

ernment" paying anything officially—this being a performance conducted exclusively by agents of the government according to law as construed by the President and his financial adviser—there is still something bordering on the ludicrous in the tender when the bottom facts are brought out. At the time it was made there was a good deal of casting about for solid ground in the midst of the goldless flood and offers of even a million or so in places, which were quite numerous, seemed but so many drops in the bucket to a nation which spends more than a thousand millions every year and needed a goodly fraction of it at once; but the total amount held by the Columbus bankers and which was tendered with so much of ceremony and assurances that it would be on hand when wanted, was the startling figure of \$54,000! It is pleasing to note that the bursary in fiscal affairs which this generous offer must have created at headquarters was not sufficient to topple Mr. Carlisle from his office stool nor make his mind so unsettled that he couldn't add up the day's transactions.

### CHINESE FOR BRAZIL.

One of the passengers who passed through Utah on a train bound for San Francisco the first of the present week was Charles B. Carlisle, of Rio de Janeiro, Brazil. He is on his way to China and Japan to complete arrangements for a stupendous colonization project for South America. He intends to secure laborers for the vast coffee plantations of Brazil, and expects to bring in 100,000 Chinese and Japanese each year for the next five or six years. Mr. Carlisle is sanguine of success, and thinks he has solved the problem of what shall be done with the little yellow men of the orient.

The reason assigned for this vast scheme of importing laborers is the straits to which the large coffee planters of Brazil are driven to secure employees. The native laborers and former slaves from Africa, it is said, no longer perform the tasks set, for them. The Africans congregate in little villages in the woods, and labor only a sufficient length of time to obtain means of existence in a sort of semi-barbarous fashion; while the native Brazilians are careful to avoid, wherever possible, the grinding toil that is expected of laborers on the plantations.

The statement is made that during the past year there were lost in Brazil, because of insufficient help to harvest the crop, over 800,000 bags of coffee, while in other South American countries another 400,000 bags went to waste. This amount represents to the planters an actual loss of \$5,000,000 to \$10,000,000. The waste in the two preceding years was even in excess of that, but the last year this was reduced somewhat by the importation of German and Italian laborers. It is stated that during two years 185,000 Italians and half that number of Germans were brought over. The firm with which Mr. Carlisle has been connected now has a contract with the government for 10,000 more Germans and Italians. In securing these people they are offered free transportation and

all expenses paid after they land and until they are engaged to work.

There is one feature, however, which is said to make the Europeans objectionable as contract laborers. That is, that the majority of them, after they have been in the country one or two years, or long enough to gain an understanding of affairs, conceive an idea that they can better themselves, and embark in their own enterprises. In this way they gradually drift into the cities or estates of their own, and thus plantation laborers become a scarcity.

The Brazilian government has taken a step in the way of encouraging immigration from China by arranging for consuls in every important city in the Chinese empire. Baron de Ladrão, at the head of an embassy from Brazil, is now in Europe, on his way to Peking, to negotiate a treaty with the emperor and Li Hung Chang. A stipulation is to be made that the laborers imported are to be free, though their labor is to be secured as cheaply as possible. A line of steamers with government support is also to be put on between Rio de Janeiro and Hong Kong, going via Cape of Good Hope. Four vessels have already been chartered in London for this purpose. They are expected to carry as freight from Brazil coffee, sugar, cocoa and rubber; and on the return from China will bring coal, rice and coolies. The steamship line is also authorized to open up a trade with New Orleans and along the coast at convenient ports.

Whether the importation of Chinese and Japanese laborers to South America will furnish to the plantations the cheap labor desired, may be an open question. The fact is that the planters of Brazil have not yet learned to treat their laborers other than as serfs. The emancipation of the slaves by Dom Pedro seems not to have dawned in its full force as yet upon the plantation owners. In 1891 a large number of laborers from England were taken under contract to Brazil. Last year the British government brought them back, or what was left of them. The survivors told a tale of horrible suffering. They stated that they were placed under taskmasters who drove them to work like so many cattle, and used clubs and whips to them after the "nigger-driver" fashion of palmy slavery times. Under this treatment women and children sank and died under the most painful circumstances, and even strong men soon collapsed. If the same methods are pursued with the German and Italian laborers, and from information received there is no doubt they are to a great extent, the effort of these classes to better themselves arises not so much from a desire to get into the cities or become estate owners as from a desperate eagerness to free themselves from a bondage that is galling in the extreme, being slavery in fact if not in name.

It is to be hoped that with the Mongolian the Brazilian coffee planter will have no better success than with the European. It is not likely that he will have for long. He needs to be educated up to a standard where he will realize that slavery is a thing of the past. At present he is beneath that plane, and the Brazilian government in giving aid to the schemes for the importation of contract labor

is carrying out a semi-slavery policy that merits severe condemnation. It may be well that the experiment is now to be tried with the Chinese; for, judging by the native cunning which this oriental race has exhibited in the United States, it will not be many years before the "heathen Chinese," if congregated in South America in such numbers as is proposed in the present scheme, will show the coffee planters a trick worth two of pressing them into serfdom, and will themselves become plantation proprietors and competitors in such a way that the Brazilians will be far more eager to get rid of their presence than they now are to secure their cheap labor.

### FLYING ACROSS THE ATLANTIC.

It looks as though naval architecture had about reached the point beyond which humanity cannot go and improve, but of course the same thought occurred to others years ago—occurred to almost everybody when amid the blare of trumpets, the beating of drums and the shouting of a rhapsodized populace the Great Eastern was baptized in British waters. Perhaps a dozen or even less years hence we shall look back at our present sailing craft and wonder how we ever got along with them at all.

As to the leviathan spoken of, its creation was, in a word, an abortive attempt to "beat the world"—merely a case of vaulting ambition overleaping itself. Its hugeness was all there was of it, and this proved to be so clumsy and trimless a quantity that it did not deserve to count, any more than a great circus tent does in comparison with a neat and cozy garden pavilion. It is truly said that there is a whole fleet of vessels in New York anyone of which, for all the uses and purposes for which a ship is built, is superior to the British monster; but the latest contribution to the Atlantic passenger service is not far behind it in size and is also ahead of any other in some respects. She has just completed her first voyage and is named the Campana. She is 880 feet long, 65 feet beam and develops 35,000 horse power as against 10,000 by the Great Eastern. But the White Star line is completing a vessel that will greatly excel the Campana in all material respects. It is to be named the Gigantic, will be 700 feet long or about 12 feet more than the Great Eastern, and its engines will have a power rated at 45,000-horse!

The steamer City of Berlin a few years ago was the crack Atlantic voyager; now she is "insufferably slow," requiring eight days to make the trip. The close of the fifth day now finds the "greyhound" not far from port; at once it must be there and moored by that time, and then commences the process of chipping off fragments from the five-day record and bringing it nearer and nearer to four until perhaps there will be no fraction of it remaining. Then what? Will we still be able to go on curtailing time or will a stagnation be followed perchance by a reaction? No one can tell. It is enough now to rate the City of Berlin and its associates as back numbers altogether, for vessels that beat her two days will, by the Cam-