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ENGLISH AND AMERICAN LOCOMOTIVES.

From Harper's Monthly Magazine for March, 1879.

There is always something attractive in the exhibition of force in action. The display of power directed to some useful end wins instant attention. Even the trivium of the steam-engine. They know not why. To the thoughtful man or woman every piece of good machinery at work presents a double charm—the display of natural forces guided by intelligence, and that deeper attraction that springs from the thought that machinery is for the saving of the nations. Without machinery the people were not fed nor clothed, neither could they escape the slavery of a fixed location.

The finest piece of steam mechanism in the world is undoubtedly the English locomotive engine. Here is a moving motor, a source of power, that expends its energy in the visible work of transporting itself from place to place. Viewed in whatever light, it appeals powerfully to the imagination. It displays immense power; it moves its own enormous weight and a still greater load from place to place. This alone is a wonder, a triumph over natural forces that might well excite surprise and admiration; and yet it is all done at a speed that appalls. It is a worthy theme for study, and it is well worth the while to examine it in some detail, and to trace the causes whence spring the effects that so command our admiration. We will take the best of the kind, an engine of the Irish mail, running between Holyhead and London, or the celebrated "Flying Dutchman" train of the Scottish mail. It backs into the London station, ready for a trip, a giant among its race. First of all there is a cylindrical boiler, with a spacious fire-box at the end. This great bulk of iron and steel rests upon a rigid and massive frame of iron plates, and this in turn is supported by wheels of extraordinary size and strength. In front may be a smaller pair of wheels, but these are also fastened by their axles to the rigid frame that supports the boiler. One can not fail to admire the thoroughly English solidity and stability of the machine. The tender is also of immense capacity, and rests on a rigid frame borne by wheels that turn in grooves fixed directly to the frame. As the great driving-wheels, seven feet or more in diameter, come to rest, we may step upon the foot-board behind the boiler and open the furnace door. A huge fire-box, burning the best of coals, gives ample space for producing heat, and just within the furnace may be seen the ends of moving rods; and dried tubes leading through the boiler to the smoke-stack. Every thing is arranged to give the greatest possible fire space, in order to make quick and abundant steam. All the parts needed to guide the machine, to start and stop it, send it forward or backward, are in convenient reach, and the engineer has a good look-out on every side.

Looking beneath the boiler, we find two cylinders just under the forward end, and connected by means of their pistons and rods with cranks on the axle of the forward pair of driving-wheels. Every part of the mechanism is admirable—strong, accurate, and fitted to its work with marvellous precision. The engine is secured to the train by means of massive screws, and presently it starts away upon its journey. Escaping from the tunnels under the city, the engine quickens its speed, and is off for Holyhead, two hundred and sixty-four miles away.

The road is magnificent—straight, level, and laid with the best rails in the world. If the motor is perfection, so is its appointed way the most costly and the finest railway in existence. The engine simply flies. It takes up its water without stopping, and makes its trip, including all stops, in seven hours—a speed of little more than thirty-seven miles an hour, but really a speed of seventy miles an hour along certain levels. Viewed in connection with its place and the duty it performs, it is the most remarkable piece of mechanism in the world, and it is not a wonder that all the nations have at some time been to England to purchase this admirable tool.

The railway is the road of to-day, and perhaps of all time. The locomotive is the horse of the future, and all peoples who have the slightest claim to civilization are casting about to see how they may own and use the splendid beast of burden. For a long time England has made locomotives for the world. South America, Australia, Asia, Africa, and even North America have poured millions into her coffers to purchase this glorious creature, this tireless steed, whose labor knows no decay and whose feet outrun the wind. Even continental Europe and the United States came to English shops to buy motors. There were none like these, and England practically held the market of the world.

In time France, Germany, and other Continental nations began to make their own locomotives, but they seldom departed from English ideas, and the Continental engine was really an English engine made by Germans and Frenchmen. Varying conditions of traffic and country to be traversed, and more than all, the cost of English engines, finally led the European makers to depart from the English type, and other and in some respects, better machines were eventually made in French and German workshops. This process was slow, for the builders were timid, and it remained for another workman to make an engine beside which the English locomotive seems almost an anomaly. A new master-builder, escaping from the traditions of English shops, arose and said to the locomotive-buying nations, "I will make you engines as swift as any 'Flying Dutchman' or 'Irish Mail'—engines that will climb up and down hill, that will sweep round sharp corners in safety, that will drag immense loads over cheap roads that follow the face of the roughest country."

These, then, are the two master-builders competing for the business of making locomotives for the world—the Englishman and the American. Continental European builders are practically out of the race, for they are too nearly the echoes of England. To Britain or the United States must come the engine-buyers. The English or the American locomotive is to run on all their roads. The two tools are essentially different, and one must be the better. Either the buyers will take only English machines, and the American tool must be altered to suit the demand, or at least to resemble the English engine, or the English builder must come to this country and learn his trade anew. Even the popular observer who knows nothing of the refinements of locomotive construction sees that there is a difference, and he watches the great contest with keenest interest.

The Englishman seems never to be able to escape the influence of his surroundings. Though he occupies a part of every continent, his methods are seldom continental. This is aptly illustrated in his railroad building. His island is small and densely populated, his roads short, and the traffic heavy. Naturally the roads are of the best. Every valley is spanned by viaducts or bridges, every hill pierced with deep cuts or costly tunnels. The early railroad men had an impression that a railroad must be as nearly straight as possible, and as level as labor and money could make it. Later English builders followed these ideas closely, and the final result is magnificent in every sense. The roads are the best known, and make it ways for the splendid engines designed to run upon them. But all this is insular. When the Englishman tried continental railroad building, as in Canada and in Australia, he built on insular plans, and the result has not been wholly happy.

It is to the American we must turn to learn what are the requirements of the modern railway, and to get some suggestion of its future. More than this, the moment the English locomotive is taken from its island life it exhibits defects and a certain want of pliability that completely unfit it for a continental railway. But if the English road and the English engine are the best in the world? Simply because they do no pay. There can be no higher reason than this. Any thing that does not pay is useless, because it does not meet a human want. The cause of the railroad and its train is that it moves men and things cheaply. The cost of any operation is the measure of its value to human beings, and if the road does not pay, or what good is it. Now a railway, to be cheap, must follow the face of the country. That is the line must go up and down hill, pass around abrupt curves, according to the lay of the land, and without much attempt at a straight line or level bed. It is upon this idea that American railroads have been built, and all continental lines are likely to thus follow the face of the country, if they will not cost so much, there being no high bridges, deep cuts, and tunnels. Of course there is a limit in this direction, and even the American engine can not climb up the side of a house, or turn a right angle in its own length; but within certain broad limits it may be said that the future locomotive must follow lines that run up hill and down dale, and get round very remarkable corners.

This being the case, what of the English locomotive? Can it travel in safety over crooked lines that wander in astonishing freedom over hill and dale through all the sinuous lines of a winding river valley? There is no need to say it ought, or that it never did. It has been tried again and again, and the end of it all is, the engine is in the ditch, and the unhappy stockholders are clamoring for American engines, or at least engines built on American plans.

Who should make all his couples, dog-carts and wagons with the axes of the wheels supporting a rigid frame-work without side springs and without a fifth wheel? It might be a very pretty dog-cart, and as strong as an ox-cart, but it would not be a lovely thing to drive in winding roads. It might get round a corner with some scraping of the wheels in the gravel, but a city street corner would try the horse, cart, and patience of the driver—that is, if he were able to keep his seat. Now this is precisely what the English locomotive-builder does. His engine goes beautifully on a straight line, and takes moderate curves with a certain amount of shaking, but sharp corners are apt to prove its ruin. On our winding roads it absolutely refuses to go at all; and if it does not suffer dereliction, it comes to grief from another cause.

A four-wheeled carriage has two systems of springs, crosswise and lengthwise, and by this arrangement the wheels adjust themselves to inequalities in the surface of the road. It may slope to one side, it may be crowning in the middle, or have ridges or gullies, but under all circumstances each of the four wheels rests on the ground, and the body of the vehicle fits itself to every change in level, and always maintains its equilibrium. It seems past belief, but the English locomotive has no provision of this kind. It supposes a perfect road-bed, with both rails always on a level with each other. But railways are seldom in this perfect condition, and the result is the engine rests at times on only three wheels, or its frame-work bends and settles down till the wheels all find support, thus wrenching the whole machine out of shape. These are two of the points against the English type of locomotive. There are others, and they may be best understood by an examination of the American engine.

Here we have a most remarkable tool—a motor that accepts every condition of its road and duty with equanimity. The Englishman, viewing it from his island, is pleased to call it a crazy affair, as loose-jointed as a basket, if he ever mounts the foot-board and tries to use the machine, he changes his mind, and his contempt becomes admiration. It has been likened to a basket, and herein lies its chief merit. Observe it closely, and you will see that there is no massive frame, as in the English style. The frame-work is light and open, and yet strong. The supporting springs that take the weight of the machine from the axles are not secured directly to the frame, but to levers extending both across and along the engine. One of these may be seen between the two large wheels. The engine is thus hung upon the fulcrums of a system of levers, balanced equally in every direction. Let the road follow its own wayward will, be low here and high there, at all times every wheel finds rest. Not one of the wheels may be on a level with another, and yet, like a three-legged stool, the machine is always firm on its feet. The basket-like flexibility of the frame and its supports thus adjusts the engine to its road at every instant of its journey.

Observe the group of four smaller wheels in front. Here is the truck, or "track feeler," with its fifth wheel that enables the engine to turn sharp corners safely and easily. Could you look deeper to the point of support under this truck, you would find not only the equalizing bars or levers, but a most ingenious arrangement for shifting the weight of the engine as it passes a curve. The circus-rider flying round the ring throws himself toward the centre to counteract the "thrust" or centrifugal force that tends to throw him out of the ring. In like manner this swift-footed steed can lean over toward the inside of a curve with safety, and swing upright again, when it is passed, with perfect grace. To illustrate fully how the engine to turn sharp corners safely and easily. Could you look deeper to the point of support under this truck, you would find not only the equalizing bars or levers, but a most ingenious arrangement for shifting the weight of the engine as it passes a curve. 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THE RIO NEWS

PUBLISHED TRIMONTHLY

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

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

(Cash invariably in advance)

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RIO DE JANEIRO, MARCH 6TH, 1880.

The business office and editorial rooms of THE RIO NEWS have been removed to No. 8 RUA SÃO PEDRO. Our post-office address, caixa 721, remains unchanged. Our cable address is JAMES, RIO.

ALTHOUGH Brazil has no neighbors she needs fear, she maintains a large standing army and, for her, a large and expensive navy, which includes the latest improvements in iron-clad monitors. Such luxuries, which she cannot afford, but which she insists on having, are generally nothing more than expensive toys, being entirely unnecessary and almost, if not quite useless, as was shown in the case of the Solimões, mentioned in our news columns to-day. But she must do things on a grand scale and keep up appearances abroad. She will find out some day perhaps, that the appearances maintained by nations truly great, are only the results and evidences—and not the causes of their internal prosperity. There is a fable of a jackdaw, which, being desirous of displaying more beauty than naturally belonged to it, stuck its tail full of peacock feathers, and afterwards came to grief at the hands of those of whom it was so envious.

Now that the government has found its way so easily out of the unpopular Sunday-closing law by suspending it until the next meeting of the General Assembly, would it not be well for the minister of finance to grant the same relief from the equally unpopular passenger tax? If it be legal to temporarily suspend the operations of one law, can not the suspension of another law be justified on the same grounds, particularly in the case of a law whose unpopularity is so great as to make it the occasion of a riot? If we understand the principles upon which a constitutional government is based—and Brazil is popularly ranked as one of this class—it is that the government shall be administered in accordance with the just demands and the declared will of the people. Otherwise, the element of repression would be useless and farcical. The minister is simply the representative, the servant of the people; his power can endure only by and with their consent. If follows therefore that a minister in a constitutional government is under unavoidable obligations to obey the will of the people; if his political measures are obnoxious he must withdraw them. In the case of the *vinhom* tax the will of the people has been expressed through peaceable mass meetings, through riotous opposition, through the public press, and through numerous petitions. The Emperor has been asked again and again to suspend this unpopular and burdensome tax until the reassembling of the legislature, and the public is quietly awaiting his decision. One unpopular law has now been suspended—why not follow it with the other? We do not exaggerate when we assert that a more popular stop could not be taken, and that the public coffee would suffer little or none from the suspension of this hypothetical source of revenue.

RAILROAD NOTES

Five per cent mortgage bonds of the Paraná railway have been received in Paris. Two more stations, Presídio and São Gerardo were opened on the Leopoldina railway on the 28th ult. Since the 8th ult. the Paulista company has ceased to run mixed trains between Cordeiros and Pira-sungua. It is reported that the Paulista company has decided to stop the survey for the extension of their road from Rio Claro to São Carlos.

The Echo of Cachoeira says the trains invariably arrive at that station behind time, both on the Dom Pedro II and on the São Paulo line. Bids are called for till the 8th of April next for the building and use of a tramway between Volta Redonda station and the parish of Amparo, in the municipality of Barra Mansa.

The fiscal engineer of the Madeira and Manoré railway, F. Antonio Benjamin is now employed by the government in making explorations on the Rio Branco.

The steamers of the Navegação Paulista company suspended their trips between Rio and Santos during the interruption of traffic on the São Paulo road.

It is supposed that the Piratyense road will be finished to Banco de Arca in June, and a short while after to Bananal, province of São Paulo. Construction costs about 24,60000\$ per kilometer.

The report of the Brazilian Imperial Central Bahia Railway for the month of January shows the following: Receipts 20,224\$030, balance 5,682\$170; passengers 3,387.

Minas has authorized a railway from São João d'ElReio to the city of Oliveira, guaranteeing at the same time seven per cent interest on a capital of 3,000,000\$.

A land slide occurred on the D. Pedro II road on the 21st ult. between Lavinhas and Cruzeiro. By working all night the road was cleared in time for the trains on the 22nd.

The minister of agriculture has approved the surveys made for the Sobral railway in Ceará. This road is 128 kilometers in length and runs from Camocim to Sobral passing through Angicos, Pira-luiz and Massangá.

The government has communicated to the Fries Lile company that Sr. H. V. F. Penna is authorized to come to an understanding with them, and to renew their contract with the imperial government for the furnishing of railway material.

The semi-annual meeting of the shareholders of the Brazilian Imperial Bahia Railway was held in London on the 29th of January last. It was decided to pay six per cent interest on their sinking fund, and a dividend of seven per cent on their shares. This dividend was paid on the 12th ult.

The imperial government has signified to the Brazil minister in London that it has no objections to make to the São Paulo railway company's appointing Mr. Fox its consulting engineer in London on a salary of £300, after he may have left his position as superintendent of that road in this country.

The inspector of the North Line states officially that the delay on that road on the 19th ult. was only two hours and twenty minutes instead of three hours and a half as given by the *Constituinte*. He further adds that the train was stopped but once, and then by a construction train that was repairing the road—a good pick and shovel for sale cheap. Apply at the Rio News office.

The chief engineer of the prolongation of the Recife and São Francisco railway hopes to open the first station of the prolongation about the middle of May if the passengers cars will have arrived by that time. On this first section is a temporary wooden bridge, 100 meters in length. This will be replaced later by an iron bridge which has been ordered from France.

At a meeting of the shareholders of the Paulista road, held in São Paulo on the 1st inst., it was decided to hold a special meeting to consider the advisability of building the Belem road. The president of the directory, Dr. Falcão, thinks that this should not be considered by the company until the question of the São Carlos do Pinal road is settled.

The following petitions to the minister of agriculture have been refused: Privilege for building a railway from Belem to Barra on the D. Pedro II road; concession for building a railway between S. Mathews and Philadelphia in the province of Espírito Santo; privilege for a tramway between Petrólea da Praia Formosa and Engenho Novo; attention of the government to a railway between Marom and Propria in Sergipe.

The passenger train which left São Paulo at the usual hour on the 23rd ult. stopped in a cut and on a curve at kilometer four to graze the wheels of one of the cars, and was run into by a construction train which was following. The accident was due to the carelessness of the conductor who had neglected to send back danger signals. Several persons were more or less injured, and the conductor was killed, his head having been crushed between two of the cars.

On the 28th ult. Mr. D. M. Fox, Chief Engineer and Superintendent of the São Paulo Railway Company kindly sent us the following telegram which we had posted on exchange and published in the leading journals of this city on the following day: Santos, Feb. 28, 12: 30 p. m.

Eds. THE RIO NEWS, Rio. Repairs on the fourth plain are so far advanced that it is expected the road will be open for traffic on Tuesday, March 2.

D. M. Fox, Superintendent São Paulo Railway Co. As Mr. Fox expected the road was reopened on the day mentioned.

The São Paulo journals are jubilant over the construction of a first and second class car, American model, built at the shops of the Estrada de Ferro do Norte in that city. All the material used was of native production, except the wheels and springs. The car is spoken of in the highest terms by the parties who "assisted" at its inauguration a few days ago; and at a lunch which was given by the builders the healths of the principal officers of the company were enthusiastically drunk. It will be interesting to railway men to learn exactly what the weight of this car is, (number of pounds/weight to each passenger carried); length of time it was under construction, and its cost when completed. The reporters state that several improvements on the American model have been made, but what they consist of is not stated.

On the 13th ult. the government directed the fiscal engineers of the several tramway companies of this city to report the amount of the transport tax sent by each company to the national treasury for the month of January.

In the report of the Paulista company for the latter half of 1879, presented to the São Paulo assembly on the 29th ult. we find the following statistics: Movement of passengers 79,235, being an increase of 2,345 over the preceding six months. Exports 39,830 tons; imports 14,235 tons, an increase of 5,149 tons over the preceding six months. Receipts 1,118,167\$800; expenses 386,426\$510, leaving a balance of 731,741\$300. The dividend per share is 10\$120, though only 10\$000 was paid, the remainder being reserved on account of increased expense in rolling stock.

The reserve fund of the company is 257,715\$800. Paid to the province on account of guaranteed interest 74,192\$800, thus reducing the company's debt to the province to 130,897\$570. Sent to London as payment on help there 54,481\$040. The whole line is in traffic to Porto Ferreira on the Moggyussu river. The company awaits the decision of the government to begin work on the prolongation of their road from São João do Rio Claro to Morro Pelado.

PROVINCIAL NOTES

The Pará assembly was opened Feb. 15th. The Pernambuco assembly begins work on the 27th.

They talk of a central sugar factory at Lorena, S. Paulo.

Fernando de Noronha, the convict island, had 2554 inhabitants on Jan. 10.

During the latter half of 1879 there were 96 criminal cases in the province of Pará.

Caterpillars are complained of at Santos. The best known remedy is a small boy and a stick.

Receipts of the Pará custom house for January were 542,578\$694 against 440,597\$612 for the same month in 1879.

The roads connecting the provinces of Goyaz and Mato Grosso are during the rainy season frequently rendered impassable by the swollen streams.

The receipts of the province of Minas for the fiscal year 1878-79 were 2,617,420\$, almost double those for 1869-70. It is supposed that this increase is largely due to the development of railways in that province.

The public library of Pará contains 6000 volumes. During the year 1879 the library received 6227 visits, though only 239 volumes were consulted. It is supposed that the others went there to read the papers.

Propositions were received by the São Paulo assembly from the *Tribuna Liberal* and from the *Constituinte* for publishing the debates and proceedings of that body. The *Tribuna* offered to do the work for twelve contos, the *Constituinte* for ten.

There were imported into the province of Rio Grande do Sul from the United States during the month of December last: 1,000 gallons of turpentine, 148 barrels of rosin, 2,695 barrels of flour, 5,000 gallons of kerosene and 4,750 gallons of naphtha.

At a faculty meeting of the medical school of Bahia a student was put back four years in his studies for having insulted and threatened one of the professors. Another was suspended for two years for having published abusive articles about the examining professors.

The rains have almost drowned the people out at São João do Rio Claro. When there was an interval of sunshine, the *Correio do Oeste* said its prayers very nicely. When the *Correio* has been in the newspaper business a little longer, we fear it will not be able to keep up the good habits of its youth.

In the month of January the province of Pará exported 2,794,543\$664 worth of produce, of which 2,587,192\$860 was for rubber. Of these exports the United States took 1,115,293\$315, and England 1,551,454\$312. From a comparative table it appears that the exports of Pará have increased enormously since 1876, the official value of the exports for January of that year being only 982,013\$629. The growth since that year has been steady, and as is seen, very marked.

LOCAL NOTES

The City of Paris arrived at New York Feb. 27. The Brazilian iron-clad *Maria e Barros* left Montevideo for Assumpção on the 25th ult.

On the 1st inst. the *Diário Oficial* changed its hour of publication to the afternoon.

A five years privilege has been granted for a tooth extract.

Complaints continue to be made about the delay of goods in the Rio custom house.

Complaints come from Petropolis of the irregularity of the mails.

Why sell Americans advertise horse-rakes, mowers and reapers in Brazil?

Surveys for a water supply for Nietheroy are about concluded.

Sixty-thousand sovereigns came to Rio by the *Tagus* arriving here on the 2nd.

The *Estandarte* has ceased to publish in English. It declares for Rio Branco, though it is not a party organ.

The government has granted the Marine Insurance company the privilege of establishing agencies in Santos and in Macieó.

During the month of February 200 readers attended the Portuguese reading rooms in this city.

The Museu Nacional spent 597\$ in January on an experimental laboratory.

The new government bonds arrived from New York by the City of Rio.

The Princess Imperial and her husband the Conde d'Eu had an interview of about an hour with the Pope.

A hand slide fell upon the building of the *Mercantil* at Petropolis on the 1st inst. killing one of the printers.

March 1st was the tenth anniversary of the death of Lopes, president of the republic of Paraguay during the war with Brazil.

Newsgang bark *Robert* now in this port signaled for medical aid at one o'clock on the 29th ult. and continued to signal till six.

Seven hundred pounds have been put in the hands of the government's agent in London for the purchase of hose for the fire department.

Quintino Bocayuva, the well known Brazilian writer, has received the decoration of the medal of Simon Bolívar from the president of Venezuela.

Mr. Charles Gianville, engineer of the Botanical Garden Railway Company, returned from his trip to Europe and the United States by the City of Rio.

The proprietor of the steamer *Gama* has been presented with a bill of 200\$ for damages done the telegraph line connecting the arsenal with the Ilha das Cobras.

Notwithstanding the frequent and heavy rains which have fallen lately in this city, complaints continue to be made of the scarcity of water in certain localities.

The president of the province of Rio has forbidden the use of dynamite in fishing. Fine 15\$ and five days in prison for first offense, 30\$ and ten days for the second.

The minister of the marine has ordered work to be continued on the orvet on the stocks at the marine arsenal, and which was condemned a short time ago by the naval council.

The City Improvement company has been fined 1000\$ for having allowed the drainage to be discharged into the bay on the 19th of Dec. last without first having been disinfected.

Messrs. John and Charles A. Steele have received a ten years privilege for spinning and weaving jute. This industry is to be confined however to the province in which it may be begun. Decree 7,654 of Feb. 21, 1880.

In the government lotteries on the new plan there are 6,000 tickets at 100\$ each. Of these 1,200 prizes, 1,200 of which are of 120\$, the grand prize is 120,000\$. The government calculates to make 150,000\$ net profits on each drawing.

We are glad to see the *Monitor* of Belia take the same view of civil distinctions as ourselves. It does not mention the case of the Bahia gentlemen though. But perhaps those cases are too near home.

The two enterprising young men who started in a small boat from New York to Australia and brought up in distress at Bahia, returned home by the steamer *City of Paris*, taking their boat, the *Golden Gate* with them.

The United States man-of-war *Marion* which left this port for Montevideo, arrived there on the 19th ult. with six cases of yellow fever on board, one of which proved fatal. The fatal case was that of a lieutenant whose name we have not been able to learn.

John Skip Hopper is still on the rampage in the States. He is now skip-hopping up and down seeking to devour unsophisticated merchants. He seems to have beguiled them to the extent of getting nearly a whole ship's cargo of goods, which is reported to be about ready to sail for Rio.

Mr. Morris N. Kohn, who has been lost to sight since the Carnival, (though to memory dear always), has turned up in São Paulo proposing to furnish fire engines for that city. We might add that if the São Paulo people want anything else, Mr. Kohn will furnish it—no matter what it is, and if it is not to be had, he will invent it.

A Brazilian paper published in New-York gives as an example of North American activity, the fact that the body of a child lay unburied in the Morgue in that city for six months. No wonder it surprises Brazilians. They seem to have invented matters around here. As a rule, the only time they move around with a life is after they are dead.

After a pleasant voyage, the American packet *City of Rio de Janeiro* arrived at this port on the morning of the 2nd inst. Her cargo consisted of 3000 cases of kerosene, 799 kegs of lard, 500 barrels of flour and 4290 packages of sundries. To Dr. Kinney, the parser, we are under many obligations for favors.

For having liberated thirteen of his slaves (who were not all over seventy-five years of age), the minister of empire has recommended that Col. José Joaquim de Sena be made a commendador of the Order of the Rose. It is to be regretted that honors are not always bestowed for such humane reasons instead of being lavished upon treasury clerks and other government employees for very doubtful ones.

A ship master having brought a lot of fine porcelain to this port found the import duties on this article to be \$950 per kilo. His ware being fragile, of course he had it carefully put up in very heavy cases. One vase weighing but seventeen kilos made a package of forty kilos. The tare allowed on such goods is only thirty per cent., and when he came to pass his wares through the custom house, he found himself obliged to pay \$1950 per kilo on twenty-three kilos of wood, where he should have paid duties on but seventeen kilos of chinaware.

His Majesty approved the new military regulations on the 21st ult. The minister of war in recommending them remarks that the service heretofore has been largely at the will of the commanders, or has been carried by the antiquated regulations of the Conde de Lippe and by a few articles scattered through the laws. The principal advantages of the new regulations are their classification, and the establishing of work-shops in fortified places for the purpose of giving employment to military prisoners, who have heretofore been left in idleness.

These regulations were first presented in October 1877.

The minister of finance has directed the inspectors of the treasury to make an inventory of the revenue stamps made in the United States and remaining in the different departments, in order that they may be substituted by others made at the national mint.

The national packet *Turi* left Macieó Feb. 28 for Bahia and was not heard of till Mar. 3, when she arrived at the latter port under sail. The delay was caused by the breaking of one of her pistons. The passengers will come south by the *Mogellan* of the Pacific line.

The *Correspondencia* contains a project presented to the Brazilian government by one of her citizens living in New-York, for paying off the national debt without import and without discounting the salaries of public employees. The leading idea of the project is to pay the duties once for all. But the author will find that such projects are not wanting in this country. What is wanted is a statesman who will have the courage to propose and stand by a poll and a land tax. When that man appears we may begin to hope for the dawn of the day that will see Brazil's debt paid and colonization pouring into the country.

If the commission sent to Memphis and Cuba to study the yellow fever really want to get to the bottom of the whole affair, and to find out the largest number of remedies for that disease, we recommend them to either call upon Rio or communicate with some of the medical geniuses of Rio. Every one has a theory of his own, and a course of treatment different from every one else, and a patient only has to choose the way he wishes to be cured. We have among many others the following processes: electricity, creosote, cold water, hot water, no water, fumigation, spiritualism, liver pad and Radway's Ready Relief.

To our provincial friends we must say that until they have quite made up their minds about the state of the weather, we shall be obliged to say nothing more on that subject. One steamer from the north brings the most dreadful news of the weather; fears of another drought, starvation, pestilence and all the rest of it. Two days later and we hear of copious rains far and wide, and we draw a sigh of relief. After three days more we have more drought, more starvation and more pestilence; and by the next mail we have rain, peace and plenty again. Now a drought can't be made in a week and this thing can't go on forever. Why if we recorded all the reports received from the north, we would have both floods and droughts in the same issue. Perhaps we are not as scrupulous as George Washington, but we must keep up appearances.

The director of the evening schools of the *Auxiliadora* society in his report for the year 1879, complains of a lack of interest on the part of a majority of the students, a large part of them having abandoned their studies after about six months of attendance. The recitation rooms are small and uncomfortably warm, but it is the opinion of the director that this could not be a sufficient reason for two thirds of them abandoning the school if they were really in earnest. Instruction was given in arithmetic, drawing, French, geometry, music and Portuguese. There were 114 pupils matriculated during the year, 56 of whom were between 21 and 56 years of age, the remaining 58 ranging from 14 to 21. Their nationality was 97 Brazilian, 14 Portuguese and 1 each of African, Spanish and Oriental. During the present year the society proposes to spend 2,800\$ on its evening schools for adults.

A book of poems, 300 pages, has just been published by Sr. Murcio Teixeira. This same young man, who by the way is only twenty-three years of age, has already published eight books of poems, has now three others in press and six more ready for press, among which are three five-act dramas. Shades of Homer, Horace, Virgil, Shakespeare, Byron, Goethe and all the rest of 'em! Make way! Stand aghast! To our age and our day it has been reserved to produce the genius who towers above ye all! For the benefit of that part of posterity which may not have the happiness of reading these divine effusions in the original Portuguese, we translate a couple of stanzas into a kind of blank verse, let us call it—the best we can do for it. The specimen is taken from a pastoral, and is remarkably true to life:

At noon to sleep and dream
Beneath the verdant boughs,
And be aroused by the strains of a fiddle negro boy
Who announces the smoking fond:

To dine on beans and fried jerked beef,
Pork chops and native rice,
And after a doze of boiled corn
To stroll about the hills at sunset.

MORTALITY TABLE OF THE CITY OF RIO DE JANEIRO FOR THE MONTH OF FEBRUARY 1880.

Note.—This list does not include the deaths at the Rio Juba hospital across the bay.

Table with 4 columns: Days, Yellow fever, Other fevers, Total all causes. Rows 1-29.

Totals..... 419 153 1,301

Note.—This gives a daily average of nearly 45, or an average death rate of 50.4 per 1,000 per annum. The latest reports from London gives an average of 30 and from New York of 24 per 1,000.

PROVINCIAL NOTES

Santos is to have a new theater. The cacao harvest begins in April. Bahia complains of the tobacco tax. They are having bull-fights in Santos. There are no military or agricultural colonies in either Ceará or Piahy. The director of the Isabel colony calls potatoes legumes. Pará has been given permission to spend 2,900\$ on the Macapá fortress. Pernambuco is allowed 4,162\$ to be spent in repairing the Cinco Pontas fortress. The winter has been very mild on the lower Amazonas. The Gazeta Medica of Bahia has suspended publication, promising to resume in a few months. Botucatu, São Paulo, asks for twenty-five contos to build a new jail and town hall. It is said that coffee dryers are being manufactured at the Ypanema iron works. The custom house receipts of Ceará for the month of January were 105,300\$99. The province of Parahyba is said to be suffering with drought. Caterpillars are destroying the mandioca at Taubaté, São Paulo. A Historia da America Portuguesa has been published by the province of Bahia. An edition of 1,000 cost 3,061\$, and the book is sold at 5\$. The man-of-war Varanese has been ordered to take the place of the light-ship at the mouth of the Amazonas while the latter is being repaired. More rain is wanted at Quissanan. That's the place where they have the great sugar factory. They can't reasonably expect to have everything. A large spotted panther was killed on the road between São Paulo and Santos on the 20th. The hide sold for 80\$000. Nine employees of the Pernambuco custom house have been discharged "for the benefit of the public service." Counterfeit 50\$000 notes are circulating in Porto Alegre. They are said to have been made in the United States. The province of Minas has voted ten contos for a bridge over the Matipó river in the municipality of Ponte Nova. In Queluz, São Paulo, they are selling salt mixed with sand and gravels. Some prefer it that way and some don't. A little girl of five years and the negro woman who attended her were run over and killed by a street car in Pernambuco on the 14th ult. One can hardly take up a provincial paper now-a-days without finding at least one case of murder or attempt at murder recorded. The São Paulo assembly has voted 400\$ for explorations for a road from Porto Ferreira to Batatas, passing through São Simão and Entre Rios. A project is now before the S. Paulo assembly for enlarging the public garden of that city, and for ornamental iron fences to cost not more than twenty contos. The bill for appropriating fifty contos for repairing the law building and church injured by the late fire in São Paulo, was rejected by the assembly on its first reading. The Constituinte of São Paulo says that Mr. Hayes is the government in the United States. The Constituinte makes a great many mistakes, but that. The French vice-consulship has been suppressed in the city of São Paulo and Dr. Bousquet appointed French vice-consul for that province with his residence at Santos. The São Paulo assembly has authorized an expenditure of 4,783\$923 on the road from Porto Ferreira to Santa Rita. This includes work on the bridge at Rio Claro. We are glad to see the provincial assembly of São Paulo paying so much attention to educational matters. Now if it could pay a little less to church building. The inhabitants of the upper Paraguay continue to be troubled by the savages. The government has ordered a steam launch to be sent to aid the police in protecting the people. The president of the province of Rio de Janeiro has recommended the examination and repairing of the roads of the province since the late rains in order that traffic may not be interrupted. Bahia exports more tobacco than any other province in Brazil. It is her principal article of commerce, the next in importance being sugar and the next cotton. A project has been presented to the provincial assembly of the Amazonas authorizing an expenditure of twenty-five contos on a path to be cut from the river Purús to the Bolivia campos. A project has passed its second reading in the Amazonas assembly giving 5,000\$ for the liberating of slaves. Another votes 30,000\$ for aiding agricultural industries. The finance committee of the São Paulo assembly to whom the bill for organizing a fire department with the proper apparatus was referred, has reported favorably on the measure. The commander of the Amazonas squadron has been appointed temporary inspector of the lines subsidized by the government in the province of the Amazonas. The commercial association of Santos has decided to ask the minister of agriculture for copies of the bids made for building the Santos harbor improvements that they may give their opinion of them. Bull-fighting having been prohibited in this city it has now appeared in the cities of the provinces. We are glad to see that the Monitor Concipia condemns this species of amusements as barbarous. The president of the province of Rio Grande do Sul has been authorized to open a credit of 24,000\$ for paying for the work done on the wagon road from the Conde d'Eu colony to the village of São João do Montenegro.

A committee of physicians has been appointed by the province of Bahia to study and make a report upon the disease known as heriberi. A circular letter has been directed to the physicians throughout the province asking for information and assistance in the work. A Patria, a Brazilian newspaper published in Montevideo, is trying to invent a war between Brazil and the River Plate republics. It beats upon its breast, and cannot fail as a faithful guardian of its country's interest to give the alarm. It is also willing to be sacrificed. A project has been presented to the provincial assembly of São Paulo to allow candidates for situations as teachers in schools in the interior to be examined at the heads of the respective comarcas. These examinations were heretofore held in the capital of the province, frequently obliging the candidates to make long journeys. A project for establishing a bank at Mandos with a capital of 500,000\$ has passed its second reading in the provincial assembly of the Amazonas. The government is to guarantee eight per cent. interest on this capital for twelve years, and the bank is not to charge more than one per cent. a month on any sum. The Constituinte of São Paulo suggests that, in order to avoid wars with the River Plate republics, the government should build a railway through Rio Grande do Sul, and one from São Paulo into Mato Grosso. The Provincia calls that a "judicious expedient." We are afraid the Provincia is like Joey Bagstock—"devilish sly." During the month of January 2,104 immigrants landed in this port. Of these 1,644 were Italian, 386 Portuguese, 33 Spanish and 28 German. Only 1,540 of them went to the interior, the larger part going to Porto Alegre and to Castello in Espirito Santo. These immigrants received no aid from the government. On the 12th ult. the minister of agriculture sent to the president of the province of Paraná for information concerning one José Redman. He wishes to know, among other things, how long and for what purpose he has been in the Assunguy colony, and whether he has been acting as a protestant clergyman. The mixed commission for fixing the boundary between Brazil and Venezuela worked harmoniously for a while, but it seems that it harmonious no longer. Disagreement among the members of this commission will necessarily delay the work and render it much more expensive. Later news, however, says there is no disagreement whatever in this commission. A project was presented to the provincial assembly of São Paulo for making a map of the western and unexplored parts of the province. It was referred to the finance committee who in their report upon it say that "considering there are other and more urgent uses for the public funds, it is their opinion that the project should be rejected." But ten contos have already been voted for a church in Athabua, and there is another project to give ten more for a church in the city of Taubaté. Dr. Horta, the late president of the province of Minas, in the speech in which he turned over the office to his successor, refers in glowing terms to the unexplored and boundless wealth of that province, about which he says the sage Dr. Gorcieis, director of the school of mines, has gone into ecstasies. We hope foreign capitalists will not be in too great haste to invest in these great enterprises. The natives should have a chance to show their faith in them and makes their fortunes—which they always do by selling out as soon as possible. The Cruz Atlense of Rio Grande do Sul paints a sad picture of the condition of the country. The following is an extract from an editorial in its issue of Jan. 25: "Rivers without bridges, roads impassable, robbers swarming in every direction, a lack of security in all the municipalities, attacks on individual rights repeated daily, injustice practiced by the department of justice, children growing up in ignorance for want of schools, imposts collected and used for the benefit of the few, a useless number of public employees living by the sweat and tears of the people," etc., etc.

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City of Pará, Capt. Carpenter, Apr. 28, May 5
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