

*Newsletter 06*

*July/August 2003*

## **Current State of the Line**

Whilst the line remains closed between Porto Velho and Santo Antônio and whilst our sister group, the Amigos do Trem Madeira-Mamoré, in Porto Velho establishes a working relationship with the new State Governor of Rondônia, Ivo Cassol, we turn our attention in this newsletter to historical aspects of the Madeira-Mamoré Railway.

Such historical context is important as both the M-MRS and the Amigos seek to establish the Estrada de Ferro Madeira-Mamoré (EFM-M) as a major heritage site on the world stage. The first step is to persuade Governor Cassol that he must take responsibility for a joint restoration campaign linking our two voluntary groups and his political administration. The next step will be to convince public and private investors that the railway represents a unique tourist opportunity that can benefit from appropriate funding and development which preserves the special heritage of the landscape.

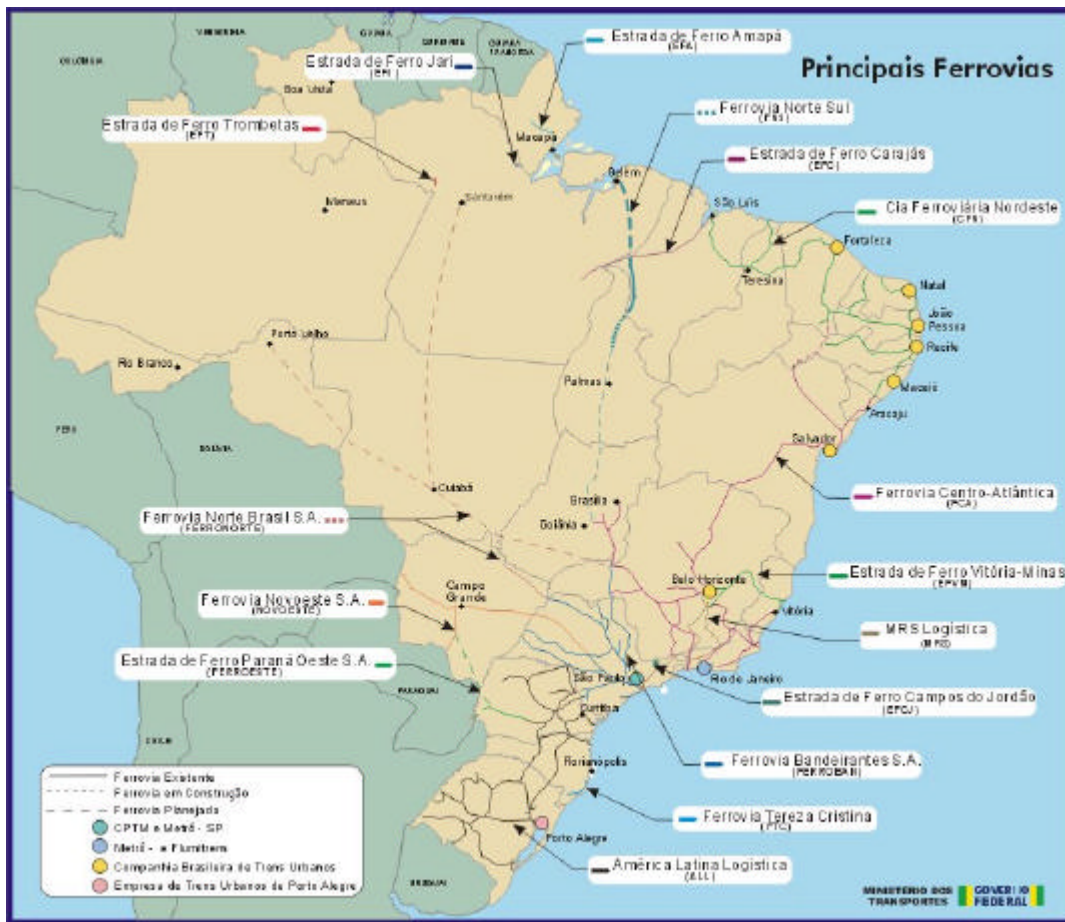
Messages of support can be sent to the Amigos do Trem in Porto Velho, care of Luiz Leite ([arq.luizleite@globocom.com](mailto:arq.luizleite@globocom.com)) and Dr. Evandro Lopes ([evandrolopes909@hotmail.com](mailto:evandrolopes909@hotmail.com)).

Luiz Leite last year produced a series of architect's drawings (See Newsletter 04) for the redevelopment of the station area at the request of the former Governor, José Bianco. Luiz is a leading member of the Amigos and has been involved in the campaign for the EFM-M for the past twenty-one years.

Evandro Lopes was between 1990 and 2000 the archivist at the Rondônia State Archive Centre in Porto Velho and has made special studies of the railway archive collection. He now works as an environmental lawyer as well as being a senior member of the Amigos do Trem. He has recently returned to Brazil after studying English in England, during which time he researched museum display styles at the National Railway Museum, York, and a number of steam heritage rail lines in the UK.

M-MRS member Ian Mayes from England has suggested that we include maps of Brazil in this edition of the Newsletter in order to add a geographical context. The first, below, is from the Ministry of Transport (accessed at [www.transportes.gov.br](http://www.transportes.gov.br)). It shows existing rail lines in Brazil. It does not depict steam heritage lines, of which Brazil has just under a dozen. The city of Porto Velho is marked on the left. This map is designed for publicity purposes by the Ministry and includes two lines whose construction has been planned for at least the last thirty years: the Ferrovia Norte Brasil and the

Ferrovias Norte Sul. At the time of writing the plans for these two trans-continental lines remain on the drawing board.



What is clear from this map is the particular historical development of the Brazilian railway system. The first line was built in the 1850s in Rio de Janeiro and subsequent projects were constructed principally to connect the coastal ports with the immediate interior to aid the exportation of sugar, coffee and iron ore.

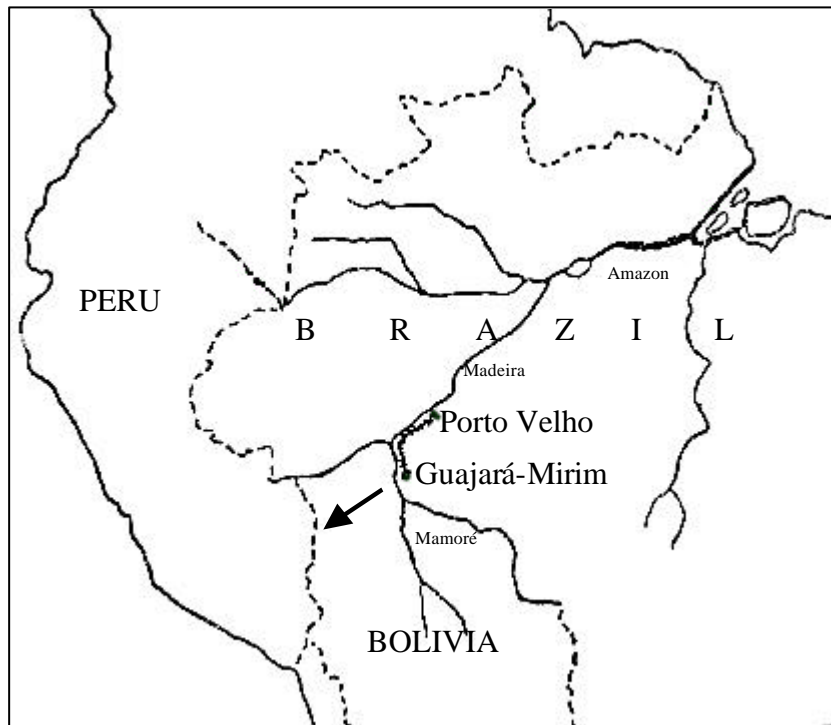
The EFM-M was the only railway to be constructed deep inside Brazil, but again its purpose was for resource extraction. In the case of the Madeira-Mamoré it was to get the rubber from the forests of north eastern Bolivia out past the twenty-two rapids and waterfalls of the rivers Mamoré and Madeira and onto the navigable stretches of the Amazon basin. In their time ocean-going freighters have docked at Porto Velho. For a contemporary account see H.M. Tomlinson's *The Sea and the Jungle*, published in 1920, in which the former Fleet Street journalist from London joined the crew of a ship taking Welsh coal to the Madeira-Mamoré Railway.

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**The Madeira-Mamoré Railway Society is a not-for-profit association dedicated to giving international support to the rescue, preservation, maintenance, operation and development of the Estrada de Ferro Madeira-Mamoré in Rondônia, Brazil.**

**It works in close co-operation with its sister organisation in Porto Velho, the Amigos do Trem Madeira-Mamoré.**

**Both associations recognise that the EFM-M represents industrial and transport heritage which is local, national and international by the nature of its creation, construction, operation and potential for the public celebration of memory.**



*Detailed map showing the 366km route of the Madeira-Mamoré Railway linking Bolivia's rubber forests to the navigable reaches of the Amazon river system*

## **Digitisation Project**

Three members of the MMRS are now undertaking a special project to compile a list of known workers on the line between 1906 and 1914. Stélio Maloney in Denmark, Clyde McMorrow in California, USA, and Jeremy Bates in England are working voluntarily on copies of various source documents from the Rondônia State Archives in Porto Velho. These include the Newsletter of the Madeira-Mamoré Survivors Association, New York, of August 17 1965, the staff list from the Engineering, Wireless and Accounts Dept. of the M-MR Co. for 1907 to 1912, and copies of the Porto Velho Times and the Porto Velho Marconigram from July 1909 to July 1911.

The Times and the Marconigram were the English-language staff newspapers printed for the construction workers. Some editions appear to have been typeset by hand from a limited printing set: when the supply of 'w's ran out the printer had to resort to using two 'v's side-by-side.

Using these sources the team will create a database of names, country of birth, last known address, date of birth, job title and biographical details for each worker.

The list will be published on our website in due course. This will be publically available and will help the growing number of family-history researchers. At present the Society receives a number of e-mails each month from individuals trying to find out about descendents who worked on the line. In recent weeks we have received enquiries from Australia, Brazil, and the USA. We do what we can to help each person and it is hoped the new database will improve our service in this area.

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## The Society's Website

Our website at [www.efmm.net](http://www.efmm.net) is due to be updated in the next few months. Work is being carried out by the Society's President, Martin Cooper. If you have any suggestions of how it should look and material it should display please contact [martin@efmm.net](mailto:martin@efmm.net).

Current photographs of the EFM-M have been received from Saulo Giordane and Ancario in Brazil. These will be added to the website. We are also negotiating with the Museu Paulista in São Paulo to obtain permission to publish images from the Dana Merrill archive. This is a collection of glass plate images taken by Merrill, the official photographer in 1909 – 1910 during the construction of the EFM-M. He took several hundred photographs, possibly up to a thousand. The Museu Paulista owns 189 of the 13x18 cms negatives. Seventeen more are held by the Biblioteca Nacional in Rio de Janeiro. The whereabouts of the rest is unknown.

## Public Archives and the EFM-M

A further project of the M-MRS is to establish links with all public and private archives holding material about the history and heritage of the Madeira-Mamoré Railway. This issue we publish an initial list of British sources. Next issue we'll continue with North American archive sources. If you have material to add please contact the M-MRS.

### Public Records Office, Kew, London, England

Tel: +44 181 392 5200

Fax: +44 181 392 5286

E-mail: [enquiry@pro.gov.uk](mailto:enquiry@pro.gov.uk)

Internet: <http://www.pro.gov.uk>

It is important to recognise that documents stored at the PRO are those that have been generated by the state administrative system and in this case its legal regulation of companies. They are not the records of the companies themselves. In many cases the companies may have subsequently destroyed their own archives when they went bankrupt and closed their offices. The PRO catalogue has:

<b>Company Name</b>	<b>Date</b>	<b>PRO Cat. Number</b>
Amazon River Steam Navigation Co.	1909-1911	BT31/32103/116978
Amazon Steam Navigation Co.	1850-1900	BT31/14438/6238
Brazilian Railway Construction Co.	1908 +	BT31/18404/97517
Madeira-Mamore Railway Co.	1871	BT31/1595/5315
Madeira Mamore Trading Co.	Not known	BT31/32306/157724
Public Works Construction Co. Ltd.	1870 approx	BT31/1597/5329

Each of these files typically contains the following documents on each company:

- Memorandum and articles of association containing details of the company's constitution
- Copy of the certificate of incorporation
- Statement of nominal share capital
- Location of registered office and a register of directors
- Annual returns containing details of share capital and lists of shareholders
- Liquidation documents
- Copy of Court Order for compulsory winding up or certificate of notice in the London Gazette

**Brazilian Railway Construction Company.** This company was incorporated on April 8<sup>th</sup> 1908, with its articles of association stating that it's purpose was to build the Saõ Paulo Railway. It was part of Percival Farquhar's rail empire which included the EFM-M. It had an initial capital of £25,200 and one of its shareholders was the MP, Arthur Stanley. In 1912 Farquhar's name first appears on the company records. That's when the Brazil Railway Company, 64 Cornhill, London E6, bought 25% of the shares in the company. His Brazil Railway Company appeared to change addresses regularly, according to the share ledgers. In 1917 its London office was 9, Throgmorton Avenue and it owned 98% of the shares in the Brazil Railway Construction Company. In 1920 the Brazil Railway Company listed a Paris address, 11, Rue Louis le Grand and maintained its 98% control. In 1921 the Brazilian Railway Construction Company was voluntarily wound up and a liquidator appointed.

**Madeira-Mamoré Railway Company, 1871.** This is the company formed for the first constructon attempt by Colonel George Church. Percial Farquhar's company of the same name in 1908, which completed the job, was incorporated in Maine, USA, and was not required to submit official documents to the British authorities.

The records for Church's company appear to be complete and in good condition in the PRO. The firm was incorporated on March 1<sup>st</sup> 1871, with offices at 58 Threadneedle Street, London. Church's signature is on the memorandum of association as company president, and states that "The objects for which the Company is established are to acquire from Colonel George Earl Church the Concession granted to him by the Government of his Imperial Majesty the Emperor of Brazil by Decree, dated 20<sup>th</sup> April 1870, for the construction of a Railway". The company was also granted under the concession the rights to build docks, stations and steamboats, to acquire land and mineral rights, to build roads and lay out towns and offer inducements to settlers.

Just over one year later the offices had moved, on April 9<sup>th</sup> 1872, to 19 Great Winchester Street. At the extraordinary general meeting held on February 22<sup>nd</sup> 1872 it was resolved "to give the directors power to hypothecate either the tolls of the company or the net profits of the Company". In other words, the directors would now be able to raise a loan using as security the expected profits of the company. This was an indication that the firm needed more cash for its exploration and rail-building operations.

On May 21<sup>st</sup> 1872 Church's New York registered company, the National Bolivian Navigation Company, bought a total of 650 new shares in the Madeira Mamoré Railway Company. After a further share issue in 1875 the US firm had 84% of the shares in the London registered company.

By merging the two firms Church had created an international portfolio of shareholders. In the ledger of shareholders for August 7<sup>th</sup> 1876 are recorded:

<b>Name</b>	<b>Occupation</b>	<b>Address</b>	<b>Number of Shares</b>
William Scully	Gentleman	Rio de Janeiro, Brazil	500
		(The agent for the National Bolivian Navigation Company)	
George Earl Church	Engineer	19, Gt. Winchester St., London	300
Leopold Marckbreit	Gentleman	Connecticut, Ohio, USA	200
Edward Haslewood	Stock Broker	194 Gresham House, London	51
C. J. d'Escurcy	Baron	The Hague, Holland	50
Ebenezer W Pearson	Gentleman	Woodford, Essex	30
Morton Coates Fisher	Merchant	19 Gt. Winchester St., London	25
Frank H Collins	Merchant	58 Old Broad Street, London	25
Dillioyn Parrish	Merchant	19 Gr. Winchester St., London	25
William H Reynolds	Gentleman	Providence, Rhode Is., USA	25
Charles G Pym	Gentleman	118 Pall Mall, London	25

George Hopkins	Civil Engineer	30 Parliament Street, London	10
Walter W Wynne	Solicitor	24 Cornhill, London	10
Juan Franco Velarde	Gentleman	Cochabamba, Bolivia	1
		(Velarde was the Charge d'affaires of Bolivia in the UK at this time)	
Louis H Pierce	Gentleman	17 Oxney Vls, Upr Holloway, Lon.	1
Henry Groom	Clerk	19 Gt. Winchester St., London	1
Charles E Haslewood	Stock Broker	194 Gresham House, London	1
George Richardson	Iron Broker	3 Lombard Court, London	1

On November 6<sup>th</sup> 1877 the company agreed to issue 2,500 shares to P & T Collins of Philadelphia, USA.

This meant that the shareholder's ledger of September 12<sup>th</sup> 1879 indicates that the Collins brothers held a 28% stake and the National Bolivian Navigation Company a 16% stake in the Madeira Mamoré Railway Company

In the annual stockholder's return for May 24<sup>th</sup> 1880 the company address is recorded as being care of W.W. Wynne of 40 Chancery Lane, London. Wynne was the solicitor to the company as well as a shareholder.

In The London Gazette, dated 28<sup>th</sup> May 1880 (PRO catalogue number ZJ1/394), the winding up order was published.

On Saturday 5<sup>th</sup> June 1880, in the High Court, Chancery Division, London, in front of the Registrar, Mr Jackson, the following Court Order was issued:

*In the matter of the Companies Acts 1862 and 1867 and in the matter of the Madeira and Mamore Railway Company Limited.*

*Upon the Petition of Philip Collins and Thomas Collins both of Philadelphia in the United States of America two creditors of the above named company on the 27<sup>th</sup> May 1880 preferred unto this Court and upon hearing from Counsel for the Petitioners and for the Respondents the Madeira and Mamore Railway Company Limited and for William Millar Wilson another creditor of the said Company in support of the said Petition and upon reading the said Petition, an Affidavit of George Menzies Clements the petitioners solicitor filed the 31<sup>st</sup> May 1880 verifying the said petition the "London Gazette" of the 28<sup>th</sup> May 1880 and "The Daily Telegraph" and "Daily Chronicle" Newspapers of the 28<sup>th</sup> May 1880 each containing an advertisement of the said Petition.*

*This Court doth Order that the said Madeira and Mamore Railway Company Limited be wound up by this Court under the provisions of the Companies Acts 1862 and 1867.*

*And it is ordered that the costs of the Petitioners and of the said Company and of the said William Millar Wilson of this application be taxed by the Taxing Master and be paid out of the assets of the said Company.*

On January 24<sup>th</sup> 1902 the Companies Registration Office at Somerset House in London issued a notice that "persuant to the Companies Act 1880 and of the Companies Act 1900...your Company will, unless cause be shown to the contrary, be struck off the Register and the Company will be dissolved." This finally took place with a notice in the London Gazette of July 29<sup>th</sup> 1902.

### **Royal Geographical Society, London, England**

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The archives of the RGS contain correspondence and academic papers together with a collection of maps by Colonel George Earl Church. He was American by birth and the man who first attempted to build the EFMM. Because his project ended in failure, litigation and the death of hundreds of workers it is too simple to dismiss Church as a misguided adventurer. The records, although limited in number, in the RGS help to dispel this myth. The RGS has its headquarters next to the the Royal Albert Hall in a fine 150 year old red-brick building, just opposite Hyde Park. On his

death Church left £1,000 to the Society so that it could move from 1, Saville Row to its present home in 1913, three years later.

The Geographical Journal of February 1910 (Vol. 35, no. 2) carried a two-page obituary of Church: At the age of twenty-seven Church led a brigade during the US Civil War. He moved to England after the war and spent the rest of his life in London, making occasional travels to the Americas. He was elected a Fellow of the RGS in January 1872. In 1894 he was elected to the Council of the Society because of his skills as a Latin American explorer. He became Vice President in 1904. The archive catalogue lists:

CHURCH, Colonel George Earl  
Corr. Block 1871-80, 1881-1910

1 letter of 1904 AA 20/179

Journal MS South America 1900 (no MS) and 1902  
Letter with Journal MSS S America 1881 (proano) and 1902 (Alexander and Eder)  
Discussion notes with Journal MS S America 1896 (Steffen)

SEE ALSO:

Brocklehurst, G. corr. 1871-80 a letter refers to Church's Bolivian scheme

Boynton, G.M. corr. 1881-1910

Bowman, Prof. I. corr. 1881-1910 includes report by Church on Bowman's paper enclosed with letter 2 Jan 1909

Bingham, Prof. H. corr. 1881-1910 includes two letters from Church

Mill, H.R. LBR.MSS. 4(c) letter to Mill, 1900

Peck, Annie corr. 1911-20 includes RGS answer to enquiry from Peck about Colonel Church and a letter from Mrs Church (widow)

The correspondence consists of thirty-five letters written between 1871 and 1910. Most deal with his membership and work with the RGS. In December 1871, three weeks before he was elected a Fellow, he wrote that "a great pressure of work in connection with my Amazon valley enterprises will prevent my getting my maps together for you until the middle of the coming month." He gives his address as 446, Strand, London. Shortly afterwards, on Madeira Mamoré Railway Company headed paper, the following was sent:

*April 26<sup>th</sup> 1872*

*To: H. W. Bates, Assistant Secretary, RGS,*

*Sir,*

*I am directed by Colonel George Earl Church to inform you that he has requested the Public Works Construction Company to forward to you a card of invitation to a great dinner to be given to the staff of the Madeira and Mamoré Railway Company on Monday evening next.*

*Colonel Church will esteem it a great favour, if you will kindly make some effort to be present.*

*Yours faithfully,*

*Jack W. Barry*

*Agent*

This is the limit of any direct references to the Madeira Mamoré Railway in the Church letters held by the RGS. Some further oblique references are made by him in a number of draft and published papers but no complete record of this railway enterprise written by Church exists in the RGS archives. However, this material does add depth and substance to the profile of Church, the man.

In 1890 he paid his dues to become a life member of the RGS, giving his address as Dashwood House, 9, New Broad Street, London.

He was a tough academic and could be merciless in his criticism of papers submitted for publication in the Society's Geographical Journal:

3<sup>rd</sup> June 1901,

My Dear Keltie {Dr J. Scott Keltie, Secretary, RGS}

"The Unexplored Lake" – by G. Whitfield, missionary pioneer and explorer, is returned herewith. It is valueless for reading or publication. What very little geography it contains is inaccurate. All the rest of the paper is twaddle. I now understand why the Chinese have such a sanguinary aversion to missionaries.

Very Truly,

George Earl Church

Church died on January 4<sup>th</sup> 1910. The following day the President of the RGS, Major Leonard Darwin, wrote to his widow, A. Marion Church at Downs Court, Sandwich, Kent,

*...His death is a serious loss to the Society of which he had been a member for close on 40 years, and on the Council of which, and as a Vice-President, he had served for many years. He was always one of the most active members of our council; took a most genuine interest in the affairs of the Society; ever ready with his help and his advice, and was always listened to by his fellow members with consideration and respect. He was, I know, universally liked by all with whom he came into contact in connection with the Society's affairs, while his contributions to the work of the Society in the form of papers and otherwise were of substantial value.*

Correspondence from the executors of his will does not make it clear whether Church bequeathed his library to an institution. It certainly was not the RGS. More research is required to discover where the Church library resides. The Times newspaper of 10<sup>th</sup> January 1910 contains an obituary of Colonel Church.

Colonel Church wrote some ten academic papers for The Geographical Journal, the publication of the RGS, during his fellowship of the Society on subjects including South America, Argentina, Bolivia, Costa Rica, Nicaragua, Canada, Acre Province and Panama. He also designed the maps which accompanied each paper.

His expertise was highly regarded within the Society. In an internal peer review dated 20<sup>th</sup> December 1900 of the draft of Church's paper "South America" Sir Clements Markham, the President of the RGS remarked,

*Colonel Church has favoured us, out of his very complete knowledge of the subject with an admirable general view of the geography of the South American continent. The paper is original and well adapted for publication in the journal.*

This was published in the April 1901 edition of The Geographical Journal (Vol 17, no 4) and was intended by Church to be the first part of his magnum opus on the geography of the continent. He never completed this work.

In the archives is a 31 page hand written manuscript which Church intended for inclusion in the Geographical Journal. The title was "Bolivia by the Rio de la Plata Route". Here he alludes to his failed Madeira-Mamoré Railway on several occasions. His use of adjectives suggests a note of bitterness: "...ample funds...", "...futile attempts...". However he doesn't refer to the fact that he was behind the railway-building project. In this paper Church is still advocating the opening up of Bolivian trade to the Atlantic,

*As a result of the wrecking and abandonment of the enterprise which, with ample funds, was engaged in the opening of an Amazon route, by the river Madeira, for Bolivian commerce, the country has found itself despoiled by Chile.*

This is a reference to Chile's annexation of Bolivia's coastal strip. He continues,

*After the Madeira river route was abandoned, several futile attempts were made to prove that its advantages would be exceeded by connecting that valley of the Mayu-Tata by railway with the Ciguiry branch of the Purús affluent of the Amazon, an idea which explorations demonstrated to be of no value.*

## **British Library, St Pancras Reading Rooms, London, England**

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Internet: <http://www.bl.uk>

At the time of writing no searches for material relating to Rondônia and the EFMM have been carried out at the British Library. This is a copyright library and in particular it would be worth searching for a copy of "Explorations Made in the Valley of the River Madeira from 1749 – 1868" by George Earl Church. This was published in London in 1875. A first edition copy also exists in the Biblioteca Nacional in Rio de Janeiro, Brazil. Other volumes to search for include: Theodore Roosevelt's "Through the Brazilian Wilderness" 1914 and Grace B. Jekyll's "Two Boys in the South American Jungle; or Railroading on the Madeira-Mamoré" (1929)

## **British Newspaper Archives, Colindale Avenue, London, England**

(contact details as above)

Results of keyword search of "Palmer's CD-ROM Index of The Times Newspaper"

Keywords: 'Brazil and Railway' Dates: 01/01/1880 – 30/12/1905

Note: Not all of these references have been searched and checked for positive EFMM information.

Those that have are noted below:

05 July 1892 BRAZIL Railway Concession p.14 col.b

07 July 1862 BRAZIL Railway Concession p.7 col.b

05 Oct 1863 BRAZIL Railway News p.5 col.c

06 Sept 1864 Railway, Engineering Feat at Brazil p.10 col.d

24 April 1869 BRAZIL Stoppage of the Maria Railway p.12 col.b

07 Sept 1869 BRAZIL Wharves and Railway Speculation p.5 col.a

14 July 1870 BRAZIL Railway Loans p.5 col.b

14 Oct 1871 BRAZIL AND SOUTH AMERICA Railway Returns p.6 col.c

20 Jan 1872 Baxter, Rose, Norton, and Co., on the Brazil Railway p.7 col.a:

*"The object now is to open a direct trade via the river Amazon, rendered for the first time practicable by the Treaty of 1863 between Bolivia and Brazil, for which it is necessary to construct a railway of about 150 miles around the Brazilian river Madeira, a work contracted for by the Public Works Construction Company (Limited), to be completed within two years, and which, it is affirmed, will reduce the distance between Bolivia and the United States and Europe from about 180 days to 30 days, and the cost of freight from 55 Shillings per ton to 15 Shillings. "The principal object of [the loan for the Republic of Bolivia introduced by Messrs. Lumb, Wanklyn, and Co.,] is to subsidize the National Bolivian Navigation Company, formed under concession from Bolivia" for the development of this enterprise...*

*"...The geographical and commercial features of the affair are unquestionably of great interest, looking at the character of the agricultural and mineral productions of Bolivia, and are described in the following correspondence, which, with the report of Senhor Continho, therein allude to, and other documents, accompanies the prospectus:-*

*6, Victoria Street May 10, 1871*

*Dear Sir, - Negotiations have been opened with the Public Works Construction Company (Limited), with which we are connected, for the construction of a railway in Brazil, round the rapids of the river Madeira, the object being to open a direct route to Bolivia by the river Amazon. From your intimate acquaintance with Brazil, and your long experience in such matters, we venture to ask the favour of your opinion upon the merits of such a plan, which is represented to us as one of almost unequalled importance in the South American continent.*

*We have the honour, &c.,*

*Baxter, Rose, Norton, And Co.*

*His Excellency George Buckley Mathew, C.B., Her Britannic Majesty's Minister to the Court of Brazil, at present in London*

*May 13 1871*

*Dear Sirs, - My acquaintance with you renders me naturally desirous of giving you any information in my power upon matters in which your interests are concerned, but I can merely give a personal opinion on the merits of the enterprise to which your letter of the 10<sup>th</sup> inst. Refers, and you must take it for 'quantum valeat'.*

*At the request of my valued friend and colleague the Minister of the United States in Brazil, I took some trouble in making myself acquainted with the nature of Colonel Church's plans, and with the grounds upon which his expectations were founded and the result of my investigations and inquiries impressed me in a high degree with the practicability of the undertaking, and with its very great importance to British and other commercial interests. I did not hesitate to express unofficially the opinion I had formed to M. de Cotegipe, the able Minister for Foreign Affairs in Brazil, and I learnt with much pleasure that Colonel Church had obtained the concession he had sought from the Government of that country.*

*I apprehend that it is pretty generally known that the richest and most healthy regions of South America, the interior districts of Bolivia, and of Upper Peru, although favoured by a splendid climate, and inhabited by a laborious and kindly people, are all but shut out from the commerce of the world by the great and sandy desert intervening between them and the Pacific Coast, and by the enormous cost of transport by mules.*

*These obstacles have not only limited the exports to precious metals and the imports to strict necessities, but have had a serious effect upon cultivation and produce, and I am under the persuasion that Colonel Church's undertaking will result in an increase on all these several points, which will exceed all expectation.*

*I cannot, however, do better than refer you to an able report, which I recollect reading at the moment, in the 'Anglo-Brazilian Times' (and too which I have no doubt that you can obtain access), from the pen of Senhor Continho.*

*That gentleman was employed by the Brazilian Government upon the exploration of the Amazon River, in connexion with Professor Agassiz, and every reliance can be placed upon his statements.*

*I remain, &c.,*

*George Buckley Mathew,*

*Messrs. Baxter, Rose, and Norton, &c.*

25 Nov 1872 BRAZIL Railway News p.5 col.b

04 Feb 1879 BRAZIL Railway News p.5 col.f

("A bill giving a guarantee for £400,000 to the Madeira Mamore Railway has passed the Chambers.")

29 Oct 1879 Railway Old Rails in Brazil Turned into Telegraph Posts p.6 col.e

19 Apr 1884 Hammond (Walter J.) Railway Investments in Brazil p.5 col.e

12 May 1884 BRAZIL Railway Investments in p.5 col.a

### **Bank of Scotland, Edinburgh, Scotland**

In 1907 – 1908 Percival Farquhar, the American entrepreneur who finally completed the EFMM secured a £300,000 loan for "advanced construction work" from Robert Fleming of the Bank of Scotland. The Archivist here is Alan Cameron, Archives Department, Operational Services department, Bank of Scotland, 12 Bankhead Crossway South, Sighthill, Edinburgh, EH11 4EN, Scotland. Tel: +44 131 529 1305 Fax: +44 131 529 1307

### **Future Issues of the M-MRS Newsletter**

In the next issue of the newsletter we'll list sources in the USA, including Yale, Harvard, Brown University, University of California, the New York Public Library and the Library of Congress in Washington DC.

All contributions to the M-MRS Newsletter should be addressed to the Editor at the address below. Manuscripts and photographs will be returned but please enclose a stamped addressed envelope.

*Madeira-Mamoré Railway Society*

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