bar is as follows: A small, light-draught, powerful judder steamer, with a rake of some peculiar construction towing astern, should be procured and this should be used to continually stir up the bed of the outer channel, the deposit in a greater portion of which would be carried away to a convenient distance by the same force which took them there. By this means I fancy that it would not be difficult to attain and keep a depth which would allow vessels of draught of four or five feet draught to enter under ordinary circumstances. Gales of wind and heavy seas might occasionally throw the work back, but those of sufficient force or duration would not be frequent.

I believe that sixty contos per annum would cover all expenses, allowing the steamer a sufficient and fairly paid crew, a consumption of three tons of coals per working day, and work pursued four days in the week throughout the whole year. I commend this to your notice, having seen your remarks on the Rio Grande bar, and I trust the idea may be of use to you; as I feel convinced that you are most ready to inquire into anything conducive to the good of the country.

Very truly yours,
A. B. C.

THE MORRO VELHO SLAVES.

On the 26th of August, Joaquim Nabuco brought the case of the Atibaia blacks, now held in illegal slavery by the S. João d'El-Rei company in their mines at Morro Velho, Minas Geraes, before the Chamber of Deputies and asked the minister of justice for certain information in regard to the present status of these negroes and the measures taken by the government to secure their liberation. On the 30th ult. he brought the matter before the government a second time in the following address:

Continued.—The reclamation which I am about to make is of the same character as that which has just been made by my noble friend, the deputy for Minas. It is made to the honored minister of justice who was present, but whom I do not have the pleasure of seeing in his seat at present.

A month ago I made a requisition in regard to the Morro Velho company, which concerned more than two hundred persons retained by that company in illegal slavery. My questions did not call for any great information. They were, so to speak, an interpellation to the government, and I hoped the noble minister of justice would hasten to give the necessary explanations. But his excellence has not done so; and now, after a whole month, the Camara allows me to renew that same petition in his excellency, and to ask him what the government has done to punish those who are enslaving free men. The Morro Velho company has undertaken to reply to my discourse in this Camara, and to the important publication which appeared in THE RIO NEWS, an American paper published in Rio de Janeiro, about the subject of scandal in which Englishmen, subjects of Her Britannic Majesty were involved in a conspiracy against Brazilian laws for the purpose of realising profit from the enforced labor of slaves. But in its replies the company has only succeeded in incalculating itself. The Camara is acquainted with the facts of the case, and I need not repeat them. By a contract made in 1845, all the slaves of a company called The Brazilian Company of Atibaia, and which became extinct by this contract, were turned over to the São João d'El-Rei company on conditions that the miners should be emancipated on attaining the age of twenty-one years, and all the others after fourteen years of service. The time was up in 1859. Twenty years ago then, an English company, the most important in this country, and which pays extraordinary dividends to its shareholders in London, illegally reduced to slavery those very persons whom it took upon itself to free! The Camara sees that there is no defence for this.

The noble deputy for Minas, Sr. Ignacio Martins, representative especially of the municipality in which Morro Velho is situated, makes a distinction between Mr. Gordon, the former superintendent, who, he tells us, is a perfect gentleman. I have seen this distinction made in all the publications made in favor of the Morro Velho company; but the principal responsibility belongs neither to Mr. Gordon nor to Mr. Morrison, for they and all the employees of the company are in the company's pay. The principal responsibility rests upon those who receive the profits; upon the shareholders, upon the whole company, which for twenty years has been enjoying the proprietorship and salaries of over two hundred men.

What is the company's reply?—"We cannot liberate slaves which do not belong to us." But the fact is that twenty years ago these men became as free as our citizens, and here is an English company which knows it, and is party to the contract, and which, instead of aiding the liberation of these men, or at least depositing their salaries to pay them, retains them in slavery, and continues to pay the salaries of these men, whom it knows to be free men, to parties in England. I have already shown the Camara the discharges such an act entails, for the company has to pay two hundred slaves long matriculated as belonging to an extinct company, not by their masters, but by their own hands, and the company to represent their supposed masters, who are the Morro Velho company, therefore, had nothing to say in reply, and merely said that it could not liberate slaves because they were not its own. But the former superintendent sent to London for a power of attorney authorizing him to manumit these persons as belonging to the municipality of Atibaia, and these hundreds of free men, the representative himself of the company, as representative, liberated one or two of these slaves, though under restrictions.

Is there, or is there not a conspiracy? The English government to-day, to free herself from a case that may fall upon her, has done so from the fact that her subjects, beneath Her Britannic Majesty's flag, are reducing freedom to slavery, has no other interest than the following up of these parties with all the force of English law. But the English government cannot proceed against her subjects, because she has not the support of the local authorities in the municipality where this company is sovereign, where the people are dependent upon it—(ma palavra.) I do not refer to this or to that judge whom I do not know. What I mean to say is that in the municipality of Santa Cruz, the company is sovereign. Those who own flocks of wild animals, those who own animals or slaves let them all to his company; and gives the means of assistance to the zone in which its mining is carried on. And although for twenty years it has held a large number of freedmen in captivity, it never presents against it. I ask then, how can this be? The English government is asked to punish her subjects, the noble minister of justice does not order the *procurador publico* to look into the matter, the company for holding freedmen in slavery?

JOSEPHO SOTER.—"He cannot do it. If the *procurador publico* has knowledge of the fact, he is the one to denounce it."

JOSUÉ NABUCO.—But if it is found that the *procurador publico* does not do his duty, the president should denounce him. I do not know the law, but I know that, if for twenty years, he has been possible to liberate these men. There is evidently some interest retaining them, for during this many years they have been held in slavery; and they have died there, while their salaries are sent to other parties in England as representatives of an extinct company which exists for the sake of paying dividends. Besides, gentlemen, let me see some representation in the persons of their heirs; these unfortunate men who have died in an unjust captivity? This large English company continues to pay great profits which according to statistics that I have here, are all the time multiplying. The profit taken out by this company has been in the following progressive increase: In October, 1853, 6,500 francs; in December, 72,500 francs; in February, 1874, 255,000 francs, and in April, 350,000 francs. The proportion of gain, you see, is really extraordinary. And the folio, or title of mine in this country of a powerful English gold mining company whose shares were formerly worth 2,400, and which had been "bought" for 250, is now a fact known in Brazil alone. I am, therefore, after describing a parade or review which the directors of Morro Velho are accustomed to make of the slaves in their employ, who have been for so long a strange scene that, the sign of slavery in the midst of Englishmen alone. To complete the picture, in the centre of the square formed by the negroes, stood a flag-staff from which the banner of Her Britannic Majesty proudly floated. ... and the folio, or title of mine in this country of a powerful English gold mining company whose shares were formerly worth 2,400, and which had been "bought" for 250, is now a fact known in Brazil alone. 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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.

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

TEAMS: (Cash invariably in advance)
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do for six months do \$6.00
do for one year in the United States, \$10.00
do for six months do \$6.00

Subscriptions now received to the 1st of January, 1870. All subscriptions must run with the calendar year.

Back numbers supplied at this office from April 1st, 1870. Subscriptions and advertisements received at the office of O. Neves, Manda, de Rua Principe de Marago.

PUBLICATION OFFICE:—81 Rua S. de S. Tomes. Agents for the United States: C. Mc CULLOUGH, BEECHER & Co. 41 Wall Street, New York

RIO DE JANEIRO, OCTOBER 15TH, 1870

THE DEATH OF General Osorio, which took place on the evening of the 4th instant, closes a long and eventful career, than which there is none more striking and brilliant in Brazilian history. Born and reared in an obscure station of life, his early opportunities were not those which are commonly deemed necessary to fit men for positions of trust and great responsibility.

THE VIEWS of the Brazilian government on the question of introducing Chinese labor into Brazil as expressed by Counselor

Sinimbu, which we gave in our last issue, demand a more extended discussion than we were able to give them at that time. The question is one of such vital importance to this country, that it becomes something more than a party measure, something more than a temporary expedient to meet the impending crisis in the labor market. It is a question which can not fail to affect seriously almost every industry and institution of Brazil, for it must influence in some degree the character of the people, the creation and execution of laws, her social, political and commercial relations with other nations, the increase of population, the future development of the empire in wealth, in political administration, in moral and intellectual development. It is evident, therefore, that it must be met on the broadest and highest grounds of political philosophy, and with the clearest appreciation of its possible and certain influences upon the Brazilian people.

are known and honored in other parts of the world, are unsuited to Brazilians, or unworthy of their choice? Must we believe that this government is established for the special benefit of its public employees and its wealthy proprietors, and that all other classes and occupations must shift for themselves as best as they can? Does the Brazilian government announce to the world that the man whose estate is estimated by square leagues has claims upon its care and legislation to the exclusion and injury of the poor man whose simple necessities are dependent upon his daily toil? If it does not accept these conclusions then it must reject the position assumed by its prime minister in favor of Chinese labor. There can be no legislation in favor of a certain class without an injury to all others, and when that class happens to be the wealthiest and most powerful, the injury resulting to the others is beyond all calculation. If the great landholders cannot sustain themselves without slavery or without government support, then let them fall! If they are too indolent, too ignorant, too weak to keep up their establishments without servile labor, then they deserve to fall, and with their fall will come the regeneration of Brazil. There is no country on the face of the globe to-day with a system of cultivation so wasteful as that of Brazil; there is no country whose agricultural proprietors, as a class, are so ignorant of their calling and less progressive than those of Brazil; there is no country where the system of cheap servile labor has been tried under more favorable auspices, and where it has so signally failed as in Brazil; and there is no country where the same class has had a more complete control of the government and better opportunities to strengthen itself by legislation than in Brazil.

GENERAL OSORIO. Manuel Luiz Osorio, Marquês do Herval, Marshal of the army, Senator and Minister of War, was born in the municipality of Conceição do Arroio, province of Rio Grande do Sul, on the 10th of May, 1808. Of humble origin, little is known of his early life, up to his entrance upon his military career. A few days previous to the completion of his fifteenth year he entered the imperial army in Rio Grande as a private soldier, his military career thus beginning only a few months after the declaration of Brazilian independence. He served throughout the revolution in Rio Grande, being promoted to an ensign in 1824, and to a lieutenant in 1827. The latter part of his eight years' service in this civil war was made under the Duque de Caxias, under whom, forty years later, he served again in the Paraguayan war. In 1838 he was promoted to a captain, in 1842 to a major and in 1844 to a lieutenant-colonel. In 1852, in the war against Rosas, Osorio was in command of the 2nd regiment of Rio Grande lanciers. At the battle of Cosoros, Feb. 3, 1852, his reputation for courage first became noticed by a gallant charge upon a battery of thirty-six pieces, by which the Brazilians won a signal victory. For this exploit he was promoted to a colonel by his commander, the Duque de Caxias, for gallantry on the field of battle. The war against Rosas closing soon after, a period of comparative peace ensued until the breaking out of the Paraguayan war in 1865. During this time he entered warmly into the political contests of his province, where he was looked upon as one of the leaders of the liberal party. In 1864 he was approached by friends who tried to enlist his sympathies in a proposed revolution by offering him his leadership, but to no avail. Throughout all his long career, even when his province was in arms against the imperial government, his loyalty was never marred by a moment's defection. On the declaration of war against Paraguay in 1865, by Brazil, Uruguay and the Argentine Republic, Osorio was sent into Argentine territory to organize a force for the purpose of checking the Paraguayan advance along the Uruguayan territory. Successful in this he crossed to the Parana, and in April, 1867, effected a crossing into Paraguayan territory. From this time through to the practical closing of the war in 1870, General Osorio was actively engaged in the conflict, generally leading his men in person. At the battle of Avay, Dec. 11, 1869, he was shot through the jaw while leading a charge on the enemy's front, which compelled his retirement from service for a few months. He soon returned to the field and commanded the 1st corps during the closing scenes of the war. He was made a field-marshal in 1865, lieutenant-general in 1867, and marshal of the army in 1877. In addition to these military promotions, he was successively honored with the titles of Barão, Visconde and Marquês do Herval, the name of a parish in Rio Grande do Sul, where he had rendered service to the empire in the early part of his military career. At the close of the war he returned again to his native province, where he was regarded as a chief of the liberal party. On the 11th of January, 1870, he was chosen senator from his province, taking his seat on the 1st of May, following. His arrival at Rio de Janeiro on that occasion was one of the most brilliant receptions ever accorded to a public man in Brazil. On the 5th of January following he was chosen a member of the new liberal cabinet and was assigned the portfolio of war. It was considered that his great popularity was one of the strongest factors of the new cabinet. He died on the 4th of October, instant, in his seventy-first year.

LEGISLATIVE NOTES. By an imperial decree of the 11th inst. the present session of the General Assembly in Rio de Janeiro is extended to the 22nd inst. It is somewhat painful to see these illustrious representatives compelled to work so long and so advantageously without pay, but the government seems to be fully determined in the matter. "A bird that can sing and won't sing, must be made to sing." The ministry of war made vacant by the death of the Marquês do Herval has been filled by the appointment of Conde João Lustosa da Cunha Lara, senator from Piahy. Senator Parangaguê was minister of war in the liberal cabinet during the Paraguayan war. The previous nomination of the Visconde de Pelotas, of Rio Grande, was not accepted by that gentleman. Owing to the death of the minister of war and the manifestations of respect which this event has called forth, the sessions of the General Assembly have been greatly interrupted, and the work accomplished has been very limited. In both houses various tributes of respect have been paid to the fame of the deceased soldier. On the 6th the assembly did not meet because of the funeral ceremonies, and on the 7th both houses adjourned. In the Chamber, before the adjournment took place, several eloquent eulogies were pronounced. On the 8th the Chamber mission credit passed its third reading, and at now goes to the Emperor for his signature. The irrepressible Amazon subsidy bill still elicits long and labored speeches and has not yet passed its second reading in the Senate. On the 10th the government was questioned by Senator Corrêa in regard to the nomination of a new minister of war. It seems that the nomination of the Visconde de Pelotas was made and the decree issued before consulting the nominee. When, therefore, the Visconde sent in his declination, the opposition in both houses at once condemned the irregularity of the proceeding and demanded the reasons given for the refusal. These the premier refused to give, saying however that they were not political and were not caused by any hostility to the cabinet. In the Chamber the premier went one step further by saying that, with the Visconde's permission, he would give the reasons. The greater part of the 11th instant in both houses, was consumed in this discussion. Not the least interesting part of it was the earnest and reiterated declaration of Saldaña Maranhão in the Chamber, that there should be no mistake as to his position, that he was a republican, and that he complimented the Visconde de Pelotas on his refusal to enter the present ministry. Galvão das Neves also proclaimed his republicanism, the republicans were complimented for having a member of the cabinet (Conselheiro Lafayette), and altogether the small but courageous hand came out of the contest with flying colors, and in much better condition than the ministry.

THE SHIP "TEMLAR."

The many friends of Captain G. N. Armstrong, of the ship Templar, will be glad to learn that the San Francisco Board of Underwriters have endorsed all his business acts in relation to the repair of his ship while at this port, and have complimented him in the following terms:

Captain G. N. Armstrong, Late Master of the American ship "Templar" - DEAR SIR: On your recent voyage from New York to San Francisco, your ship was involved in a series of disasters rarely paralleled among vessels not totally lost. Obligated to put into Rio de Janeiro for extensive repairs you were there beset by the land pirates that infest that port with every temptation to connive at frauds and submit to extortion at the expense of your owners and underwriters.

But you nobly resisted all these attempts, and repaired your vessel at reasonable cost to your principals and without profit to yourself. Leaving that port you were prostrated by yellow fever, which disabled yourself and daughter for many weeks, and caused the death of your estimable wife and ten of the crew.

While scarcely conscious from the effect of the disease you repaired to the risk, and, at the point of the pistol, compelled the mutinous remainder of your crew, who had headed the ship for Montevideo, to resume the voyage to San Francisco. After rounding the Cape you again resisted their demands, to put in to Valparaiso, preferring to continue the voyage short of water rather than risk the expense and possible condemnation of your ship by resorting to a second port of distress.

After a long and disastrous voyage of one hundred and sixty-one days from Rio, and three hundred and thirty days from New York, you brought your vessel safely into port, and delivered your cargo, in far better condition than was expected by the parties concerned. Under the circumstances, the San Francisco Underwriters have felt compelled to recognize the substantial services you have rendered them, and the bright example of honesty, perseverance, and courage you have set the younger members of your profession. They, therefore, ask your acceptance of the accompanying purse of \$500 gold coin; and, conveying to you their best wishes for your health and future usefulness in your honorable profession, I have the honor to be, most respectfully yours,

C. T. HOOKINS, Secretary. Testimonials were also presented to Miss Armstrong and Thos. N. Patterson, the second mate for their heroic and unremitting exertions during the voyage between this port and San Francisco. The Board presented Miss Armstrong a purse of \$500, and Mr. Patterson a purse of \$250.

PROVINCIAL NOTES

A drought of unusual duration is reported from Mato Grosso. The primary elections for the provincial legislature of 1880-81, in Espirito Santo, will take place on the 23rd proximo. Adverses from the interior districts of Rio Paulo report great suffering from drought. At Parana the cattle are said to be dying of thirst.

These assassinations are reported from the province of Espirito Santo in the month of August, and two attempts in September. The returns are not all in. The returns of the Pernambuco custom-house for the month of September are 608,833,022 same month, 1878, 542,209,863; same month, 1877, 676,778,566.

We understand that the case of the Cata Branca blacks, now held in illegal slavery at Morro Velho, is to be brought before the provincial assembly of Minas Geraes. The provincial government of Pernambuco has accepted the modifications in the line of the Great Western of Brazil railway between Camaragibe and a place called Dinahi.

The Austrian brig Them, from Rio de Janeiro to Ceará with a cargo of farina, beans, corn, etc., was wrecked on the "Armas" rocks, near Itapemirim, Espirito Santo, on the 23rd of August. Efforts were made by the authorities at the place of disaster to save as much of the cargo as possible.

The president of the province of Espirito Santo has called an extraordinary session of the provincial assembly for the 17th inst., for the purpose of meeting the urgent financial requirements of the province. The payment of the provincial debt is the principal question at issue.

Owing to the late sale of the Rio Grande bark, the national steamer Ceratva was unable to sail for Montevideo until the 6th inst. Her return to Rio Grande was expected on the 10th, and, if no further delays at the bar were experienced, she sailed for this port on the 11th.

We learn from the Goazene that the national steamer Odovico Mendes encountered on the 16th ult. in the latitude of Maranhão many floating boxes and packages. From the marks on the boxes it is supposed that they were from some vessel bound from New York to Peru.

Late reports from Mato Grosso state that the province is now in a flattering financial condition, all debts having been paid and the creditors of the province left without complaint. The province is said to owe nothing—a report which is more encouraging than the discovery of a dozen gold mines.

We learn from the Jornal do Recife that the commission for studying the sugar cane disease has found marked evidence of the presence of the disease in cane which presented no appearance of having been disturbed by caterpillars. Some of the worst of the specimens examined came from new or well-manured ground on which the cane appeared the most vigorous. From this it is inferred that the disease cannot be attributed to poor soil or any degeneration of the quality of the seed. An examination of the juice of the diseased cane shows a loss of twenty-five per cent. of saccharine matter.

The province of Ceará began to export oranges in the year, 1875. According to Mr. Mackie, of the house of Singlehurst & Co., the following are the quantities exported. From August 16 to December 22, 1876, 1,338 boxes; January 9 to November 22, 1877, 7,693 boxes; August 21 to November 15, 1878, 8,824 boxes; July 30 to August 31, 1879, 1,877 boxes; total, 19,612 boxes, containing 5,099,120 oranges and valued at \$8,856. The greater part of the oranges are grown in the Maranguape mountains. Pineapples are also becoming an article of export, but the quantities are unknown.

THE UNITED STATES imports annually about \$5,000,000-worth of coffee from Java. THERE ARE one hundred and fifty sugar manufacturers on the island of Java, and the industry is said to be growing rapidly.

THE BELGIAN government has submitted to the chamber of representatives bills taxing the cultivation of home and the importation of foreign tobacco. THE ANNUAL sales of shirts, collars and cuffs, at Troy, N. Y., amount to \$6,250,000. Last year \$2,900,000 dozens of collars and cuffs, and 188,800 dozens of shirts were made there.

THE AMERICAN cotton crop for the year ending September 1, 1878, amounted to 4,811,265 bales, of which 3,346,640 bales were exported. The exports exceeded those of 1877 by 297,143 bales.

THE ST. PAUL (U. S.) Pioneer Press estimates that the farmers of Minnesota will realize \$40,000,000 for their wheat crop this year. The Chicago Times thinks the utmost expectation of the wheat crop of 1879 is 390,950,000 bushels, against 425,000,000 bushels in 1878.

FINANCIALLY, Spain is in a bad way. Her public debt is more than \$2,555,000,000, and no accounts are ever laid before the nation. There is slight prospect that the debt will ever be paid. For years the interest has not been paid on many of the bonds. The present revenue of the country is estimated at \$155,000,000, and the expenditures at \$158,000,000.

THE RAILROAD suspension bridge at Niagara Falls is to have its woodwork replaced with steel, except the flooring and ties, lessening its weight about 200 tons and adding greatly to its beauty. The work is to cost \$60,000, and is to be finished by the 1st of November, without interfering with the running of trains or travel on the carriage way.

BELGIUM is getting ready to celebrate the semi-centennial of her independence next year by four great exhibitions. At Brussels there will be an exhibition of mechanism and agriculture, at Antwerp of fish, fish products, etc., and at Ghent and Liege art exhibitions.

THE RIO NEWS.—To any one wanting Brazilian news in the English language we can recommend THE RIO NEWS, published on the 5th, 15th, and 24th of every month, as a reliable paper.—Vizitor's American and Oriental Literary Record.

NOTICE

The undersigned hereby announce that since July 1st, of the present year, they have established in this city and Santos a commercial firm under the name of DUDLEY MILLER & BULLER, 28 successor to the old firm of DUDLEY & MILLER, for a continuation of the same importing, exporting and commission business in both markets.

580 PAULIA, September 24, 1879. D. ANSA LEIZA DUDLEY, JOHN MILLER, W. B. BULLER.

PRINTING-OFFICE FOR SALE

THE BOOK AND JOB DEPARTMENT of The Rio News printing-office, known as the "Typographic Advertiser," comprehending the type, furniture, presses and machinery, excepting The Rio News outfit, will be sold on good terms. It is considered to be the best mounted and best equipped office in the city.

The recreation of The Rio News outfit includes all the type, furniture and materials used in the publication of that journal. The office is open for inspection at No. 81 RUA SETE DE SETEMBRO. For terms, apply at 47 Rua 15 de Março.

AN ENGLISH GIRL, wants a place with a family going to England as lady's maid or nurse maid. Good references. Apply at 47 Rua 15 de Março.

REED, CRANE & Co.

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Carrying the United States and Brazilian Mails, Performs a regular monthly service between New York and Rio de Janeiro, stopping at the intermediate ports of St Thomas, Pinar, Pernambuco and Bahia. The steamers of this line, 3,500 tons measurement each, are new and first-class in every particular.

Steamers will arrive and clear at this port as follows: City of Paris, Capt. Carpenter, Sept. 28, Oct. 5; City of Rio de Janeiro, Capt. Lewis, Oct. 28, Nov. 5; City of Paris, Capt. Carpenter, Nov. 28, Dec. 5; City of Rio de Janeiro, Capt. Lewis, Dec. 28, Jan. 5.

ROYAL MAIL STEAM PACKET COMPANY

Under contracts with the British and Brazilian Governments for carrying the mails. TABLE OF DEPARTURES, OCTOBER AND NOVEMBER, 1879.

Table with columns: DATE, STEAMER, DESTINATION. Includes entries for Oct 15, 18, 21, 24, 27, 30 and Nov 3, 6, 9, 12.

* Approximate date. For freights and passages apply to E. W. MAV, Supr., Rua 15 de Março No. 49.

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Locomotives, Cars, Bridges, Turn-tables, Switches, Car fittings, tools and railway equipment at large. Street cars, frogs and crossings, sleep supplies. Machinery, engines and portable railroads &c. for sugar and coffee plantations and mines. Hydraulic machinery, and appliances. Estimates and Plans for special work furnished in application. All orders filled at manufacturers' own prices, and all work thoroughly guaranteed.

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Railroad cars of every description, and of the best material. Street cars of the most serviceable quality, and elegant designs. Special attention given to foreign work. THE WHARTON RAILROAD SWITCH Co. PHILADELPHIA, Pa., U. S. A.

Safety railroad switches, frogs and crossings. Street railway work of all kinds. LEHIGH CAR WHEEL WORKS CATASAUQUA, Pa., U. S. A.

Chilled iron car wheels for passenger, freight and street cars. Chilled iron castings of all kinds. EDGE MOOR IRON Co. WILMINGTON, Del., U. S. A.

Light portable railways for plantations and mountainsides. Railroad bridges and turn-tables. H. K. PORTER & Co. PITTSBURG, U. S. A.

Light Locomotives for narrow gauge and plantation railways, of any gauges up to 8 or 9 feet. Will burn any fuel. HOOKS SMELTING Co. PHILADELPHIA, Pa., U. S. A.

Trimings and fittings for railway and street cars. Tools and machine supplies of all kinds. Telegraph materials. CULMER SPRING Co. PITTSBURG, Pa., U. S. A.

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