stretch more freely out to sea, and shape their courses, according to circumstances. Hence the trips are shorter, and the men make more frequent voyages than the vessels, for no sooner do they arrive in port, than other vessels are ready to go out, and wanting hands; wages, therefore, are greatly increased.

The Coasting Trade to the South of Rio comprehends the Districts of Ilha Grandé, Santos, St. Catharine's, and Rio Grandé. The first of these includes the Ports which are enumerated at the foot of the table, but has little communication with the interior; all behind the harbours being nearly one continued mass of mountains, which forbid any considerable transit. The intelligent reader, however, will observe the varied articles of agricultural produce which it sends to market, and notice the peculiar industry which some require, to bring them into a state fit for sale. There are, indeed, few new objects of culture introduced since 1813, pulse in the 5th quarter, and onions in the 9th, being the principal; but if we turn to the goods which this District receives, we shall behold a striking proof of its uninterrupted prosperity. In the first quarter the Imports consisted almost wholly of necessaries, in the latter they rose to luxuries; and, considering the nature of the country, some of these are luxuries of the first description, such are Paraguay segars, wheat-flour, biscuit, and British earthenware. It is proper to remark here, that when, in any of the lists, an article appears both as an Import and Export, the first is of Brazilian produce, the latter foreign growth; and the same remark will apply to all the other districts. It will be unnecessary to point out particularly the increased culture or export of any district, or its increasing demand for luxuries; the reader who is anxious to discover these things will easily perceive them as he goes along. The old articles, both of import and export, are named together at the head of the list; the new ones are placed opposite the quarters in which they first were noticed.

The District of Santos was formerly the most important of any along the coast of Brazil; it was then the channel of communication between the coast and the rich district of Cuyabá. From the port of St.

Felis canoas, and even fleets of canoas, descended the Teité to the Paraná, followed that stream to the mouth of the Rio Pardo, entered it, and ascended to the Sanguexuga, where, by a portage of about eight miles, they joined the Cochim, descended the Tacoary, and crossed, by the floods of Lake Xareys, to the Cuyabá; forming the longest inland navigation which ever has been used in the world. The trade from Cuyabá and Villa Bella, which was carried on by that channel, is now diverted along the road, through Goyaz and Minas Geraes, to Rio de Janeiro, and is conducted in the usual mode by troops of mules.

Yet when the interior of St. Paul's, and the Southern parts of Matto Grosso, countries whose soil, climate, and temperature, are some of the finest which nature ever formed, shall become populous, the trade through Santos and St. Paul's must be again very extensive and important. Along this line it will be easy to form artificial canals, when the time shall have arrived for Brazil to commence such undertakings. Port St. Felis is about 2000 feet above the level of the sea, from thence to the Paraná is 450 miles, with a descent of not more, it is probable, than 1000 feet, yielding for every mile the trifling fall of twenty-six inches. In the hands of a skilful engineer such a stream as the Teité would soon become one of the greatest blessings which the country could boast.

About the Iguapé, which is also a fine river in this district, the people furnish an instance of one of those relapses of the human character which are so difficult to account for in a state of society. The emigrants from Europe, or rather their descendants, have become almost as indolent and as savage as the aboriginal inhabitants of the country.

The District of St. Catharine's is embarrassed with mountains, and has no stream of importance except the St. Francisco, which might be made to form a communication with the Pellotas, itself a rocky and almost unnavigable river. There are here, therefore, no facilities for Commerce, except such as its excellent ports and fertile shores afford.

Rio Grandé do Sul has been already described. It is certainly a district of the first consequence to the Northern parts of Brazil, opens a fine channel of direct communication with a rich Interior, has already

some connection with Foreigners, and invites a greater degree of notice. Rio de Janeiro, however, not only wishes to monopolize this trade, but is rightly jealous of separate interests and independent views.

The Coasting Trade of Brazil, to the North of Rio, will likewise be advantageously divided into districts. Those of Cape Frio and Campos properly belong to Rio de Janeiro, and furnish no communication with the interior beyond their own boundaries. Espirito Santo is precisely in the same case, if we except the fine port from which it takes its name.

Porto Seguro comprehends some fine rivers, which must shortly be open to general commerce. A land communication has lately been completed between the mouth of the Rio Doce and Minas Geraes, and the Government, in order to promote the same object, has established, in December, 1819, a company, for the purpose of raising a capital to open the navigation of the river. The embarrassments arising from the Indians, who still possess the Interior of this and the neighbouring Provinces, are really insignificant before the growing power of the Monarchy. The shores of the Patixa have already been partly subdued, and vessels have passed up it almost to the Diamond district; by this communication the article of salt has been lowered, at Tejuca, to half its former price; and those products which the country affords in return will ensure an extensive and growing commerce. Along the Pardo also Posts have been established, which not only at present check, but will finally extirpate or civilize, every horde of Indians in its neighbourhood.

The District of Bahia has been long known, and has attained nearly all the commercial advantages of which it is capable. Its Interior consists of a broad tract of sandy and arid country, not suitable for human habitation, and therefore affording but few means for the transit of goods to the rich districts of the Tocantines, which lie beyond it. This sandy tract, but little known in Europe, may properly be called the Desert of Jacobína. Pernambuco consists of a narrow tract of rich land along the coast, backed by the same arid country, where the land, rising into lofty mountains, embarrasses still more the communication with the plains beyond.

Farther to the North, the Provinces are thinly peopled. Maranham

will long be of consequence, yet ought to be outstripped by Para, a place commanding a more extensive internal navigation than any other on the face of the globe. In this respect New Orleans, Gibraltar, Calcutta, and Monte Video itself, yield to its superior claims. The immense territories of Brazil, on the Northern side of the Amazon, are as yet of no value to her, and scarcely bring her even in contact with her neighbours.

In order that these Tables might have exhibited more correctly the prevailing Winds on the Coast of Brazil, the Quarters of the Year should have been divided rather differently; the first should have included March, April, and May, the others the succeeding months in rotation, because in March, the winds prevail from the S. W. and continue until August; in September, they begin to blow from the N. E. and in December, January, and February, calms are very common, and sometimes delay voyages, both from the North and the South. According to the division of the quarters, adopted in the Tables, it appears that the shortest voyages from the South, are made from April to September; and from the North, in the half year from October to March. There seem, also, to exist some local causes, which tend to affect the voyages of vessels from different ports, and which, probably, we shall not fully understand, until many repeated observations have been made. Thus the shortest passages are made from Ilha Grandé and Santos, during the quarter, which ends with the month of September; from St. Catharine's, which is farther South, in April, May, and June; from Rio Grandé and the Plata, the least time is spent at sea, in the half year from April to September, without any remarkable difference with respect to the particular months. Vessels, which come directly across the Atlantic, make the best passages from July to March; and those from the North of the Line in the last three of those months.

By the removal of the Government to Brazil, the Portuguese Colonies on the Coast of Africa, have greatly increased their value, and furnish the basis of a trade, which is of much higher importance than

any other branch, carried on to any of the Colonies, whether we consider the quantity of tonnage employed, or the outward and return cargoes, or the sum which the Treasury receives in the form of Taxes. Africa takes from Brazil, not only Dry Goods, as might be expected, but a great quantity of Produce, such as Sugar, Rum, Tobacco, and even the simple articles of Rice and Farinha. Nothing, in my opinion, can more strongly point out the wretched state of these Colonies, than the circumstance that, though the outward-bound vessels carry over provisions for their whole voyage, though the Slaves, as soon as received on board, are supplied chiefly with the produce of Brazil, and though Africa is daily sending off a great number of its inhabitants, yet the country cannot furnish with provisions those who are left. It is not, indeed, that the soil of Angola, Benguela, and Congo is unfruitful; but the people are listless, ignorant, and without enterprise.

These Colonies derive their value chiefly from the trade in Slaves which is carried on to them, and through which Brazil is furnished with labourers. The number brought over by each vessel is from two to four hundred, and the total may amount annually to about ten thousand, brought into Rio alone, consisting chiefly of males from seven to thirty years of age; on the average, certainly not more than from twelve to fifteen. The vessels may be calculated to make two trips a year to the Western Coast of Africa, and to employ a capital of about half a million Sterling. The trade to Mozambique requires a larger sum in proportion to the number of vessels employed, and sends to Rio annually about two thousand human beings. The Capital which is employed is, for the most part, bonâ fide Brazilian, although some part of it may be raised by direct Credits, either of goods or money, and the Discounting of Bills with Foreigners. There has not been, I believe, for several years past, any British property directly invested in it; its indirect application neither laws nor treaties can prevent.

For the regulation of this trade, certainly as a trade detestable in the highest degree, some excellent and humane Laws have occasionally been promulgated, particularly at the close of 1813. It was afterwards

prohibited North of the Line, and in 1817, Spanish vessels were no longer allowed to fit out for the Coast of Africa in Brazilian Ports. The Government of the Country seemed, also, sincerely anxious to mitigate the severity of the Passage and of Slavery itself. It did much to effect this, by rendering the person and health of the slave valuable to the master, by laying taxes upon every new negro and upon every transfer of property, when the subject of it passed the frontiers of a Province; and no class of society received so much benefit from the common prosperity of the country as the black part of its population. The misery of Negro Slavery is undoubtedly great, but it no where appears so conspicuous as among those poor wretches whose lot it is to fall into the hands of indigent people, or into those of their own countrymen.

The Laws likewise respecting Slavery are peculiarly mild in Brazil, and if well administered, are calculated to do away with the evils of it, so far perhaps, as is consistent with the good order of society. It is to be regretted, that the administration of those laws is placed entirely in the hands of one party, and hence it is almost impossible for the other to find justice, and utterly impossible to enforce what is right. In Brazil, Slaves, for instance, have the important privilege of being allowed to get themselves valued by two established householders, and if they dislike their present master, and can find another, who is willing to purchase them at the settled price, they can demand a transfer of their persons. The theory of this law is excellent; but the oppressed find it difficult to get themselves valued at a reasonable rate, and no less difficult to find a purchaser. No one wishes to interfere with the domestic concerns of his neighbour, or to promote discontent among his household.

Another important privilege was intended to arise from a law, which forbids any master to beat his slave privately, and requires that he be sent to the public whipping-post, for the purpose of chastisement. But it is found, in fact, that the punishments there are so dreadfully severe, that no humane master will send any slave thither, who is not vicious beyond all endurance. Here, as in many other cases, the Brazilians, and even the Portuguese, show that they know very little about the oper-

ation of moral causes; they wish to effect by one corporeal punishment what can be produced only by a repetition of impressions upon the mind of a culprit.

Only one other regulation shall be mentioned, which appears to me excellent in its kind. If a master cohabit with his female slave, the act makes her free; but unfortunately, she is not always able to produce testimony, and much seldomer disposed to do so.

That slavery is not always a heavy yoke in Brazil, may be gathered from several instances, which have been mentioned already. There is one other case, which strongly proves the same point, in the mode of carrying on the trade itself, and which has not been properly adverted to in discussions upon this question. A number of the Seamen, employed on board Slave Ships, are themselves Negro Slaves, born in Africa; and though frequently going over to their own country, they do not leave the vessel there. They are discontented in Rio, and will frequently desert for trifling causes; but I never heard of a similar case on the African Coast, and am disposed to consider it as a proof, that these people know slavery in Brazil to be preferable to their former condition in Africa. Nor did I ever find a good Slave, that is, one, whose mind is naturally docile, whose manners are social and domestic, and his habits industrious, who, after having been brought over, under the age of eighteen years, and residing two or three years in the country, under the care of a good person, was willing to go back again. I have known the son of a native Prince refuse to return, have heard numbers declare that they should be perfectly happy, if they could remain always with the same master; and those of my own family, whom I thought capable of maintaining or taking care of themselves, when I must necessarily part from them, refused to go back to Africa, or have their liberty in Brazil. Two girls, particularly, in addition to this, refused to come to England, observing, "England, we are told, is very cold, and we shall not like it; and what shall we do with our liberty here? We have all we can wish for, you provide us food and clothes, and, if we are sick, you give us medicines and cure us; but if we have our freedom, we shall

have no body to take care of us." I have copied here their exact expressions; they had often before asked me to send for their mothers, and now concluded by requesting only that I would procure them situations with English people.

I am by no means advocating the cause of Negro Slavery, and have already deliberately called the traffic in men a detestable one. Yet I should exceedingly regret to witness the period when the communication may cease between Brazil and her African Colonies,—when the means of voluntary emigration, into which I hope and believe the Slave Trade will ultimately merge, shall be cut off. Nor can I approve of the artifices which have been employed to blacken a traffic already black enough, and to render more disgusting a state of society which, with all its possible alleviations, is sufficiently painful to contemplate. Bad men, I am well aware, will prove cruel masters; and when uncivilized and barbarous Negroes, with their passions all loose and uncontrouled, formed by nature, and fitted by habit, to deeds of violence, are introduced to new scenes, and compelled to a new degree of labour, though moderate, they will become discontented and dangerous;—they will require a strict and resolute hand to govern them. Nor can I further think well of such an interference as lately led the British Parliament to pay to the Brazilian Government the sum of £300,000 for the wanton capture of its slave-ships; thus publicly avowing to the world that we had been neither honest nor prudent, and were finally compelled to be just. I ask not how these captured vessels were disposed of. I ask not who received the Head-money upon their Condemnation, nor how much it amounted to; yet the British public ought to have been informed, Britain ought to be sensible, that she requires with Brazil, and with the whole of South America, neither violence nor falsehood to render her respectable.

The trade to Africa must long be of vast importance to Brazil, principally because it furnishes her with hands for agriculture. It produces Wax, the consumption of which is intimately connected with the religious service of every Church, Chapel, and private House. It pours into the Treasury a large amount of Taxes; embraces the Royal

Monopolies of ivory, snuff, and orchilla weed, with a great deal of red wood. It employs a large quantity of Shipping, and trains the best body of Seamen which Brazil possesses.

The Colonial Trade to Portugal and the Isles, or the old intercourse between Brazil and Portugal, has greatly declined; the wealth of the Nation now centres in Rio, and a great variety of circumstances conspire to render that place, in preference to Lisbon, the theatre of commercial speculation and activity. Reflecting Merchants will find in this topic matter for diligent remark.

Perhaps it was not strictly correct to include in one Table, the whole trade of Rio de Janeiro to the Plata because the Eastern side of the river may now be considered as an integral part of Brazil. But at the period to which the Table relates this branch of commerce had been very much disturbed, and, indeed, was not a perfectly open and allowed one. But so long as Merchants had confidence in each other, and were worthy of it, the Government, if it had been so disposed, had no means of detecting the real ownership of vessels, much less of preventing the trade. There was, indeed, one period, when the Merchants had lost so much of their confidence, or found it so difficult to maintain a direct intercourse, that commodities between the ports of the river itself, Buenos Ayres, and Monte Video, were interchanged through Rio de Janeiro. The other branches of the Foreign Trade, carried on direct by Portuguese vessels, will be seen, by the tables, to be, at present, little more than skeletons.

That to Asia, which is indeed a part of the old one formerly existing between Lisbon and India, merits the most particular attention. The situation of Brazil, in what may be justly called the Narrows of the Atlantic, and the particular circumstances of the country, are highly favourable to this branch of commerce. It is conducted partly upon the credit of a sort of India Bonds, payable at the return of the vessel, whose voyage is calculated at ten months to India, and fourteen to China, which, as the legal interest in Brazil is six per cent. per annum, may be estimated, respectively, at five and seven per cent. A vessel, indeed,