

THE RIO NEWS.

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

VOL. VI.

RIO DE JANEIRO, NOVEMBER 15TH, 1879

NUMBER 29

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THE SANITARY QUESTION.

During the session of the Senate on the 10th instant Senator Leitão da Cunha arose to a question of privilege and addressed the house as follows:

I have read in the news items of the *Journal do Commercio* that the English steamers of the Messageries Maritimes company are going to leave off touching at this port for awhile on their outward voyages, and that they will stop here only on their return trips. This is nothing new. It has often happened before, but never so unjustly as at present. It is given out that this measure is taken on account of the sanitary condition of the Brazilian coast. Now the sanitary condition of Pernambuco, Bahia and Rio de Janeiro, where these steamers touch, is excellent; and as for the capital of the empire, there has not been a single case of yellow fever here for a year. Why then this apprehension?

I do not comprehend how our diplomatists in Europe and in the republics of the River Plate can fold their arms, and allow these sanitary measures to pass unnoticed—measures which are so prejudicial to us, and which are not founded upon the truth. There is not a patriotic heart that does not revolt against such deeds.

The board of health of Buenos Ayres has established a quarantine of three days against all ships coming from any of the ports of this empire. In my opinion the government should forget for a few moments the mother idea—electoral reform—in order to see to it that our country does not remain at the mercy and caprice of the boards of health of the River Plate republics, and of the Steamer companies which are injuring our commerce greatly, and our credit still more. From the obituary notices published regularly in our papers it is seen that the average number of deaths daily is twenty, while the population of the city is about four hundred thousand; that is to say, the death rate is about five per cent. From this we see that the sanitary conditions of this capital could not be better. Why is it then they fly from it as if it were a plague-smitten place?

I observe also that these packets enjoy certain favors of the government, and they cannot act in this manner without risking the loss of these favors.

"I request that it be asked of the government if the diplomatic agents of Brazil in the European courts have protested against this kind of steam packet companies have left off touching at the Brazilian ports under pretext of the bad sanitary condition of our ports."

It may be that the senator from Pará made these astounding assertions and placed this remarkable interpellation purely for political effect. If so, we shall regret having given it the benefit of our space and attention any further than designating it as "unconcomitant." But if, as is more likely, the senator believes just what he says and seeks to make others believe it too, we shall not have transgressed our duty by calling his attention to a few plain facts.

It is an easy matter for a senator or deputy—we will not use the general term, legislator—to talk about the duties and privileges of companies, and about matters of public health and sanitary administration, but, as is too often the case, the actual facts and motives are wholly overlooked. As Sr. Leitão da Cunha should know, the management of a steamship line is not at all a matter of sentiment; it is purely a matter of business. The infusion of sentiment into business administration is usually effected through legislation, and the public treasury pays for the spectacle. As long as its call at this, or any other Brazilian port, was beneficial to their interests, it is unlikely that the Royal Mail or Messageries Maritimes company would withdraw a single steamer; it is certain that they would not do so for any sentimental reason for which they would have to pay in diminished receipts. We may be reasonably sure that no company would take this step without due consideration and well-founded reason. In such a case we are inclined to accept the action of a steamship company as a better and safer guide, than the assertion of any public official whose opinion is more often shaped by political considerations than by actual knowledge. No better illustration of the correctness of this position can be given than the very speech above quoted.

In this astounding speech we are told that "there has not been a single case of yellow fever here for a year." Does not Senator Leitão da Cunha know that the obituary notices in the newspapers, to which he referred in another place, record one or more

deaths from yellow fever almost every day? And does he not know that during the first six months of the present year, the board of health of this city reports *eight hundred and sixty-seven deaths* from the same disease?

Again we are told that "the sanitary conditions of the capital could not be better." We were told the same thing in the speech from the throne. But, considering the question in all its bearings and stripping from it all sentimental and political considerations, we find the very reverse to be the case. We are glad to note that the present death rate is very low, and that up to the present moment the healthfulness of the port has been everything that could be desired. But is that all? Are we to shut our eyes to the possibilities, the certainties of tomorrow? It is the inevitable consequences of the present sanitary conditions of this city which the steamship companies are guarding against, and which we would urge upon the attention of the government. It is no hidden fact that this city has not had, for many weeks, half enough water for its most ordinary uses; everyone knows it. It is no imaginary state of things that the drains of this city are becoming most dangerously foul; everyone can smell them. It is no unknown fact that scarcity of water and foul drains, together with the effects of heat and privation, are favorable conditions for the appearance of the dreaded fever; everyone knows it. And yet we are told that "the sanitary conditions of the capital could not be better!"

It may be unknown to the dignified senators who are gravely discussing electoral reform and the senatorial election in Espírito Santo, that the sanitary condition of this city was never more dangerous than at present; but such is the plain fact. It may be unknown to them also that the government—not that of to-day in particular, but those of past years—is largely, if not wholly to blame for it all. The regular recurrence of drouth in this city is no new thing; neither is the failure of the water supply a thing of yesterday. Instead of anticipating the increasing wants of the city, the government has played with the question, and finally moulded it over into one grand job. How many men to-day are living upon the sufferings of the people? Previous to the opening of the Caju supply on the 8th or 9th instant, many vessels were kept in port from three to seven days for water. Who is it that has been injuring commerce? It is to be presumed that the plans and route of the new water mains were laid out long ago by the government engineer, and that he knew of the existence of mains belonging to the present system only three kilometers from that route. Who is to blame that this fact was not anticipated weeks ago by the laying of connecting pipes so that the city might have had an abundant supply of water to-day and the present dangerous sanitary conditions might have been avoided?

Clearly Senator Leitão da Cunha is on the wrong track. Let the foreign representatives of the empire rest in peace, for they have nothing to do with the cause and cure of the evil; neither is it clear just what interest the governments of foreign countries can have in the action of these two steamship companies. And let the steamship companies conduct their own business in their own way, for their unrestricted action is one of the indices of the commercial prosperity and condition of a port. The causes of their action and of the evils of which we complain are much nearer home.

THE AMERICAN EXHIBITION.

To the Editor of THE RIO NEWS:

In your issue of Nov. 5th I notice the following:—"Mr. John C. Kip Hopper has arrived, Mr. Julius H. Pratt has been here a month, Herr F. Glette and Sr. Eduardo Arthur have long been in the field. All of them have an abiding and unshaken faith in the grand results likely to grow out of an exhibition of American products."

I desire to make a correction as to one of the above named gentlemen—myself.

have neither felt, nor expressed any such faith as you ascribe to me, but after due observation have concluded that the exhibition business is likely to be overdone. The museum of ancient curiosities, called the "Portuguese Exposition," has for three months taxed the energies of this people to the utmost. Scarcely have they recovered from the exhaustive effort of supporting that institution, when the alarm is again sounded that an industrial irruption is about to occur in Italy, which will inundate this city with olive oil and macaroni. Simultaneously, there comes booming from near the North Pole the announcement that we must prepare to receive the Canadians, who desire to exhibit to the Brazilians their cod-fish, furs and snow-shoes. I am officially informed that the building soon to be vacated by the Portuguese, has been placed at the disposal of the Canadians by the government. At the same time an enterprising Hungarian is at work in the United States, persuading those innocent and unsuspecting people that the climax of commercial emigration will have been reached, when they are fairly installed with their samples in his Grand Bazaar in Rio, at 1,000 each. His bazaar is to become a permanent institution and the occupants are to pay duties to him instead of the government. I understand that the importing merchants here are watching this movement with interest, and, if successful, will at once apply to the government to extend the same; privilege of banding all the merchandise in their warehouses until they have effected sales. It is estimated that they can thus save the interest of 50,000,000\$, and the integrity of the government can then be maintained by an impartial dispensation of privileges. In that event, the merchants who have risked their capital and devoted years of labor in building up the commerce of Brazil, will not be placed at a disadvantage, in order to secure a fortune to a special favorite of the government.

But overshadowing all these projects is the one announced in the *Journal do Commercio* of Nov. 9th, where two clasped hands are supposed to hold in their invisible palms the magic key to the millions of treasure behind. One of these hands is recognized as that of the great American Mulberry Sellers, and the other, somewhat darker in shade, is that of the amiable and easily persuaded Brazilian. We learn by this announcement that the illustrious men of this empire have at last taken the matter in hand, and that so soon as the bagatelle of 10,000,000\$ (say \$5,000,000) shall have been subscribed, the grand "Exposição Americana" will burst upon the astonished vision of the natives of this benighted country with an effulgence never yet attained in either ancient or modern times. An exhibition of products of the United States, conducted by Brazilians, is after all the very thing we have been waiting for. It saves as much trouble and expense, and we shall be spared the mortification which the rude manners and the defiance of etiquette, inseparable from the self-made Yankees, often occasion, when they attempt anything in a foreign country.

But what, let me ask, have the Brazilian people done, that they should thus become the object of attack and persecution by their sister nations? Have all these conspirators against the peace of this goodly city no bowels of compassion that they insist on thrusting their wares in the face of an unwilling and exhausted people who now desire commercial repose?

The organized manufacturers of the United States, whom I represent (and the only organization which embraces the manufacturers themselves), are too modest to intrude upon an arena already fully occupied by such competitors, and will probably be content to pursue their business here in the old-fashioned methods, sending such goods as are actually ordered by responsible merchants located here.

If as some future time, the Brazilian government shall see fit to invite the nations to join in a friendly competitive exhibition

of their several products, which shall attract the attention and support of the people of this empire, I doubt not that the United States will be creditably represented; but, having good opportunities of information, I apprehend that any such *ex-parte* exhibition, as is proposed, will fail to command the support of the leading manufacturers of the United States.

JULIUS H. PRATT.
Grand Hotel, Nov. 10th, 1879.

THE SANTAREM COLONY.

The following letter to the *New York Herald*, which we take from its issue of September 22, refers to the results of an enterprise which has often excited inquiry.

Soon after the close of the war a number of Southern planters emigrated to Brazil, where, slavery being permitted, they hoped to continue in the way which was ended by the abolition of slavery in the Southern States. The emigrants were largely roughs from Southern cities, who were induced to go by the generous offers of the Brazilian government and a desire for adventure, with the rest was a goodly sprinkling of those who had reason to fear the restoration of law and order in their native country. The Brazilian government had ceased for the greater part returned to the United States, many at the expense and by the aid of the government. A few who had taken some property and their families with them took up land and began farming. Few found it for their interest to buy slaves, as Indian labor is quite as cheap, and the laws of Brazil place many restrictions upon slave owners in regard to their treatment and sale. It is of the latter class of colonists that I purpose to speak. An unusual interest has been felt in Brazil since the new steamship line has been started, and many are going to endeavor to start some business there. I spent one year in the vicinity of the colony of Santarem, and a few facts in regard to it may be of interest at this time.

Santarem is situated on the Amazon, between 500 and 600 miles from the sea. Some of the finest land in the empire lies within a few miles of that little city. It was here that a large portion of the emigrants settled, the others going to one of the southern provinces. The Brazilian government furnished them houses until they could select plantations and land, and until they had secured a cash capital for their journey to that country. This premium was ample, and as the terms of taking land were easy, at the end of six months they had secured a domain and were willing to work had taken from 500 to 5,000 acres of the best land and cleared enough for crops, and had commenced to settle families settled in the infant colony, and as their reception and projects were similar to the Americans I have mentioned they were not far from the same. These are the results of careful inquiry and a personal acquaintance with all the remaining colonists. Before giving these figures it is well to say a few words about these colonists, their habits and pursuits. They are very hospitable, and though rather sensitive on the subject of the war, and disposed to criticize "Yankee rule," any American traveler will be sure of a warm welcome and generous hospitality. Perhaps this fact may have something to do with the glowing colors, travellers are so apt to describe in glowing language. Professor James Orton ("The Anles and Ananzons," p. 368) describes it as "the most highly prosperous one, and as possessing resources nearly met." Professor Orton's book is the most fully and trustworthy I have seen in regard to most matters, and his few pages may not be read with profit and pleasure by those who had seen him, but it is only fair to say that persevering traveller that in regard to Santarem and the American colonists he spoke from hearsay and not observation. I did not find in 1878 a colonist who had seen him at the time his last description was written, nor could I learn that he had ever spent any time among them.

The truth is they are a colony who had seen him at their positions, and only personal acquaintance and observation will discover their real condition. When they first settled they tried many experiments, and as almost anything can be raised in this settlement of the soil's products gives a false idea of their value. There is but one industry that has ever prospered sufficiently to secure the means of a comfortable life, and that is the manufacture of caçaca, a kind of rum distilled from fermented cane juice. Corn, rice, sweet potatoes and garden vegetables of inferior quality are raised for home use. Manioc also by a few, but sugar cane is the staple. Even coffee, sugar and cotton are usually bought. With a few exceptions, their food and clothing are of the coarsest kind. Many live for months with no other food than dried fish and manioc meal and perhaps some fruit and vegetables and occasionally a little game or salt beef dried in the sun. The poorest laborers in the United States can buy with his earnings more luxuries in a month for his family than one sees in a year in any home, save two or three, in this country. Even white bread and butter are too expensive for most families. No comment, however, will so correctly give the colonists' estimate of their own success as the following statement of their numbers. Could those now here get the means to return I know from their own admissions that the number remaining would be far less than it now is. The number who have actually settled at Santarem is 210; have left or died since, 154; there are in the colony now, 560 of whom are children born there, 147 of the 210 original settlers. There remain 42.

I cannot do better than to close this letter with a quotation from a letter received by the best steamer from one of the most intelligent and capable of the colonists. While in the States he held a high social position, being at one time an alderman of one of our large cities, a man of wealth and fine education. He writes:—

"In mercy to those who in this insane excitement about Brazil contemplate coming here put the matter fairly before the people. Let me tell you more may be fooled and suffer as we have. Do all you can to represent our condition as you yourself saw it. I have been here five years, and in this time thirty-two have left the country and six have died. It is only a question of time, and that a short one, for this colony to end its unfortunate existence."

DEWEY A. COBB.
Cummington, Mass., Sept. 18, 1879.

THE RIO NEWS

PUBLISHED TRIMONTHLY
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RIO DE JANEIRO, NOVEMBER 15TH, 1879

THE RECENT action of the ministry gives a good idea of one phase of Brazilian parliamentary government. The decisive defeat of the ministry in the electoral reform project results simply in an adjournment of the legislature to next April. A reverse so decisive in another country would have resulted in the retirement of the ministry; here it has no effect. As the cabinet came into power solely at the will of the Emperor, it will probably remain there until he himself desires a change.

It is to be hoped that the General Assembly will lose no time in passing the civil marriage act, lest some serious trouble should fall upon the country. In one parish at least, in Pernambuco, this question of civil marriage is just now of far greater importance than that of electoral reform. As long as it lies within the power of the priest to annul marriages ad libitum, especially on the ridiculous grounds claimed by the Quipapá priest, so long will there be trouble and vexatious questions arising. According to this Quipapá priest no marriage is legal in his parish unless he comes to think so, and to make the case clearer he specifies all those as illegal which had been performed without previous confession, or public announcement, or open purse, or light of day, or one's own parish priest, or with the practice of a little deceit as to the amount of one's property. No one is legally married according to this new light. If the government accepts this conclusion, we are inclined to think that there will be some interesting inheritance suits up in Quipapá.

THE NEW TAX on passengers imposed by the budget recently passed in the General Assembly is promising to occasion no slight difficulties to the government in its enforcement. Like many other measures of its class, it looked very innocent at the outset, but its cloven hoof is now beginning to be displayed. A tax of twenty réis on every passenger carried on railway and tramway lines evidently seemed to the minister of finance to be a measure which would afford a large revenue and bear very lightly on the people. The means of collecting the tax, or its real effects, in the gross, on an already impoverished people never occurred to him. Let us examine the tax, not in theory and as a simple bagatelle of twenty réis, but in its practical effects. The people who patronize the tramway lines in this city make on an average over two trips a day. At two trips each person would pay a tax of forty réis a day or 145600 a year. Some believe that the tax should be collected from the companies; that would be still more unjust. The fare on the majority of the lines in this city is one hundred réis—twenty réis means a twenty per centum tax on the companies, a tax so excessive and unjust that it practically means ruin. On the two hundred réis fares the tax would be ten per centum—still ruinously excessive. It is manifest that the government can not impose so unjust a tax on the companies, and as it is termed a "passenger tax" and the present fares are fixed between the companies and the government by agreement, it is manifest that the tax must be collected over and above the existing fares. This means new fares of 120 réis and 220 réis. But how will the tax be collected? Will a government official travel on every tram car, or will the regular conductors collect it? In

the latter case will the conductors be subject to the government, be practically government officials? It's a puzzling question, and the solution will be awaited with keen interest.

THE REFUSAL of the River Plate authorities to permit the landing of the deported dealers in prostitution—which might have been expected at the outset—and the subsequent announcement that they would not be permitted to tread Brazilian soil, raises a very perplexing question upon which a little light is needed. These deported persons are now passengers on a French steamer engaged in a regular service between certain European, Brazilian and Platine ports. Supposing these men who are now refused the privilege of landing on this side of the Atlantic, are also refused the same privilege on the other. The supposition is not an impossible one; under the circumstances it points out a contingency which is perfectly just and defensible. Under no circumstance whatever has Brazil a right to unload her criminals upon other nations, and in this case where so much has been said about them and their nefarious trade, the attempt becomes simply insulting. Now supposing that these men are warned not to land either in France or Portugal—what is to become of them? They will be sent back to Brazil, as they should be; but Brazil won't have them. The myth of "The Wandering Jew"—in the plural number—will then become a living reality. Cast off by all men and denied even a resting place on God's footstool, these unhappy men will be doomed to wander to and fro on the Atlantic henceforth to the ends of their lives. More unfortunate than their mythical ancestor whose wanderings were not defined and bounded by official acts, these Semitic exiles will be doomed to one life-long voyage on the same sea—perhaps to one unending physical revolt against the usage of the fickle winds and waves. And then, there is the Equator, condemned by this act to be henceforth a prison ship until death or shipwreck shall relieve her of this obnoxious charge. We see but one way out of the complication, and that is: let the Brazilian government buy this steamer, await the return of the other wanderers, ship them all for the high sea, and then scuttle the ship. We shall then have an end to a very questionable transaction all around.

It is gratifying to note that the minister of empire has called the municipal council of this city to an account for the various jobs and crooked acts of which it has recently been accused. The general character of the administration of this city has long been known, and has at times called forth protests from better men which neither the government nor the people ought to have forgotten. It has also called forth many a comment on its character and tendencies which have shown that there was both knowledge and appreciation of the various transactions which have from time to time formed a part of the municipal legislation of this city. During the month of October the minister addressed the city fathers no less than five times on these interesting subjects, in which were included the cattle yard job, the truck, or cart monopoly, and the cartage abuse. On the 8th inst. the city council evaded a voluminous reply, in which its offended dignity and injured honor were exceeded only by its rhetoric. The good adherents were grieved that Senator Silveira da Motta should characterize them in such harsh terms, and protest that they did not need to be told their duty by anonymous writers in the Jornal de Commercio. And as to the various charges,—why, nothing could be more absurd! Instead of saying just where one should buy trucks, they simply called for models and adopted the best. The model was chosen by the council, and it will license all who comply with the requirements of that model. The council does not ask where it was constructed; it does not require that it should be built in that or that shop—why should it? As to that cattle yard—nothing could be more innocent! Nunes de Oliveira & Co. had invented a machine for weighing live stock, and they wanted to use it. They proposed to construct yards, hold fairs, weigh all the cattle, and collect their fees. All they asked was an exclusive privilege for nine years; permission to charge three réis per kilo for the stock weighed and a trifling sum for pasturage, etc.; and a prohibition on the sale of meat in the public markets which had

not walked over their weighing machine. And this city was to have one-third of the proceeds! And as to those cartage the city, authorities propose to do everything consistent with their views on humanity in general and hygiene in particular. What more can be asked?

ACCORDING to the commonly accepted opinion of the Brazilian planter, the emancipation of slavery is destined to produce a great crisis in the agricultural industries of this country and to deprive him of the needful labor without which his establishment can not be carried on. We are inclined to accept these conclusions and to emphasize the statement that a great crisis is imminent, and that through it the agricultural industries of the country are destined to suffer largely. But at the same time we can not accept the premise that this is owing to the emancipation of the slaves either as the sole or principal cause. There are other causes at work which are operating against the planter—causes which arise from unwise legislation and causes which are owing solely to the short-sighted and not suicidal policy of the planters themselves. The belief that the freed slaves will naturally and necessarily abandon the plantations may be considered as one of the bases upon which rests the whole fabric of this impending crisis and of the measures taken to meet it. That it is not a necessary result of emancipation may be proved by the following figures, all of which are eloquent in behalf of the value and permanency of African labor when influenced and directed by wise legislation and generous treatment. In the crop year of 1865-6, at the close of the great civil war during which the slaves were given their immediate and unconditional freedom, the production of cotton in the southern section of the United States footed up to 2,228,987 bales; in 1870-1 this total was increased to 4,352,317 bales; in 1875-6 to 4,669,288 bales; in 1877-8 to 4,811,265 bales; and in 1878-9 to 5,073,531 bales, or 2,400,423,837 pounds, which is the largest crop ever produced. When it is considered that this result, this unprecedented crop was produced almost wholly through African labor, by men who were once slaves on the very same ground where they are now employed and paid as free laborers, the fallacy of the position taken by the Brazilian planter becomes strikingly apparent. In the United States it was also asserted that the blacks would desert their old homes, and that cotton production would die out because it could not be produced without servile labor. Fourteen years, however, have proved the falsity of this prediction, years in which the country has been struggling with the losses and evils of a great war, and with commercial and financial panics. If so marked a result can be obtained in so short a time in the United States, and in face of the other drawbacks just mentioned, what may we not expect in Brazil? We will not claim that the same results should be expected, for that would involve the presence and assistance of agencies which, though found in the United States, are either absent or impotent here. But we may claim that under similar conditions and in response to the same policy pursued there, the same results, in part, can be obtained here. To attain this, however, there must be a more liberal policy adopted toward the small planters, lower freight rates, easy and cheaper transfers of land, and, above all, the abolition of those ruinous export duties which are strangling every industry except that of coffee production. Besides, there must be pursued a wiser and more humane policy toward these blacks, through whose labor only will this new prosperity and wealth be attained. Brazil has a present estimated slave population of 1,200,000, of which fully two-thirds are employed in agricultural industries. This laboring force, to say nothing of the many whites and free blacks who now are either idlers or partially employed in the cities, is amply sufficient to meet all the demands of agriculture to-day, or in the near future. Under wise legislation and humane treatment, this element of labor, already acclimated and trained, can easily be kept on the plantations where it will serve to increase the national wealth and give greater security to the political and social institutions of the country. Turn adroit this class of laborers and the country will be simply increasing the number of idlers to consume its surplus products and to increase the insecurity of life and property through vagabondage and crime. The

Brazilian people may learn some day that it would have been cheaper, far cheaper to have employed these freed blacks, even at a loss, than to have turned them adrift. What the country needs is not Chinese labor, nor any other element which may serve to bolster up its weak-backed grande lavoura; it needs free and independent laborers who will have a personal and material interest in their labor. It wants men whose property rights and interests will furnish the motive for their industry; men whose ambitions and exertions will spring from the soil which they own and cultivate.

JUST as we are going to press the cable informs us of the death of Robert Clinton Wright, Esq., who was the oldest and best known American merchant in Brazil. His high personal character, his rare social qualities, his thorough acquaintance with Brazilian affairs, and his unassuming conduct in all his relations of life, gave him a standing in this country which few men, if any, have ever attained. He left here only a few months since on a visit to his family in Baltimore.

LEGISLATIVE NOTES.

The extraordinary session of the General Assembly so happily begun on the 30th ult. for the special purpose of sanctioning the government project of electoral reform, has come to a speedy and an inglorious end. The Senate refused to pass the bill by a decisive vote that the government saw the utter hopelessness of arguing the matter further at this time, and the Emperor therefore signed a decree on the 12th adjourning the legislature until the 15th of April next.

The legislative work since our last report has been very limited, owing to the few questions brought before the Senate and the inability of the Chamber to get a quorum together. Up to the 12th inst., the electoral reform project of the government occupied almost the whole attention of the Senate. It became evident at the outset that the project could not pass, not only because of the opposition of the conservative majority, but also because of the opposition of nearly all the leading liberals. On the 12th the measure was put upon its passage to third reading, and was lost by a vote of 30 to 10. The following liberals voted against it: Srs. Octaviano, Silveira da Motta, José Bonifácio, Nunes Gonçalves and Silveira Lobo.

On the 8th inst. the committee on elections in the Senate presented a report on the Espírito Santo election, confirming the returns from 22 out of 24 parishes, and recommending the admission of the senator-elect, Conselheiro Cristiano Benedito Ottoni. On the 11th the report came up for discussion, and was the subject of a most violent attack on the government by Senator Silveira Lobo. The report was still under discussion at adjournment.

On the 10th inst. Senator Leão da Cunha called the attention of the Senate to the action of two steamship companies in withdrawing some of their steamers from outward calls at Brazilian ports because of their bad sanitary condition, and asked the government whether its representatives at European courts had entered their protests against this action. The senator evidently wishes to make it an international question and then get Bismark and Salisbury to make it the subject of a little diplomatic fencing.

There has been just one session of the Chamber of Deputies since our last, at which the question of secularization of cemeteries and the northern and western boundaries of the empire were discussed. The sudden adjournment of parliament has fallen like a wet blanket upon the festive deputies, whose enjoyment of life at court has been brought to an abrupt termination.

PROVINCIAL NOTES

There were six steamers and eight sailing vessels in the port of Maranhão on the 27th ult. The receipts of the Bahia custom house during the month of October were 137,754\$506.

A destructive hail storm occurred in the parish of Cambuly, São Paulo, on the 28th ult. Great damage was done in many places.

According to the Jornal de Noticias, of Bahia, the residents of the parish of Victoria in that city have decided to dispense with the use of gas because of its excessive cost.

The elections of deputies for the provincial assembly of 1880-81 in Mato Grosso, which took place on the 7th of September, resulted in favor of the liberals.

The Plumb correspondent of the Diario Official says that fever and small pox are raging at Parna-hyba, Amarante and União; and fevers at Oeiras, Picos, Jaicos, and Therezina.

São Paulo is to have an association for the purpose of securing the services of a first-class opera troupe every year. The capital of the association will be 400,000\$, and the shares will be 200\$ each.

A fight took place on the 19th ult. between some soldiers stationed at Piranhas, Alagoas, and a body of laborers on the Paulo Afonso railway. Two laborers were killed and two wounded.

The receipts of the Cantagalo railroad during the month of September were 113,442\$969, as against 120,849\$704 during the same month of last year.

The 24,146 boxes of kerosene which formed the cargo of the Italian bark Athina, from New York, which put into Maranhão in distress, were recently sold at auction. The sales were 22,371 boxes for \$550 and 1,775 boxes at \$600.

The epidemic of small pox at Tiets, province of São Paulo, is said to be making fearful ravages. The population of the place has been reduced to forty or fifty persons, fifteen of whom are seriously ill with that disease. The great part of the people are living on the plantations about the town.

A fight took place at Cariry, province of Alagoas, on the 11th ult., between two proprietors and their followers. The occasion of the dispute was the ownership of certain lands. A son of Major José Gomes da Rocha was killed and several others were wounded.

The minister of justice has informed the prosecutor of the Maçapá district, Pará, in reply to an inquiry, that all offences committed in the neutral district of Anapá, between Brazil and French Guiana, are subject to the jurisdiction of whichever nation may capture the offender.

LOCAL NOTES

The American packet City of Paris sailed from New York to this port on the 5th inst.

The English packets Liguria and Tanar left Lisbon for Brazilian ports on the 5th inst.

The budget of 1879-80 appropriates the sum of 1,166,400\$ for the imperial family.

The budget of 1879-80 appropriates 57,200\$ for the National Museum, and 176,600\$ for the Ypocremion foundry.

It is said that the corvet, Vital de Oliveira, will set out on her voyage to China to-day. She goes by way of the Mediterranean and Suez canal.

The amount appropriated for primary and secondary instruction in the municipality of Rio de Janeiro by the budget recently passed in General Assembly, is 1,009,047\$000.

Under the budget of 1879-80 the Brazilian government is authorized to expend 1,173,331\$591 in guaranteed interest on railways, and 3,100,400\$000 as subsidies for steamship lines.

The Senate committee has finally annulled the conservative duplicates in the Espírito Santo senatorial election and approved the returns of 22 out of the 24 parishes. This gives Conselheiro Cristiano Ottoni 146 votes out of a total electoral vote of 202.

Decree No. 7,326, of the 25th ult., concedes a ten years privilege to Antonio Fernandes Vianna for the introduction of a new machine of his invention for burning coffee. It will be known as the "Bunidor Paulista."

The Visconde de Mauá has left the country because its commercial laws will not allow him to settle up his own affairs. After his gigantic success in failing, it certainly is a pity that he can not be trusted to administer what is left of his creditors' property.

The Brazilian consul at Buenos Ayres says that "The Wandering Jew" sent from this city to the River Plate were sent back by the authorities, and the Equator was fined 500 gold dollars for bringing them. Seven of them were captured on shore, and kept in prison until the sailing of the steamer. Really, the question is becoming more and more interesting every day.

The rains of the last two days have brought great relief to the suffering people of this city. The privations occasioned by the long drought are simply insupportable, and the rains have come none so soon. As we can not feel sure of a continuation of the rain, the authorities can not exert themselves too strenuously to make the long needed connection with the new mains.

On the 3rd inst., a holiday, the number of passengers carried on the Botanical Gardens and São Christóvão tramways was 71,262. Under the new tax of twenty réis on each passenger carried, the receipts of the government on the travel over these two lines for the day specified, would be 1,425\$240.

A many thirty mortals of this city who do not look upon the scarcity of water as a "favorable sanitary condition," will enjoy the delicate state of Sr. Angelo in the last number but one of the Revista Illustrada where he pictures a solitary inveterate ex-claima tion point dropping from a water tap in response to the speech from the throne.

Sr. Lima Junior, of São Paulo, has written a poem on "Sodoma and Gomorra." The author is a fortunate man; he could not have selected a better time for the publication of a poem on that subject. We trust that he has been discreet enough to stop just short of turning Lot's wife into salt, for if he has not the imperial treasury will be after him for the import duties.

Thirteen more of the persons accused of importing prostitutes were sent out of the country on the 7th inst., and two others at intervals since, making nineteen in all up to the present time. These persons were also sent to the River Plate, and as the authorities there very properly refuse to receive them they will undoubtedly return on the same steamer, and then sail for Europe.

The earnings of the Brazilian submarine telegraph during the first half of 1879, according to a late report, were 75,083 1/2 rs. 11d. and the expenses were 13,542 1/2 rs. 4d., leaving a balance of 61,540 1/2 rs. 7d. Out of this balance, added to the amount of earnings not distributed at the end of last year, the board of directors proposes to pay a dividend of 28. 6d. per share.

The French packets leaving Southampton on the 5th of each month, and the Royal Mail packets leaving Southampton on the 30th of each month for the River Plate, will hereafter stop their outward calls at Brazilian ports, making the voyage between Lisbon and the River Plate direct. This is done because of the sanitary state of the Brazilian ports.

The chief of police proposes to put a stop to all reckless driving in the streets of this city. The purpose is so manifestly good that everyone will wish him success. We trust, however, that he will not limit his labors to the tram drivers, but will include the drivers of all kinds of vehicles, and—may we suggest it?—the various unformed individuals who galloping through the crowded streets as though a revolution had just broken out.

THE RIO NEWS.

By decree 7,545, of the 25th ult. the transfer of Mr. Hugh Wilson's privilege for the steam navigation of North and Mangaba lakes, province of Alagoas, to Sr. Manoel Joaquim da Silva Lelo is approved.

The United States Hydrographic office under date of August 23, 1879, issued the following correction to the charts of the north-east coast of South America and the Parí river, Brazil: "Light-vested at mouth of Parí river unreliable."

Under a concession granted by decree No. 7,513, of the 17th ult., Sr. Antonio Alves Pinto proposes to work a copper mine in the municipality of Campo Largo, province of Paraná.

The minister of agriculture has authorized the laying of a connecting pipe from the mains of the new water works to a place called Pílar where the city mains are already laid. The distance from the place where the connection is made with the new mains, to Pílar is three kilometers. The connecting pipe will have a diameter of eight inches, and will greatly relieve the present necessities of the city. The engineers promise the supply in eight or ten days. But, why was not this thought of before?

Great anxiety has been occasioned at the custom house for some time past because of the filling of the receipts from silk importations. The customs gate-keeper felt certain there was no filling off in the consumption of silk, but where were the tolls? We are glad to say that the mystery has finally been solved. For some time the authorities have been puzzled by the importation of bales of hay from London—an unusual place from which to receive such an article, in view of the large quantities received here from São Paulo and the reputation of the River Plate. A careful examination of forty bales recently received by the *Hypocrite*, however, disclosed the reason, for snugly hidden away in the innocent hay were found over three hundred kilo grammes of silk. Of course, the customs officials will be highly complimented for their activity and discernment, as they should be—for it is no usual thing to be able to see through a bale of hay. But the incident should serve to call their attention to the plain fact that there is something wrong at the bottom. As long as the duties are excessive just so long will there be smuggling, and fake receipts.

The London correspondent of the *Journal do Commercio*, writing under date of the 8th ult., makes the following sensible remarks on the recent action of the government in including the port of Maranhão as one of the stopping places for the American packets: "Whether the port of Maranhão has or has not the necessary capacity for allowing the large American steamers running between Rio de Janeiro and New York to enter and leave, it is undoubtedly a question of some importance to Maranhão. But as the refusal of the American company to risk their magnificent and expensive steamers in that port will result in the withdrawal of the subsidy from this line and the abandonment of the navigation between Brazil and the greatest consumer of Brazilian coffee, it will be little to regret that the port of Maranhão is less than a national calamity to Brazil." The long experience of the English steamer lines has demonstrated the important part of steam navigation in the development and growth of commerce and consequently in production and in stimulation of communication. The idea that a line of steamers between Brazil and Canada can take the place of the American line is simply futile. Maranhão would be well served by the intermediate coasting steamers, but navigation between the United States and Brazil by a Canadian line is really ridiculous. It is hoped here, therefore, that the direct line to New York will be continued, even though Maranhão be left out of the route, and that the Canadian endeavorers to induce Brazil to enter into a common accord with all its attending risks and ills, will fail."

COMMERCIAL

MOVEMENT OF THE STOCK MARKET FROM NOVEMBER 10 TO NOV. 15 INCLUSIVE.

Table with columns: SHARES, COMPANY, PRICE. Lists various stocks and their prices over the period.

EXCHANGE

November 4.—Movement similar. Banking rates on London 2 1/2 and 2 3/4. Mercantile rates at 10 1/2, 11 1/2 and 22 1/2. Six per cent. apocles sold at 10 1/2. Sovereigns held at 11 1/2 with 1/200 offered.

No. 10.—Rates unchanged, transactions few. No. 11.—Banking rates on London 2 1/2, mercantile 2 3/4 and 2 1/2. Mercantile rates at 10 1/2, 11 1/2 and 22 1/2. Six per cent. apocles sold at 10 1/2. Sovereigns held at 11 1/2 with 1/200 offered.

THE MARKETS.

De Janeiro, November 14th, 1879. Dry Goods.—There has been but a limited business done since the 4th inst., the majority of buyers resolutely continuing their purchases to the filling of actual orders. Prices generally show no important change, and so long as imports do not increase, will probably, for the present, be fairly maintained.

Coffee.—Owing to the unfavorable action from consuming countries and the continuance of heavy receipts here, our market has become paralyzed, and the transactions effected have been too insignificant to establish quotations.

The total sales since 4th instant amount to only 12,400 bags, viz: 5,750 bags for United States 6,750 " Europe 500 " Elsewhere

Receipts since first instant average 13,100 bags per day, and the stock is estimated to date at 26,500 bags.

Prices are nominal but believe purchases could be effected at a reduction of 50 cents per arroba from the quotations of the 4th instant for all grades except the lower, which are almost unobtainable.

Total despatches of coffee from Rio during the four months from July 1st to October 31st.

Table with columns: DESTINATION, 1879, 1878, 1877. Lists coffee exports to various destinations.

UNITED STATES. New York 601,795 384,968 291,104 Baltimore 227,251 249,386 186,311 Richmond 10,766 16,000 5,793 Savannah 3,000 3,200 2,000 Mobile 7,250 10,492 8,120 New Orleans 18,250 18,873 19,750

EUROPE. Liverpool 481,973 371,370 317,370 London 23,710 48,829 29,400 Rio de Janeiro 5,354 14,872 10,645

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Flour.—Owing to very abundant supplies, both from America and River Plate, our market has become flat and prices have receded about \$3.00 per barrel.

The total arrivals since the 4th instant have been 27,128 barrels, viz: 15,313 bags of 20 lbs. River Plate 11,815 bags of 20 lbs. River Plate 5,000 " Haxall 10,950 " Gallego 7,800 " Dunlop 600 " Continaw 2,979 " O Daniel 9,300 " Mc Camel 19,000 bags of 20 lbs. River Plate.

White Flour.—The arrivals have been 28,785 feet per *Parisi* delivered from Baltimore, sold at 92 cents per bush. Market well supplied.

Spices.—The cargo of 27,956 feet per *Amoy A. Lane* from Bangor has been sold at 34 cents per dozen.

Lord's—Firm and we quote to-day: 350 a 770 reis per lb for George 350 " " " Jenkins 350 " " " Wilcox

Rain.—Remains quiet at 9800 a 9000 per barrel.

SHIPPING NEWS.

ARRIVALS OF FOREIGN VESSELS.

Table with columns: NAME, FROM, ARRIVAL. Lists incoming ships and their origins.

No. 12.—Banking rates on London 2 1/2, mercantile 2 3/4 and 2 1/2. Mercantile rates at 10 1/2, 11 1/2 and 22 1/2. Six per cent. apocles sold at 10 1/2. Sovereigns held at 11 1/2 with 1/200 offered.

NEWCASTLE.—Br ship *Albatross*, 408 tons; Wadley; 68 de coast to Milberry Gt Co. LIMA DE MAO.—Br ship *Hessonia*, 173 tons; Van Heuvel; 27 de ult. to Johannes Vogel.

ROSAHO.—Br ship *Garibaldi*, 319 tons; Jones; 36 de ult. to M. Miranda Lelo. ROSARIO.—Br ship *Garibaldi*, 319 tons; Jones; 36 de ult. to M. Miranda Lelo.

BALTIMORE.—Arg ship *Dorset*, 563 tons; Cult; 63 de ult. to M. Miranda Lelo. BALTIMORE.—Arg ship *Dorset*, 563 tons; Cult; 63 de ult. to M. Miranda Lelo.

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The market closes quiet. Total sales during the month of Oct. amount to 144,247 bags. Sales since 4th instant: 12,400 bags.

The revenue of the Santos custom house for the month of October, was 48,923 \$1,939 \$2,590 1/2. Receipts: 48,923 \$1,939 \$2,590 1/2. Stock: 108,000.

The complaints about the scarcity of water here are becoming very loud and great fear is entertained that we shall be without water through the drought continue. The weather continues cloudy with occasional small showers, but insufficient to remedy the evil from which we are beginning to suffer.

ARRIVALS OF FOREIGN VESSELS. From Oct. 31 to Nov. 8 inclusive. Have-Pe ship *De Beldre*, 1008 tons; general cargo. Hamburg-Gt ship *Zandvoort*, 1490 tons; general cargo.

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PROVINCIAL NOTES

Small-pox is reported from Santarem. The people of Fortaleza, Ceara, are complaining of insecurity of property. The provincial assembly of Ceara closed its sessions on the 21st ult. The president of the province of Para has placed the building of the Para Yceam at the disposal of the proposed industrial and export position. The receipts of the Pernambuco custom house for the month of October were 959,468\$323, as against 841,317\$128 for the same month of last year. The American bktn. Kosvate, Captain Hulse, arrived at Pernambuco on the 3rd inst. Cargo, sundries to H. Nusch & Co. On the morning of the 18th ult., a new steamer called the Maranhao was launched at Maranhao. Length of keel 66 feet. The British bktn. Parruá sailed from Pernambuco for New York on the 28th ult. with a cargo of 4,731 sacks of muscovado sugar.

A fisherman named Francisco Stassana of Oliveira was assassinated by another fisherman, named Florencio, at Fera de Fortes, Pernambuco, on the night of the 1st inst. The assassin escaped. The primary elections to fill the two senatorial vacancies from Rio Grande do Sul, have passed off quietly in that province. As far as known the liberals have been victorious. A telegram from Bahia on the 6th inst. announced the death of the archbishop Joaquim Gonçalves de Azevedo, primate of the Brazilian church. He had held that high position since 1876.

Advices from Manaus of the 20th ult. report the capture of a government launch for the Rio Negro, carrying supplies for the Venezuelan boundary commission. The British brig Agile from Newport, United States, which arrived at Pernambuco on the 27th ult., brought the iron work from the bridges on the Linoeiro railway. A festive youngster near Maranhão named Cantidino, undertook to be playful with a domiciled-harrel gun. Two friends stood near admiring his dexterity. One of them, named Emylio, was buried soon after.

On the 23rd ult., a slave in Pernambuco, named Domingos, committed suicide to escape punishment for an attempted flight from bondage. He was to have been whipped by the authorities, and bravely chose death instead.

Padre Carlos Bogerhausen has offered the municipal council of Joinville, Santa Catharina, a plot of ground, containing 2,000 square metres, as a site for a public school building. The president of the province has given his consent to the acceptance of the gift.

The assassin of the Campanha fazendeiro, Evandro de Salles Cardoso, whose assassination we noticed in our last, has been discovered. He is a soldier named Belarmino Dias de Souza, and he is said to have been hired to commit the crime by some enemy of the victim. The soldier has been arrested.

The president of the province of Bahia has changed the existing contract with the Companhia Behnuma so that there shall be one acre voyage per month between Bahia and the southern ports, and reducing the annual subsidy to 10,000\$ from 12,000\$ with the understanding that the company may dispense with the present call at the port of Belmonte. The new arrangement enters into effect on the first of next month. A terrible crime was recently committed at São Carlos do Piauí, São Paulo. A man, who is described in the Provincia de S. Paulo as a drunkard, gambler and vagabond, assaulted his wife, who was soon to be confined, and killed her with a slash of a knife across the abdomen. A daughter, 12 or 13 years old, going to assist her mother was also killed by the infuriated father. The other children fled to the woods for concealment. The assassin was afterwards captured at Brotas.

According to the terms of a contract with the provincial government of Pernambuco, Sr. Carlos José de Medeiros is to build a public bathing establishment on the reef fronting the city with a privilege for 20 years. He will be required to take all precautions to protect life and to attend to the wants of lazers. Five patients from the Misericórdia hospital must be admitted daily. The price must not exceed 500 reis for a single bath, nor 10,000 for a month's subscription, these prices including free passage to and from the bath house.

A correspondent of the Jornal do Recife writing on the 14th ult. from Quipitá in the interior of Pernambuco tells the following story: "Last Sunday our vicar made an eloquent address upon marriage. According to his authorized statements, I don't believe there is a single pair in the whole parish that is religiously and legally married. They are all included under the penalties of annulment of their marriages. For this reason they are advised to appear in the church to be received in their second marriage with the same women, seeing that they have been living *de facto* in concubinage. All those are included in this category who had not confessed their sins previous to their marriage; those who were not married by the vicar of their own parish; those who by bribing the priests were married without permission; those who had concealed their fortunes; those whose marriages were not announced; those who under pretext of poverty were married for very little money, having been able to give eight or ten milréis more; those who were married at night, although paying twice the ordinary price in order not to show themselves; for marriages should take place before the setting of the sun, etc., etc. So there are no exceptions, they are all in it. In the opinion of the reverend curate, the bridegrooms must separate themselves from their married wives for a few days in order to prepare themselves. I learn that one fellow has been remarried, but had to do so at night to keep from being pelted with stones."

Advices from Rio Grande do Sul of the 31st ult., report that plentiful rains have fallen throughout the interior of that province, from which great relief from the rigors of the drouth have been experienced.

A rich fazendeiro of S. Fidelis, named José Joaquim de Cerqueira, recently gave a letter of liberty to a slave, Benedicto, an old man 70 years of age. This generosity was occasioned by a criminal process against Benedicto for the murder of one of the fazendeiro's slaves. In the trial it transpired that the murderer was committed by a younger slave whom Cerqueira at once sold in order not to lose his value, and that Cerqueira had kept Benedicto in irons on his fazenda for a period of six months to make him confess to the murder. Benedicto was discharged by a jury, and the authorities are said to be making further inquiries into the matter.

Mr. Von Bayer, the American engineer contracted to locate the light-house at the mouth of the Amazonas after having examined the locality selected for it has come to the conclusion that it is impossible to complete the work with the sum that has been appropriated for this purpose. Great difficulty will be met with on account of the roughness of the sea that continually break over the place chosen. The current of the water is at an angle with the wind and waves, which serves to increase the difficulty. In spite of all this Mr. Von Bayer promises to put the light-house on the place selected as soon as the government reconsiders and increases the appropriation for this purpose.

A FAIR EXAMPLE.

We have before called attention to the benefits of open and unrestricted emigration, as contrasted with the peculiar system of colonization now in vogue in Brazil. Here everything is subordinated to official control and interference, and the immigrant is made to feel at every step that the government wants him for certain selfish purposes of its own, rather than for his aid as an independent and enterprising citizen. How the opposite system works, where the greatest freedom is allowed him, is shown by the following sketch from the New York World:

Thirteen years ago—or, to be precise, on the 11th day of July 1866—Alfred and Bruno Dolge, boys of seventeen and nineteen, landed at Castles Garden as emigrants from the city of Leipzig. Their worldly means were less than one dollar. But they immediately sought and found work, one at his trade as piano-maker at \$4 a week, the other as an engraver. For three years Alfred Dolge, the younger of the two, worked steadily with Messrs. Steinway as a journeyman, and he determined to go into business on his own account as a dealer in piano materials. He had little capital and was not twenty-one years old. But he had pluck and industry.

Understanding the business, he concluded to manufacture piano felings instead of importing, and he opened a small workshop in Brooklyn, associating his elder brother with him. Success followed, and the world's fairs in Vienna, Paris and Philadelphia. Up to 1875 piano-makers manufactured their own cast-iron frames. But at that time Mr. Dolge began their construction, and now supplies all the leading piano-makers of the United States, and exports these soundings best to England, Germany, Italy, Norway, etc. At the present time he has \$250,000 invested in this business and gives employment to 150 laborers, nearly all of whom are of the highest type of intelligent working people.

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Table with columns: DATE, STEAMER, DESTINATION. Lists departures for Nov 24, 26, 28 and Dec 2, 9.

* Approximate date. For freights and passages apply to E. W. MAY, Supr., Rua 12 de Março No. 49.

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