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THE MADEIRA AND MAMORÉ RAILWAY.

In all reasonable probability the now famous case between the National Bolivian Navigation Company and its bondholders has made its last appearance upon the public stage. The British House of Lords, on the 23rd ult., unanimously affirmed the judgment of the Court of Appeals, and directed that the money, or so much of it as shall remain after all the legal expenses of both contestants shall have been paid, shall be returned to the bondholders. This, it would seem, finally settles the matter, and the case of which Lord Justice James said "the atmosphere of the temple of justice is polluted by the presence of such things in it," should now for decency's sake be allowed to drop into obscurity. The bondholders will have lost a part of their investment, but they will probably be thankful enough at rescuing the remainder to say nothing further about it. A few men who were intimately concerned in pushing the venture and in handling the money will naturally feel deeply disappointed, and will say many bitter things against this just decision of the House of Lords, but as they were not investors and have lost only their prospective salaries and pickings, we do not see that they have any real cause for complaint. Colonel Church barely escaped being a millionaire on account of the four-fifths part of the paid up stock of the navigation company which was transferred to him for his Bolivian concession; but the more tangible payment of £20,000 for his Brazilian concession, which was paid him by his subsequently-organized railway company, ought to afford some slight solace in his hour of defeat. In this respect he is much better of than those who sold their influence and prospective services for the less substantial price of paid-up shares.

As a business enterprise, both in its purpose and management, it has seemed objectionable to us from the outset. The building of an expensive line of railway through an unsettled and difficult country can never be justified except on the certainty of a traffic sufficiently large to meet running expenses and interest on the outlay, and this would necessarily depend on the existence of a progressive people and productive country at its inland terminus. Bankrupt Bolivia with her two or three millions of semi-civilized people could offer no such inducement. Then, too, its advantages to Brazil, from which Col. Church secured a conditional guarantee on £600,000 for the completion of the railway, is equally chimerical. There are no large populations on the upper Madeira to derive advantages from a costly railway, and it is highly improbable that the natural laws which govern the movements of population will be so ignored in this case as to permit emigrants to leave the unsettled and equally good lands near the sea coast for the wilderness of the Madeira, thousands of miles away from the shipping markets of the empire. It was a grand scheme on paper, and Colonel Sellers would have seen "millions" in it; but it lacked practical business sense.

In this eminently wise decision of the British House of Lords the Brazilian government has abundant cause for congratulation. Its guarantee of interest upon £600,000 after a like sum had been expended by the railway company, could have brought no beneficial results to the country; it would simply have been throwing away its money. This decision now leaves that guarantee free to be transferred to some better-founded enterprise, should the government see fit to continue that policy. The obligation to pay away money on a questionable venture never could be satisfactory to Brazil; that obligation exists no longer, and the country with all its well-wishers may congratulate each other on the fortunate issue.

The growing popularity of the postal card as a means of correspondence is something wonderful. The entire number manufactured and used during the first year of their introduction was 100,000,000, and during the year which has just closed the aggregate number sent out was 246,663,060. This latter number is an increase over the number issued in 1878 of 36,799,000.—Philadelphia Commercial Lit., March 8.

SR. JOAQUIM NABUCO AND THE ANTI-SLAVERY SOCIETY.

To the complimentary resolutions passed by the British and Foreign Anti-Slavery Society with respect to his action in the Catta Branca case of illegal slavery and in opposition to the introduction of Chinese into Brazil under contract, Deputy Joaquim Nabuco has made the following response:

Rio de Janeiro, April 8th, 1880.
To Charles H. Allen, Esq'r,
Secretary of the British and Foreign Anti-Slavery Society.

Dear Sir.—I had the honor to receive the communication, you kindly addressed to me, of the resolutions passed by the Committee of the British and Foreign Anti-Slavery Society, and I beg you to convey to your distinguished associates and to receive for yourself my most sincere thanks. Your approbation was not for me a matter of doubt, and therefore it honors me still more.

The fact that a great English company had lent itself, during twenty years, to be the chief instrument for the illegal enslaving of hundreds of men, for whose freedom it had solemnly pledged itself by a public contract, could nowhere excite so much indignation as in England.
It is for that that the Sr. Joao d'El-Rey Mining Company and its associates never had more constant and uncompromising enemies than Her Britannic Majesty's representatives in Brazil. I was perfectly aware then that I was rendering a service both to the English nation and to the Morro Velho slaves, by denouncing this spoliation of human freedom perpetrated by an important gold mining enterprise of South America under the protection of the British flag.

I had only in view to call the attention of the country to that scandalous conspiracy, and give it the largest publicity. Justice, after this step, could no longer be delayed. I must heartily join you in the praise you bestow upon the worthy magistrate, whose name I beg leave to mention,—Judge Frederico Augusto Alvares da Silva,—who has, by his decree, affirmed the right of the Catta Branca blacks to their freedom and salary in a way which, I am confident, shall not be altered hereafter.

It is unduly much to be regretted,—and it should be investigated,—that out of the 385 slaves, who in 1845 obtained a perfect right, by a legal title, to their liberty,—the minors when they should attain twenty-one years, the others after fourteen years of services rendered (1859)—only 123 now appear to receive their letters of freedom from the hands of public justice.

As for the resistance I offered to the Chinese immigration scheme, I think with you that any labor contract made in China will soon degenerate into a slavery bond for the contracted, in whatever country he may choose to settle. I opposed the idea of artificially sustaining the large proprietorships with the Asiatic, instead of the decaying African stay. This plan measurable seems to meet with an insurmountable obstacle by the refusal of the Celestial Empire to sign any treaty by whose clauses the emigration of its subjects could be converted into a traffic. After the fall, moreover, of the Simbidi administration, which had undertaken to furnish the agriculture of two only of the southern provinces with coolies, there is no longer any reason to fear that the black will be replaced by the yellow slave, and the inheritance of slave labor will entirely appertain to free people.

"Thanking you once more for the gratifying message you sent me, I assure you that you will always find me at the fighting post I now occupy. I place the emancipation interest beyond any other, above any racial allegiance. Compared to this great cause, which should extend the right of property, freedom, family and conscience to the race which produces more than two-thirds of Brazilian exports, political reforms remain in the shade.

In the approaching session of the Chamber of Deputies, besides a bill the purport of which is to correct many of the inequalities and inequities of the slavery covenant, I will introduce a bill establishing the date of the 1st of January, 1890, for the entire abolition of slavery in the empire.

I know such a large period is a compromise, but it is a necessary one. It is the only means of surmounting difficulties, which are still very great. The law of the 28th of September, 1871, sufficient for that time, has a slower action and gives a lower rate of yearly emancipations than the circumstances of the country and the steady progress of public conscience now both allow and require. An unchangeable term, such as the 1st of January, 1890, would leave time to the planters to prepare for the great evolution, while it would give rise directly in the hearts of the slaves to an invaluable

hope of an infinite price, which would render life less and less hard for them at every step of time that should bring them nearer to freedom.

That bill will not be converted this year into a law, but introduced every session, in a liberal house by myself or some of my friends, and in a conservative house by some prominent abolitionist, like Mr. Gusmão Lobo, increasing every time in votes, it will triumph at last. The date remaining immovable, every delay would render the transition period shorter, but it would not be our fault. The frontier of the next decade, I hope, will not be crossed by any man calling himself a slave.

Such a hope is sure to meet with the sympathy of the Emperor, who cannot but be earnestly desirous of leaving to his daughter a free country, rid of slavery, and who has already had forty years of reign to execute what Alexander II of Russia did after six, not for one million, but for forty millions of his subjects, against most terrible odds and incompatible social resistances, without disposing in fact of any greater strength.

We will have on our side, too, the generosity of the national character, and chiefly the complicity of the slave-owners, who, out of humane feelings, are actually becoming more and more the best workers of emancipation.

The law passed under the Viscount of Rio Branco's administration was certainly not a compromise between two independent sovereignties: the State and Slavery. It was not a contract *de utilitate*, nor a treaty of alliance. It was, like any other, a legislative act to be tested by experience, and by its own nature the mere forerunner of the definite solution. It shook the traditional building and exposed its secular foundation; now the fall must follow.

Under the last administration the movement was checked for a while, but the cabinet was thrown down, and emancipation stands. What better signality of the public spirit than the private liberality of great and small landowners, leaving, will, all their slaves free and outlying lands to be distributed amongst them? And yet every day a new name is inscribed in this Golden Book, whose pages every Brazilian would be proud to read. What better signal, too, than the position assumed by the daily press, having at its head the leading newspapers of the capital, the *Jornal do Commercio*, whose defense of the redemption fund honors our journalism, and the *Gazeta de Notícias*, always open to that noble propaganda? All the generosity of the country is aroused, long since, in favor of progressive abolition.

Anywhere, at the public meetings as well as in the parliament galleries, every word of abolition is greeted with applause, and a true popularity is attached to the memory of those who were the precursors of the idea, as well as to every statesman who tries to build the greatness of the country only upon a free soil.

Finally we may rely on a late but powerful contingent, when all those who descend from slaves will understand what a duty that legacy imposes on them towards the cause we defend. "The fact remains, but the right has passed," said my father, the late Senator Nabuco, alluding to the beneficent law of the 28th of September, 1871. Well, a fact which does not stand upon right is condemned to perish, it has no internal life, and the sooner, the better.

The British and Foreign Anti-Slavery Society sees every day the propagation of its efforts. That is a result of the work of social and moral leveling which is being carried on among civilized countries. Those efforts, more than once, were directed towards Brazil, and they were not unsuccessful. Well, the data is not very distant, when in the geographical map of slavery, Brazil and Cuba, two of the most beautiful portions of the globe, will no longer be the dark spots in American land. That day your work will be almost done, but from that date, which I called the National Hegira, will begin the new life of a country destined to be by the virtue of free labor alone, a blessed home, the pride of her children, born or adoptive.

Offering you the assurance of my high regard, I remain, dear Sir,

Yours very sincerely,
JOAQUIM NABUCO,
Member of the Brazilian Parliament.

It is a fact worthy of notice that of foreign nations only England and Netherlands have reduced their debt since 1865, and those have been very trifling compared with the decrease of the debt in the United States, which has been \$53,000,000 since 1865. The debt of the United States is now less than that of France, Great Britain, Russia or Spain, and very little more than that of Austria, Hungary or Italy.—Philadelphia Commercial Lit.

THE BOTANICAL GARDEN RAILROAD COMPANY AND THE FUTURE TAX.

In reply to inquiries from the manager of the Botanical Garden Railroad relative to his proceedings, in the matter of the passenger tax, during the first days of January last, the government fiscal engineer, Dr. Antonio Paulo Mello Barreto made the following explicit statement:

Rio de Janeiro, January 3, 1880.
Evening.

Dear Sir.—From the explanations made to me of the manner in which the Botanical Garden Railroad Company has proceeded in the collection of the passenger tax on its cars, has resulted the conviction that you have wisely fulfilled your duty, uniting prudence, which one ought to have in such cases, with the execution of the law. If your course had been otherwise, more disastrous and widespread would have been the events that at this moment still afflict the hearts which sincerely beat for their country.

Although it is the imperative duty of the imperial government to put this tax law into execution, it should not be held responsible for the disasters arising therefrom because it is only the executor of legislative enactments.

The law is a tax of the country which it is the duty of the government to respect and put into execution however great may be the difficulties put in its way by popular manifestations.

The unfortunate scenes to which I allude have not been witnessed on the cars of the Botanical Garden company owing to the wise measures adopted by you and the instructions given to your employees. On the one hand you have contributed to prevent disorders, wounds and even deaths to peaceful citizens which must certainly meet the wishes of the imperial government on the other hand since you have assumed the obligation to make good the amount of the tax which the most recalcitrant refuse to pay, it seems to me intuitive that it must be a matter of indifference to the government whether the tax comes from the purse of the passenger or that of the company. I do not believe that this course is prohibited nor even illegal.

It is for me beyond doubt that your procedure is worthy of all praise for the adhesion given to the measures of the imperial government, strengthened, as I am informed, by the esteem and consideration which in private you manifest to the members of the present cabinet and which excludes any idea hostile to the measures that may be considered of public utility. It seems to me also that, if the government considered that the prudent measures taken by the company without any sort of prejudice to the treasury should cease, the necessary instructions and recommendations would have been given to the fiscal engineer of the company, a position I am proud to hold, to substitute the system adopted by you by some other in which the collections should be made by government agents and not by the company's employees, to whom this mission can only be conceded by tacit consent of the government.

It cannot be the wish of the imperial government that the company should expose its employees to the anger of the people through the government being able to guarantee their lives and to prevent the destruction of the company's property. It is therefore my sincere opinion and well-founded belief that you have rendered the imperial government relevant service and that the moderate procedure of your employees, denoting good order and discipline in the affairs of the company, has produced the result that many who would have rebelled against any exaction on the part of the conductors have resigned themselves to the payment of the tax on account of the respectful manner with which they addressed the public.

I think I have responded fully to your favor of 10-day and I shall consider myself happy if I shall have restored tranquility, you so much need, to your mind, troubled by these events which have also deeply afflicted me. I shall be equally sorry if by any emergency you feel obliged to adopt the expedient of paralyzing or ceasing the traffic of the line which, in my opinion, aside from being prejudicial to the public would involve a violation of contracts which it is your duty to maintain and respect as you have always so worthily done.

I improve the occasion to repeat the protests of esteem and consideration with which I remain,

Your obedient servant,
MELLO BARRETO.

MR. RICHARD CUTTS SHANNON,
Manager of the Botanical Garden R. R. Co.

CANADIAN EXPORTS

The following is a list of some of the agricultural products exported from Canada during the years 1877 and 1878, according to official returns:

	1877	1878
Barley.....	6,272,436 bushels	7,541,347 bushels
Beans.....	1,300,000 "	71,200 "
Indian corn.....	4,653,873 "	3,025,000 "
Oats.....	3,079,150 "	2,470,841 "
Peas.....	1,733,819 "	24,000 "
Rye.....	95,065 "	452,400 "
Wheat.....	3,559,975 bushels	8,300,247 "
Wheat-flour.....	479,439 barrels	479,245 barrels
Wool.....	32,727 "	374,511 "
Portulaca.....	3,448,224 bushels	1,093,757 bushels
Butter.....	15,472,599 lbs.	12,504,117 lbs.
Cheese.....	37,000,000 "	39,374,100 "
Eggs.....	3,069,093 dozen	3,639,720 dozen

The exports of lumber from the two provinces of Ontario and Quebec amounted to,

	1877	1878
In 1877 '76.....	330,410,000	3,959,219 dollars
1877 '77.....	330,010,000	3,542,047 "
1877 '78.....	330,010,000	3,508,043 "

THE RIO NEWS

PUBLISHED TRIMONTHLY

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

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RIO DE JANEIRO, APRIL 24TH, 1880.

The opening of the General Assembly on the 15th inst. took place quietly and without formality. In the Senate the explanations of the outgoing and incoming prime ministers were made, which were followed by some general discussion on the policy of the government. Up to the present time the attention of the Senate has been largely occupied with private legislation. Nothing beyond a limited discussion on general legislation has been done. The new ministry shows a disposition to be perfectly frank and straight-forward in its measures, and will without doubt carry the best sentiment of the country with it. In the Chamber of Deputies there was no session until the 22nd because of the lack of a quorum. On the assembling of the deputies the usual explanations of the ministerial change followed after which a vigorous attack on the outgoing ministry was made by Deputy Leoncio de Carvalho. Deputy Joaquim Nabuco asked that a date for the final termination of slavery should be named. Deputy Martinho Campos asked and obtained a vote of confidence for the new ministry.

The occasion of a visit to the postoffice of this city on the 14th inst., by the minister of agriculture, led the *Gazeta* to some comments on the present state of the postal service in Brazil which are worthy of that minister's serious attention. Our colleague calls attention to the facts that postal cards, which are now used all over the world, have not yet been adopted in Brazil; that the generally-desired reduction in postage has not yet been effected; and that the city is in need of a street letter-box system which elsewhere has been found so advantageous. All these suggestions will commend themselves to the minister of agriculture at first sight. We may add also that there is urgent necessity for such reforms in the service as will insure the speedy and safe transmission of the mails all through the empire, and that every postal official should be impressed with the idea that the public requires a prompt attention to business at all times. And we would add further that the business community of this city requires an improvement in the means of delivering the mails. The delays always and necessarily attendant upon the distribution of a large mail, supplemented by the limited ability of the office to attend promptly to the calls of box-holders, renders some kind of a change very necessary. As it is impracticable to increase the clerical force of the office, the best and only improvement is in the box delivery. Were the office furnished with lock boxes, similar to the New York office where the Yale lock system* is used to such a great advantage, there would be an incalculable saving of time and trouble on the part of business men, and a corresponding increase in the effectiveness of the office itself. It is to be hoped that the minister will take these suggestions into an early consideration.

* The Yale lock system gives a lock and key to every boxholder which is unlike every other lock and key in use, and is therefore perfectly safe. Models, etc., have been in possession of the postoffice officials for several months, where its advantages have been explained and are thoroughly understood.

OUR eminently considerate contemporary has performed the invaluable service, in his last issue, of informing the public that he has received a list of the "defaulting states" of the world, beginning with Alabama and ending with Virginia. Of course he does not wish to be understood that American states are the only defaulters in the list; the indifferently-informed reader who draws that inference will have only himself to blame. All that our neighbor wishes to

state is that Alabama and Virginia are at the head and tail of this black list of "semi-civilized states;" the others can be sandwiched between them to suit the taste. In the same connection, we are informed that Brazil is not a defaulting state. Now some innocent persons are likely to fall into the error that the two states above mentioned are compared with Brazil, and to the great disparagement of the former. This is not the purpose of our contemporary; he never would commit so gross an error. He simply wishes to inform his Brazilian readers that the list begins with Alabama and ends with Virginia—and that Brazil does not figure in it. Were he to draw a comparison, it would be between the two American states on the one side, and the states of São Paulo and Rio Grande do Sul, or of Ireland and Newfoundland on the other. And as to Brazil, he would of course honor her imperial sovereignty, while noting her eloquent absence from the list, by comparing her credit with that of United States, and not with that of the latter state of Virginia. Speaking of the petty it is interesting to note just here that she has not yet committed the sin of repudiation, and that a bill scaling her debt from thirty-three millions to twenty millions was vetoed by the governor of that state March 5 on the ground that she was pledged by repeated legislative acts to pay the whole. And as to the United States, whose credit some badly-informed persons might think to be hidden away somewhere between that "A" and "V," her bonds ranged one month ago from 103 7/8 to 126 1/2—where in all reasonable probability they still remain. Besides that, according to a telegram in the *London Times*, weekly edition of the 19th ult., "the United States' revenues so largely exceed the expenditure that the treasury cancels \$2,000,000 of the government debt weekly." That means nearly two hundred dollars a minute. But of course our colleague did not refer to this; he simply called attention to the alphabetical peculiarities of the list—it begins with "A" and ends with "V."

THE FAMINE IN BRAZIL.

Scribner & Company of No. 743 Broadway announce that they are ready to receive and forward any contributions which may be sent to them for the relief of the sufferers by famine in Brazil. They say that they have written to the Brazilian minister and to Secretary Everts for information, and that Mr. Herbert H. Smith is so well vouched for that there can be no doubt of the accuracy of his statements in relation to the existing famine. They express the hope that large subscriptions will be made for the relief of the thousands starving on this continent.—*N. Y. Evening Post*, March 5.

It is to be regretted that the generous efforts of Messrs. Scribner & Co. were not employed in behalf of the starving people of the northern provinces some eighteen months ago, at a time when the drouth and famine and pestilence were approaching their climax. A full account of the *stecca* appeared in the *New York Evening Post* of September 25, 1878, and was followed from time to time by references to the miserable state of those provinces. The same journal of January 31, 1879, reported the terrible mortality in Ceará the previous month, from small-pox and famine, and the *Herald* of February 14th gave Mr. Herbert H. Smith's graphic account of his visit to that province and the unparalleled state of misery and destitution in which he found its wretched people. The impending dangers of a famine in Ireland, the result more of political and social conditions than of climatic causes, is sufficient to rouse the generous sympathies of the whole country. Besides that, Ireland is a part of the richest and most powerful nation of the world, and is in near contact with others whose proximity and generous impulses would enable them to meet all urgent distress with prompt relief. With these unfortunate Brazilian provinces, however, the case was very different. Their great distance from the civilized nations of the north, their location outside of the regular lines of communication with Brazil, the imperfect communication between them and other parts of the empire, the scanty knowledge of them which the northern nations possessed,—all these conditions tended to isolate them from the rest of the world, and to shut them out from that ever-ready assistance which all real distress calls forth. Brazil was in no condition to meet their wants promptly and effectively, and her government, either through ignorance of the full extent of the calamity or a false policy in not appealing to the world for immediate assistance, failed

to meet the emergency. The result has been that a half million of lives have been lost through famine and disease, before the world became aware that anything unusual had happened. Now when the awakening seems to have come, the most pressing needs for help have passed and the people are returning to their homes with the promise of a good season and harvest before them. There is still want and suffering, and need of well-administered charity—conditions which must necessarily continue until after the coming season's crops are gathered. It would be unwise, however, to continue any relief measures which would encourage able-bodied men to remain in idleness and thus prevent a return to those productive industries which the rainy season now invites; therefore, the task before charitable people is one of unusual delicacy and difficulty. For these reasons and from the circumstance that there are now only rare, isolated cases of starvation in those provinces, there is no need of any extensive measures for relief on the part of Messrs. Scribner & Co., and their efforts should be directed mainly to the supply of suitable seeds, agricultural implements, and supplies necessary to support the people during the growing season. Although these poor people will never understand why this relief has been so long coming, they will be deeply grateful to this great publishing house for its charitable interest in their behalf.

DANIEL M. FOX, M. I. C. E.

After nearly a quarter of a century of continuous service on the Santos and Jundiary (São Paulo) Railway, Mr. Fox has resigned his position and will return to England on the *Guadiana* to-day. His friends in São Paulo, English, Americans, Brazilians, manifested their esteem and respect for his character, and appreciation of his many qualities as a friend and neighbor, in many graceful and kindly acts which must have been gratifying to their recipient.

In the history of Brazilian railways Mr. Fox's long term of administration has been unusual; as creditable to the discernment of the board of directors which retained his services, as honorable to Mr. Fox in deserving its confidence.

Previous to coming to Brazil in 1856, Mr. Fox, after serving his time in the office of Mr. James Brunlees, was acting engineer of the Lancashire and Yorkshire Railway, where he was engaged on several heavy works; and subsequently was for nearly two years on railway and reclamation work in the north of Ireland. During two years he was employed on railways in Spain—the Mediterranean line, the North line, and the Malaga and Cordova line. Returning to England, Mr. Fox was engaged in laying out and constructing a narrow gauge railway through very rough country in North Wales.

In 1856 he was commissioned by Mr. Brunlees to examine and report upon the plans and designs of the projected railway from Santos to Jundiary, of which the Visconde de Mauá and others were the concessionaires. Arriving in Rio de Janeiro in April he found that the concession for the railway lacked formal ratification, and it was not until August that he was enabled to go to Santos with the Visconde's engineer to begin his work. Once on the ground he found that no studies or plans had yet been made of the Serra do Cubatão, the key of the whole position, and that from the Alto da Serra to São Paulo the studies were of a superficial character. Mr. Fox at once set about the serious work of prospecting in an unknown region, covered with a dense forest, and after months of unremitting labor determined on the route which was eventually followed. The height to be overcome was about 2,500 feet, not a range of mountains which might be tunneled, but the truncated edge of the table land of São Paulo, not broken into projecting ridges and foot hills as at Paranaguá and Rio, but a sheer sea cliff. A locomotive road would have exhausted the limited capital guaranteed by the imperial government, and there was no hope that it would be increased. The only alternative was a series of inclined planes worked by fixed engines. This decided, Mr. Fox verified and remade the plans from the Alto da Serra to Jundiary, a distance of 20 leagues, and in November, 1857, he returned to England.

The Santos and Jundiary Railway Company was finally formed in December, 1859, and in the beginning of 1860 (during which year Mr. Fox was elected a member of the

Institute of Civil Engineers) he returned to Brazil to take charge of the works as principal resident engineer. There were many difficulties of construction encountered, and repeated damage to the road by rains and floods, all of which were overcome in detail and the finished railway was definitely accepted by the government in February, 1867, when after a few months holiday Mr. Fox was appointed resident engineer in July, and in the following year superintendent and engineer-in-chief.

In the organization of the staff of the railway, in perfecting the line and works, and inaugurating the business, Mr. Fox exhibited great tact and administrative ability and he may be justly credited with a fair share of the prosperity which the São Paulo railway has achieved.

While Mr. Fox was detained in Rio in 1856 he ran a series of levels up the Serra to Petropolis for the railway then projected by the Visconde de Mauá and during the construction of the São Paulo railway he had made the surveys of the extension of the line to Campinas and S. João do Rio Claro; of a line from São Paulo to Jacarary; of the Rio Parahyba with a view to its navigation from Jacarey to Cachoeira, besides carrying out various public works for the province and making the preliminary plans of the water and drainage works of the city of São Paulo.

Mr. Fox's name will always be associated with the railway system of the province, of which his road is the trunk and base; his work contributed to its success, and the board of directors does well in availing itself of his valuable experience by retaining his services as consulting engineer in London.

THERE ARE coal mines in Germany in which the phenomenon of ebb and flow has been observed.

THE TOBACCO crop of the United States in 1879 was about eight million pounds less than that of 1878.

AN American exchange says that about \$10,000,000 of eastern capital have been invested in Utah mining circles during the present season. That shows where the capital goes.

THOSE Canadians who believe in protection are demanding an additional tax on agricultural products, including 2 1/2 cents per bushel on corn, and \$2 per barrel on pork.

The total export of ice from Boston during 1878 was 53,180 tons. Of this total 2,500 tons were sent to Rio de Janeiro. The cut in Maine during the past winter is estimated at 1,000,000 tons.

THERE are twenty-five thousand flour mills in the United States, nearly half of which are northwest of the Ohio river. If worked to their fullest capacity, the mills of Illinois, Wisconsin, Iowa and Minnesota would consume 217,000,000 bushels of wheat a day, and could make 43,000,000 barrels of flour a year. The actual amount produced in 1879 in Minnesota was 6,000,000 barrels, and the aggregate amount produced in Illinois, Iowa and Wisconsin was 15,000,000 barrels, making a total product of 21,000,000 barrels—about one-half their running capacity.

LOCAL NOTES

—Three European steamers of the 14th inst. brought 471 immigrants.

—The petition of the Western and Brazilian telegraph company to have the rates on the land line raised has been deferred by the minister of agriculture on the ground that it would be inimical to the revenues of the state and to the interests of commerce. The minister also declines to concede any pecuniary assistance to the company as an offset to this competition.

—We are informed that our good friends the "Rio Theatians" intend favoring the English-speaking people with another of their entertaining performances. Of course, the attendance will be all that can reasonably be expected. Is it out of order to suggest that this coming representation be a little less diluted with the Euterpean?

—Can we not prevail upon the energetic proprietor of the concession for local telephonic service to inaugurate its useful work by establishing a line between the city proper and Tijuca? It would doubtless pay, and at the same time be a practical demonstration of the utility of the system. The personnel would be inexpensive, and the convenience of such an office incalculable.

—The number of deaths from yellow fever in this city from the 1st to the 15th inst. inclusive was 148, and at the Jurujuba hospital 15; total 163. Total from January 1st to April 15th, inclusive, 1,268.

—The government announces that all reports relative to a supposed purpose on the part of the minister of finance to raise funds either by an emission of paper money, or by the placing of a national or foreign loan, are wholly without foundation. The minister of finance authorizes the announcement that the government has resources sufficient for the demands of the present fiscal year.

—At a meeting of the creditors of Mauá & Co. on the 21st inst. it was resolved to place full, unlimited powers in the hands of the board of administration. The representative of the government was the only objecting creditor.

—The Italian steamer *Pampa* which arrived on the 19th inst., brought out 688 immigrants.

—The Lessee of the "União e Indústria" turpentine informs the minister of agriculture that he began running coaches on the 17th.

—According to "Proudhomme" the president of the municipal council of this city has won notoriety by writing on paper which cost eighty milreis a ream.

—A manifestation was made to ex-Minister Leoncio de Carvalho on the evening of the 19th, in commemoration of his decree of April 19, 1879, granting free instruction in the superior lecture courses of the empire.

—The commission appointed to investigate the *Salvador* fiasco has decided that the machinery and chief engineer are to blame for all the capricious actions of that now famous ironclad. Of course the commander, Captain Faria, is cleared from all responsibility.

—We have received a well-executed railway map of the provinces of Rio de Janeiro, São Paulo and Minas, for which we are under many obligations.

—The imperial choice for the Parahyba senatorship has fallen upon Dr. João Florentino Meira de Vasconcelos. Like his great American prototype, Ben. Butler, Dr. Souza Carvalho proposes to try again.

—Six houses in Rua de Pedro II, Engenho Novo, were destroyed by fire on the morning of the 19th. The losses were considerable, but were generally covered by insurance. The fire originated by the bursting of a can of kerosene in a grocery store. The grocer and his clerk were at once arrested, and will remain in jail until it is decided whether the fire was accidental or not.

—Some one writes to the *Gazeta de Notícias* that the work of covering the Pedregulho reservoir has been suspended since the 1st of the month. The reason, he says, is that Inspector Jardim has contracted with the Santa Cruz factory for the remainder of the tiles needed, and that the works are now waiting for tiles. We have not yet heard of any fines for the delay, but, of course, the shoe is now on the other foot.

—We regret to see that our contemporary of the "moral horizon" has reverted to his old practice of inserting scandalous advertisements. It is undoubtedly a proof of a high moral plane when the leading journal of Brazil turns its columns and office into a means of communication between rakes and prostitutes, and then preaches as sermons on public morality. There is no Good Friday to dodge behind now, so we trust that our colleague will rise to explain.

—A soldier of the 7th infantry battalion employed his leisure time on the 3rd inst. in beating a poor woman in the public street. The scene of this shameful affair was directly in front of a police station, and the policemen were passive witnesses of it. The brute continued beating the woman until he was stopped by an officer of his own battalion. Such scenes as these—and they are not rare—are blots upon the daily history of this country which will never be covered up by the foundation of normal schools, nor by the passage of rhetorical legislative acts. The only remedy for these wanton outrages is the summary punishment of the offender.

—At the annual general meeting of the shareholders of the Botanical Garden Railroad Company, held in New York on the 3rd of March, the following officers were chosen to serve for the ensuing term: George Cecil, president; Albert L. Willis, treasurer; W. T. Williams, secretary.

—According to the report of the president of the board of health, the number of yellow fever patients received at the Jurujuba hospital in the first quarter of the present year was 552, and the number of deaths 134, nearly 25 per cent. In the first five days of April the admissions to the hospital were 94 and the deaths 15. This total added to the totals previously given of the yellow fever mortality of this city, gives a grand total of 1,105 during the first quarter of 1880. The mortality report of Nichelero is still lacking.

—In our report of the deaths from yellow fever in this city during the months of January, February and March, we gave the total as 971. This total was obtained from an actual count of the deaths each day as reported in the *Journal de Commercio*. In a report just published the Barão de Lavradio, president of the board of health, gives the total as 921, a difference of 50. If the reports of the Misericórdia hospital authorities are trustworthy, then our total is the one nearest correct, as we have taken the trouble to count every day's list, and to accept no published totals without verification. It is needless to add that we have found these published totals wrong in many instances, and, accepting the Barão de Lavradio's own statement, it is probable that none of them are reliable.

—By an imperial letter of the 19th inst., the decoration of the Order of the Rose was conferred upon Daniel Mackinnon Fox, M. I. C. E., the retiring engineer of the São Paulo Railway.

—The *Correio Paulistano* relates a curious event which took place on the express train from this city to São Paulo on the 18th inst. During the journey a large black butterfly entered a first-class car and hovered about in such a way as to excite the apprehensions of a lady who was on her way to see a sister who was gravely ill. It is a common superstition that the black butterfly forebodes death. A gentleman in the car sought to quiet the fears of the lady and laughed at such presentiments. He then attempted to drive the unwelcome visitor out of the car, but the butterfly at once began hovering about him in a most persistent manner. Shortly after he began feeling ill and in a brief time was a corpse. The man really died of heart disease, hastened probably by his exertions to catch the butterfly, but it will be difficult to make many people believe otherwise than that the poor insect possessed some malign influence which brought death upon him.

PROVINCIAL NOTES

An association was formed in Pernambuco not long ago for the sale of fresh beef...

We read in the Jornal do Recife that the Meirim plantation, Itambé, Pernambuco, belonging to Major Joaquim Monteiro Guedes Gondim...

The Constituinte of São Paulo, in its standing announcement of the candidacy of Barão Homem de Melo...

The Diario do Gram Paris is publishing Princess Rattazzi's "Bird's Eye View of Portugal."

Pará has eight telephone lines, five of the American system, one of the French, and two of local make.

In March the receipts of the São Paulo postal department amounted to 19,245\$720...

Law 324 of the São Paulo provincial assembly authorizes six more lotteries...

The São Paulo assembly has authorized an expenditure of 40,000\$ in repairing the walls of the penitentiary in that city.

The repeal of the city ordinance requiring the closing of business places on Sundays and religious holidays...

A young black woman, a slave of one Pedro José Montenegro, of Pitanga, Pernambuco...

The people of Rio Grande do Sul are still complaining of their mail service.

The São Paulo provincial assembly closed its sessions on the 17th inst.

Lorena, São Paulo, doesn't believe in competition—that is, competition from outside.

A strange story of shipwreck is told by the captain of the Norwegian schooner Harold Haarfager...

The commercial association of Porto Alegre petitioned the Emperor January 9th against the operation of the customs law...

The Cruz Alentege, of Cruz Alta, Rio Grande do Sul, states that a letter registered at the postoffice in that place on the 22nd of October, 1879...

The project authorizing three lottery drawings for the erection of a monument at Ypiranga to commemorate the declaration of Brazilian independence...

To commemorate THE DECLARATION OF BRAZILIAN INDEPENDENCE which took place on this hallowed spot September 7, 1822...

RAILROAD NOTES

A social gathering of the employees of the São Paulo railway and their friends took place at the São Paulo rink on the evening of the 9th inst.

The general government has directed that the railway material received at Pará for the "Beneditos de Beneficência" road shall be admitted free of duty.

The March receipts of the Baía de Araruaça railroad were 10,429\$430.

The project for the extension of the Paulista railway from S. João do Rio Claro to Araraquara, without prejudice to the rights of the Paulista company...

AMERICAN TRADE AT SANTOS.

According to the annual report of U. S. Consul William T. Wright, the American trade at Santos is constantly increasing...

The total value of the exports from Santos in 1879 was \$16,547,780...

The imports from the United States, of which only the quantities can be given, were as follows: flour, 27,341 barrels...

MAURICIO SWAIN, Mechanical Engineer CURITIBA, PROV. OF PARANÁ.

THE GROCER. Published every Saturday at No 13 West Broadway, NEW-YORK

Contains weekly retail and wholesale prices-current, market and crop reports, trade reviews and summaries...

ROOS TO LET either with or without board at 37 and 39 Rua da Princesa Imperial, Gatteo.

EMPLOYMENT WANTED. A native Frenchman desires employment as a teacher of the French language...

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Facilitate the introduction into Brazil of American products, Machinery, Agricultural Implements, Railroad Supplies...

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For Merchants, Bankers, and for all business purposes, are taking the place of every other kind of hand stamp.

UNITED STATES AND BRAZIL S. S. LINE. Carrying the United States and Brazilian Mails, Performs a regular monthly service between New York and Rio de Janeiro...

ROYAL MAIL STEAM PACKET COMPANY Under contracts with the British and Brazilian Governments for carrying the mails.

TABLE OF DEPARTURES, 1880. Table with columns: DATE, STEAMER, DESTINATION. Includes entries for April 24, May 9, May 23.

For freights and passages apply to E. W. MAY, Supt., Rua 1ª de Março No. 49.

LIDGERWOOD MFG. CO., (LIMITED). Successors of MILFORD & LIDGERWOOD, Engineers, Machinists, Importers of Machinery and Material for Agriculture and Industrial Establishments...

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THE JOHN A. ROEBLING & SONS CO. TRENTON, N. J., U. S. A. Iron and steel rope, wire netting, telegraph wire, &c.

JANNEY CAR COUPLER CO. The simplest, safest and most economical system of couplers and buffers for freight and passenger cars.

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AMERICAN BANK NOTE CO. OFFICE: 149, BROADWAY, NEW YORK. ENGRAVES AND PRINTS BANK NOTES, BONDS FOR GOVERNMENTS AND CORPORATIONS...

AGENTS FOR THE SINGER SEWING MACHINE, and COFFEE-CLEANING MACHINERY. No. 95, Rua do Ouvidor.

C. T. DWINAL, 34 RUA DA QUITANDA Agent for the "DOMESTIC" and GROVER & BAKER SEWING MACHINES

AGENTS IN BRAZIL THE GILBERT & BUSH CO. TROY, N. Y., U. S. A. Railroad cars of every description, and of the best material.

P. MACKIE & CO. PHILADELPHIA, Pa., U. S. A. Materials and supplies for Railroads, Street Tramways, Plantations, and General Engineering Work

Locomotives, Cars, Bridges, Turn-tables, Switches, Car fittings, tools and railway equipment at large.

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BALDWIN LOCOMOTIVE WORKS PHILADELPHIA, PENN. (Established, 1831) BURNHAM, PARRY, WILLIAMS & Co., Proprietors.

These locomotives engines are adapted to every variety of use, and are built according to standard gauges and templates.

JACKSON & SHARP COMPANY WILMINGTON, DEL. Manufacturers of all styles and qualities of Passenger, Mail and Freight Cars.

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Chilled cast iron wheels (steered by the Hamilton process) or Railways, street cars, and mines. Axles of iron or steel.

BROWN'S ESSENCE OF Jamaica Ginger. Purchasers of Brown's Ginger are warned against spurious counterfeits.

BROWN'S GINGER—For Traveler's use. BROWN'S GINGER—For Summer Complaints. BROWN'S GINGER—For Croup and Colic.

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BROWN'S GINGER—Contracted impure Water. BROWN'S GINGER—Prevents Malarial Disease. BROWN'S GINGER—Delicious Summer Drink.

BROWN'S GINGER—Excellent in Rheumatism. Everybody knows the value of "Brown's Ginger" as a household necessity.

Small hollow with reaction is what is required, and the use of a teaspoonful or two of Brown's Ginger in a half tumbler of sweetened water very hot or ice cold, as preferred, meets the want.

Alcoholic stimulants are objectionable, as their use is always followed by depression after the stimulating effect has passed off.

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