

THE RIO NEWS.

PUBLISHED ON THE 5th, 15th AND 24th OF EVERY MONTH.

VOL. VII.

RIO DE JANEIRO, APRIL 15TH, 1880

NUMBER 11

OFFICIAL DIRECTORY

AMERICAN LEGATION—22, Rua do Marquês d'Abrante
HON. HENRY W. HILLIARD,
Minister.
BRITISH LEGATION—Hôtel des Etrangères.
FRANCIS CLARE FORD,
Minister.
AMERICAN CONSULATE GENERAL—No. 30 Rua do
Visconde de Inhaúma.
THOMAS ADAMSON,
Consul General.
BRITISH CONSULATE GENERAL—No. 1, Rua da
Alameda.
GEORGE THORNE RICKETTS,
Consul General.

CHURCH DIRECTORY

ENGLISH CHURCH—Rua do Espírito da Velha. Services at 11 o'clock, a. m., and 7 o'clock, p. m., every Sunday.
FREDERICK YOUNG, M. A.,
Rector.
PRESBYTERIAN CHURCH—No. 22, Travessa do Barrim. Services in Portuguese at 11 o'clock, a. m., and 7 o'clock, p. m., every Sunday; and at 7 o'clock, p. m., every Thursday.
JAMES T. HOUSTON,
Pastor.
METHODIST CHURCH—No. 35, Rua do Passio, up stairs. Services in English at 11 o'clock, a. m., on Sundays, and at 7:30 o'clock, p. m., on Fridays.
J. J. RANSOM,
Pastor.
SALVIAN MISSION—16, Rua da Saúde; 3rd floor. Services at 11 a. m. every Sunday.
FRANCIS CURRAN,
Missionary.

PINHEIRO & TROUT
SHIP-CHANDLERS & GROCERS
107, RUA PRIMEIRO DE MARÇO.

DULLEY, MILLER & BRUNTON,
IMPORTERS & COMMISSION
MERCHANTS.
SANTOS and SÃO PAULO.

PALM & ALLEN,
SHIP-CHANDLERS.
5—Rua Fresca—5
RIO DE JANEIRO.

CARSON'S HOTEL
160 RUA DO CATETE
WM. D. CARSON, Proprietor.

JAMES E. WARD & Co.
General Shipping and Commission Merchants
113 WALL STREET
NEW YORK

DR. ANDREW J. INGLIS
AMERICAN DENTIST
May be found in his office, Rua do Ouvidor, No. 48, from 9 a. m. until 4 p. m. Established upwards of twenty years in this city.

NEW-YORK AND BRAZIL EXPRESS
Receive and forward parcels to and from Rio de Janeiro and New-York.
Office in Rio de Janeiro, No. 30, Barão Slip.
Office in New-York, No. 8, Rua São Pedro.

PHILADELPHIA — 1876
EXPOSITION MEDAL
MARC FERREZ'S
BRAZILIAN PHOTOGRAPHS

M. Ferrez was photographer to the Geological Survey of Brazil and received a medal at Philadelphia for the views taken while in that service.
Brazilian scenery a speciality
88 RUA DE S. JOSÉ

BLAIR IRMÃOS & Co.
IMPORTERS OF
AMERICAN GOODS

Keep constantly on hand a stock of the following articles of American goods: Blue, white and fancy colored flannels, cassimeres, blunders, silk and cotton thread, latest styles of alford hats, collars, cuffs and jewelry, toilet soap, perfumery, laundry starch, improved washing compound, manilla, bicolor, baking soda, pickles in glass jars, toilet soaps, confections and Christmas cards in sealed glass jars, lager beer, liquid shoe-polish, matches, patent medicine, hand sewing machines, umbrellas, brushes of all kinds, stationery, goods, blank books, Faber's pens and pencils, penholders, rubber bands, paper cutters, printing presses, kitchen stoves, carpenter's tools, plumbers' material, circular mill-saws, saw clamps, saw-sets, chains and office furniture.

43 RUA DA ALFARDEGA 43
RIO DE JANEIRO
REVISTA DE ENGENHARIA.
(PORTUGUESE.)
The only Engineering Review published in Brazil.

Devoted to the interests of Brazilian engineers and engineering enterprises, and to all coordinate subjects which aid in the industrial development of the country.
It will contain a full record of all concessions granted by the government, and of their administration and execution.
Owing to its large circulation among engineers in all parts of the empire, it will be found a valuable advertising medium.
Published monthly.
Terms:— one year..... 15000
six months..... 8000
each number..... 5000
Advertising terms furnished on application.
Address: Redacção da
REVISTA DE ENGENHARIA,
No. 28 Rua de Gonçalves Dias
Rio de Janeiro.
Caixa no Correio, No. 41.

RIO DRAINAGE WORKS.

II.
[An abstract of the concluding articles on this subject published by Dr. J. P. Farinha in the *Jornal de Commercio*.]
By decree No. 1,929, of April 26, 1857, a privilege was granted by the minister of agriculture, Visconde de Bom Retiro, to Col. John Frederick Russell for the organization of a company to construct a mixed system of drainage for rain water and sewage, similar to that adopted in Leicester and other English cities. The city drains of this company, called The City Improvements Company, are divided into five independent districts and are so arranged that the house drains are not dependent for their working on those for the rain waters of the streets and public squares. In two of the districts the company was relieved from the street or rain water drainage, which was conceded to another independent company.

The drains consist of galleries having an inclination of six feet per mile, and communicating with the houses by means of four-inch, iron tubes terminating with a syphon basin. The galleries communicate with the streets by lateral openings large enough to admit laborers to clean them and which are provided with flushing tanks for washing, by smaller ventilators, and by grated openings for the reception of the street drainage. The essential features of the system are the flushing tanks of the lateral openings and the washing apparatus of the house basins which for lack of water have not yet been brought into effective operation. The main galleries lead to five pumping houses where the sewage is disinfected, the solids being separated and the liquids thrown into the sea after disinfection and filtration.

The main sewers are constructed of brick and cement, are oval in shape, and vary between 2.40 metres and 1.10 metres in height by 1.50 metres and 1 metre in width. The smaller drains are circular in shape and have a diameter of one-half a metre; the branches of these are of drain pipes of about half the diameter of the smaller drains. Each pumping house is provided with two large tanks for the reception of the sewage from the drains. From these the sewage is raised by powerful steam pumps to the disinfecting cylinders where it is treated with a mixture of sulphate of alumina, charcoal and lime. It is then thrown into the precipitating tanks, two in number, which are provided with filters, where the liquids are separated from the solids and are allowed to run into the sea. The disinfected and dried solid residue, called *poudrette*, has not as yet been utilized in agriculture, as is done in Europe, through ignorance of the method of using it. The receiving tanks are provided with large doors which, to prevent flooding, may be opened during heavy rains to allow the sewage to flow directly into the sea without previous disinfection.

The first district, with an area of 2,323,200 square metres and 7,632 houses, comprises that part of the city between the Misericórdia hospital, the summits of the Santo Antonio and Senado hills, the Campo da Acclamação and the Livramento hill. The pumping house, with two 40-horse power engines, is located at the foot of the São Bento hill at the end of Rua 1º de Março, and the district has 7,132 metres of main sewers and 27,343 metres of branches for house sewage. The old ditch of the Rua da Uruguanayana was utilized in the extension of 1,227 metres for rain water drainage.

The second district includes the parishes of Santo Antonio, Sant'Anna and Espírito Santo as far as the Rua de São Christovão, and has an area of 4,11,400 square metres with 5,200 houses. It also receives the drainage of Catumbay and a part of Rio Comprido through drains constructed by order of the government. The main sewers have an extension of 10,935 metres and the branches 20,594 metres. There are also three rain water drains emptying into the Canal do Mangue, having an extension of

3,399 metres. The pumping house, with two 29-horse power engines, is located on the Sacco do Alferes beach.

The third district includes the parishes of São José and Gloria and is included within the limits of the Santa Theresa hill and the Cattete bridge. It has an area of 3,823,600 square metres with upwards of 3,000 houses. The rain water drains are 2,420 metres long and discharge into the sea near the Lapa convent, the Caes da Gloria, and at the foot of Rua Príncipe and Princeza. The main sewers are 6,943 metres long and the branches 11,136 metres. The pumping house is located at the foot of the Gloria hill, and has one and one 8-horse power engines. The suburb of Laranjeiras was afterwards added to this district.

The fourth district includes the suburbs of Engenho Velho and São Christovão as far as the Cajá cemetery. It has 36,500 metres of drains and contains about 2,450 houses. Its pumping house, with two 20-horse power engines, is located in São Christovão near the Lazeros hospital.

The fifth district includes Botafogo from the Cattete bridge to the Rua de Humaitá. It has 35,500 metres of drains and contains about 1,850 houses. Its pumping house, with two 20-horse power engines, is located on the Botafogo beach. The rain water drains of the City Improvements Company having been found insufficient on occasions of very heavy rains, a contract was made January 30, 1877, with Joseph Hancock, Esq., for the construction of special drains for that purpose. The city was divided into two districts, one extending from the Gloria to the Lagôa de Freitas, and the other including the remainder of the city. The contract calls for the construction of 15 circular main galleries from one to two metres in diameter and with a total length of 14,821 metres; for 45,591 metres of branches varying from 0.40 to 0.60 of a metre in diameter and which, like the main galleries, are to be made of brick and cement; and for 32,625 metres of glazed piping varying from 0.15 to 0.30 of a metre in diameter. Besides these there are to be tanks, sand pits and lateral openings. Seven of these drains have been completed. Those of the suburbs have worked satisfactorily, but the one which commences in Rua de Rezende and discharges at the Passio Publico has failed to give as prompt an escape to the waters as could be desired. This is owing to the great amount of earth brought down from the Santa Theresa hill and to the slight slope of the drain which permits an accumulation of sand in the gallery.

Since the inauguration of the works of the City Improvements Company in February, 1864, they have been examined by various commissions of engineers and physicians which have been appointed because of the complaints made against them from time to time. These complaints referred to the escape of deleterious gases from the house basins and syphons, the return of sewage to the basins, the bad arrangement of gratings for the reception of rain water from the houses, the bad smells arising through the lateral openings, etc., etc. Among the causes of these defects are the imperfect construction of parts of the system where the foundation was not sufficiently strong to sustain the drains, the filling of the drains with sand brought down by the rains which has been in part obliterated by the adoption of sand pits, the lack of proper care in cleansing and disinfecting the galleries, and the carelessness or malice of the occupants of houses served by the company. The principal measures suggested by the commissions to remedy these defects depend on an abundant supply of water, which the government bound itself to furnish, and on legislation similar to the English public health act, obliging house owners to exercise greater care in the collocation and care of the house closets.

The influence of the drainage works of the City Improvements Company on public

health has been much discussed, and opinions differ greatly. One party, led by the Barão de Lavradio, president of the board of health, maintains that the yearly scourge of yellow, typhoid and bilious remittent fevers originate in and are propagated almost exclusively by the drainage works. The Barão de Lavradio states that although the mortality tables are not strictly reliable, yet they show a decided increase since the establishment of the company. This he attributes to the emanations of gases from the pumping houses and lateral openings in the sewers, and to the excavations of the streets for the placing and repairing of drains. The opposite party, led by a number of distinguished physicians among whom is the author of the articles from which we are quoting, Dr. J. P. Farinha, and the former fiscal engineer of the company, Dr. Mello Barreto, maintain that the increase in mortality is due to other causes such as the growth of the city and its greater commercial movement. In support of this they point triumphantly to the fact that the fevers often reign in portions of the city which have not been reached by the drains of the company.

Among the many bad sanitary conditions, independent of the drainage works, that may give rise to fevers, are the marshes existing on many vacant lots in the Cidade Nova and the Cattete, the mud that is left to ferment in the streets, the pools of stagnant water from the street water taps, the horrible unwashed and undisinfected street urinals, the use of refuse for filling low grounds, the grease deposits of the slaughter house, the frequent excavation of the streets for laying or repairing gas and water pipes, and finally the celebrated *curtiços*. These last exist even in the very heart of the city and in places where no one would suspect their existence, the entrance being sometimes through a store or ordinary shop. These habitations are generally below the level of the street, and are dark, damp and badly ventilated. The single opening is a narrow door with a small hole for ventilation when it is closed, and within live families of five or more persons.

FORESTS AND METEOROLOGY.

An important paper in *Pulphibion* on this subject gives the results of observations made during the last six years under trees, and not far from the edge of a forest, and also in the plain and far from all trees. 1. Forests increase the quantity of meteoric waters which fall on the ground, and thus favour the growth of springs and of underground waters. 2. In a forest region the ground receives as much, and more, water under cover of the trees than the uncovered ground of regions with little or no wood. 3. The cover of the trees of a forest diminishes to a large degree the evaporation of the water received by the ground, and thus contributes to the maintenance of the moisture of the latter and to the regularity of the flow of water-sources. 4. The temperature in a forest is much less unequal than in the open, although, on the whole, it may be a little lower; but the *maxima* are there constantly higher, and the *minima* lower than in regions not covered with wood. These observations have been made in the neighbourhood of Nancy, and by the pupils of the school of forestry of that city, under the direction of M. Mathieu, sub-director of the school. On the other hand, Mr. Faust, when sub-inspector of forests at Senlis, made during four years, but on a different method, observations on forestal meteorology which fully and completely corroborate in certain respects those of M. Mathieu. The laws which seem to follow from the figures given by M. Faust, as well as an inspection of the curves which graphically represent them are as follows:— 1. It rains more abundantly over forests with trees in a green condition. 2. The degree of saturation of the air by moisture is greater over masses of *Pinus sylvestris* than over masses of leaved species. 3. The leafage and branches of leaved trees intercept one-third, and those of resinous trees the half of the rain water, which afterwards returns to the atmosphere by evaporation. On the other hand, these same leaves and branches restrain the evaporation of the water which reaches the ground, and that evaporation is nearly four times less under a mass of leaved forest than in the open, and two and one-third times less under a mass of pines. 4. The laws of the change of temperature out of and under wood are similar to those which result from the observations of M. Mathieu. The general conclusion seems to be that forests regulate the function of water, and exercise on the temperature, as on the atmosphere, an effect of "moderation" and equilibrium.

RAILROAD NOTES

—The British brig *Queen Emma* arrived at Pernambuco on the 2nd inst. with 2,068 rails for the "Recife ao Limoeiro" railway.
—The project, No. 167, authorizing the acquisition of the Sorocabana railway by the province, has entered on its second discussion in the provincial assembly of São Paulo.

—The works on the "Natal a Nova Cruz" railway in Rio Grande do Norte, are progressing actively. Advances of the 18th ult. stated that in a few days the line would be laid to Pitimbu, 12 kilometers from Natal.

—The receipts of the "Macahé e Campos" railway in March were 84,945\$300. The traffic consisted of 609 first-class and 1,580 third-class passengers, 43.4 tons of baggage and express matter, 1,523.9 tons of coffee, 207.2 tons of sugar, and 844.4 tons of merchandise.

—The published receipts of the "Bahia ao São Francisco" railway in January were 46,665\$800 and expenditures 34,557\$600, leaving a presumptive balance of 12,107\$900. There were transported 1,384 first-class and 4,933 second-class passengers, 8.7 tons of baggage, and 3,063.9 tons of merchandise.

—The traffic returns of the "Recife a São Francisco" railway in February shows that there was transported 18,126½ passengers, including 657 on government account, 86.5 tons of baggage, including 2.4 tons on government account, 15,325 tons of merchandise, and 465 animals. The freight traffic includes 7,945 tons of sugar, and 79.3 tons of cotton.

A bill was introduced into the São Paulo provincial assembly on the 8th inst., authorizing the provincial government to contract with the Mogyana company in accordance with existing agreements, for the extension of its line to São Simão, without interest guarantee or other obligation on the part of the province. Should this bill pass it will settle the contest between the Paulista and Mogyana lines as to which shall extend its road to and beyond São Simão, in the fertile valley of the Rio Tardo.

—Sir Julius Vogel, the agent-general for New Zealand, had a correspondence with many mechanical and railroad engineers on the comparative merits of English and American locomotives. In this Mr. R. M. Brereton, an experienced engineer, argued that the railway systems of India and the English colonies ought to be planned, the bridges built, and the locomotives constructed after American patterns. In actual tests the American engines made from 8,000 to 10,000 more miles per hour than the English. They were cheaper, more economical in the use of fuel, and simpler in construction. Owing to these facts, the English locomotives have been driven not only from New Zealand but from Canada also.—*Engineering News*, Feb. 21.

THE WHEAT HARVEST OF 1879.

A full estimate has just been published in the *Bulletin de l'Etat de l'Harvest* of the wheat yield of all the world, as compared with the average yield. The average production for the whole of Europe is 992,866,150 bushels, while that of 1879 is only 753,987,500 bushels, being a falling off of 138,878,650 bushels. The average yield for other parts of the world is 1,367,887,500 bushels, and for the past year 1,189,487,500, showing a decrease of 178,400,000. The deficiency of the crop for the whole world is 377,279,150 bushels. The following table is interesting as showing the yield for each country:—

	Average Yield.	Yield for 1879.
	Bushels.	Bushels.
United States.....	337,500,000	337,500,000
France.....	230,175,000	172,125,000
Russia.....	180,000,000	157,500,000
Germany.....	99,000,000	99,000,000
Spain.....	94,500,000	78,750,000
Italy.....	87,550,000	67,500,000
Austria-Hungary.....	76,500,000	63,000,000
Great Britain.....	83,500,000	47,500,000
Turkey.....	34,500,000	29,500,000
Roumania.....	27,000,000	22,000,000
Belgium.....	19,500,000	14,650,000
Portugal.....	6,750,000	5,675,000
Algeria.....	20,500,000	16,875,000
Canada.....	13,500,000	13,500,000
Australia.....	13,500,000	14,650,000
Greece.....	13,500,000	11,500,000
Netherlands.....	4,015,000	3,375,000
Serbia.....	3,500,000	3,375,000
Norway.....	3,375,000	2,812,500
Denmark.....	2,250,000	2,250,000

—London Times.
The total value of exports from the port of New York to Brazil during the calendar year 1879 was \$4,484,910.

The total passenger arrivals from foreign ports at New York in the month of January last was 7,512, of which 5,839 were immigrants.

Four years ago the gold fields of Georgia, United States, produced \$100,000 in 1879 they yielded about \$1,000,000. New mines are being opened up rapidly.

According to the *London Spectator*, there are 4,653,551 acres of absolutely waste land in Ireland, 2,000,000 of which are capable of easy and profitable reclamation.—*Gleaner*.
The export of cotton piece goods from Great Britain to Brazil in the month of January last was 19,759,200 yards, as against 12,207,300 yards in the same month of 1879.

THE RIO NEWS.

We gather from the monthly reports of the Misericordia hospital...

Table with columns: Year, Deaths, Average per 1000.

Daily average from year 1917 to 1918.

A telegram from the Visconde de Pelotas on the 4th inst...

To prevent any further imaginary frauds in the use of revenue stamps...

COMMERCIAL

Par value of the Brazilian mil reis (1000 mil reis) = 1000 mil reis.

Bank rate of exchange on London today.

Value of \$1.00 in Brazilian mil reis.

EXCHANGE.

April 3.—No change from last quotations of 2nd on London.

April 5.—The day the Banco Commercial raised its rate on London to 2 1/2%.

April 7.—Market opened to yield and uncertain.

April 8.—Rates lower and unsettled though was the usual amount of business done.

April 9.—Limited transactions.

April 10.—No change from last quotations.

MOVEMENT OF THE STOCK MARKET FROM APRIL 3 TO APRIL 11, INCLUSIVE.

Table with columns: Shares, Company, Price.

Complaints being made against the payment of interest on the new gold loan...

Imports and exports for the first three months of the present year.

Table with columns: Month, Imports, Exports.

Balance in favor of 1880.

Table with columns: Month, Imports, Exports.

Balance in favor of 1880.

Total clearances of coffee from Santos during the nine months from July 1st 1879 to March 31st 1880.

Table with columns: Month, Clearances.

Stock is estimated to be valued at 12,000,000 bags.

Total clearances of coffee from Santos during the nine months from July 1st 1879 to March 31st 1880.

Table with columns: Month, Clearances.

Stock in hands today consists of 45,975 barrels.

Table with columns: Type, Quantity.

We quote: Gallego 28,000—28,500.

Bank of Brazil BALANCE SHEET MARCH 31, 1880.

Table with columns: Assets, Liabilities.

General Department.

Table with columns: Item, Amount.

Capital account.

Table with columns: Item, Amount.

Liabilities.

Table with columns: Item, Amount.

Capital account.

Table with columns: Item, Amount.

Liabilities.

Table with columns: Item, Amount.

Capital account.

Table with columns: Item, Amount.

Liabilities.

Under the influence of unfavorable advices from consuming countries...

Washed, Superior, Good first, Regular first, Ordinary first, Good second, Ordinary second.

Owing to an interruption on the 4th inst...

Stock is estimated to be valued at 12,000,000 bags.

Total clearances of coffee from Santos during the nine months from July 1st 1879 to March 31st 1880.

Table with columns: Month, Clearances.

Stock in hands today consists of 45,975 barrels.

Table with columns: Type, Quantity.

We quote: Gallego 28,000—28,500.

Bank of Brazil BALANCE SHEET MARCH 31, 1880.

Table with columns: Assets, Liabilities.

General Department.

Table with columns: Item, Amount.

Capital account.

Table with columns: Item, Amount.

Liabilities.

Table with columns: Item, Amount.

Capital account.

Table with columns: Item, Amount.

Liabilities.

Table with columns: Item, Amount.

Capital account.

Table with columns: Item, Amount.

Liabilities.

Table with columns: Item, Amount.

Capital account.

Table with columns: Item, Amount.

Liabilities.

Table with columns: Item, Amount.

The export duties on the 614,546 bags of coffee exported from Rio de Janeiro...

ARRIVALS OF FOREIGN VESSELS.

APRIL 3. MONTEVIDEO—Port by Corvidos, 189 tons; Lopes, 21 de.

ARRIVALS OF FOREIGN VESSELS.

APRIL 7. JERSEY—By Brothers, 173 tons; Vibert, 42 de; codfish to.

ARRIVALS OF FOREIGN VESSELS.

APRIL 12. RICHMOND—Nor by Andrie, 238 tons; Biaz, 47 de; flour to.

ARRIVALS OF FOREIGN VESSELS.

APRIL 15. NEW YORK—By J. N. de S. 270 tons; Newton, 42 de.

ARRIVALS OF FOREIGN VESSELS.

APRIL 17. PORTO ALGARVE—Rio Grande—By Harry Blackwood, 231 tons.

ARRIVALS OF FOREIGN VESSELS.

APRIL 18. BALTIMORE—Arg ship David Stewart, 670 tons; Holt 55 de.

ARRIVALS OF FOREIGN VESSELS.

APRIL 19. SAN FRANCISCO—By J. N. de S. 270 tons; Newton, 42 de.

ARRIVALS OF FOREIGN VESSELS.

APRIL 20. PORTO ALGARVE—Rio Grande—By Harry Blackwood, 231 tons.

ARRIVALS OF FOREIGN VESSELS.

APRIL 21. BALTIMORE—Arg ship David Stewart, 670 tons; Holt 55 de.

ARRIVALS OF FOREIGN VESSELS.

APRIL 22. SAN FRANCISCO—By J. N. de S. 270 tons; Newton, 42 de.

ARRIVALS OF FOREIGN VESSELS.

APRIL 23. PORTO ALGARVE—Rio Grande—By Harry Blackwood, 231 tons.

ARRIVALS OF FOREIGN VESSELS.

APRIL 24. BALTIMORE—Arg ship David Stewart, 670 tons; Holt 55 de.

ARRIVALS OF FOREIGN VESSELS.

APRIL 25. SAN FRANCISCO—By J. N. de S. 270 tons; Newton, 42 de.

ARRIVALS OF FOREIGN VESSELS.

APRIL 26. PORTO ALGARVE—Rio Grande—By Harry Blackwood, 231 tons.

ARRIVALS OF FOREIGN VESSELS.

The Port Jago Trevelyan, which sailed for Ilha Terceira on the 4th inst...

ARRIVALS OF FOREIGN VESSELS.

APRIL 3. MONTEVIDEO—Port by Corvidos, 189 tons; Lopes, 21 de.

ARRIVALS OF FOREIGN VESSELS.

APRIL 7. JERSEY—By Brothers, 173 tons; Vibert, 42 de; codfish to.

ARRIVALS OF FOREIGN VESSELS.

APRIL 12. RICHMOND—Nor by Andrie, 238 tons; Biaz, 47 de; flour to.

ARRIVALS OF FOREIGN VESSELS.

APRIL 15. NEW YORK—By J. N. de S. 270 tons; Newton, 42 de.

ARRIVALS OF FOREIGN VESSELS.

APRIL 17. PORTO ALGARVE—Rio Grande—By Harry Blackwood, 231 tons.

ARRIVALS OF FOREIGN VESSELS.

APRIL 18. BALTIMORE—Arg ship David Stewart, 670 tons; Holt 55 de.

ARRIVALS OF FOREIGN VESSELS.

APRIL 19. SAN FRANCISCO—By J. N. de S. 270 tons; Newton, 42 de.

ARRIVALS OF FOREIGN VESSELS.

APRIL 20. PORTO ALGARVE—Rio Grande—By Harry Blackwood, 231 tons.

ARRIVALS OF FOREIGN VESSELS.

APRIL 21. BALTIMORE—Arg ship David Stewart, 670 tons; Holt 55 de.

ARRIVALS OF FOREIGN VESSELS.

APRIL 22. SAN FRANCISCO—By J. N. de S. 270 tons; Newton, 42 de.

ARRIVALS OF FOREIGN VESSELS.

APRIL 23. PORTO ALGARVE—Rio Grande—By Harry Blackwood, 231 tons.

ARRIVALS OF FOREIGN VESSELS.

APRIL 24. BALTIMORE—Arg ship David Stewart, 670 tons; Holt 55 de.

ARRIVALS OF FOREIGN VESSELS.

APRIL 25. SAN FRANCISCO—By J. N. de S. 270 tons; Newton, 42 de.

ARRIVALS OF FOREIGN VESSELS.

APRIL 26. PORTO ALGARVE—Rio Grande—By Harry Blackwood, 231 tons.

ARRIVALS OF FOREIGN VESSELS.

PROVINCIAL NOTES

The rains are continuing throughout the northern provinces. In March the street cars of Santos carried 15,284 passengers. Abundant rains have fallen throughout the province of Ceará. A few cases of yellow fever are reported from Desterro, Santa Catharina. The receipts of the Mandos custom house in February were 25,895\$027. An epidemic of fever has been making serious ravages at Pomal, Paralytia. The assembly of São Paulo proposes to expend 3,000\$ on the public garden of that city. The passenger traffic on the Campinas tramway line during the month of March amounted to 18,393 persons. The provincial assembly of São Paulo has authorized the erection of fifty additional street lamps in that city. Owing to the recent rains in Ceará, the president of the province has decided to send the refugees back to their homes. It is said that the next cotton crop at Tatyty, S. Paulo, will be much reduced by the conqueiz which is now injuring the plants. It is, São Paulo, wants to borrow 10,000\$ for the construction of a cemetery and Sorocaba wants the same sum to build a market house. It is receiving hides, tobacco, pork, and other productions from the province of Goyaz, by way of the Rio Araguaia. The receipts of the Bahia custom house in March were 918,034\$747; of the collector's office 135,655\$591; and of the postoffice 5,273\$100. The receipts of the Pará custom house in February were 347,549\$668, of the collector's office 46,827\$793, and from other dues, 3,136\$824. The selection of Barão Homem de Mello as a member of the present ministry has given great satisfaction throughout the province of São Paulo. Peregrina Maria José undertook to light her pipe from a kerosene lamp on the 15th ult. at Maranhão. If she lives she will know enough not to do so again. The lighthouse at the Gaviotas, Pará, having been finished, the engineer, Mr. Hector von Bayer, has gone to Pernambuco to next erect the Rocas lighthouse. The Provincia of São Paulo says it is reported that an order of arrest has been issued against the collector of Teicé, he being a defaulter to the extent of 5,000\$. Law No. 12, of the São Paulo provincial assembly authorizes nine lotteries—seven for the benefit of churches, and two for the benefit of a hospital. The Actulidade, of Ouro Preto, Minas Geraes, of the 3rd inst., specifies the recent arrest of thirteen criminals in various localities, nine of whom are guilty of the crime of murder. The Diario de Santos, states that the residents of Ponta da Praia are suffering greatly from intermittent fever, the greater part of them being without medical advice and medicines. Dr. Americo Macedones, president of the province of Rio de Janeiro, has offered his resignation. His name appears among the candidates for the three vacancies in the Chamber of Deputies from São Paulo. At Mimosa in Pernambuco, on the 29th ult., a boy named Manoel asked a man, João Paes, if it was true that he had stolen some goats belonging to him. João assented, whereupon the boy shot him dead. Pedro Pereira de Barros stabbed José Gomes de Assis Camargo, at Taubaté, São Paulo, on Good Friday. The latter, in order to show his profound veneration for the day, declined to prosecute his assailant. That eclipses the Journal. The president of São Paulo has signed the assembly bill providing for the organization of a fire company, to be attached to the police department, and appropriating 20,000\$ for the purchase of fire engines and for the organization of the company. On the 1st inst. a man named João Pedro was arrested at Mogy-mirim, S. Paulo, on the charge of having committed two murders. Soon after he was bitten by some poisonous snake, and the next day was found dead in jail. According to the Liberdade, of Pernambuco, the French steamer Congo, which sailed from that port for Europe on the 21st ult., took off the first shipment of cacao ever sent from that province to Europe. It was only 40 kilos. A German died in São Paulo on the 4th inst. with yellow fever. He had just returned from Rio. His wife was thought to be affected by the same disease, and was at once sent to the hospital. The S. Paulo elections for deputies to fill the vacancies made by the promotion of Counselors José Bonifacio and Cardoso to the Senate, and Barão Homem de Mello to the ministry, will take place on the 2nd prox. The city authorities of Atibaia, S. Paulo, have been authorized by law to contract a loan of 10,000\$ for ten years and at a rate not exceeding ten per cent. per annum. Tatyty is authorized to borrow the same sum, the money to be expended on cemetery repairs. A musician named Antonio Gallego of the 12th infantry battalion, stationed at Pelotas, Rio Grande do Sul, assassinated a comrade on the 21st ult. in one of the public streets of that city. After his arrest he confessed that this was the third murder which he had committed, one of which was Manoel Joaquin do Couto, who was found dead in the streets July 8, 1878. In this latter case the police dismissed the case at the time by declaring that Couto died from a fit of apoplexy.

A republican reunion was held at São Paulo on the 3rd inst., at the house of one of the most prominent leaders of that party, Dr. Americo Braziliense. It was resolved to hold a convention of republicans on the 2nd prox. for the purpose of devising means to forward the questions of general naturalization and the concession of political rights to non-catholics. The celebrated Brazilian composer, Carlos Gomes, arrived at Bahia on the 6th inst. There was the usual tumultuous reception, and as the Gazette telegram puts it, a "solemn manifestation" in the evening at the S. João theatre. On the 7th there was a ball in his honor, etc., et al. We may hear of something like in Bahia during his stay, but we doubt it. According to the Ypanema, of Sorocaba, São Paulo, 24 Guarany Indians, 19 men and 5 women, arrived at that place on the 2nd inst., on their way to the capital. They came from Paraná, and are said to live at Miranda, Mato Grosso. Their chief bears the familiar name of Pedro de Almeida. They wanted nothing but food and money, poor fellows, and then continued their journey. The managers of the liberal party in Pernambuco met on the 6th inst. and selected the following candidates for the vacant senatorship in that province: Souza Carvalho, Epaminondas de Mello, Luiz Felipe, Deão Faria and Costa Ribeiro. We are glad to see the name of the illustrious Souza Carvalho in the list; he will have something to fall back on in case he does not get the Paralytia vacancy. The chief of police of S. Paulo received a telegram on the 7th inst. from Capt. Elias Thomaz de Camargo, of Juandinha, to the effect that five of his slaves had escaped and were en route for S. Paulo. The fugitives made their appearance in São Paulo on the morning of the 8th, having travelled some twelve leagues in twenty-four hours, and were at once arrested. They bore marks of the whip, which probably accounts for their attempted escape. The extinct Leopoldina colony in the province of Alagoas has been selected as an agricultural establishment for the education and training of poor friendly orphans and the free children of slave mothers. The children must be eight years of age before they can be admitted. The minister of agriculture has appropriated 18,000\$ for the preliminary expenses of the establishment. Deputy Inguez de Souza presented a Normal School project to the São Paulo provincial assembly on the 6th inst. The bill provides for four professorships and a writing-master, and fixes the course of study at three years. It is also provided that two primary schools shall be annexed, so that practical teaching may be combined with theory. The tuition will be free. To start the school, an appropriation of 18,000\$ is specified. The Gazeta, of Porto Alegre, of the 23rd ult., relates that the river steamer Gaucho, during her last voyage, had a slave woman on board, sent from Rio Parão to be sold in Porto Alegre. The woman did not wish to be taken away from her birth place, nor to be sold to strangers, so at the first opportunity she undertook to escape by leaping into the river. The poor woman was land-cuffed and drowned. Captain Guatemosing, a young artillery officer at S. Gabriel, Rio Grande do Sul, undertook to show his company one day last month how to withdraw a shell from a gun, in case of necessity. He is now learning to write his name left-handed, and his company is feeling a little doubtful about the existence of a necessity for withdrawing a shell from a loaded gun. Tea is being successfully cultivated in Georgia, United States. The foreign trade of California in 1879 amounted to \$32,924,279 in imports and \$31,395,174 in exports. During the six months ending December 31, 1879, the United States exported provisions and tallow to the value of \$51,424,767. The United States sent on an average 5,435 quarters of beef to foreign ports per week in 1879. This does not include live cattle shipped. The sugar crop of the world for the year 1879-80 is estimated at 4,866,500 tons. This is a deficiency of 233,870 tons as compared with the year 1878-9. The Italian government sequestered and sold, between 1861 and September, 1879, 130,514 lots of church property, for which it received 546,472,481 lire.

MAURICIO SWAIN, Mechanical Engineer CURITIBA, PROV. OF PARANÁ.

THE GROCER. Published every Saturday at No 13 West Broadway, NEW YORK.

EMPLOYMENT WANTED. An active Frenchman desires employment as a teacher of the French language, or to translate from English or Portuguese into French. Address, F. D., care of this office.

ROOMS TO LET either with or without board at 37 and 39 Rua da Princesa Imperia, Catete.

C. Mc CULLOCH BEECHER & COMPANY. Export and Commission Merchants. 41 AND 43 WALL STREET NEW YORK. P. O. Box No. 2364.

Facilitate the introduction into Brazil of American products, Machinery, Agricultural Implements, Railroad Supplies, Manufacturers' goods, Hardware, Dry Goods and specialties generally suitable for use in accordance with the requirements of that country, by furnishing reliable information regarding the special modes of preparing and packing merchandise, and by means of their profitable occupation there, and by means of their Rio de Janeiro House, bringing the American Producers and Manufacturers into direct communication with the Brazilian merchants.

ENGLISH BANK OF RIO DE JANEIRO (LIMITED) HEAD OFFICE IN LONDON BRANCHES: RIO DE JANEIRO, PERNAMBUCO AND SANTOS. Capital £ 1,000,000. Divid. paid up £ 600,000. Reserve Fund £ 900,000. Ditto, against depreciation of capital £ 64,444.8. 11. Draws on the London Joint Stock Bank and transacts every description of Banking business.

RUBBER HAND STAMPS. For Merchants, Bankers, and for all business purposes, are taking the place of every other kind of hand stamp. For marking clothing, table linen, etc. with indelible ink. The Consecutive Rubber Hating Stamp for Bank and Office use. Memoranda, autographs, etc., made to order. S. T. LONGSTRETH, Manufacturer, 8 Rua de S. Pedro, RIO DE JANEIRO.

UNITED STATES AND BRAZIL S. S. LINE. Carrying the United States and Brazilian Mails. Performs a regular monthly service: between New York and Rio de Janeiro, stopping at the intermediate ports of St. Thomas, Pará, Pernambuco and Bahia. The steamers of this line, 3,500 tons measurement each, are new and first-class in every particular. Steamers will arrive and clear at this port as follows:

Table with columns: Steamer, Commander, Arrive, Depart. Includes entries for Rio de Janeiro, City of Paris, City of Rio de Janeiro, and City of Pará.

ROYAL MAIL STEAM PACKET COMPANY. Under contract with the British and Brazilian Governments for carrying the mails. TABLE OF DEPARTURES, 1880.

Table with columns: DATE, STEAMER, DESTINATION. Includes entries for April 9 (Neva) and April 21 (Gaudiana).

LIDGERWOOD MFG. CO., (LIMITED). Successors of MILFORD & LIDGERWOOD. Engineers, Machinists, Importers of Machinery and Material for Agricultural and Industrial Establishments, and Cotton and Woolen Mills.

C. T. DWINAL, 34 RUA DA QUITANDA. Agent for the "DOMESTIC" and GROVER & BAKER SEWING MACHINES.

AMERICAN BANK NOTE CO. OFFICE: 46, BROADWAY, NEW YORK. ENGRAVES AND PRINTS BANK NOTES, BONDS, FOR GOVERNMENTS AND CORPORATIONS, BILLS OF EXCHANGE, CERTIFICATES OF STOCK, POSTAGE AND REVENUE STAMPS, POLICIES OF INSURANCE, AND ALL KINDS OF SECURITIES.

THE JOHN A. ROEBLING & SONS CO. TRENTON, N. J., U. S. A. Iron and steel rope, wire netting, telegraph wire, &c. Suspension bridges of all sizes.

THE HOLLY MANUFACTURING CO. LOCKPORT, N. Y., U. S. A. Constructors of water works, pumping, draining and irrigation machinery.

C. P. MACKIE & CO. PHILADELPHIA, Pa., U. S. A. Materials and supplies for Railroads, Street Tramways, Plantations, and General Engineering Work.

Locomotives, Cars, Bridges, Turn-tables, Switches, Car fittings, tools and railway equipment at large. Street cars, frogs and crossings, shop supplies. Machinery, engines and portable railroads &c. for sugar and coffee plantations and mines.

AGENTS IN BRAZIL. For the following manufacturers. THE GILBERT & BUSH CO. TROY, N. Y., U. S. A. Railroad cars of every description, and of the best material.

THE WHARTON RAILROAD SWITCH CO. PHILADELPHIA, Pa., U. S. A. Safety railroad switches, frogs and crossings. Street railway work of all kinds.

LEHIGH CAR WHEEL WORKS. CATASAUQUA, Pa., U. S. A. Chilled iron car wheels for passenger, freight and street cars. Chilled iron castings of all kinds.

EDGE MOOR IRON CO. WILMINGTON, Del., U. S. A. Light portable railways for plantations and mountainous districts.

H. K. PORTER & CO. PITTSBURGH, U. S. A. Light Locomotives for narrow gauge and plantation railways, of any grade up to 8 per cent. Will burn any fuel.

HOOKS SMELTING CO. PHILADELPHIA, Pa., U. S. A. Timings and fittings for railway and street cars. Tools and machine supplies of all kinds.

CULMER SPRING CO. PITTSBURGH, Pa., U. S. A. Railroad and street car springs of all descriptions.

THE WESTINGHOUSE AIR BRAKE CO. PITTSBURGH, Pa., U. S. A. Manufacturers of the Westinghouse Automatic Railway Brake. Instantaneous stoppage of railway trains from any car, or from the engine.

GEO. K. TRYON, SON & CO. PHILADELPHIA, Pa., U. S. A. Anti-friction journal bearings for railroad and street cars and general machinery of phosphor-bronze, babbit metal and brass. Bronze work of all kinds.

THE JOHN A. ROEBLING & SONS CO. TRENTON, N. J., U. S. A. Iron and steel rope, wire netting, telegraph wire, &c. Suspension bridges of all sizes.

JANNEY CAR COUPLER CO. The simplest, safest and most economical system of couplers and buffers for freight and passenger cars.

BLAKE ORE CRUSHER CO. Stone and ore breakers for use with steam, animal or hand power. For mines, railroads and road-making generally.

THE HOLLY MANUFACTURING CO. LOCKPORT, N. Y., U. S. A. Constructors of water works, pumping, draining and irrigation machinery.

THE GILBERT & BUSH CO. TROY, N. Y., U. S. A. Railroad cars of every description, and of the best material. Street cars of the most serviceable quality, and elegant designs. Special attention given to foreign work.

THE WHARTON RAILROAD SWITCH CO. PHILADELPHIA, Pa., U. S. A. Safety railroad switches, frogs and crossings. Street railway work of all kinds.

LEHIGH CAR WHEEL WORKS. CATASAUQUA, Pa., U. S. A. Chilled iron car wheels for passenger, freight and street cars. Chilled iron castings of all kinds.

C. Mc CULLOCH BEECHER & COMPANY. Import and Commission Merchants. 47 RUA DO GENERAL CAMARA RIO DE JANEIRO. Caixa no Correio No. 113.

Receive consignments of American products, Machinery, Agricultural Implements, Manufactured Goods, Hardware, etc., subject to the approval of their New York House, for the prompt and satisfactory handling of which they possess unrivaled facilities.

THE NEW LONDON AND BRAZILIAN BANK (LIMITED) HEAD OFFICE: LONDON BRANCHES: LISBON, OPORTO, PARÁ, PERNAMBUCO, BAHIA, RIO DE JANEIRO, RIO GRANDE DO SUL, AND MONTEVIDEO.

CAPITAL £ 1,000,000. Capital subscribed £ 950,000. Capital paid up £ 450,000. Reserve fund £ 40,000. Depreciation of capital fund £ 40,000.

Messrs. GILBERT & BUSH CO., TROY, N. Y., U. S. A. Railroad cars of every description, and of the best material. Street cars of the most serviceable quality, and elegant designs. Special attention given to foreign work.

Messrs. MALLET FRERES & Co., PARIS. Messrs. J. H. SCHROEDER & Co., HAMBURG.

BALDWIN LOCOMOTIVE WORKS, PHILADELPHIA, PENN. (Established, 1839) BURNHAM, PARRY, WILLIAMS & Co., Proprietors.

These locomotive engines are adapted to every variety of service, and built accurately to standard gauges and templates. Like parts of different engines of same class perfectly interchangeable. Passenger and Freight Locomotives, Mine Locomotives, Narrow Gauge Locomotives, Steam Street Cars, etc., etc.

JACKSON & SHARP COMPANY WILMINGTON, DEL. Manufacturers of all styles and qualities of Passenger, Mail and Freight Cars.

This establishment is one of the largest in the United States, and has finished the cars for nearly all the narrow gauge railroads in the United States, and Cuba. The cars of the São Paulo and Rio de Janeiro railway, the Itana, the Mogyrim, Niteroyense, and other narrow gauge railways in Brazil are from these well-known works.

A. WHITNEY & SONS, CAR WHEEL WORKS. (Established 1847) CALLOWHILL STREET, SIXTEENTH TO SEVENTEENTH STREETS PHILADELPHIA, PENN.

Chilled cast iron wheels (steeled by the Hamilton process) for Railways, street cars, and mines. Axes of iron or steel. Illustrated catalogue furnished on application of customers.

BROWN'S ESSENCE OF Jamaica Ginger. Purchasers of Brown's Ginger are warned against piratical counterfeits intended to be sold on the splendid reputation of the Frederick Brown, Philadelphia, and the label bearing his name is incorporated with his private U. S. Internal Revenue Stamp, to counterfeits which is felony.

BROWN'S GINGER—For Traveler's use. BROWN'S GINGER—For Summer Complaints. BROWN'S GINGER—For Croup and Croup. BROWN'S GINGER—For Sea Sickness, Nausea. BROWN'S GINGER—Stimulant: no reaction. BROWN'S GINGER—Used by Army and Navy. BROWN'S GINGER—Used all over the World. BROWN'S GINGER—Counteracts impure Water. BROWN'S GINGER—Prevents Malaria Disease. BROWN'S GINGER—Disidious Summer Drink. BROWN'S GINGER—Excellent in Rheumatism.

Everybody knows the value of "Brown's Ginger" as a household necessity and preventative of disease. It cures your druggist gives you the right kind—Brown's Ginger, as described above.

The weakness following long continued fever or any serious illness, is one of the most serious and distressing symptoms of convalescence. Alcoholic stimulants are objectionable, as their use is always followed by depression after the stimulating effect has passed off. Small bulk with no action is what is required, and the use of a teaspoonful or two of Brown's Ginger in a half tumbler of sweetened water every half or so, as preferred, meets the want. Brown's Ginger sustains the strength, causes the skin to act well, and promotes digestion.