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## THE ANGLO-BRAZILIAN TIMES.

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### Birth of a Brazilian Prince.

On the 19th of March, at a quarter past four in the evening, H. H. the Princess Leopoldina, Duchess of Saxe, was delivered of a son.

This happy event is another guarantee for the Brazilian nation, and all friends of liberty and progress will hail with pleasure a birth that ensures stability to the dynasty of the truly illustrious monarch who occupies the throne.

We are glad to state that both the mother and child continue in the enjoyment of perfect health.

### The National Exposition.

The instructions for the great national exhibition, to take place on the 19th of October next and continue until the 2d of December, have been published and transmitted to the Brazilian Legations in England and the United States, for publication, with the end of inviting the cooperation of the manufacturers of machines, apparatus and implements for the cultivation, preparation and improvement of agricultural products, in the objects of this Government, by the contribution of their manufactures at the approaching exhibition.

It is to be hoped that the manufacturers of these articles will take advantage of so favorable an opportunity as will be afforded by the assembly of very many thousands of the wealthiest agriculturists of every province, to give them ocular demonstration of the high state of approaching perfection to which the vast variety of labor saving implements devoted to the culture and preparation of agricultural products, have been brought in England and the United States. To most of the visitors at the Exposition many of even the most commonly employed implements of English and North American agriculture are unfamiliar, but a desire for improvement in agricultural processes is awakening even in the most backward districts of this country, and it is very probable that the effect of the coming exhibition will be to develop a great demand for all kinds of agricultural implements and machinery suited to the staples of the country; and as a matter of course, those enterprising manufacturers whose names and manufactures become familiar to the agriculturists of Brazil will have a manifest advantage in the competition for their orders.

In regard to this subject it is much to be regretted that the manufacturers of England are allowing themselves to be ousted by those of the United States from many branches of the iron trade, in which the former, from their many advantages, should be able to command a virtual monopoly. That this should be the case is not creditable to their business talents and energy. The manufacturer of the United States pushes his trade by continuous advertising; he establishes direct agencies whose interest is to bring his manufactures into notoriety and repute, and the consequence is that his agricultural implements and labor-saving machines are found in every Brazilian port, and his hardware of all kinds is found in the most distant towns of the interior. On the other hand the English manufacturers neglect these powerful means of making their wares familiar; they await orders for them, while the American agent pushes the articles before the buyer's eyes; they do not advertise; they have no agencies interested in maintaining their repute and in keeping them well informed as to the requirements of the market, and the result is, that United States wares are acquiring a supremacy in this country, and a flood of miserable counterfeits of English goods is poured in by the Continental manufacturers, which is fast destroying the English prestige in the eyes of the Brazilian buyer, whom the apathy of the English manufacturer gives no means of acquiring an easy knowledge of the fraud.

We hope, therefore, that England and the British

Provinces of North America will stir themselves up, and that they will be as well represented in the Agricultural department of the October Exposition as their wide-awake rivals of the United States will not fail to be.

### The Province of S. Paulo and the American Immigration.

Some short time back there was published by Mr. Aubertin the Superintendent of the São Paulo Railway Company, in Portuguese, a highly interesting letter addressed to H. E. the Baron of Piracicaba, entitled a *Eleven days journey in the Province, with Drs. Gaston and Shaw, and Major Merveiller*, in which letter the above named gentleman gave an account of the excursion, adding many practical observations upon cotton, roads, and the Port of Santos. This document, it appears, he was afterwards pressed to translate into English, for publication in the Southern States, and in order to explain its appearance there, he wrote an introductory letter to the gentleman who had requested the translation. A copy having come into our hands, and appearing to us to contain some highly useful and practical observations, we do not hesitate, in our constant anxiety to promote the grand movement now going on, to lay it before our readers.

To Jacob Humboldt Esq.

My dear Sir,

I must, as you well know, hold you entirely responsible for the translation and publication in English of the following letter, which I originally wrote in Portuguese, without the slightest intention of its being read in any other language, and scarcely, indeed, beyond our Province of São Paulo.

When you lately visited us here, however, you expressed a lively interest in its contents, as having reference to a certain new phasis which has developed itself in your own country, and a certain movement which is being made by many of your friends and countrymen with a view to establish for themselves a home in the splendid climate, and on the prolific soil of this Province. Actuated by this feeling you asked, and afterwards indeed pressed me for a translation of my letter, in order that you might send it for publication to Baltimore, and thus to a certain extent make the public in the Southern States even more acquainted with certain facts probably already known to some of them through those of your countrymen who have been visiting these regions. I felt that I could not refuse you, firstly, because I was anxious to conform with your wishes, so kindly expressed to me, and secondly, because I am very anxious to do every thing in my power to make those who are already resolved on emigration somewhere, aware of what a really happy future is abundantly open to them here. I am quite confident that any families coming from the Southern States to Brazil will be best satisfied by coming to this Province, because it so unquestionably unites fertility with salubrity, and offers an entirely new field for their well-known cultivation of the cotton plant.

In my short, and so far as the foreigner is concerned, very imperfect letter, I have sufficiently touched upon this latter subject to excite attention, and it will be observed that what I say is not only derived from actual facts already existing in this Province, but from actual observations made to me by the American planters whom I accompanied. Nor do I shrink from declaring strongly the urgent necessity for roads. I have done this in connexion with our own great enterprise, seeking to arouse public opinion and public action on the subject, in a country where all are too apt to lie still and cry aloud to the Government. This absence of good roads, after all, to an enterprising race, such as yours and mine, is but a comparatively small matter to remedy. The great fact for your friends to bear in mind is that they have got the cotton. If the roads were here, and the cotton produce had to be tried and proved, that reverse of the picture would be far more serious; but, in truth, the cotton is here, and we only want the roads. The immigration of any considerable number of your North-American families here would very soon put all this in order, and of one thing towards that end I feel very confident viz: that any reasonable amount of money would be readily forthcoming in England, to advance railways or tramways throughout the country, were it once well-known that a substantial immigration from the States were an established fact.

There are, of course, always certain serious questions to be taken into account when one contemplates a new and final movement. Let me say, even in the changing of a house there are difficulties to be considered, and how much more so in the change of a country. No doubt one of the gravest considerations among your friends must be that of labour. But then firstly, I think they ought to recollect that they are leaving a very difficult question of labour behind! They are not proposing to adopt São Paulo (I shall only talk of São Paulo) from any theory of colonization, leaving their old country in its old established perfection of labour and production; but they are leaving it from deep and weighty reasons which essentially arise from causes connected with the labour question there; they are leaving it because among other painful features of the case the former life of employer and labourer appears to them to be no longer possible! In contemplating, therefore, the difficulties of the labour question here, they must strictly bear in mind the difficulties of the labour question there; and that the comparison is not between the old and the new, but it is between the old, broken up and gone, with all its rough and wounding fragments lying abroad, and the new which has to be entirely built up, on open ground.

Bearing all this in mind, so as to keep a proper estimate of the two positions well in sight, I do not think your friends need be very distrustful of the labour question here. We know it is a serious question and that there is lack of labour as a general rule, but then, as I have already told you in our conversations, and I think you allowed the justice of the observation, I believe the want of the regular labourer here to arise in a great degree from the want of the regular employer, and the regular pay for labour. Without employment we well know there cannot be a labour market, and hitherto in the agriculture of this province, there never has been regular employment offering remuneration. Hence the total absence of any working system.

Now, on our own railway, we cannot truly say that we have ever felt the want of labour; yet when we first began, there certainly was an indisposition generally speaking to work. But by and bye when one and the other found out that a week's labour really meant a week's money, and that the work was really there, and the constant master there too to pay the money for the work, then the labourer began to comprehend his real position better.

One told the other how the case was, how the remuneration for his toil really glittered in his hand, on pay-day, and how he really earned his bread and independence; and very soon disinclination gave place to willingness, and all wanted to come and learn to work, and get their money as their friends were doing.

Now once establish a good fixed employing class, such as a good army of your cotton-growers would be, and you will quickly have a good fixed labouring class. I speak even of the Province as it is; but see what changes are about to take place, and see what fame in Europe, a good settlement of your countrymen would spread! What changes, too, your own coming would of itself produce, with all your well-understood economies and machinery. Then, as I say in my letter, what a number of hands, hard-working hands on bad roads, our own railway and its expected feeders and branches, when open, would set at liberty to work as you would teach them: consider, too, how your coming would expedite the road-making, and lastly what thousands of hard-working Germans would come to you from abroad: really hard-workers, ready and anxious to learn to employ themselves.

These poor people have, already, from time to time, come over in crowds to Brazil: but they have been disappointed and disheartened, and of late the Brazilian emigration agents have been in great dispute. I can give one good and very good reason for all this: viz, that on their arrival here, they have found no real community of employes, and that their scene of poverty was only changed from one country to another! These immigrants or colonists have thus done very little, either for themselves or for Brazil, and under a continuance of the present state of things, are, on both accounts, better away.

But once established a good paying and employing community, such as your planters would be, then these poor industrious people would flock to Brazil again, and gaining a handsome living here, would be the very hands your people could best turn to account, and greatly benefit both themselves and Brazil!—I do not really fear the labour question; let your people only come, and they will draw the labour after them.

Before making my letter too long, it occurs to me to say, too, that I think there is some fallacy in your friends all wishing to go so far up country. It is there, no doubt, and all the very richest lands lie, but then it is equally true that, as regards cotton, even where I accompanied my fellow-travellers, only seventeen leagues from this city, they found rough cultivation (as I have written) producing twice and three times their usual home quantities! Finding lands, then, at less prices perhaps, why go away so far?—For coffee, I admit, this is necessary, but not for cotton. Even in the close neighbourhood of this city, there are excellent lands for this cultivation. And on this particular point let me call your and their especial attention to the fact that the small sample which I first sent home to England in April 1861, which began all this late movement of the last five years, (which I alone have fostered and promoted as a foreigner here) was gathered on ground, abandoned for years, on the margin of the River Tietê, not one league from where I am now writing! And that sample, rude and ugly as it was, was valued at a milreis or 27 d. per lb! It was that extraordinary intelligence that set me to work here! Indeed let me further say, that an immense proportion of our present first real harvest of cotton, is grown on grounds in easy distance of the railway and S. Paulo city. Nor is it only in the direction of our line that cotton grows.

In the north of the Province, towards that of Rio de Janeiro, for example, there have been new plantations made, which this year, must give abundantly; and I speak of this fact emphatically, because the Government have just conceded the right to make a branch line to these districts, from our station at Rio Grande, which, you know, will bring them within three hours of the port of Santos. If such lands will give two and three times what lands in your States will give, for the reason set forth in my letter, what more can be desired, if only for a beginning? This whole Province, in proper hands, may, in a short time be made a garden of Coffee, Cotton, Corn and Sugar.

Well! I will say no more, but I believe that you will not contradict anything that I have said. You have paid us a short visit, and you made the best of your time while you were among us. Your countrymen have, many of them, now explored many distant parts, and all the information they have gathered will go home, written in truth, and speaking of things as they really found them. I cannot believe that the result must be most happy for this Province, in bringing to it a large proportion of those of your people who resolve to change their country. This will be to them a new one, full of speedy promise, and suffering only those drawbacks, — want of roads and houses —, which admit of easiest remedy.

The form and figure exist, and only wait the drapery. The power is here and only wants the mover. Wherever your people tread, they will be able to draw produce from a ready and abundant soil, and settle almost where they will, it will respond with gratitude. Let them come and see.

The world is all before them, where to choose  
 "A place of rest, and Providence their guide!"  
 Believe me, my dear Sir,  
 a very faithfully Yours  
 T. T. AUBERTIN.

S. Paulo Feb., 8, 1866.

Extracts from «Notes on the Amazon» by Sr. TAVARES BASTOS.

IV.  
 REPUBLIC OF PERU.

Like Mexico, Perú strikes the imagination of those who reflect on the social organization existing at the time of the Spanish conquest. There, in fact, was an empire with its hierarchal govern-

ment, and a society with its patriarchal rule. There, was an official faith; the sun, pendulum of the clock of ages, in the epic language of the poet of the *Natchez*, was there, in magnificent temples of silver and gold, the brilliant symbol of Divinity, and its most faithful image in those burning regions of the Equator, throne of the star of day.

The empire was buried with the corpse of Atahualpa, the last of the Incas; the faith disappeared with the ornaments of the temples. But the tradition and the race remain. The Indians of Perú and Bolivia, and chiefly those of Bolivia, devoted to labor, not nomadic and useless as the greater part of ours, attest the past of the strong and despotic organization under which they lived, and offer a solid basis for the economic constitution of those regions.

There are slaves neither in Perú nor Bolivia. In the first there was, and in the second there still is forced service for the Indians, as, until lately, for the companies of laborers in Perú and Amazonas. Labor, however, is now free in Perú, and although it may not be really so in the central settlements or in the far away hamlets of the Solimões and other rivers, at least it is, in the eye of the law, in the greater centres of population. It was the celebrated president Ramon Castilla, who abolished slavery of negroes in Perú, who likewise suppressed the tribute paid by the Indians to the State from the time of the Incas, a tribute preserved by the companies even to our days, and long after independence.

The Incas successors of Manco Capac, founder of the empire of Cusco cut down by Pizarro, ruled like conquerors over the indigenous race, the Indians, to whom belong the inhabitants of the plains, the mountains, and the small towns of Perú and Bolivia.

The monuments of Cusco, the temple of the sun, the palace of the Incas, the fortress of the Cerro Sacahuaman, &c., attest the immense labors of the Indians during the government of the Incas. Garcilasso de la Vega, a descendant of the sovereigns of Cusco, asserts that 20,000 laborers were employed for 50 years in the construction of that fortress.

The Indian is, in fact, endowed with a never-ending patience. The Correntine and Paraguayan missions to the south of Brazil reveal this. The Indian, Grandier writes, works slowly, without becoming dispirited by difficulties, or the duration of the work he has commenced.

I saw in La Paz, adds he, a Bolivian workman who, laboring every day, had spent not less than a year on merely the sculpture of a capital for the cathedral.

It is thus explained, that incredible perseverance of the Bolivians who carry on the navigation of the river and particularly of the troublesome passage of the falls of the Madeira, and of the not less fatiguing crossing of the Andes, which they pass taking *chicha* soberly and chewing *coca*.

Perú contains not many more than two millions of inhabitants, the fourth or fifth part of Brazil. Its exportation in 1850 was 16,715,072 dollars besides 6,000,000 of gold and silver. Its custom-houses are regulated by a simple and liberal code, which abounds with favors towards foreign marine that facilitate coasting transport and allow precious liberties to commerce.

Its tariff, which exempts many articles, does not burden the others with more than 25 per cent, and the basis of valuation is so moderate that in reality the duties are much lower, so that silk and other articles of luxury and fancy do not pay more than 18 to 20 per cent.

The chief reason for so moderate a tariff is perhaps the circumstance of guano being the fruitful source of the receipts, towards which the custom-houses contribute little, they figuring in 1850 in only 3,301,512, whilst guano produced the enormous sum of 14,711,526 dollars.

This happy condition of the Peruvian treasury frees it from great debts and allows it to enter into the dreful career of great naval armaments, but will be also a pleasing condition and a powerful stimulus to the great material improvements and works of travel on which depend the public prosperity and order.

The prosperity of Perú is, in fact, bound to these improvements, and above all to the facility of communication between the settlements of the eastern side of the Andes and the course of the tributaries of the Amazon. A sailing vessel requires 70 to 80 days for a direct voyage from Perú to Europe by Cape Horn. That by the isthmus of Panamá, interrupted by unloadings, requires no more than thirty.

To these add the time required to go from the Pacific ports to the towns of the Cordillera, and especially to the towns of the eastern slopes, namely, one to two months more. On the other hand the trip to a point on the highest course of a tributary of the Amazonas, does not require more than 20 days (say to Mayro on the Ucayali). Now Mayro lies near the great settlements of the Cordillera, of Cerro de Pasco, for example, whence to Lima is only 100 leagues, and with good roads, would not take more than ten days.

Perú is divided into 13 departments, 9 of which, with a population of 2,000,000 (total population of Perú 2,355,000), are interested in the development of communication with the Amazon. By a map it will be seen also that the province of Canelones, possessed by the government of Ecuador, through which runs the famous Napo, and which is situated on the east side of the Andes, is likewise a territorial tributary of the Amazon.

It may be observed here that a part of this province, which is claimed by Perú, was ceded by Ecuador to an English company in payment of a debt, for the cultivation there of cotton and the exploration of its mines, in which they reckoned on exporting down the Napo and by the Amazon.

### PROVINCE OF LORETO.

The province of Loreto, in the valley of the Amazon, is one which has long kept up habitual commercial relations with our river ports. It is likewise known in the old maps as the province of Maynas, and is as vast, unpeopled and unexplored as our province of Amazonas. It has a little more population than this last, namely 30,000, of whom 40,000 are Indians still wild, along the margins of the Yavari, Napo and Pastaza.

The prodigious fertility and the natural resources of this territory, which unites to the general conditions which constitute the grandeur of the valley of Amazon, the circumstances of possessing greater extents of firm lands, or dry and elevated ground, have been appreciated by various travellers. The fact of harvesting very good cotton in the same territory has confirmed its fame.

The principal products are:  
 Salt.—Found very good in the mines next the margins of the Huallaga, and even on its banks. The fisheries and



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sale of salted fish render these salines profitable at once, yet the Pará steamers, which carry cereals and flour even to the Upper Amazon, still take up salt! The salines of Pillnaga and Callanayacu, situated on the right margin of the Huallaga, are so abundant, says Raymond, that they alone could supply salt to all America. They lie upon the margin, some leagues above the port of Crasuta.

To these mines of the Huallaga come the Indians of its banks, of the Ucayali, and even of the Solimões. The cost is trifling on account of the easy river transportation.

Salsaparilla, Vanilla, Turtles and their oil, Salt fish, innumerable Woods.

The following are the cultivated products: Plantains and Bananas, of various kinds, the common food and bread of the inhabitants.

Inca, or mandioc, and its species, equally common. Sugar cane, yielding every six months. Rice, Maize, and even Wheat.

Coca, in common use.

Cotton.—This grows beside all the houses; and from it they make cloths, which serve almost as small money in the interior.

Coffee.—Magnificent.

Cocoa, both cultivated and wild.

Bombanassa, both cultivated and wild. This is the grass used in their manufacture of the «Chilli» hats.

According to Raymond the population of the chief centres are: Moyobamba, capital, 8,000. Manufactures hats of bombanassa, the ordinary ones costing one to two dollars each, and in Pará more than double.

Taraputa, 5,000. Augments the navigation of the Amazon, being the depot for the trade of Brazil by the Amazon, Huallaga and Mayobamba. Manufactures cotton cloths. Cultivated in the district: Cotton, Coffee, Tobacco, Cocoa, Sugar cane, &c.

Yurimaguas, on the Huallaga, has only 350 inhabitants, and is the extreme point of the present steam navigation during high water.

Laguna, 1,000 inhabitants, four or five leagues up the Huallaga; the steamers stop there during the low stage.

Jevros, 3,000. Its Indians are devoted to labor. It is 30 leagues from Moyobamba. It reaches the Huallaga by the Alpena, a tributary of easy navigation, and by crossing an isthmus, bayous are found running to the Marañon, shortening the way.

Balsapuerto, with 500, half way between Jevros and Moyobamba.

Nauta, on the left bank of the Marañon, almost opposite the mouth of the Ucayali, is a commercial place of 1,200 inhabitants. There are more imported articles there, and more varieties of comestibles than at the capital itself, and all is cheaper.

Sarayacu, 90 leagues from the mouth of the Ucayali, with about 1,000 inhabitants.

Locto, the first settlement above Tabatinga, has only 80 to 100 inhabitants.

Iquitos, however, is the most prosperous place of the province. It has some high and painted houses, with doors and windows manufactured in the works' shops fitted up there, and covered with tiles. Some are floored with bricks, and some with lumber. In 1861 it had 651 inhabitants, including the crews of the vessels there, who numbered 300 persons.

There were 31 mechanics, in general English, 8 only being Peruvians, engaged by the Government for the workshops, which constitute neither arsenal nor ship building yard, properly speaking.

One of those factories is a brickyard, which is said to be capable of turning out 20,000 bricks a day, and employs ten workmen, and machinery which in November last was to be worked by steam. In all our province of Amazonas there are only an insignificant yard in Tello, and one in Manabos for which steam machinery has just come, and the want of bricks and tiles is felt. In Touantins, 1,400 miles from Pará I saw earlier pots, for the turtle butter, land of Pará tiles costs 80¢ to 100¢ in Manabos. These in Iquitos could be sold at 21¢, and their transport down stream is trifling. Besides the clay yards there is a horizontal sawmill worked by steam, and employing four men. In last November an upright sawmill was mounting, to prepare large timber for shipbuilding, &c. In the province of Amazonas there is not a sawmill, but the Packet Company was finishing one to put up at Sorpa.

In Iquitos there is an iron foundry with a steam hammer four forges and several blacksmith shops, a foundry of copper, and workshops, all worked by the same engine.

Lastly, Iquitos will soon have an iron floating dock capable of receiving steamers of 180 feet length and 500 tons burden.

All this was done within a little more than two years.

I am informed that the Peruvian Government spends on the four steamers, two sailing vessels, and the workshops at Iquitos, about 300,000 dollars a year, the steam navigation being carried on at the cost of the State.

This line of steam navigation, from Tabatinga on the frontier to Yurimaguas, on the Huallaga, is a little less than each of ours. We have then:

Table with 2 columns: Location, Miles. In Brazil: Pará to Manabos, 862 Eng. miles; Manabos to Tabatinga, 850; In Perú: Tabatinga to Yurimaguas, 700. Total: 2,412 miles.

forming a connected line of steam navigation, from the Ocean to the slopes of the Andes, of over 2,400 miles in length.

In 1855, after the Brazilian lines of steamers were established, the trade with Pará was about Rs. 180,000. In 1861 it was Rs. 980,000. In this the Exports to Pará figured for Rs. 549,088, of the value of 120,112 grass hats, whose average value that year was only Rs. 4425, though usually worth between 6\$ and 7\$ at Pará.

The principal imports of Brazilian produce into Pará through the Amazon, are: Rum, Rice, Sugar, Coffee, and Soap; of the produce or manufactures of other foreign countries, cotton goods form the chief item of importation.

To convince us that the natural road of a great part of Pará is by the Amazon, it suffices to reflect that the goods sent from Pará are not consumed in only Lower Nauta, Iquitos and other river ports, but are remitted to the mountains, to Moyobamba for example, through these ports. Now these goods come from Europe, expressly arranged for this end, in small packages of 100 to 150 lbs weight. Leaving the last river ports, Balsapuerto for example, they begin to be carried, not on carts or beasts, but on the backs of Indians over great extents of very bad roads. These Indians are, from the tenderest age, habituated to this service of beasts of burden. They carry one of the bales, for four or five dollars, over a distance of ten or more leagues.

I read, however, in the Registro Oficial of Sept 30 last, a paper published in Moyobamba, that a new road for animals was constructed between Moyobamba and Balsapuerto, but that the people did not wish to abandon the old road, it being somewhat shorter, and had got into dispute with the prefect, who attempted to abolish carrying by Indians.

(\*) Cost of passages, 1st class: Pará to Manabos, Reís 10/5000; Manabos to Tabatinga, Reís 805/900; Tabatinga to Yurimaguas 70 dollars, Reís 1263/900.

BADIA. EXTRACTS FROM THE ROAD SURVEYOR'S REPORT.— Oct 5, 1865. Of the seven roads, constructed or constructing, intended as feeders of the Bahia Railway, only that from Alagoinhas to Engenho Europa is more than a picada cleared from brush, 18 feet wide, and with graded up to 12 per cent, as the others were constructed for at 600\$ the league of 3,000 braças.

As to their state, I am sorry to say it is worse than bad; without bridges or conservation they could not avoid suffering greatly from the action of winter and their delivery to complete neglect.

These roads are little more used than before the railway, as through the unreasonable tariff, the improper and inconvenient hours of the ordinary trains, and with the irregularities and want of zeal in the employees, only a small part of the produce of the inhabitants, distant four to twenty miles from the stations, is transported by the railway.

This produce consists of sugar, tobacco, and cereals. Sugar is now transported on a greater scale, as, besides the reduction in the railway tariff on this article, a person has established a warehouse for the purchase of sugar, tobacco, &c., by virtue of a contract with the company for a reduction of 50 per cent from the old tariff. But this reduction was only on sugar, leaving that of tobacco and cereals so high that no one will send them to Alagoinhas and forward them by rail, unless forced by necessity to sell regardless of profit.

A great number of animals, both saddle and horned cattle, travel our roads. The first go by rail from Alagoinhas to Bahia, as the late reduction in the charge withdrew them from transport by the old roads, however, the high charge on one horse, one sheep, and on birds has injured the railway, and also the interior graziers, who in this way find their stock values less.

The means employed in transport by those who frequent the roads are: the cart drawn by oxen, to a small extent; and horses and mules, on a great scale. The charges vary according to locality, season, demand and are always a matter of agreement.

For the carts about 40 réis the arroba per league (4 1/10 miles); and by the pack animals 50 réis. However even the poorest cultivators have usually their own pack beasts.

These roads traverse alternately settled and unsettled districts and bring into communication with the railway various productive centres, as Inhambupe, Serrinha, Bom Jardim, &c.

As to the industrial establishments served by these roads we have sugar-houses in the termos of Inhambupe and Alagoinhas, those of the former 20 to 37 miles from the railway, and from the seacoast as well Barra do Sahubunia, those of Alagoinhas 30 miles from the railway and 28 to 40 from the coast at Santo Amaro.

Soil.—As to the nature of the lands traversed by these roads, they are of considerable diversity.

Taking a circle of 40 miles radius, whose centre is the town of Alagoinhas, there are lands varying from sand to the Masapé, that is from the least fertile to the most productive. The lands in the neighborhood of Alagoinhas, to an extent of 32 miles, are alluvium, belonging to sandy, or silicious groups. Being unsuitable for any kind of culture they are completely uninhabited.

Following these are the clay-sandy lands cultivated for tobacco and mandioca, extending 16 miles more or less.

Still continuing in the direction of the margins of the Inhambupe, the most fertile district of the assumed area is a clay soil with the soil is now loamy and contains a great quantity of humus, and is the most lasting and suited to every kind of useful planting of the province. Here are the most important cereal and sugar plantations of the termo of Inhambupe.

On the Bom Jardim side the land, from 8 miles beyond Alagoinhas, ceases to have a sandy basis and sugar plantations are thriving.

The soil called Masapé, that of this part, is without doubt the most productive of any we have mentioned. The plantations of sugar cane are on a great scale as the proprietors of Bom Jardim are mostly well off.

Towards Inhambupe the soil is deficient in lime and soda, and has potash in only small amount.

When sold these lands are valued at 5\$ to 30\$ the terra (1000 square braças, 1.08 acres) on the Inhambupe side, and from 20\$ to 50\$ on the Bom Jardim side.

CONSIDERATIONS.—I consider that, when continuing the works of these roads, first of all should be organized what is badly organized in the railway, that is: the administrative and economic system of the road, which is vicious, should be improved, and the present tariff, which is 77 per cent greater than abroad, should be amended. This done we can then construct good roads with profit and advantage, for without the aid of the railway the vicinal roads cannot be profited by.

The men of the campo, in this province, are for the most part poor, and cannot pay an aristocratic tariff like that in vigor, which serves only the rich.

I consider, and I believe very well, that the best branch which could be constructed for the railway is its continuation; but on the cheapest system, and most easy in this country, not compromising the Government as the present railway does.

This road might readily be equal to those that pass as models in Europe; and it is a pity to see it poor and altogether defective.

QUININE.—The Ministry of Agriculture is prepared to distribute young trees of the Royal Quinine of Peru Cinchona Calisaya, Weddell, which, by order of this Ministry, were sowed in the Passeio Publico, and which the Conservato announces to be ready for transplanting. As this valuable tree is in process of rapid destruction in its native habitat and the demand for the bark is enormous and rapidly increasing, for the manufacture of quinine, the introduction of the tree into Brazil promises to be of great importance, if the efforts of the Government are properly seconded by the agricultural societies and the landed proprietors. Few things promise as great returns as the cultivation of the Quinine tree.

RIO GRANDE DO SUL.—The Government having received information that Messrs. Schmidt Kramer & Co., proprietors of the Padre Eterno fazenda in Rio Grande, had usurped about 30,000 acres of public lands, and sold a part to Colonists, has issued instructions to the President to verify the limits of that fazenda, and dispossess Messrs. Schmidt Kramer & Co from the illegal appropriation of other lands.

To restore to the colonists the sums paid to that firm, first deducting the legal and other expenses and the Government price of the lands; 3d. That these purchasers be recognized as legitimate owners of lands bought in good faith; and 4th, Authorizing the President to compromise with the Messrs. Schmidt Kramer & Co, to avoid lawsuits.

PERNAMBUCO RAILWAY.—The Government have declined the proposals made by Messrs. Moray relative to the prolongation of the railway, and the works in the port; likewise that of the railway superintendent for the extension of the railway from Cinco Portos on to Recife.

CUSTOMS DECISIONS.—On appeal of William Lee against the decision of the Rio de Janeiro House, fixing him in the payment of duties in double for the difference found in 35 boxes with 1255 pairs of shoes, from Southampton, the Treasury has decided that the appellant was liable to only the fine of 1 1/2 per cent, imposed by § 2 of Art. 345 of the Regulation, — because:

1st. The appellant receiving no invoice requested previously the verification permitted by the Decree of Dec. 30, 1863.

2d. A First Conferente was appointed to examine the contents.

3d. This conferente's duty was to declare in his report that only some of the packages were opened.

4th. That in this mode the appellant was subject to pay the duties by what was verified, and a fine of 1 1/2 per cent, which should have been imposed by the Chef da Repartição, there being no grounds for asserting that the appellant bid in the boxes goods superior in quality to those in the «note», since he had declared in the beginning that he had no invoice and did not know the contents.

The Customs officials are also instructed, in reference to the above case, that they must not permit the joining together the differences found in different packages, in order to raise to 50 per cent or upwards the difference of the duties; because it may happen that the difference of quality of each of the packages may be less than 50 per cent, in which case they are not reputed of a quality considerably superior, and they pay only single duties.

In the case of the consignees of the France & Chile, the fine paid by whom was remitted by the Emperor, by decree of November 4th 1863, and ordered by the Treasury to be refunded, against which order the Escriptorios of the Custom House appealed. H. I. M. has decided, by advice of the Council, that a pardon relieves the recipient from the penalty imposed, and therefore, although the Escriptorios had received their share of the fine, they must not pay it, a deduction of 20 per cent being made from their salaries until the amount be obtained.

In the case of the Onda, George Rudge & Co appellants against a fine imposed on them, as sureties for the vessel,

by the Inspector of the Alfandega, for differences found in the «conference» of the Onda, the Treasury relieves the vessel of the fine, because:

Seeing: that the two last verifications of the conference of the manifest do not agree with the first, nor with each other; the answer of the consignees; the declaration endorsed on the manifest, and made by the captain when entering, of his having thrown goods overboard in consequence of a proper protest in the British Consulate, and, finally the observation of the employees who made the last conference, that they found many differences due to the negligence of the officers charged with the discharge of the vessel.

And considering that the differences of mark and quality are insignificant, etc.

NEUTRALITY IN THE PACIFIC WAR.—The Brazilian Government have renewed their declaration of neutrality in the war between Spain and the republics of Perú and Chile. Brazilian subjects are forbidden to take part in it; as also the exportation of warlike articles to any belligerent fort; the fitting out of privateers; the provisioning, equipment or arming, in the ports of the Empire, of any vessel carrying a belligerent flag, used or destined for a war vessel, except such provisions as are needed to enable her to pursue her voyage; the stay of any ship of war, national or privateer, with prizes, or a privateer without prizes, longer than 24 hours, except from stress of weather; and the sale of prizes.

JURY OF THE COURT.—March 9. Antonio Ferreira Maia, Portuguese, 19 years of age, accused of attempting to discount in the Bank of Brazil a bill purporting to be drawn for 1-800\$ by Machado & Rodondo, and accepted by Fonseca Bastos & Co. Being told by the Bank to bring Machado & Rodondo themselves he returned with a letter, saying they could not come. In the meantime the police had been sent for and he was taken up, and on enquiry each of the firms was found to be non est and the writing evidently that of the accused. The defence of the accused was that, while passing in Rua da Paqueta, a man called him and gave him the bill to get it discounted. Guilty, 4 years imprisonment with labor, and a fine of 20 % of the amount.

TROOPS, & TO THE RIVER PLATE.—The Transport Isabel steamed for the Plate, on the 18 th, with 330 men and some munitions. She called at Santa Catharina.

CUSTOMS DECISION.—On appeal of S. Bask & Co, agents of the Liverpool, Brazil and River Plate steamers against the decision of the Inspector imposing a fine of double duties for one box of snuff deficient in the discharge of the Thales, the Treasury has decided that the appellants be relieved from the fine the proper weight having been discharged and the missing box appearing to be one of samples containing 10 lbs.

PERNAMBUCO RAILWAY.—The Government has declined to accede to the reclamation of the Superintendent for an increase of the rolling stock required on account of the increasing flow of traffic, because this reclamation importing the request of an augment of guaranteed capital or a pecuniary subsidy, the Imperial Government is not authorized to give it, as was already decided by a deliberation of the Council of State of January 28, 1866.

PARAGUASSU' RAILWAY, BAHIA, AND ESCADA BRANCH OF S. PAULO RAILWAY.—The Imperial Government has issued circulars to the Presidents of Bahia and S. Paulo and to the Brazilian Minister in London instructing them to bring to the knowledge of any capitalists or others taking an interest in the above enterprises, that the Imperial Government, in no way whatever assumes, or will assume any responsibility with regard to these enterprises or any debts which the provinces may contract for their furtherance, the intention of the General Government in granting these concessions being purely to enable the respective provinces legally to use their credit and resources within their legal sphere, in these cases, this form of procedure being required by the administrative forms of the Empire, and not importing any open or tacit responsibility on the part of the Imperial Government.

METEOR IN S. PAULO.—On the 11th, between 7 to 8 p. m., a meteor resembling a luminous globe, followed by a curved bluish trail, was seen in the City of S. Paulo. In Campinas it was seen about the same time, illuminating the streets as if by a Bengal light, lasting for three or four seconds and followed by a great detonation like distant thunder enduring several seconds.

Some of the «natives» looked upon it as announcing the fall of Lopes.

It was likewise seen at Santos.

RESCUE.—A fishing canoe with two men and a boy overturned on the afternoon of the 16th near the Sugar Loaf. A boat from Fort S. João came to their aid and saved them, one of crew of the Fort boat, named Henri José da Costa Leite, gallantly jumping into the water and swimming for the boy, notwithstanding the heavy sea, and succeeding in saving him when about to drown.

FORCES OF THE ALLIES.—The Brazilian effective army in Corrientes, under Ozorio, consisted, in February of:

Table with 2 columns: Unit, Count. Artillery corps, 2,800; Cavalry, 4,400; Infantry, 23,600; Transport service, 191; Special corps, 121. Total: 31,218. Employed in Montevideo and Corrientes, 150; Sick at Montevideo Buenos-Ayres, Corrientes and in the field hospital, 2,400.

The Argentine army numbered 15,000; and the combined Brazilian and Oriental force under Flores 5,000.

In all about 54,000 men exclusive of the fleet, and 6 10,000 or 12,000 Brazilians under the Baron de Porto-Alegre, now marching from S. Borja; and three or four thousand troops since received as reinforcement to the Brazilian army, from Santa Catharina and Rio de Janeiro.

PRIVATE POST TO COVINA.—The officers of the Mato-Grosso Expedition have established a private post between Uberaba and Coxim.

JURY OF THE COURT.—March 10. José Gonçalves Fontes, Portuguese, 26 years old, accused of having, at 7 P. M. of November 13 past, cut a boy of 14 years age, in the right side, without provocation. Defence drunkenness, which was denied by all the witnesses. Guilty, 8 years imprisonment with labor, and a fine corresponding to half the time.

Henriqueta Rosa da Conceição, Bahian native black, accusing Leopoldina Maria da Piedade, likewise a Bahian Creole, of slightly wounding her. On the 25th of January last these two got into a dispute, exchanged plentiful volleys of billingsmeat, and finally got to blows, out of which the prosecutrix came with face and thumb scratched and bruised with the teeth and slipper of Maria da Piedade. Acquitted.

Antonio José Gregorio Maria da Gama, a Montevidean, a stone breaker, accused of having stolen a portmanteau, and of having broken it open and gone about selling several of the articles contained in it. The accused denied the robbery, saying he found it, already broken open, on the Praia do Flamengo, and that other persons had shared in the contents. Acquitted.

ASTRACITE COAL AT ARAXÁ, MINAS-GERAES.—Dr. des Genettes writes that a sample of coal from the Serra da Parida had been sent to him. «It is black, brilliant shining, dry to the feel, burning with little flame slightly bluish but without smoke, becoming covered while burning with a light cover of white ash, but not changing its form, the ashes are almost nothing in relation to the mass.

Some specimens are schistose, others granular, the first showing with the microscope the vegetable texture, which presents well the fibre of the Acetylenons of the genus Filices, and particularly of the Polyodium vulgare which it much resembles. The specific gravity appeared to be 1.4 or 1.5. It appeared to be anthracite, what the French call houille «rélat nte».

The spurs of the Serra da Parida are very rich in iron ore of prime quality, and such is its fusibility that the two small badly mounted foundries there are able to derive profit from the small consumption of the district.

TROOPS FROM THE SOUTH.—The Paraná brought in on the 18th, 237 men from Maranhão and Pernambuco.

PARÁ.—Professor Agassiz had recovered from his sickness and was going to Ceará with Dr. Coutinho.

A great rise of the Amazon is expected, the rainy season having set in strongly.

MARANHÃO.—The small-pox is raging in the district of Brejo.

CEARÁ.—Byrdstuffs continue very scarce, but rains had appeared on the 8th of February.

The captain of the British steamer Bull-dog, Charles Mullen was drowned on the evening of the 30th of February, falling

from his vessel at Ceará. He is said to have been intoxicated at the time. His body was found on the 23d.

LOSS OF THE FRENCH SHIP «SOLVERINO».—On the 21st of January the above vessel was destroyed by fire off Isla Santa Maria, on her voyage from Macao for Havre.

Her cotton caught fire from spontaneous combustion, it is thought, and for several days her crew fought against the fire, but without success.

LOSS OF THE FRENCH SHIP «NOUVELLE PAULINE».—This vessel left Rio for Marseilles on the 15th of February laden chiefly with coffee. Encountering contrary winds she beat about until the night of the 23d when she struck on the shoals called Mangue Secco, north of Bahia. However, it was not until the 26th that the Captain was enabled to communicate with the authorities of the place. Little assistance could be obtained there, but two steamboats were sent from Bahia to aid in saving the cargo.

CUSTOMS.—The appeal of Messrs. Arana, Son & Co. claiming 6:156800\$ for loss caused by the seizure of 300 Bris of wine, ex Maria da Natividade from Malaga, on May 10, 1861, has been finally decided against them.

The wine was seized on allegation of smuggling, but the seizure was held bad by a Treasury decision of August 16, 1862, and the wine ordered to be delivered up. Messrs. Arana & Co. refused to receive it and required its abandonment, which was disallowed by the custom house, and by the Treasury on appeal. The wine deteriorating, it was sold for 4201\$, from which 3:400400 was deducted for duties, 800\$40 being handed over, on February 26, 1864, to Messrs. Arana & Co. On May 29, 1864 they received 1:568840 for the warehouse rent returned, and 2:400100 duties, making in all 4:835850\$ as proceeds of the wine. Messrs. Arana & Co. having, before the seizure, contracted to sell the wine for 8:423\$, they claimed the balance and interest, making a total claim of 6:156800\$, on the 29th of July 1865. This claim being disallowed, it was carried before the Council of State.

The grounds stated for the final decision are:

1st. Though the seizure was held bad from want of certain formalities, and from the case not being one of «flagrante delicto» treated of in the Regulations, there was bad faith on the part of the «proposito» of the appellants and an attempt at smuggling.

2d. That the appellants refused the wine in August 1862, and caused new delays by raising other questions, though any losses up to that time.

3d. That though the damage previous to August 1862 might be imputed to the Repartição da Fazenda and have been claimed from it, Art 776 of the Regulations of Sept 13, 1860 prescribes the right of reclamation after one year, and the appellants having made it after three years, this right is lost by prescription.

PERNAMBUCO.—No traces of the murderers of the judge of Villa Balla have been discovered, except that suspicion exists of the brother of a poon whom the judge had in prison.

A report of an intended stampede and revolt of slaves on some of the plantations of Pão d'Alho was investigated by the police. 10 of the runaway returned and only six more were supposed to be in the woods. Six of those returned had carbines 8 kegs of powder were seized at the village of Gloria, said to have been sold by a dealer there to the slaves.

On the 5th, in the district of Taparussá, Luiza Mendes was stabbed in the neck by her sister Bernarda da Sena. She, her husband and another man residing in the same house, were taken prisoners.

The Portuguese Schooner Constancia, from Bahia for Liverpool, with sugar, and the Reil Pedro, from Rio Grande for the United States, with hides, entered at Recife in a leaky condition.

BAHIA.—A storm on the 7th at Embira blew down some houses and uprooted ancient forest trees.

SENTEPE.—On the 28th of February, in the termo of Divina Pastora, one man was killed and another severely wounded by three slaves from neighboring plantations. One of the slaves had been captured.

In Itabaina a man was murdered by his brother on the 23d Ult.

In the district of Capella Lieut-Col. João Frederico Oliveira was severely wounded by one of his slaves who fired on his master while the latter was on his way to the plantation.

S. PAULO.—The cotton planting promises well and the crop is acquiring still increased favor among the fazendeiros.

An attempt at murder, in the person of a shoemaker of Villaca, took place on the 28th Ult. During the night three men knocked at the door, and on it being opened by him, one of them discharged a blunderbuss in his shoulder, cutting him up very badly but not inflicting mortal wounds.

Summary of News.

From the Plate we learn that a projected movement of the fleet from Corrientes to Paso de la Patria on the 6th part of the programme of which was the forcing by two of the ironclads and two gunboats, of the fortified pass of Iupirá to obtain command of the Uper Paraná, was not carried into effect up to the 6th, but for what reason was unknown, as the vessels were ready to start when the countermarching signal was made. Preparations for the passage of the river were still pushing on; most of the large flats constructing had been launched; and Admiral Tamandaré purposed taking out the masts of most of his vessels, for the construction of rafts. Sixty pieces of rifled cannon had been landed by the Brazilians to be used in covering the passage of the troops.

According to a Paraguayan deserter there were 36,000 men at Paso de la Patria, being almost their entire strength, and great preparations were made for the defense of that point.

The Baron de Porto Alegre with about 10,000 Brazilians had crossed the Uruguay and was marching for the Upper Paraná towards Candelaria. His advance had already reached that river opposite to the Paraguayan post of Iupia, and the main body at last dates was at S. Carlos in Misiones. The object of this march is to cross the Paraná near Candelaria and enter Paraguay at that part; however it would be first necessary for the Brazilian fleet to force the passage of Paso de la Patria and lend cooperation to the Baron de Porto Alegre's division, after the capture or destruction of two Paraguayan steamers there.

In Buenos-Ayres the Bank crisis had passed over. The affair of the Italian vessel Ma ineta, embargoed by a court, but taken possession of again by an Italian war vessel, had been diplomatically adjusted. Mr. Washburn, the United States envoy to Paraguay, had left Buenos-Ayres with his family, to go up to Asuncion.

In Montevideo a fatal duel, originating respecting an election squabble, had occurred between Captain Servando Martini of the Oriental army and Sr. Bustamante the editor of the «Tribuna», in which the officer was killed by a pistol ball through his left side. Bustamante and the seconds, one of them the son of the President, were arrested.

From Chili we hear of a naval engagement between the Spanish squadron and that of the United Peruvian and Chilean. Three Spanish frigates attacked two corvettes and three gunboats in the winding channels at the little Isle of Abtao. The accounts of the result are contradictory, the Spanish account claiming the recapture of the Coradonga, the disabling of the other vessels and the destruction of the land forts, while on the other side they say they repulsed Spaniards notwithstanding these had a great superiority of force. The Spanish frigates returned to Valparaiso and soon after the Blanca and the ironclad Numancia went off to renew the attack, leaving the Villa de Madrid to repair damages.

Bolivia has joined Perú and Chile against Spain.

In Rio de Janeiro an event of much importance to Brazil has taken place, in the birth of a son to the Duchess and Duke of Saxe, which occurred on the 19th Inst. at a quarter past four P. M.

In the Imperial Assembly the business of the Chambers



has dragged, and it was not until the 17th that a house was obtained in the Chamber of Deputies, when the President and Vice-President were re-elected.

The business in this Chamber has been of little import as yet. In the Senate, the bill to reduce the tax on the purchase of foreign vessels to five per cent was laid over until after the voting of the Budget. That to permit foreigners to hold vessels under the Brazilian flag, provided one of the firm be Brazilian, was sent to the Committee on Commerce.

The Brazilian Government have reiterated their declaration of neutrality in the Pacific war.

Two Bomb vessels were launched on the 17th from Ilha das Cobras, intended for the Paraguayan campaign and to carry a thirteen inch mortar and two 80 pound howitzers.

From Pará we hear of the restoration of Professor Agassiz to health and of an intended visit to Ceará.

At Macaé the captain of the British Steamer Bulldog fell overboard and was drowned on the 20th of February.

Some murders and attempts are reported in the provinces of Pernambuco, Sergipe and S. Paulo. In the latter a brilliant meteor appeared on the evening of the 11th.

In Minas Geraes a discovery of anthracite coal is believed to have been made in the Serra da Parida.

OBITUARY.

We regret to record the death of one of our oldest and most respected English merchants, Mr. Alexander Taylor, of the firm of Dalgligh Thompson & Co.

Mr. Taylor occupied the responsible position of Director in several of the public companies, and on many occasions his advice was sought for, as that of thoroughly practical and conscientious merchant, on matters of more than ordinary importance and difficulty. He leaves numerous friends to regret his loss.

Imperial Assembly.

SENATE.

March 9. Copies of papers relative to the Pernambuco Railway were laid on the table. The Deputies' Bill No 19 of 17th of July was referred to the committees of Fazenda and Marine and War jointly. The Deputies' Bill authorizing the Government to reorganize the central administration of the Marine was laid over at the requirement of the Visconde de JACUINHONIA for the presence of the MINISTER OF MARINE.

The 3d reading of the Lower Chamber bill, giving minor children of officers equal rights with the unmarried sisters, in the Marine Monte vto, was passed with the amendments of the committees of Fazenda, and War and Marine.

17th. The bill permitting the stamp duty requirements and petitions, where no stamped paper is for sale, to be paid after filing, passed the 2d reading.

The grant of naturalization to Roberto Pinto de Magalhães and others passed the 3d reading.

A warm discussion on the Marine organization bill took place but no vote was had from want of a house.

19th. The MINISTER OF JUSTICE presented his bill making arbitration voluntary in all cases.

The Visconde de JACUINHONIA filed a requisition for information as to the anomalous state of the Province of Rio de Janeiro without a Budget.

Sr. THEOPHILLO OTTONI filed likewise one for information as to the Canabarro court martial.

The Marine organization bill was rejected.

The Bill reducing to 5 per cent the duty on vessels naturalized Brazilian was, on the second reading, laid over until after the passing of the Estimates.

On the 2d reading, the Bill permitting foreign companies to own Brazilian vessels, if one of the partners be Brazilian, was discussed but no vote was had there being no quorum.

21st. The Bill permitting foreigners to hold Brazilian vessels, if in partnership with a Brazilian, passed the 2d reading and was referred to the Committee on Commerce.

Rejected on the 2d reading: Bill authorizing biennial exhibitions; ordering a yearly report of the gratuitous scholars of the Pedro II College; authorizing statements of the finance legislation on legislative accountability.

On proposal of Sr. DANTAS, at the 3d reading, the bill prescribing the floating debt prior to 1827, not claimed within five years hence, was referred to the Committee on Finance.

CHAMBER OF DEPUTIES.

March 17. The President and Vice President were re-elected. A call for explanations as to the recent modification in the Cabinet, made by Sr. MARTINHO CAMPOS, provoked a somewhat warm discussion.

19th. The Bill on Banks of mutual credit was laid over for the presence of the MINISTER OF FAZENDA.

The Bill ordering the suspension of conscription during elections of electors, justices of the peace, and vereadores, coming up on the 3d reading, was referred to the Committee on Powers.

20th. The Bill counting to officers their time in both services, when giving right to reform a passed.

On the 2d reading of the Bill deciding the fines of Arts 423, 423, 427, 433 § 2, 3 and 4 of the Customs Regulation of Sept 19, 1860 belong integrally to the Treasury, it was laid over, at the proposal of Sr. NEMAS.

On the 2d reading of the Bill giving debts to Municipal Chambers the same privilege as those to the Treasury possess, it was likewise laid over.

The Bill granting a subsidy for the steam navigation of the N. gro. Madeira, and Tapajós was rejected on the first reading. 21st. The Bill authorizing the Naval Council with the Military Council, was laid over at the proposition of Sr. VINTURO.

Bill 118 of 1864 was likewise laid over on a vote on the proposition of Sr. FRANCO DE ALMEIDA, made June 28 1865; as also Bill 164 of 1864, on the proposa. of Sr. C. MADUREIRA made August 16, 1864.

The Bill exempting from duty religious objects imported by the Mendicant Orders, passed the 1st reading.

On the 1st reading of the Bill exempting from duty foreign articles inalienable to the industries of the country, it was referred to the Committee on Finance, on proposition of Sr. RATISSONA.

The Bill permitting the Porto Alegre Hydraulic Works to import necessary articles, free of duty, was rejected.

The Bill providing for the founding of three military colonies on the Ur guay, was again laid over.

At 1 P. M. the MINISTER OF MARINE read a Bill asking a supplementary credit of 4,934,857,989. Remitted to the 4th Committee on Estimates.

No vote was had on the Bill declaring it to be to buy from slaves without permission of their masters, there not being sufficient members present. 22 d. The proposition made on the 21st by Sr. CHAGAS LOBATO, to refer the above bill to the Committees Criminal Justice and Municipal Chambers, was rejected, and the bill passed the first reading.

Passed, the bill 32 of 1865. That of No 180 of 1864 was rejected. No 53 of 1856 on naturalizations, was passed with all the amendments.

The 2 d reading of the Budget for 1866-7 was taken up but no vote had.

COMMERCIAL NEWS.

Exchange.—Opened after sailing of the packet at 25 for private Bills, with but little doing, when takers determined on waiting the packet's arrival. The London and Brazilian Bank declaring their rate on the 19th 25d. at which figure but little money appeared, private drawers with business to be done had to accept of 25 3/8 and 25 1/2, with some small transactions at 25 1/4. To day market closes firm for Bank Bills at 25d. and commercial at 25 1/4 and 25 1/2. The same negotiated by this conveyance is estimated at about £ 300,000. On Paris no transactions of importance have transpired. Private bills have found takers at 380 rs., while the Bank rate remains firm at 380 rs. to 355 rs.

Government Stock.—Of the last omission by the Government all has not yet been taken, but it is presumed by the end of this month the full amount will be paid into the Treasury. In the market many have changed hands at 90 1/2, some trifling sales at 90 1/2, and one private sale not published at 89 1/2. This security will not, in our opinion, decline as is generally reported, as Government have resolved to impose new taxes, or demand the payment of a portion of the duties on imports, in gold or notes of the nation.

Six per cent provincial stock is sought after but sellers do not appear.

Bank of Brazil Shares.—This security in consequence of malicious articles (inserted in our worthless Journals which are seldom to be relied upon) against this most important Establishment, to favor a base operation, declined to 208000 discount, but has since rallied and few or no sellers appear. Last transactions which appeared on the market were soon disposed of. Government will in a few days make known in the Chambers, views in regard to the Bank, and it being in reality a territorial Establishment, the sooner some decision is come to the better for the public.

Haral Bank Shares: have also declined and were sold at 16000, or 408000 discount; to day they are firmer and sellers ask 1708000.

Steam Packet Shares: have been sold at 208000 to 228000 discount, while Amazon Steam packet shares have been sold at 1008000 premium.

Petropolis Rail Road: this company has advertised to purchase their own shares, with their reserved fund.

Metals: have been sold as follows: Doubloons, 339000. Sovereigns, 108200, 108300 to 108350. Government notes, 3 1/2 to 6 per cent premium. Brazilian Gold, 12 per cent premium.

Discounts, 8 1/2 to 10 per cent premium.

Dry Goods.—There has been a small but steady demand for most classes of Staple Cotton Goods during the fortnight, and as Stocks of these are moderate prices keep firm but show only a trifling margin on the present cost in Manchester, so that it is only by a continuance of limited supplies that better prices can be expected.

Hessians.—320 réis and 350 réis are the prices demanded by Holders today.

Butter.—Though our stocks in first hands are large, they amounting to about 1000 firkins, prices are firmer owing to no large arrivals being expected for some time; and some holders are not willing to accept less than 800 rs. though sales have been effected at 700 to 760 rs.

Coals.—We have to report a fair demand for Cardiff at 18500 cash. For Newcastle we have no arrivals or sales to report. Coke 27800 to 28900.

Codfish.—A cargo from Halifax has readily realized 255500.

Flour.—The sales during the last fortnight have been rather extensive; 1,500 Barrels Richmonds at 248000; 1,500 Trieste SSSF at 255500; 1,500 Baltimore at 215500; some New York Hieriors at 228000 and the balance of the same Brand, consisting of 1,000 Barrels, has been sold to day at 19,500. Stocks are now reduced to 9,000 Barrels.

Lard.—50 small kegs of Baltimore have been sold at 530 rs. per libra.

Kerosene.—The market continues overstocked and prices are nominal 1700 to 1800 per gallon.

Pitch Pine.—A cargo of Florida Pitch Pine has been sold at 385500. We have had no sales of lumber, and the market is overstocked.

Coffee.—Sales since our last amount to 43,000 bags; at a decline of 30 rs. on low, and an improvement of 100 is on superior qualities. Our stocks amount to 140,000 bags.

Cotton.—The market has continued paralyzed during the last fortnight, and the high prices demanded by holders prevented exports from operating unless some small lots of about 20 Bales of S. Paulo which were purchased in consequence of freights contracted for. The stock in first hands amounts to about 5,500 Bales and further supplies of 4,000 Bales are daily expected from Santos.

Foreign vessels sailed

MARCH 10.

Austrian Schooner Pfeil, Wilmington, coffee. British Schooner Rheida, Queen, New-York, coffee. British Bark Maud, Northern Ports, ballast. Norwegian bark Hans Egede, Bahia, ballast.

British Packet Douro, Southampton. Prussian Brg Fortuna, Marouin, ballast.

Russian Brg Frederik, Helsingfors by Borga, coffee. Prussian Brg Catharina, Falmouth, coffee. British Ship Ocean Traveller, Northern Ports, ballast. Bremen Brg Leopoldina, Bahia, ballast.

Russian Schooner Henriette, Christiania, coffee. British Schooner Mary Ida, New-York, coffee. British Schooner Flash, Cape Town, coffee. British Corvete Stromboli, England.

Un. States Bark Lapwing, Balimore coffee. Hamburg Brg Adler, Channel, coffee. Hamburg Bark Miranda, New-York, coffee. Norwegian Schooner Ulmen, New-York, coffee. British Brg Eleanor Thompson, New-Y rk, coffee & woods.

Portuguese Schooner Diligente II, Montevideo, salt &c. Portuguese Schooner Garrett, Pernambuco, meat. Hamburg Bark F. delicias, Pernambuco, ballast. Hanoverian Schooner Bertha, Parangatu, ballast.

Austrian Schooner Thereza B, Bahia, ballast. British Steamer Harmigan, River Plate. British Bark Skimmer of the Seas, New-York, coffee. Portuguese Bark Terrence Borges, Northern Ports, ballast &c.

French Bark Robert Peyron, Havre, coffee & hides. Portuguese Ship Uca Amizade, Maranhão, coffee & ballast.

CHAS. AURNHEIMER, & F. D. MACHADO, SHIP BROKERS REPORTS.

Rio de Janeiro, the 22d of March 1866.

FREIGHTS:

Table with 2 columns: Channel, Mediterranean, United States, Do. and 2 columns: 50, 50/4 to 55 nominal, 42/6d, a 50/.

VESSELS CHARTERED FROM THE 21st TO 22d MARCH.

Table with columns: Destination, Vessels, Bags of Coffee, Shippers, Freights, Class. Includes entries for New-York, Channel, S. Francisco, Northern Ports, Buenos-Ayres, Paranaqua & River Plate & back, New-York, Bordeaux, Marseilles, New-York.

VESSELS LOADING AND WITH DESTINATION:

Table with columns: Destination, Vessels, Bags of Coffee, Shippers, Freights, Class. Includes entries for New-York, Bordeaux, Marseilles, New-York, Baltimore, S. Francisco, Cape G. Hope.

Price current. Rio de Janeiro.

Large table with columns: IMPORTS, DUTIES, PRICES, PER OBS. Includes sections for Imports, Exports, and various commodity prices like Coffee, Sugar, and other goods.



## District of Cananéa, Invitation.

COLONIZATION OF THE DISTRICT OF CANANÉA, PROVINCE OF S. PAULO (ON THE FRONTIER OF THE PROVINCE OF PARANÁ).

Long ago it was a project of the Government to colonize the district of Cananéa, it having at disposal immense tracts of fertile land still uncultivated. For that purpose great surveys were made. In 1861 the Swiss Ambassador, Herr von Tschudi, desired to establish a number of Swiss colonists. The result of a transaction with the Government was that a tract of land close to Cananéa, two leagues square, was offered for this purpose, and the Government even took the responsibility of indemnifying the owners of coffee plantations who had engaged Swiss families, sending these to the place. This was the beginning of the Colony of Cananéa, which is situated at a distance of 15 miles from the town of Cananéa. This colony, now existing three years, has about 320 inhabitants; and its Director is Herr J. A. Schmidt. The first difficulties are conquered, all the colonists have a shelter and are occupied more or less with the cultivation of the soil, which is partly freed from virgin forest. It is true there is a want of everything that can be considered ornamental or luxurious, there is neither school nor church, nor any social institution.

The Director lives in one of the buildings which are offered to the new-arrived; adjacent to it there is a large handsome building nearly finished; and at some distance a house is commenced to be built for the reception of colonists arriving later, that will be 87 feet long. When this is completed the erection of a chapel and of a school house will be commenced.

To give a boastful account of agricultural success would be premature and at the same time untruthful. A great many of the colonists are unfit for agricultural pursuits, but a later generation will gratify the expectations. Still some of them prove that there is activity among them which with the growing population, will be developed and certainly will lead to the best results. This assertion is not an illusion but a positive fact. The fault of most of the Colonies is that they are established where there are no roads of communication.

Brazil is a country where there is a want not only of work people but of inhabitants. If in California the population grew so enormous, it was merely the gold and the hope to get rich without effort and hardship that attracted people. When the gold mines were exhausted they were obliged to cultivate the soil; by that means industry and commerce began and prosperity was founded. In the district of Cananéa the land does not promise a large harvest of gold, but a fertile soil and a delightful climate that every European either from North or South will feel gratified with. The town of Cananéa, 15 miles distant, is visited by the ships of that coast, and there exists a regular steam packet line between Rio de Janeiro, Santos, &c. which gives every advantage of a direct communication, therefore it is required that the vast and fertile tracts of land, till now deserted and uncultivated, be made fit for commerce and industry. Here is the germ of prosperity in the future, which depends entirely on the cultivation of the earth. It is more than the gold mines of California; here are thriving now: coffee, sugar, tobacco, cotton, rice, maize, every kind of tuber, &c. in their most productive extent.

Population, large population is the only thing required, and at the same time minds fitted for enterprise, which do not expect to get everything that is wanted in the beginning from the Government.

The present time seems to be the most proper to realize this transformation. One of the strangest anomalies, such as history has none to relate, puts emigrating Southerners from the North American Union and emigrating Poles in the same category, both rebels against a superiority they wished to rid themselves of. Both come to Brazil seeking reception, both are welcomed with joy as future inhabitants and citizens of an empire in want of men. When a few years ago working people were looked for and the immigration of German colonists seemed nearly stopped, the advice was given to employ Chinese Coolies or the wild tribes of Indians living in the virgin forest; however it was not carried into effect as may easily be conceived. As in California so it would be here, not that the Chinese are unqualified for agriculture but that they would use their innate craft and cunning, as well as the liberties of a constitutional empire, to manage tricks and go peddling about. The essays with Indians are well known. It is a different matter with these new acquisitions.

The Americans bring with them their innate energy, their striving after activity, their progress in all mechanical arts, &c., and the gain, in consequence, to the whole country is without question.

What is saved in hand labor by the means of machines can even facilitate the menacing emancipation of slaves. Suppose in the course of the next years, instead of 50,000 or 100,000 Americans as is hoped now, a million of them would come into the country, as a matter of course a transformation of the present state of things would take place, and the want of a still larger immigration would be felt. History teaches this and North America has shown it to us, and shows it still.

In the meanwhile the high mounting waves of excited passions will be appeased there and never will exceed bounds again.

The Germans with their fondness for emigration will most likely come to supply the colony with inhabitants. — The Yankee in his onward striving taking the hatchet in hand clearing the virgin forest, and the German coming after him taking possession of it, settling himself there and using the plough where he creates his home for ever.

It is often the case that apparent disaster and impediments to progress serve but to awaken strength, and that the greatest benefits arise from them. The war with Paraguay proves this distinctly. Another, a more lively spirit penetrates the nation, going hand in hand with the rulers of the state. In despite of the war, surveys are made for the establishment of roads in the interior, to make the rivers navigable, &c., in order to open the gates of the inaccessible land, and by that means to lead in one channel the different branches of commerce. The colony of Cananéa is included therein, and a great many things will be the consequence of it. One glance at the map shows us this. The whole coast from Rio de Janeiro to Santos, Desterro, Rio Grande do Sul, &c., has a small population, whereas in the interior of these provinces a good many towns, hamlets, villages and properties are to be found.

The navigation of the coast cannot, therefore, furnish all that is needed. In consequence two railways were established. It is also a project of the English Consul, Captain Burton the celebrated traveller in the interior of Africa, to change into a harbour the best place of the district of Cananéa situated on the sea, and to lead a railway from there through the interior as far as Araraquara. This railway would have its commencement close to the Colony Cananéa, would pass through it and extend 100 leagues into the interior.

If a newly discovered coal mine answer the expectations the realization of this project is certain, especially as no impediments in the nature of the ground are found.

Here is room for a million of men, for a thousand square miles of the most fertile soil are lying in wilderness. The commencement of this grand work is the small and insignificant colony of Cananéa, whose magnificent situation will

soon attract colonists. To this communication a sequel will follow containing a great many things not now mentioned. The author living in Petropolis accepted the invitation of his friend the Director Schmidt to go to Cananéa, make there his own observations and write his opinion on this important matter; which he now states to his countrymen the German, and as well to the North Americans, the Polish committee, and to all who wish to settle here.

Living in the Colony now he offers to answer all questions and letters, and for that purpose gives his address and some observations at the end.

## SITUATION OF THE COLONY.

The town of Cananéa, situated on an island, was established by the Portuguese 225 years ago, not long after the discovery of Brazil, as is to be seen on its antique church. The harbour is insignificant and little frequented. The main export is rice, for the culture of which the land is well adapted. Steamboats arrive every fortnight. To come from the landing to the colony one must, after two miles walk on the island, cross the shallow channel, a mile wide, in a boat, having, besides, only a walk of 8 miles in the road, which is also used by pack mules, and could easily be made a carriage road; in which case transport of every kind would be possible.

The establishment of such a road would be a great speculation for by that means things would not cost any more an enormous price. This is the only reason why no houses of commerce exist. The colony has even some bridges where there are no roads. It is traversed by a street, and in the middle of it is a river which is narrow when the water is low but swells when the rainy season comes. Its course is zigzag and is often obstructed by stems of trees falling into it. Captain Burton, who examined it and is a competent judge, said that it might be transformed into a navigable canal able to carry vessels of a few feet draught as soon as the railway would be established. On both sides colonists' houses are to be seen. The conditions of settlement are the justest ever to be found; they surpass even those of the famous homestead law of North America. If who wants to have one of the vacant colonial lots addresses himself to the Director. If he has not the means a shelter is granted him provisionally or a house is built on a proper place on his lot. He who takes a colonial lot of 125 braças in front and 500 braças deep (nearly 75 acres) pays one half real the braça (10 1/24; 20 cents the acre) a sum which he has to pay in six years. During the first six months he can claim rations, which are charged to him. A certain space is measured off for the town, and the forest cleared away. Each lot is 15 braças in front and 50 deep (nine eighths of an acre), which is sold at 20 réis the square braça, or Rs. 22500 the lot (50/6, 12 dollars the lot), under the same conditions. After the fulfillment of these conditions he receives the legal title to his possession, which is valid to him and his heirs.

## SALUBRITY.

Next to the fertility of the soil, the ways of communication and export, the climate has to be considered. If the Province of S. Paulo is said to have a healthy climate the district of Cananéa, situated so close to the sea must have this advantage in a still higher degree. They who know Petropolis and its famous climate will have an idea of it for it is very like it in summer, cool in the morning and evening. The author of this having lived a long time in Petropolis, and going from there to Cananéa, this comparison seems to him the best. What few people have noticed is that the climate of Cananéa, being always the same, surpasses that of Petropolis, and the people are not troubled with gout, rheumatism and other pains, as is the case in Petropolis. It must be owned that Cananéa is not to be compared with Petropolis for romantic and picturesque scenery, which is mentioned to show my impartiality. In Cananéa, as in Petropolis, people are not troubled with mosquitoes, which is certainly an important thing to those who know this plague. The only troublesome insects are the sand flies which made their appearance in Petropolis when it was founded, but when the population increased diminished and finally disappeared.

I. F. BERT.

Colony of Cananéa, January, 1866.

## ADVERTISEMENTS.

## TO NORTH AMERICAN EMIGRANTS

Emigrants from the United States of America will find, at the under noted house in Rua Direita, the plans, explanations and instructions for the sale of several tracts of land in the fine province of Rio Grande do Sul, on the margin of navigable rivers, such as the Cahy, Taquary, dos Sinos, etc., and upon which there already exist German & Brazilian Colonies. Amongst these lands are the important estates of

## Parecy and Harmonia

situated on the right margin of the river Cahy, with 36,000,000 braças (about 43,780 English acres) divided in lots to suit, which will be sold upon credit.

Every information to emigrants who may desire to establish themselves there will be supplied here. For further information apply to Reinaldo Carlos Montoro, Rua Direita n. 135, 1st. Floor; and for explanations of plans etc., at the Merchant's Exchange to E. M. Giohno, who will act as interpreter to the purchasers.

## INSTRUCTIONS ABOUT THE COLONIES OF RIO GRANDE DO SUL.

1st. The distance by sea from Rio de Janeiro to the Rio Grande do Sul harbour is 650 miles, and the voyage is usually made in four days.

2d. From the City of Rio Grande to that of Porto-Alegre the distance by water is 180 miles, which is run by steamers in 24 hours.

3d. At Porto-Alegre there are lines of Steamers running to all the rivers where the lands best adapted to colonists are to be found. One can go to Taquary in 13 hours; to Rio-Paro in 24; to S. Leopoldo in 8, and to the port of Guimaraes at Cahy in 8 hours.

4th. The German Colonies situated in S. Leopoldo, Taquary, Triunpho, Rio Paro and other Districts, comprehend an area of about 50 leagues, with a population of immigrants, or their descendants, of more than 50,000 inhabitants.

5th. A lot, with sufficient ground for a family to cultivate, is worth from rs. 6008 to 1:2008; they are sold at, from 1 to 6 years credit; a discount of the interest being allowed on what may be paid at sight.

6th. The principal articles of production are: leaf tobacco, beans, Indian corn, wine, flax, sugar cane, etc., etc. The exports from S. Leopoldo amount to 500,000 dollars a year; and Santa Cruz exports annually the value of 250,000 dollars.

7th. There are colonists in the oldest settlements, who can dispose of fortunes of 20,000, 30,000, 50,000 and even 80,000 dollars net in cultivated lands and cash.

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G. N. Davis, Rio de Janeiro.

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## NOTICE TO EMIGRANTS.

## PRIVATE LANDS FOR SALE.

Notice is given to those interested that there exist in the office of the Official Agency of Colonization at No 23 Rua da Constituição (lately Ciganos) 81 proposals to sell lands, with or without improvements, in various provinces. These proposals contain the principal declarations; as to situation, extent, nature of culture suitable, approximate prices, and others more minute upon the means of communication, water, nature and condition of the grounds and the buildings thereon, &c.

Persons desiring information with regard to these can apply to the said office from 9 1/2 A. M. to 3 P. M.

J. C. GALVÃO,

Official Agent of Colonization.

Rio de Janeiro, February 8, 1866.

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and to Bremen and Venice at 10s per Ton additional — and will soon be able to add other ports, also.

The port of final delivery may either be fixed at Rio when Bills of Lading are signed, or be declared by the holder of the Bill of Lading after the Coffee arrives at Liverpool; this latter alternative manifestly placing the Importer in the same position as if he chartered a vessel to call in the Channel for orders.

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THE ANGLO-BRAZILIAN TIMES.

Notice to American subscribers and advertisers.

Persons desirous of subscribing for this paper, or of advertising in it, will please apply to Messrs Kellogg & Dauchy 50 Beekman St., New-York, who is authorized to receive subscriptions and advertisements. Subscription £ 2.2 per annum. Advertisements 9s/6d per Inch of Column, for single insertion. If inserted six consecutive months an abatement of 10 per cent will be made.

The Rev. Ballard Dunn, as also the Texan commissioners, Messrs McMullen and Boen, have secured a splendid tract of country in the province of São Paulo, close to Iguaçu, a great part of it being Government lands of the finest quality.

The Government agrees to erect suitable buildings for the reception of immigrants until these are in a position to construct their own houses, and it agrees to make a road to connect the colony with Cananéa.

A proper official is also to be sent to investigate the titles and see that no legality is absent in them, in fact nothing is wanting on the part of the Government to promote and protect the interest of the American immigrants.

We advise all who purpose coming, to lose no time in the selection of their lands. São Paulo offers, most decidedly, the greatest advantages to them in every respect. This province paid off during the last year 4,000,000 of its debt, in consequence of the great development given to the cultivation of cotton.

We have seen the letters of Mr. Norris, who has purchased land at Campinas, which speak in the highest terms of the district; and all concord in the opinion that the province of São Paulo must become the richest province of the Empire, even if cotton realize but one half of its present price.

The International Emigration Society.

We regret to find that the working of the International Emigration Society is not likely to promote the views entertained by those who favored its establishment. The material assistance which might be rendered to arriving emigrants is almost entirely lost sight of in the promulgation of pompous and high sounding advertisements; in self-constituting the Directors the spiritual advisers of the people and propagating the circulation of Sr. Soares' polemics; in issuing circulars to Consuls, Parsons and the colonies to elicitate all the grumbling and dissatisfaction of the discontented German Colonists and their directors. No doubt if the Directory are anxious to obtain grumbling from them they will be speedily inundated with it to their hearts' content. Every one knows that the German colonies of Brazil have been, with scarcely an exception, a complete failure, notwithstanding their general advantages of situation and the large sums spent upon them by the Government. Extreme poverty, unsuitableness, and inertness on the part of the colonists; ignorance, incapacity and malversation on that of their administration, sufficiently explain their condition without ascribing it to unsatiated longings after deputyships, senatorships or regencies, or to offended religious feelings. « The King is dead, long live the King! » We have not to deal now with a defunct German immigration, but with an active life-bringing American one, and the Directory of the International Emigration Society will do better in lending an aiding hand to the latter than in wasting their time, and the money of the subscribers in raking among the ashes of the former for grievances, in the insertion of their magniloquent advertisements in the newspapers, and in turning the Directory of an important association into colporteurs of religious tracts.

There are several things which we hope to see altered in the laws of Brasil, particularly in the laws creating religious disabilities, but it is not by violent and offensive attacks calculated only to excite the prejudices and offend the bigotry of the populace that measures depending on the reason and the sense of justice in their representatives can be passed. American emigrants, and all emigrants worth having, do not come to this country to become politicians and plunge into polemics, but to pursue their customary avocations under more advantageous conditions, and they do not call for violent changes of the Constitution to enable them to become at once Deputies and Senators, or overturn a religious system so deeply

entwined in the Constitution and in the feelings of the majority as the Roman Catholic religion in Brazil is. Some slight immediate changes of legislation, amongst others to extend the recognition here of civil marriages abroad, are requisite, and we hope to see them brought forward without delay, but the Directory of the Association, at this moment of the initiation of the society, will render more service by laying aside for the present their more grandiose and more self-complacent mission of political and religious agitation, for the more useful, though more modest object of « aiding the immigrants in their establishment in Brazil, showing them the way, protecting them and removing the embarrassments they may encounter. »

If the Directory keep these last objects strictly in view the society will have a practical influence upon the success of immigration, and will deserve well of the country, but if these be neglected and it degenerate into a political and polemical spouting club, it needs no prophet to vaticinate its speedy death from inanition.

The U. S. and Brazil Line.

Owing to the energy displayed by Mr. Munroe the new Agent in Rio de Janeiro for this line, the South America leaves this time with a large cargo, including 7,500 sacks of coffee and sundry other articles. This result does very great credit to the diligent efforts of the Broker of the company, Mr. Machado, to secure freight for the vessel; and it may safely be predicted that important advantages will be derived by the company from the zeal of the present administration, in which the united energies of an American Agent and an American Broker, actuated with the proverbial go-a-head ideas of their countrymen, are interested in its welfare, a welfare which, at the same time, will be the means of rendering important services to this country.

Extracts from « Notes on the Amazon » by Sr. Tavares Bastos.

V BOLIVIA AND VENEZUELA.

Still more than Peru will Bolivia contribute in a short time to the rapid augment of the commerce of the Amazon. « A half, more or less, of its territory, observes Maury, is within the valley of the Amazon; a fourth part within the valley of the La Plata; and the remainder of what is not desert or mountain is found in the valley of lake Titicaca, where the Incas and the civilization of Peru had their birth. »

Bolivia is divided into three regions: that of Oruro, to the south, cold, unproductive, scantily populated, poor, and with its cities in decay; that of Cochabamba to the east, where the climate is temperate, the soil more productive, and the Spanish race is found in all its vigor; that of Chiquitos, or country of the Mojos, to the north, in the basin of the Madeira, unpeopled, but with a great future for industry, commerce, agriculture and navigation.

This immense territory is occupied by only 1,500,000 inhabitants. Of these the half belong to the indigenous race, subjected to forced labor and paying tribute to the government, as in the time of the Incas, a despotic rule, through softer than slavery, which was, besides, abolished in Bolivia by a law of the National Convention in 1851.

Despite the falls of the Madeira, the commerce of Bolivia by the Amazon, which four years ago had no existence or was represented by a figure almost of nullity, rises steadily.

In 1851 about 70 abas descended the Madeira with products valued at 120,000; and in 1855, according to the relatório of Sr. Adolpho de Barros, the descent of Bolivian productions promised to exceed that of the preceding years. Those 120,000 were represented by products of agriculture and cattle rearing, including among them sugar, cocoa, cigars, dried beef, hides, tallow, cattle on foot, &c.

Three of the departments are able, even now, to traffic by the Amazon, and are intimately interested in the steam navigation of the Madeira and in the marginal road that ought to be substituted for the toilsome passage of the falls of that great tributary. They are the following: Beni, (capital Trinidad, on the Mamoré); Santa Cruz (capital, the city of the same name); Cochabamba (the same).

This population is said to be 622,817 souls, without counting the wandering tribes that frequent the Beni chiefly. According to Gibbon there are 90,000 Indians entirely settled and ready for labor.

According to information obtained by the president of Amazonas, Sr. Adolpho de Barros, in 1855, these departments produce: cocoa, about 25,000 arrobas; dried beef; hides; rice; maize; mandioca; divers cereals; sugar; cotton; they rear great herds of cattle; spin and weave cotton, and their cloth is that consumed in the country. The same president was induced to believe, in view of such information, that the three departments mentioned (which contain double the population of the two Brazilian riverine provinces) could export products to the value of 3,000,000 as soon as the steamboat appears and road of the falls is constructed. It is calculated that their present importation, by way of the Pacific, is not inferior to that sum. There is thus treated of a commerce of 6,000,000 to add to the present 15,000,000 for all the valley. And that president asserts that, judging by what has been seen already, some years of tranquillity, and of accommodation and free transit through our waters, would double the sum of Bolivian commerce, such is the

confidence which the population of those regions and their disposition and habits of labor, inspire.

These departments are not under the equator; they extend towards and even beyond the tropics so as to have a temperate and even cold climate.

In these regions of the Madeira the river navigation is constant throughout the year, as is likewise the case with the Mamoré and its chief affluents. Canoes carrying 50 to 200 arrobas pass them in all seasons.

According to Major Coutinho, who made a voyage of exploration in 1831 to the falls of the Madeira, agriculture is developing in those departments and is an industry more followed there than in Upper Amazonas. The tobacco which the Bolivians raise is reputed equal to that of Havana, their coffee to that of Rio and Ceará, and their sugar to that of Pernambuco. Sr. Coutinho brought samples of these products which were considered in Maniós, of good quality. He adds that the cattle of the department of Beni will contribute to quickly augment the exportation of Bolivia. On the campos of the Mamoré there are many cattle fazendas, and Bolivian dried beef could be sold at 68 the arroba at Maniós, where the want of beef is much felt.

It is said that the costs of production are less in Bolivia because the wages of workmen are trifling, namely two dollars or 45 a month, whilst in the Upper Amazon they are at least 158.

According to Maury, quina alone, drawn from the portion of its territory comprehended in the river zone of the Amazon, was exported by Bolivia to the ports of the Pacific, to the value of two millions of dollars, in 1851.

And, in order to form a better judgment of the exportation possible through the Amazon, it is necessary not to forget the considerable remittances of wool made by Bolivia from the head lands of the affluents of the Amazon to the far off ports of the Pacific, overcoming numberless precipices, fighting with snow and frost, winding into abysses, climbing to the clouds to descend to the level of the sea.

This much regarding exportation; as to what respects the importation into the same riverine territories, here are some slight elucidations:

The products remitted from the Pacific ports come to the central towns of Bolivia, to its capital itself, at a fabulous price on account of the distances, the roads and the reloadings. Besides this, Bolivia possesses only an insignificant maritime port, Cobija, an unfrequented roadstead, and its commerce is made through the ports of Peru, on which it is dependent.

According to what Gibbon says the population of the departments of Beni and Santa Cruz is forced to clothe itself in the coarse cloths fabricated in the country. Earthenware and iron are extremely dear there.

The same traveller says that the transport of a ton of cargo from Cobija to Chuquisaca (or Sucre, the capital of the republic) costs £ 50, or more than 78 the arroba. But from Europe to Cobija, observes Sr. Coutinho, the freight of a ton is merely about 428.

« In 1851 », adds the latter, « the goods imported through Cobija into Chuquisaca was valued at 11,000,000. The carriage represented in this total the sum of 8,000,000 »

« In Chuquisaca », observes president Adolfo de Barros, « four fifths of the price of the objects represent the charges of transport of the merchandise forwarded from Cobija or Arica ». Imagine the price for which it has to be sold in Beni, a more distant department, but placed on the fluvial line of the Amazon, on the way from Europe to Pará, a shorter and more commodious road.

Whence it may be concluded with security that, if the trip by the Amazon would reduce the freight, not to a fifth part, as is possible, but only to half in the first years, since the voyage would be at least one half less, this considerable trade will travel towards our fluvial ports.

Whence it may be concluded, likewise, that if the first trials turn out successful, the trade will augment in a progressive ratio and in an astonishing manner. It will effect for Bolivia, as some one has already said, the revolution that the discovery of the passage to India by the Cape of Good Hope effected, or what will be produced, in the present century, by the direct navigation through the Isthmus of Suez and the Red Sea.

Here are examples of the distances. From Cochabamba to Tacna, a city of Peru, through which you go to Arica, a port preferred for the commerce of Bolivia, there are about eleven days of travel. But from Cochabamba to Cobija forty are requisite because the distance is 219 leagues, according to Gibbon.

Santa Cruz lies beyond Cochabamba, on the east course; the distance between the two is 107 leagues, requiring a 30 days trip for loaded mules. From Santa Cruz to Arica is about 40 days; and from Cobija, through Cochabamba and Potosí, not less than three months, the distance being 345 leagues.

Therefore it is that this department tries to produce every thing, even though of bad quality and dear, from objects in gold or silver, and cloths, even to the alimentary products of differing climates.

The necessity of attracting the Cis-Andes commerce towards the Amazon results from all this. We will see in the part of these notes relative to the tributaries of the great river, the advantages and facilities met with in the Lower and Higher Madeira.

It is requisite on our part to hasten to attract towards the Brazilian ports the valuable trade of the territories on this side of the Andes, whether Bolivian, Peruvian, Venezuelan, or Nova Granadan.

We have competitors in this endeavor, as regards Bolivia.

Perú has already traced out, has constructed, and intends to construct a series of small railways to ascend from the ports of the seacoast to the first advances of the Cordillera, as that from Calliô to Lima, that from Arica to Tacna, &c.

Bolivia itself is already thinking of a railway from Chuquisaca to Tacna, to meet the locomotives from Arica, approximating its capital to the ocean; engineers have made proposals and this is treated of seriously.

Already Bolivia itself is looking towards the tributaries of the Paraguay, to the Bermejo and the Pilcomayo, and has made the proposal in Asuncion for a railway through the Gran Chaco, to bind together these two central States.

The Bolivians, however, will not find in these directions equal advantages to those afforded by the Amazon.

With the steamboat introduced on the Madeira, which depends only on the free navigation of the Amazon, because the foreign enterprise to try it soon will not be wanting;

and with the marginal road along the falls of the Madeira, cut open to join the navigation of the Madeira to that of the Mamoré, there remains no doubt that the improvements effected in the ways of communication to the Pacific or Paragway will not withdraw from the line of the Amazon that which must be its tributary, that is the trade from the north and centre of Bolivia.

The urgent need of opening a way to the ports of the Atlantic is much felt by the Bolivians. By a decree of December 27, 1837, of the celebrated ex-president Santa Cruz, foreign merchandise may enter the two provinces of Chiquitos (joining Mato-Grosso and Paragway) and Moxos (or Beni, on the Madeira), free from any duties; and likewise the exported products of the provinces was freed from any taxes.

In the meantime nothing as yet, absolutely nothing, has been done by the Brazilian and Bolivian governments to bring the commerce of Beni to the ports of the Amazon, its natural marts. As always happens, private interest travels faster than government providence; already Bolivian canoes regularly go up and down the Madeira; already merchants of Beni, leaving their ubas in Serpa, go to Pará to sell their goods and obtain those they require, whilst the vigorous Indians of their crews go to Maniós to await them and employ themselves in public works.

But is it not allowable to suppose that the free navigation would permit some daring Yankee or enterprising Briton to launch a small steamer on the Mamoré, and another on the Madeira, constructing a road to avoid the falls?

If this is not improbable, why not let us decree the free navigation of the Amazon, in an ample mode and without restriction, so that Bolivia may profit itself thereby, even though we have no fluvial or commercial convention with that country?

It is treated of to aid a Brazilian interest, and it is preferable for us to decide to open the Amazon from motives of Brazilian policy.

Cananéa, Province of S. Paulo, as a strategic point.

The Port of Cananéa with the river region dominated by it, is, by its strategic importance, the key to the political predominance of the South-Brazilian provinces, from Santos to the River Plate.

Brazil is protected in almost all its seacoast, against invasion from without, by the formidable Serra do Mar, only accessible with much cost, and in which a handful of men could crush an aggressive army, almost without wasting powder.

In this imposing fortress nature, however, left a breach which affords a commodious entrance into the interior, and gives easy access to the important depots of the State.

The Serra do Mar does not exist on the seacoast of the Municipality of Cananéa, whose depths are traversed by some outshoots of the Serra Negra, which starts from the Graciosa and runs with some interruptions almost to Iguaçu. It is from these interruptions that rivers come out, emptying their waters in those of the sea within Cananéa, and there are the natural roads to the interior. Behind the serra commences immediately the fluvial region of the Ribeira de Iguaçu. This flows through an extensive basin, descending from the Serra geral, at a distance of 71 miles approximately, through a gently falling terrene, so as to permit the descent of canoes from the top of the Serra.

The terrene through which the principal tributaries of the Ribeira pass has exactly analogous conditions. This state of the formation of the terrene would at once allow the supposition of a facility for the establishment of communications, if this favorable circumstance were not already verified.

The Port of Cananéa is accessible for ships of great depth. The pilots affirm the bar to have seventeen feet four inches on it at low water. The bar is not difficult, and will not require pilots, when buoyed. The various arms of the sea, between the isles and the mainland, up to Iguaçu, afford a secure and extensive anchorage of 100 miles in length and 400 to 1,000 yards wide, with sufficient depth every where. The entrance of the bar, and its immediate continuations inwards are defensible in the most easy and efficacious manner possible, by simple beach batteries, made of the most proper material, sand, lined with fascines or wicker work. The isle of Bom Abrigo affords a safe anchorage outside the bar and still lies under the protection of the batteries. It is at the same time an excellent lookout point upon the sea.

I am then any power! I find it convenient, or am obliged to wage war against Brazil. I dispose of 20,000 soldiers, tolerably drilled and disciplined. I have just the number of ships of war and transports to conduct the army to its destination. I know the topography of the country better than the Brazilian government itself, because I find the port of Cananéa at my disposal, undefended, and I find on hand neither soldier nor organized militia to offer me resistance.

My little squadron enters the port without difficulty. I land my men, and the cannon destined for the batteries; and in a day the port is safe against any surprise by the enemy. At break of day the defensive works progress and can resist any regular attack. From this moment the fears cease, there is no need to suffer. There is excellent drinking water, fresh fish in abundance, and more than 20,000 producers are quite happy in delivering their produce to me. I have likewise a kind of Alabama which, from the isle of Bom Abrigo, looks out for the Brazilian merchant ships going to, or coming from the south, and she finds profitable occupation in boarding them and towing them into the port, and does not weary in continuing the same occupation.

I send a corps of 2,000 soldiers to Paragayá, who within four days present themselves there without it being known whence they come; they go by land and rise suddenly, probably, at Guariquiba. They take possession of the war stores there existing, levy a moderate contribution, in which Antonina will take part, and they probably raze the fortress because I do not see that it can be of any use. Thereafter nothing enters or goes out without my express license, and I will leave there only a small force as a corps of observation, which can communicate daily with Cananéa.

A corps of ten thousand men is already placed in movement for the serra above, the vanguard of which arrive in eight or ten days march, on the road that they will open, at Castro, in the Province of Paraná, intercepting every communication from the south, with the Province of São Paulo, and furnishing themselves in especial with horses, making raids as far as Coritiba on the other.



I left on purpose a corps of 8,000 at Cananéa, to take charge of the fortifications and do the duties of their profession.

I fear everything from the mobility of the Brazilian forces forming in São Paulo, and I go to meet them, beyond Sorocaba, if for no other profitable object, to embarrass their march. I destroy the bridges in my return, and any other things that may offer. I am not, however, a enemy retiring from cowardice, I desire only to have my adversary in the convenient place, off Castro, and I begin my master movement. I order, two days before, a corps of 2,000 to open a road to the Capital of S. Paulo, and within eight days I present a corps of 12,000 soldiers at the gates of that city, I intercept the railway and order the guarding of the Serra road by a small force. Perhaps I make a visit to Santos. In any case the return of a corps, of those that that went to attack me at Castro, and which may be sufficient to attack me, will be rendered difficult by the destruction of the bridges within a sufficient distance, which I ordered to be effected. Besides this, the road by which I came is exclusively mine and I can retire at the most proper moment, for I have no desire to sacrifice a single soldier uselessly. If my enemy wishes to fight me he will see himself rigorously necessitated to seek me at my head quarters at Cananéa. He has even to come to me by land because he will not be able to force the port, or land any troops with the smallest success. He will come by the roads I opened, which he will find in good order because I have to use them to the last moment. My head quarters at Cananéa has, however, only two entrances, made on purpose by nature, forming extended defences which will be well furnished with batteries.

If the ammunition of the batteries last the entrances will not be forced, and if the number of the enemy were infinite their corpses will make the entrance almost impossible.

I say there are no grounds for admitting that my position may be taken and my assailant will find it necessary to retreat, not thinking that I have already ordered him to be circled and his retreat made impossible.

After this victory I renew my incursions, to attract the enemy again. If he do not venture to attack me again at Cananéa, he must at least protect the interior against my continual invasions, and employ for this a force at least four times superior to mine, on a line of defence of about 100 leagues, that is from S. Paulo to Curitiba.

The Brazilian squadron (the enemy) may perhaps blockade the Port of Cananéa, but at the same time must likewise blockade that of Paranaguá if it is intended to do me any effective harm. Happily I have within the bounds of my power iron, lead, coal; as well as the ingredients of powder, or what may substitute it.

A road from the Port of Cananéa to the Paraná is, in strategic and political points of view, of the highest convenience, if not of absolute necessity. It eclipses in importance and utility all the others that might be made to carry Brazilian power to the River Plate, and will be the shortest and least costly.

Considering this communication on its useful side, for the development of agriculture and commerce, a not less satisfactory result will be found.

Starting from the Port of Cananéa it crosses in a diagonal line the vast extent of public lands lying between the Ribeira and the Serra Negra, crossing the various rivers that flow to the Ribeira, and comes within a distance of 40 leagues of the town of Dom Successo, above the serra which is upon the boundary of the Province. Thence it continues alternately through prairies and woods, scantily populated, and crosses the surveyed territories of the Colony of Assunguy, proceeding between settlers to Castro. With the navigation of the Tabagi, or any other serving better, the bottoms of these rivers would soon be animated with labor. The province of Matto Grosso would find there its natural road. At a certain point of the road, 6 or 7 leagues from Cananéa, it is only 5 leagues from Iporanga, and therefore in contact with the settlements north of the Ribeira. And it is unquestionable that if this communication existed now, it would be along it that the American emigrants would establish themselves without hesitation, because there are no lands more suitable.

I conclude this succinct statement, observing that what I have said is not based on mere conjectures. Seven years I have studied this locality, partly in service of the Government, and in greater part for recreation. I crossed the backwoods of Assunguy and Cananéa, on a right line between these two places; I have also explored that from S. Paulo to the Ribeira, on the Aquia. These two lines are the principal arteries for travel.

If I permit myself to point out the strategic importance of Cananéa as eminent, it is merely with the authority of an old soldier of the Prussian Artillery.

(Abridged.)

MISCELLANEOUS

IRONCLAD.—The ironclad Screw Bellona arrived here from Liverpool on the 27th of March in 26 days. Like her sister vessel the Minerva, now Bahia, she is 200 feet long, 48 feet wide, 15 feet in depth and draws 12 1/2 feet. The is of 200 horse-power and carries two revolving towers in each of which are two rifled 150 pounders. Her plating varies from 4 1/2 inches to 2 1/2 inches, upon a backing of 12 inches of solid wood. Her speed is ten miles an hour.

Captain Elisario Antonio dos Santos is appointed to command her.

INSANITY OF AN ARTIST.—On the 28th of March Sr. José da Silva Reis, a dramatic actor in a fit of mental alienation attempted to set fire to his house, and threw his wife and children into such a state of fear that they took refuge on the roof of an adjoining house. The police arrived in time, however, and after a medical examination the madman was conveyed to the Pedro Segundo Hospital.

It is said that the anxieties of poverty was the cause of the aberration of the unhappy actor's intellect.

S. PAULO.—At S. José da Parahyba, on the 11th ult. a barbarous murder was committed on a man named Julio Pedrosa de Moraes by Cezario José da Costa his son-in-law, who after killing him, threw himself on the inanimate corpse, and, as if for amusement, cut off his tongue, hands, ears, nose and feet. He has been captured.

THE BAPTISM OF THE YOUNG PRINCE.—The ceremony takes place on the 8th Instant, in which the son of the Duke and Duchess of Saxe will receive the sacrament of baptism. The godfather will be the Emperor, and the godmother the great-grandmother of the child, the Ex-Queen of the French, widow of Louis Philippe.

Their Highnesses the Duke and Duchess of Saxe will leave with their infant son and Suite, in the English May packet for a tour in Europe.

DISASTROUS FIRE.—On the morning of the 31st a violent fire broke out in a grocery store at No 37 Praia do Saeco do Alferes. Such was the intensity of the fire that all the efforts made to extinguish it were resultless, and the establishment was reduced to ashes. No 99 also suffered from the fire, and the walls of an adjoining tavern had to be thrown down to prevent the extending of the devouring element.

QUALIFICATION OF DIRECTORS.—In the case of the election of directors of the Companhia de Transportes Maritimos, the Ministry of Agriculture and Public Works announces the decision that directors are not obliged to possess the qualifying number of shares at the time of their election, it sufficing that they deposit them before exercising the duties of the office.

INTERNATIONAL SOCIETY OF EMIGRATION.—The Statutes of the Society have been approved of by the Government, and the incorporation of the association approved of.

PARANÁ.—On board the bark Petronilla lying at Antonina, during a quarrel between two of the seamen one of them barbarously killed the other.

Captain Whalley has resigned the Directorship of the Colony of Assunguy, having made arrangements for a league of land in the neighborhood of Curitiba, on which he purposes erecting a saw mill, as a large quantity of excellent timber exists on the tract. He returns in the South America to the United States, to obtain the necessary machinery and make family arrangements for his residence on his purchase.

PERUVIAN IRONCLADS.—The captain of the English steamer Thames reports meeting in S. Vincent two Peruvian ironclads, the Huascar and Independencia, bound for Peru with call at Rio de Janeiro.

PASSAGES FROM THE UNITED STATES.—The Minister of Agriculture has called upon the United States and Brazil Mail Steam Ship Company to comply with the clause in their concession, providing for a deduction of 30 per cent from the customary fares, in favor of emigrants to Brazil.

To the « Anglo-Brazilian Times. »

Rio Grande do Sul, 10th March, 1866. Public attention has of late been directed to the projected railway from this port to the Candiota coalmines, which is now the chief topic of conversation, and on the 27th ult. a meeting was held at the «Praça de Commercio» for the purpose of petitioning the Imperial Government to assist the line in question with a guarantee equal to those granted to other existing lines in Brazil.

The meeting was numerously attended by the capitalists and merchants, and a discussion took place, in which the secretary, Sr. P. Casco, and Sr. Durio refuted some objection offered by Col. Campos, after which, the petition was unanimously agreed to with the exception of a dissenting vote from Sr. Campos. It has accordingly been signed, and having been dispatched by the president of the province, goes on by this mail to Rio de Janeiro.

It is to be hoped that no difficulty will be met with in obtaining the guarantee, as the advantages to this province are almost incalculable, and the good results of the line beyond all doubt. The railway plans are nearly ready, and we hear that Mr. N. Plant, is making a collection of the coal, iron, limestone, etc., of the mines, for the forthcoming exhibition, so the mineral wealth of the province will be well represented.

Another matter of conversation is the recent imprisonment, in Porto Alegre of Mr. Frederico Bier, a German, and one of the most wealthy merchants in that city, on a charge of having murdered his clerk some twelve years ago. The trial is soon to come on, and it is reported that another charge of murder will be brought against him in the person of one of his slaves, some years since.

The cultivation of the vine is progressing on the « Ilha dos Marinheiros, » a small island in front of this city, of some six miles long by two broad, composed almost entirely of sand, with the exception of a narrow border of vegetable soil, which is of such richness as to produce a crop of grapes from which upwards of 200 pipes of wine have been made this year.

People here were much disappointed at the steamer «Ja guaribe» having been sent down with the mail; she is even worse than the «Proteção» and we seem destined to be badly served with our mailboats, although the voyage is of such a length, and attended with dangers, which certainly demand the employment of first-class boats.

Business has been somewhat more brisk of late, but the war continues to exert a depressing influence on trade, and the absence of 25,000 men serving in the National guard in the present campaign, is much felt.

Exchange on London 25 1/4 to 25 1/2 d. The president of the province, visconde da Boa Vista, and the deputies leave this in a few days for your city per steamer «Japannês.»

During the last fourteen days 25 foreign vessels entered this port.

F. D. LEOPD.

Summary of News.

We are without any important news, this week, from the River Plate, though remaining in hourly expectation of the arrival of a steamer with the news of an attack upon the Paraguayan position at Paso de la Patria, the last intelligence from that quarter having fixed the 12th of March as the day for the fleet's attack on the batteries there, and the 14th to 16th for the passing of the army across the river.

A report, by way of Rio Grande, states that a force of 4,000 to 10,000 Paraguayans had crossed the Paraná at Candelaria, had driven back the Argentine and Brazilian vanguards, and were advancing to give battle to the Brazilian army under the Baron de Porto Alegre marching from S. Borja to Candelaria.

In Chili the Chilean monitor Loá had grounded while exercising, and was supposed a total loss of hull. An explosion had occurred on board the Chilean war steamer Leersund killing 9 and wounding 18 of the crew.

In Rio de Janeiro the holidays of Passion week and Easter have intervened with the customary celebrations of the season and no business of importance has been transacted either in the Assembly or elsewhere.

The second of the ironclads purchased in England has arrived and proceeds to the Plate with the two mortar vessels lately launched. A third ironclad is shortly expected from France.

Two Peruvian ironclads the Huascar and Independencia have arrived in Rio from Europa, and another is daily expected, to call here, from the United States. A small Spanish vessel from the River Plate for Havana, was captured by the above Peruvian vessels, two days before arriving here.

HIGH TEMPERATURE.

We perceive in the papers by the South America, that the Rio correspondent of the Herald states the thermometer to have been one day 112° in the shade.

As even during the unusually hot summer weather in January the highest indicated by the thermometer of Fahrenheit was 100°, we may be pardoned for enquiring who was the constructor of the go-a-head thermometer he quoted; or is it not possible he was led astray by the warmth of his imagination.

A Trip to the Araguaya in 1863.

BY SR. COUTO DE MAGALHÃES, EX-PRESIDENT OF GOYAZ AND PRESIDENT OF PARÁ.

(Continued from No 27.)

Now that I speak of Guachos I must record here an observation of our pilot, a great knower of stories about fishes and animals. He told me that the Guachos never build their nests unless in trees that have wasp houses, «because,» he added with his customary gravity, «having the wasps there no vermin come, and when the young birds are hungry, it is not necessary to go far, they snap up the insects, and live on them.»

Henceforward whenever I saw nests of these birds I tried to verify this, and in fact I always noticed the houses of this insect near to them. The calculation of the Guacho is not bad; the wasps defend him and he lives on them.

Deeper down, some of the margins of the lake, those which lay to our right, were covered with brush, which denoted the proximity of campos.

In this lake I saw the largest alligator I had met with on the Araguaya. When we were entering into a vast basin that lay beyond an island it darted straight at our canoe. It was a veritable monster, and I calculate that it must have been more than 15 feet long. We could not kill it, however, for when I was about to shoot at it at three fathoms distance, the canoe rocked, I lost balance and tumbled inside of it, upon which the animal dived and disappeared. These large alligators are called here Arará.

After rowing twelve miles the lake narrowed and became channelled like a river. Here we observed to our right a thing like a carriage road; in view of what had been said, they concluded that it was the road of the quilombo or the villages. When nearer, however, we recognized it to be a drinking place for wild animals.

A little further on navigation became impracticable; the channel contained, but in some places so shallow that it was needful to drag the canoe, which is always dangerous in the Araguaya and its lakes on account of the ray fish, whose spines give severe and painful wounds.

We took the expedient of continuing the exploration on foot and went into the brush, which, being much entangled with creepers and prickly plants, was so difficult to traverse that after going two miles we desisted from going further.

I ordered a man to ascend a very high tree, and thence, on looking around, the following was observed: the wood which surrounded the lake extended on all sides to a league distance to the north was seen clean prairie as far as the eye could reach; to the west was a serra, the same I called Serra-azul; to the south was noticed, at a distance of twenty miles or so, a belt of brush which ran east to west to the serra. Having seen this we turned, and at mid day were on the shore, half dead with fatigue and hunger, with our clothes and skin torn in many places by the prickles.

I remained satisfied with the exploration for I expected nothing more. Those who counted on seeing marvels were disappointed; among these last, and perhaps more than any one, must have remained the soldier who expected to catch the Maroon to give him as a substitute, as a just and good prize of war.

Coming hungry from the exploration we breakfasted; we embarked at mid day and voyaged twenty of twenty five miles without any thing occurring, or anything being seen by me, which, however, is not to be wondered at as, wearied with the fatigues of the day, I threw myself on a hammock and passed the remainder of the day sleeping.

On the trip my companions observed a boat trying to catch some ducks. They saw it put its black and huge head out of the water and afterwards pull it back; whilst the ducks flew away and it followed anew. At this work they remained without our knowing which gained the day, for my companions did not fire from unwillingness to wake me, for which I was sorry.

We stopped on a beach to the right at 7 p. m. almost at nightfall. This beach was one of the greatest on which we camped. The river made here a slow turn, almost like an obtuse angle, reached far to the right and afterwards bent again, making a kind of Z. In front of us there was also a beach, but very elevated, the bank steep, and it was covered with sarram.

I passed almost all the night walking about, sometimes near the camp, afterwards above an eddy, and finally on a tongue of beach where we lighted a fire whose glare was reflected in the water, and gilding the face of the river awakened in me memories of the bay of Botafogo in whose waters the lamps of the street scattered their melancholy lustre.

I was very desirous of catching a turtle to bring it alive to Goyaz, so I took a skin to stretch myself on, and as it was late, sleep overcame me.

Happily one of the soldiers with me was watching constantly; I awoke, starting at a cry from him; it was time, for two fathoms from me was an alligator, which ran off some distance. We gave it various shots, but whither we missed it or that it was too far off, it is certain that it did not move from the place, and I therefore changed my bivouac and went to the camping place, where arranging my skin anew I continued to fish, with any other result than to catch some little fish, amongst which was a Jarupensan, the first I had seen.

At midnight I stirred up the fire at one side of the tent and sheltering myself with the bed in the same manner as at lake Dumba, I threw myself on the sand, where at least the wind would not groan in my ears. At 2 in the morning the orderly awaked me because it began to rain, and it was therefore needful to change camp.

I found the flatboat carried off by the current, bearing with it Ensign Marióbodo and a corporal who slept there. The first afterwards related to me that when he was awakened it was by the noise of a piece of crockery falling in the bow. He called out asking who was there; no one answered; he called on the soldier who, according to orders, should be sleeping near the boat to take water from the hold; no one answered him. He called for the sergeant; the same silence was his answer.

In the meantime the corporal had got up, and called to him. He went out of the cabin and saw himself in the middle of the river, floating down with it, and observing neither the camp fires nor any vestige of us, he became aware that he had gone down very far. Two men alone could not manage the flatboat, and even had they been able, the oars had been left on shore. They were in this state of consternation when they heard the noise of rowing; it was the montaria which I had sent down with enough crew to bring up the flatboat.

They had already floated four miles and would have gone much further if our persistence in fishing had not kept us up so late. The flat boat having come back we got our minds at ease again, and in spite of the whistling wind driving drops of rain into our boat, we passed a tolerable night.

On the 24th of October we started at break of day, which was damp and loaded with dark vapors, and from time to time a drizzle came down which much annoyed us. In a long reach of the river we caught sight of a tapir, and a soldier shot at it, although far off, with such a certain aim that it fell dead just as it was gaining the shore.

We took it into the montaria and the coincidence occurred of our skinning it on the same beach on which we had skinned the other during our descent, whose head we found still there. We fixed two posts, put the heads on top, and baptized the place by the name of the beach of the Antas. After breakfast, as the weather bettered, I passed to the montaria in order to more easily continue observing the river.

A midday we saw a high bank, long, straight and cut plumb like a wall. It was one of the finest of the river, and is called the Barreira de Campo. We went up on it, no easy undertaking as it was plumb, and must have been 25 to 35 feet high, to that we had to make holes like stirrups in it, by means of which we hung on and climbed to the top.

We went along for some time, now through flat prairies, now through brush campos, seeing much game, both birds and quadrupeds. I sent a man up a tree and he observed the following: to the east, woods; to the north, bare prairies; to the west, the Serra Azul, and to the south, very near, a belt of wood reaching to the serra. This wood is probably the same we saw when exploring Dumba-Grande.

I continued to navigate in the montaria, and 8 miles above the bluff I took the right hand channel to examine it, as we had come down by the other by which the flatboat continued to ascend as it would not have been prudent to bring it up an unknown channel. The righthand channel is as deep as the other, it is straighter, but its waters flows more rapidly, therefore rendering the ascent more difficult. To the left is an isle that is probably overflowed in time of great freshets, to the right the banks are low and covered with the usual trees of overflowed lands.

COMMERCIAL NEWS.

Exchange.—Since the departure of the French packet few transactions have been reported and the little done has been at 25 1/2 d for commercial Bills, Bank rate remaining unchanged at 25 d.

Flour.—Sales have been insignificant owing to dealers

being well supplied, for a short period, and considerable arrivals. Stock in first hands is 24,000 Barrels; and our last quotations cannot be maintained. We nominally quote Baltimore Extras 23 1/2 to 24 1/2; Interior 19 1/2 at 21 1/2; Trieste 25 1/2; Chilean 20 1/2 to 21 1/2.

Kerosene.—Very dull, no offers, the ideas of buyers being about 15 1/2 per gallon.

Cotton.—Our stocks amount to 6,500 Bales some few sales have been effected at 19 1/2, which price sellers would willingly accept.

Coffee.—The sales since the 23d ult. amount to 30,000 Bags, of which 16,000 were for the United States. We have no change to note in the value of good and fine qualities owing to their scarcity, while the lower grades continue almost nominal and at irregular prices. Total sales for the month reach about 110,000 Bags, of which 64,000 Bags were for the United States, the remainder for the Cape of Good Hope, River Plate and Europe. Our daily arrivals reach 6,000 Bags and with a stock of 140,000 Bags on hands the market remains quiet.

Superior washed. . . . . 88000 to 98000  
Fine superior. . . . . 78000 to 88000  
Superior. . . . . 78500 to 78700  
Good firsts. . . . . 78100 to 78300  
First ordinary. . . . . 58400 to 68400  
Ordinary to good seconds. 48900 to 58200

Freights.—Since the date of our last the following charters have been made: 2 vessels for New-York 42/6, and one at 48/-; The steamer South America takes about 7,500 Bags of Coffee at 50/8. Some few charters have been made for the channel at 47/6 d to 50/8.

Foreign vessels sailed

- MARCH 29.  
British Steamer Thales, Liverpool, sundries.  
Hanoverian Schooner Nannette, Falmouth, coffee.  
Danish Schooner Ganymede, Chantel, coffee.  
French Packet Carmel, River Plate, 21.  
French Packet Estremadura, Bordeaux.  
Austrian Schooner Awanda, New-York, coffee.  
United States Bark Sazouville, Northern Ports, ballast, 25.  
British Brig Silver Cloud, Cape of G. Hope, coffee.  
Portuguese Bark Felix, Oporto, sugar &c.  
Portuguese Schooner Evarista, Fayal, sugar & coffee & 43 passengers, 26.  
British Brig Hetty Ellen, New-York, coffee.  
British Steamer Saladin, Liverpool, cotton, coffee, 27.  
French Bark Amelie, Pernambuco, ballast.  
Hanoverian Brig Sidonie, Paranaguá, ballast & coal, 28.  
Un. States Bark Olivia Davis, New-York, coffee.  
British Bark Lord Baltimore, New-York, coffee.  
British Schooner Angler, River Plate, sundries.  
British Steamer Memnon, River Plate, sundries.  
Un. States Bark Speedwell, Montevideo, sundries.  
Dutch Schooner Telemachus, S. Catharina, ballast.  
Swedish Bark Hedvig, S. Francisco, coffee, APRIL 1.  
British Brig Rowland Eans, New-York, coffee.

Foreign vessels arrived

- MARCH 29.  
French Ship Reine du Monde, Havre, sundries.  
French Ship Normandie, Havre, sundries.  
British Steamer Saladin, Santos, cotton, 21.  
British Brig Brothers, Jersey, codfish.  
British Schooner Eagle, Jersey, codfish.  
Un. States Schooner Ked Wing, Baltimore, flour &c.  
British Schooner Eaglet, New-York, pine &c.  
Prussian Brig Freija, Newcastle, coal.  
Danish Brig Trade, New-York, flour.  
British Schooner Lotus, London, sundries.  
British Steam Corvette Malacca, California.  
Portuguese Schooner Esperanga, Ilha Terceira, 48 passengers.  
British Steamer Kepler, River Plate, 25.  
French Ship Prophet, Bordeaux for Montevideo, leaky.  
British Ship Chapultepec, Liverpool, coal.  
British Steamer Memnon, Liverpool, sundries.  
Swedish Brig Salamander, Cardiff, coal.  
French Bark Johanne, Marseilles, wine, salt &c., 26.  
Un. States Bark Agnes, Baltimore, flour.  
Un. States Steam Corvette Douglas, Madeira for Pacific, 27.  
Ironclad Bellona, Liverpool, for the Brazilian Government.  
Un. States Packet South America, New-York.  
British Steam Transport Megera, Plymouth.  
Un. States Steam Corvette Shenandoah, Bahia for China, 28.  
Oldenburg Bark Kimphe, Newcastle, coal.  
British Bark R. J. Turnbull, Newcastle, coal & coke.  
British Bark Aquila, Liverpool, sundries.  
Danish Schooner Flora, Cardiff, coal.  
Prussian Brig Sylphide, Cardiff, coal.  
British Ship Exodus, Cardiff, coal.  
Un. States Ship Asyrion, Cardiff, coal.  
Norwegian Schooner Carista, Trondhjem, pine.  
British Bark James Buchanan, Glasgow, iron, coal &c.  
British Bark Arbuthnot, Marseilles, salt, wine &c.  
Swedish Brig Rita, Hamburg, sundries.  
Swedish Schooner Betty, Taragona, wine.  
French Ship Mathilde, Havre, sundries.  
Russian Schooner Sadornoy, London, munitions.  
Un. States Bark Sea Eagle, Philadelphia, flour.  
Norwegian Brig Nordenskiold, Salt Lake, salt.  
Portuguese Bark Mary, Lisbon, wine &c.  
Oldenburg Bark Mary, Cadiz, coal.  
Austrian Schooner Margareth, Montevideo, meat, 30.  
British Brig Fairline, Liverpool for Montevideo, leaky.  
Prussian Bark Irene, Liverpool, sundries.  
British Bark Mary Lord, Liverpool, sundries.  
Danish Schooner Gertrude Sorau, Liverpool, sundries & iron.  
French Ship Empereur da Brésil, Marseilles, wine &c.  
Swedish Bark Diana, London, sundries.  
Hamburg Bark Wilink, Hamburg, sundries.  
British Bark Montezuma, Algebras, flour, 31.  
British Steamer Thames, London for Chili.  
Hanoverian Schooner Haverina, London, sundries.  
Oldenburg Brig Anna, Newcastle, coal.  
Danish Brig Hermanno, Newcastle, coal & coke.  
Danish Schooner Hortencia, Newcastle, coal & coke.  
British Brig Ty In, Cardiff, coal.  
British Bark Canada Bella, Cardiff, coal.  
Russian Brig Alexandra, Finland, pine.  
British Schooner Conoid, Liverpool, sundries.  
Danish Brig Jannette, Liverpool, sundries.  
British Ship Rajahcapaul, Liverpool, coal.  
British Bark Lookout, Liverpool, sundries.  
British Bark Deogoun, Liverpool, sundries.  
British Schooner Irony, Liverpool, sundries.  
British Bark Cressida, Liverpool, coal &c.  
Danish Schooner Helg; Taragona, wine.  
British Bark Campaners, New-York, sundries.  
Portuguese Schooner Arabe, Montevideo, meat, APRIL 1.  
British Packet Onida, Southampton.  
British Bark Salween, Liverpool, sundries.  
Danish Schooner Thora, Liverpool, sundries.  
Peruvian Ironclad Huascar, Liverpool for Pacific.  
Peruvian Ironclad Independencia, Liverpool for Pacific.  
Norwegian Brig Norge, Falmouth, coal & coke.  
Swedish Ship Carlotta, Falmouth, coal & coke.  
British Bark Kingstara, Newcastle, coal & coke.  
Swedish Bark Rosalie, Newcastle, coal & coke.  
French Ship Prin-ipe Imperial, Cardiff, coal.  
Hanoverian Schooner Albert; Taragona, wine.  
British Schooner Sarah Princep, Glasgow, sundries.  
Italian Schooner Veloce, Genoa, sundries.  
Argentine Schooner Gloria, River Plate, meat.

COTTAGE TO LET.

To be let from 1st May next « Fern Cottage » New Rodcio, a cottage residence in the mountains, suitable for a family, within 2 1/2 hours of the City by the Dom Pedro II, Railway direct, including stables, Feitor's apartments and Capim for animal, ornamental and kitchen gardens, all in good order. Pure water supplied to all parts of the house, grounds and baths. The premises are completely drained and provided with water closets, sinks, &c., &c.  
The house can be viewed by order from Mr. Gotto, 486 Rua Larga São Joaquim.  
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