

THE RIO NEWS.

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THE PEDREGULHO RESERVOIR.

The event which has mainly occupied public attention during the past week has been the unfortunate accident to the Pedregulho reservoir. Scarcely a fortnight had passed after the formal opening of the works and the attendant distribution of decorations when the public were surprised by the announcement that the walls and floor of the lower reservoir had cracked and that it had been at once emptied to relieve the pressure. Then came the announcement of the inspector of public works, Dr. Moraes Jardim, from whose plans and under whose superintendence the reservoir was constructed, that the accident was insignificant and that it was caused in great measure by the vibrations of a stationary engine and inclined plane near one corner of the walls. In accordance with this theory Dr. Jardim gave orders that the engine—a small one—and the inclined plane should be removed immediately.

However, the public were not at all satisfied with the inspector's explanations, and the *Gazeta* and *Cruzeiro* repeatedly asserted that the injury was a serious one, and that the stability of the work was greatly endangered. The *Cruzeiro* even urged that the reservoir was irretrievably ruined. Then came the usual newspaper discussion in which Dr. Jardim maintained his first position as to the slight character of the injury; he also held that no one but professional engineers had any right to criticise and judge his work. The contractor, A. Gabrielli, Esq., also contributed two letters to the discussion in which he stated that he had not only tried to dissuade Dr. Jardim from building the reservoir on the proposed plans, but that he had even procured two separate plans from his friend Mr. Hawksley, a hydraulic engineer of eminence in London, which he gave to the inspector as substitutes. These plans Dr. Jardim rejected with the trivial excuse that they were not signed. He has since explained, in addition, that they were not adapted to this country.

On the 1st instant Dr. Jardim re-asserted in the Chamber of Deputies, of which he is a member, that the injury was slight and that there was no cause for alarm. He affirmed that the foundations were uniformly solid and incompressible, that the walls were sufficiently strong and that the accident could be easily remedied. He also affirmed that these accidents are of frequent occurrence in such works and cannot be anticipated.

In obedience to an universal distrust of the work the minister of agriculture appointed a commission of engineers on the 28th ult., to make a thorough examination not only of the Pedregulho reservoir but of the whole system. This commission is composed of Messrs. W. Milnor Roberts, chief, André Rebouças, Julio Rey and Borja Castro, and is charged with the task of making a geological examination of the hill on which the reservoir is built and a thorough examination of the work accomplished and of the plans, estimates and specifications.

In view of the early report of this commission, which it is anticipated will be complete and impartial, it is undesirable to enter into a discussion of the causes of the accident. It is evident even to an unprofessional eye that the injury is far more serious than Dr. Jardim asserts. A crack which extends across the whole reservoir and through a heavy wall of masonry, attended by a corresponding crack in the roof of brick and cement, means that something is wrong with the foundation itself, and that certainly is no slight matter. In speaking of it as an "interesting phenomenon" Dr. Jardim forgets that it is likely to be a costly one also—so costly indeed that the country could better afford to send all her engineers abroad to study existing "phenomenons" rather than to build them.

Unwelcome as the conclusion may be so soon after the bestowal of orders and decorations upon Dr. Jardim and some of his assistants, it is clearly evident that this important and expensive work has been entrusted to incompetent hands. Hydraulic

engineering is a science in itself, and the diploma of civil engineer no more fits a man to enter upon it without special study and experience, than the degree of doctor of medicine fits a man to undertake a delicate operation of surgery. In older countries, important works of this character are almost universally entrusted to specialists; no one would think of entrusting them to a man whose only practical knowledge was a brief visit to one reservoir in Paris. If any further proof be desired of the incompetency of the inspector of public works, under whose sole superintendence these works have been constructed, we have only to point to the theory that the crack was caused by the vibrations of a small stationary engine some fifty feet distant from one of the corners. It is needless to point out the circumstance that the line of fissure is almost perpendicular to the arc of vibration—the vibration itself would have as little effect on the reservoir as a pea-shooter would have on the Sugar Loaf.

The indirect and prime cause of all this lies in the system itself under which such works are constructed. Just as long as the government continues to do the managing for all works of a public character, just so long will there be defective results. Official supervision in public works is a dangerous practice for it generally leads to jobbery, and decreases responsibility. In the case under discussion it should have been considered that Mr. Gabrielli's wide experience in the construction of water works enabled him to know just what should be done and how it could best be done. Had the government entered into a contract with him for building the works, under stated conditions and specifications, and then held him rigidly accountable for them until the fullest and most satisfactory tests had proved their strength and durability, the matter would not only have been greatly simplified but better results would have been attained. As it is, Mr. Gabrielli's experience has been set aside and the public will now be compelled to pay for the theories of an irresponsible official whose inexperience and conceit led him to believe that he could construct a great reservoir with a little ill-chosen book knowledge.

ANOTHER RECTIFICATION.

To the Editor of THE RIO NEWS:

Sir.—As a friend of Dr. Gunning, I quite share his regret that you did not appeal to him for corroboration of the item in your issue of the 15th May, before its publication, especially as you gave no particulars regarding the other blacks to which you referred.

I can well understand that Dr. Gunning's modesty would prevent his going into this matter, and hence that in his communication to you he confined his explanations to the Cata Branca blacks, and gave no particulars about the freeing of his own. But as your journal has a circulation beyond this country, it is a pity that information should have been withheld respecting the Doctor's blacks, and the philanthropic work on which he entered so many years ago.

It is no breach of confidence to give a few extracts from Capt. Codman's "Ten Months in Brazil," written in 1866; and as the author, during his visit to Dr. Gunning, was favoured with particulars of the system devised by the good doctor for the emancipation of his blacks, his statement may be regarded as authentic.

"Dr. Gunning is a practical negro-loving philanthropist.

"Although his schemes have been failures and his efforts for the improvement of the black race have been entirely without success, he is yet as sanguine as ever, still persevering in spite of misfortune, and even of ridicule, so much harder to bear."

"* * * He purchased some thirty-five or forty negroes. He bought a tract of land nearly two miles square on the railroad which was then building about six years ago and on it the pretty cottage at which we were so hospitably entertained now stands.

"In its neighbourhood he built comfortable huts for his negroes, and gave to each as large a garden spot as he required. At

that time the planters and other slave-owners were gaining enormously by the labour of their negroes upon the railroad, so that the value of a slave was soon cleared. The good doctor asked himself the question, "If a planter can clear a negro, why cannot a negro clear himself?" A woman's answer, "Because his own." At any rate, the negroes did not clear themselves, and they remain on hand to this day."

"The doctor commenced a perfect system of book-keeping. Each coloured gentleman had his name at the head of a page, with Dr. on the left and Cr. on the right: Dr. to his first cost, interest on the same, and subsequent expenses for food, clothing, etc.; Cr. by cash received for his individual labour. When the accounts balanced he was to be free. But none of the accounts ever came to be balanced. * * * These fellows had the sense to see that with such a master as Dr. Gunning, freedom would not be worth working for. The result was, that they were nearly half the time drunk, or sick in hospital, and when they did work, they worked so unprofitably that the railroad company dispensed with their services.

"The doctor is now using them in clearing and planting his own grounds, and crediting them with their daily labour. In this way they will eventually earn their freedom. His neighbours say that the work would be done in a cheaper and better manner if he gave them their freedom at once, and then hired the slaves of others."

I am, Sir, your obedient servant,
A CONSTANT READER.

Rio, 1st June, 1880.

PUBLIC TRANQUILLITY.

In the discussion of the reply to the speech from the throne on the 24th ult., Senator Silveira da Motta spoke at some length on the occurrences during the first days of January. Up to this time the highly illegal and arbitrary acts of the government in the enforcement of the obnoxious *vitium* tax had been allowed to pass almost unnoticed, but the flattering report on public tranquillity in the speech from the throne and in the reply of the Senate gave an opportunity for recalling the matter which Senator Silveira da Motta did not fail to improve. It will be remembered that this senator's house was placed under guard during a private meeting of eight senators and deputies on the 3rd of January, and that they were even spoken of as traitors and rebels at the time. In view of these facts and of the significant character of the riots against an unjust tax, this speech will command widespread attention. We extract from it the following:

The speech from the throne says: "Public tranquillity remains unaltered." The committee replies: "The Senate cannot but attach the greatest importance to the maintenance of public tranquillity."

This is a perfect mystification. The situation inaugurated January 5th, 1878, was the disturber of public tranquillity during the first days of January. When such facts occur in the capital of the empire; when scores of persons are thrown into prison; when the chief of police presumes to forbid legal reunions; when the same authority presumes to order his subordinates to enter private houses without search warrants; when he orders the closing of the doors of a printing office, preventing entrance or exit, as happened with the *Gazeta da Street*, when on the pretext of the destruction of notes the government orders a fustigate on the people in mass and afterwards exposes the corpses in the Largo de São Francisco; when all these facts occur I wonder that the committee comes with the commonplace, "The Senate cannot but attach the greatest importance to the maintenance of public tranquillity."

The police arranged an unnecessary project against the fire arms establishment of Laport. The reason for saying that this project was formed by the police is that the individual who attempted to set fire to the house made an attempt to escape, but on the contrary, he was arrested. The prosecution of this man should be the defence of the government. If the prisoners taken on that occasion were adversaries, the government should have had the greatest interest in exposing them; but on the contrary they were concealed and therefore I conclude that it was the police that did everything.

In my office in the Rua do Carmo several representatives of the nation, senators and deputies, were assembled on the night of the 3rd to deliberate. A cavalry force not only halted the people in the streets but also those in the houses, as many marks on the doors as well as many persons present will bear witness.

On the following day, in the course of his speech on the reply to the speech from the throne, the Visconde do Rio Branco referred to the *vitium* riots as follows:

Much was written about the impost and it was maintained that it was about to be collected in an illegal manner. The people, therefore, had a reason for eluding it. The government should have enlightened the people, but did not proceed properly. More moderation would have given better results. The noble ministers gave greater importance to the popular demonstration than it merited, and attributed to it sinister intentions that were not thought of. The people only wished to show their discontent. I do not justify it, but with greater coolness and moderation the authorities would have obtained better results. There is one fact that shows the exaggerated apprehension that actuated the noble ministers. This is the removal of the Rua do Carmo. It procured an immediate demonstration of armed force! Were then Silveira da Motta, Marcelino Gonçalves and Octaviano revolutionary? The government chose to show more confidence in brute than in moral force. It was afraid of appearing weak if it did not ostentatiously employ armed force.

In reply to Senator Silveira da Motta and Visconde do Rio Branco, the ex-prime minister, Senator Sinimbu, addressed the Senate on the 1st inst. In the course of his defense he said:

"The ministry considered that the fate of a populous city should not be allowed to rest on the whims of irresponsible persons, for the leaders of the moment were unknown. To repress them an officer whose bravery is equal to his prudence and moderation, was selected. The force was attacked by the people and many officers and men were wounded. With reference to the presence of the police during the reunion in the Rua do Carmo, the police only cleared the street for transit, having been informed that it was filled with groups of persons who were crying out against the authorities. On that day no one was wounded.

The events which all deplore could not possibly be avoided in view of the frenzy with which, on the pretext of the *vitium* tax, a part of the population of the city was seized.

The authorities are censured for not proceeding with English moderation but before it can be said that that moderation can be employed we must see among the people and in the language of the press the same spirit as in England.

Few Brazilians were victims of the events of January 1st. Only one, an unfortunate young man from Pernambuco, was found among the corpses at the barricade. The others were a Frenchman, who said, as the troops approached, "I will show you how we do this at home;" and a Pole who had received an order of deportation for being engaged in the infamous traffic of prostitution.

RAILROAD NOTES.

—The laying of the permanent track on the Paulo Afonso railway began on the 9th ult.

—The stations of Monção and S. Pedro on the Cararanga railway were inaugurated on the 1st inst.

—The published receipts of the "Recife a S. Francisco" railway for April were 101,483,905; expenditures 54,244,934.

—The receipts of the "Barão de Araranguá" railway in April were 9,018,510. The line carried 539 passengers and 6,967 bags of coffee during the month.

—The Mogiana railway of São Paulo will issue additional shares to the amount of 1,500,000\$ for the extension of its line to S. Simão. The stock bears 7 per cent interest.

—The receipts of the Feira de Sant'Anna branch railway (Bahia) in April were 18,899,824; expenses, 17,873,520. The number of passengers carried was 631 of the first class, and 1,644 of the second.

—The April traffic receipts of the Batavie railway were 22,893,897; expenses 13,222,519. During the same month the gratuitous traffic of the line in behalf of public relief and its extension was equivalent to 17,432,547.

—The last Royal Mail packet from Southampton brings the news that the capital of the United East railway company, province of Parahyba, has been raised in London. The amount is £245,000, divided into shares of £20. The capital has an interest guarantee of 7 per cent.

—According to the recently-published report of the Mogiana (S. Paulo) railway, the net receipts during the last six months of 1879 were 275,491,663. Of this 24,247,321 goes to the province, and the remainder, after deducting the reserve fund allotment, goes to the shareholders as a 9.5 per cent dividend.

—The traffic returns of the Dom Pedro II railway for April show that 50,202½ first-class and 151,320½ second-class passengers were carried during the month. The freight traffic included 5,925 tons of coffee and 14,799 tons of merchandise. The total receipts for the month were 717,929,729.

—According to the *Aurora Barranconense* of the 23rd ult., the prosecuting attorney of the *camara* of Barra Mansa has taken legal proceedings against Dr. Passos, director of the Dom Pedro II railway, and several engineers, for the fatal accident of January 18th last. The proceedings will be to fix responsibility on these parties for the wounds and deaths caused by that disaster.

THE RIO NEWS

PUBLISHED TRIMONTHLY

on the eve of departure of the American packet, the French packet of the 15th, and Royal Mail packet of the 24th of the month.

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RIO DE JANEIRO, JUNE 5TH 1880.

The Rio Grande Commercial Association met on the 15th ult., for the purpose of receiving the report of a committee charged with drawing up a protest against the new additional tax of 1 1/2 percent on foreign goods reshipped from one Brazilian port to another.

The municipal authorities New Orleans, Natchez, Vicksburg, and, for that matter, all the cities and towns along the line of the Mississippi, up to Memphis, are enlarging the powers of their several boards of health, with a view to the avoidance of pestilence on the return of warm weather.

We take pleasure in calling the attention of the board of health to the above excerpt with a hope that something will be found in it worthy of emulation. "An ounce of prevention is worth a pound of cure," says a good old maxim, and no one should have a better appreciation of that fact than municipal health boards.

observance of sanitary requirements in the construction of buildings. We would suggest also, as we have done again and again, that there should be some prohibition placed upon those disgraceful, intolerable street nuisances, which no self-respecting people can or would tolerate.

The minister of finance has nominated a commission of six treasury and customs officials to revise the new tariff. The public will scarcely receive this item of news with gratification, as tariff revisions in Brazil have become synonymous with tariff elevations.

During the past four years the New York department of public works has added to the Croton water service 70 miles of distributing pipes, making the present extent of pipes 480 miles. The Croton aqueduct supplies 95,000,000 gallons a day. The elevated railroads consume over half a million gallons daily.

RAIN-FALL AT MORRO VELHO.

The last number of the Revista de Engenharia contains an interesting article by our friend Prof. Orville A. Derby, on the rain-fall at Morro Velho, province of Minas Geraes, based on the records kept by the São João d'El Rey Gold Mining Co.

Morro Velho is situated in the valley of the Rio das Velhas some thirteen Brazilian leagues from the source near Ouro Preto and about two leagues from the city of Sabara, at the head of navigation on that river. It is close to the western margin of the high mountainous plateau of Minas which forms a part of the great mountain system to which Von Eschwege gave the name of Serra do Espinhaço.

The annual mean of the rain-fall for the 25 years (1855-1879) is 1,637 mm., being higher than that of Rio de Janeiro (1,120 mm.) and of Ceará (1,437 mm.), the only points of the empire in which records have been kept for a sufficiently long time to permit a comparison.

With the exception of the annual drought of the dry season the region has not suffered during these 25 years any severe droughts, the minimum annual rainfall (985 mm.) which being distributed through six months of the year is sufficient for ordinary agricultural purposes.

THE ATMOSPHERE AND YELLOW FEVER.

During the yellow fever epidemic of 1879, Mr. William Van Slooten, C. E., of New Orleans, made chemical analyses of the air from September 9 to November 24, and found, according to Dr. Crenning, of Fort Lee, N. J., a series of extraordinary variations in the amount of free and albuminoid ammonia to the million of cubic feet of atmosphere.

The two hundred and fiftieth anniversary of the settlement of Boston, U. S., will be celebrated on the 17th of September next. The number of immigrants arriving at the port of New York in March was 21,658, and during the quarter ending March 31, 35,825.

LEGISLATIVE NOTES

Now that the two chambers have finally settled into the harness, the sessions have been less interrupted and more business has been accomplished, though the great bulk of it is of a private or routine character.

On the 24th Senator Teixeira Jr. addressed an interpellation to the government on the disturbances in Campos and in various parts of the empire. He called attention to the general lack of personal security and the frequent breaches of law and good order.

In the Chamber the work has been much more varied. One of the chief topics has been the discussion of Rio Grande affairs. As this is simply a political quarrel between two branches of the liberal party in that province, it has no special interest.

The accident to the Pedregulho reservoir was brought before the Senate on the 26th and 31st by Senator Corrêa, and before the Chamber on the 28th by Deputy Freitas Coutinho. On the 1st inst. Deputy Moraes Jardim, inspector of public works, replied to the interpellations in the Chamber.

LOCAL NOTES The American packet City of Paris arrived at noon yesterday, after an unusually long voyage. Major Samuel A. Porter, retired list, U. S. A. well known to many Americans of this city, died in Boston, April 21st.

We are pleased to note that one of the features of the Camões celebration is to be a regatta on the 13th inst. on the bay of Botafogo. This is recognizing an element in education only too neglected in Brazil. Even the foreign residents of the city, like the Brazilians, are too apt to neglect the climate as an excuse for every phase of exercise tending to develop physical manhood.

On the 24th ult., 336 immigrants were sent up to the barracks at Barra do Pirahy.

The quarantine at Buenos Ayres on vessels arriving from this port has been reduced to three days. Decrees 7,719 and 7,721, of the 5th ult., granted concessions for coffee machinery to Luiz José Gonçalves Neves.

The late elections in Minas Geraes have confirmed the promotion of Deputy Lima Duarte to a seat in the ministry.

The public debt of the city of Rio de Janeiro, according to a report to the minister of empire of the 21st ult., is 2,171,073\$779.

The Camões celebration begins on the 10th inst. Every one will celebrate, even the United Blacksmiths and Crispiens' Union.

At the instance of Alderman Nobre the city council has voted an annual premium of 3,000\$ for the education of two young ladies who shall dedicate themselves to some learned profession and pursue a course of study necessary to its attainment.

Antonio José dos Santos was captured, on the 27th ult., in the act of robbing two trunks at No. 25, Rua do Regente. Six months hence, Antonio will appear before a jury where he will deny all knowledge of the charge, and will be discharged accordingly.

Has anyone heard anything about the confiscation of the São Christóvão tramway? According to the annual report that line carries more passengers than the Botanical Garden line, and as it expends little money in keeping its track, rolling stock and animals in good order, its gains must be very large.

Alderman J. Ferreira Nobre presented a protest in the municipal council on the 22nd ult., against the extension of the time of the Botanical Garden street railway privilege, in which he proposed that the city authorities should respect the rights of that company no longer than 1886.

An enthusiastic demonstration in honor of the popular Rio Grande statesman, Senator-elect Gaspar Silveira Martins, took place on the evening of the 27th ult. A great crowd of his friends and admirers assembled at his residence in Rua de Olinda, Botafogo, where many speeches were made congratulating him on his recovery from his late illness and on his return to an active participation in the legislative affairs of the nation.

Senator Junqueira has "some doubts" about the "premeditated rights" of the Botanical Garden line in "its statutes of 1862," because "it petitions so many times for the recognition of the term market in them." Now if the illustrious Thomas will just look back a little and see how easy it has been for ministers to violate the terms of this contract, even to the granting of the Copacabana concession in open violation of the company's contract, his doubts will all be removed.

The new iron steamer Columbia, Capt Frederick Bolles, of the Oregon Railway and Navigation Company, en route for San Francisco, entered this port for coal on the morning of the 29th ult. She left New York on the 9th ult., and made the trip to this port in 19 1/2 days, running at medium speed. The Columbia was built by Messrs. John Roach & Son for the San Francisco and Portland, Oregon, service and is unquestionably one of the finest specimens of marine architecture afloat. Her dimensions are 334 feet over all, 38 1/2 feet beam and 23 feet in depth of hold. She has an indicated horse power of 2,300, a register of about 3,000 tons and superior accommodations for 200 first-class passengers.

PROVINCIAL NOTES.

The epidemic of yellow fever at Santa Catharina has nearly disappeared. The latest papers from Paraná report two assassinations in that province. The Emperor is said to be greatly dissatisfied with the public schools of Paraná. The Intercisor of Cuyalá, Mato Grosso, complains of the ragged state of the paper money now circulating in that province. The president of Santa Catharina has opened a credit of \$,000 for public relief, to meet the expenses incident to the late epidemic of yellow fever there. According to the Gazeta correspondent the expenditures at Curitiba in honor of the Emperor's arrival were 130,000\$, and in the whole province over 280,000\$. Antonio Rodrigues and two companions got into a dispute at Pouso Alegre, Minas, one day last month as to which could sing the best. Antonio's voice is heard no more. The corner stone of the penitentiary at Curitiba, Paraná, was laid on the 2nd inst. The Emperor, together with those members of his party who had been found, were present. The São Paulo papers are acknowledging the receipt of a pamphlet from the city council of Rio de Janeiro, explaining the charges made against it for mal-administration. The delegado de police at Rio Claro, S. Paulo, has called the editor of the Correio d'Oeste to account for publishing two editorials on "demoralized police." The police of that place are too good and pure for newspaper criticism, it would seem; for, according to sworn charges, they only break into vandals where they drink a foreigner's cochaça, smash his furniture, cut boys across the face with their swords, call in all the vagabonds to get drunk with them, and decline payment. They're nice fellows—those Rio Claro police! We are not at all surprised that the editor of the Correio has been called up for slandering them! Thirty-four river barges left Sabará, Minas Geraes, on the 10th ult., with machinery for a cotton factory at Montes Claros in the extreme north of that province. The barges will carry the machinery down the Rio das Velhas and Rio São Francisco to a point near Montes Claros, whence it will be transported overland some twenty leagues. The machinery was purchased in the United States, and on reaching its destination it will have been transported some 5,000 miles by sea, 364 kilometers by the Dom Pedro II railway, about 30 leagues by carts, 170 leagues by river navigation and 20 leagues by carts again. It has been delayed some time in Sabará awaiting transport and the river. The establishment of cotton factories so far in the interior of Minas speaks well for the enterprise of the people of that province and may be accepted as a good omen for the future. These factories have already attained a no mean success in their enterprise, as they are already supplying a large part of the cotton goods consumed throughout the interior. CLAIMS FOR SALVAGE SERVICES. In the Admiralty Division, on Monday [April 26], an action was brought by the Weymouth and Channel Islands Steam-ship Company, the owners of the paddle-wheel steamer Aquila, against the owners of the schooner Agnes Brown for salvage services. The Aquila while coming from the Channel Islands with passengers and mails on the 16th of February last, came up with the schooner in about mid-channel. The schooner had lost her foremast and several spars and sails, and was rolling heavily and leaking. At the request of the master of the schooner the Aquila was steamed round to the leeward of her, and a rope passed to and made fast on the Aquila. After the towage had lasted a quarter of an hour the hawser parted. Two more hawsers were then made fast, and, though one of the hawsers afterwards broke, the towage was completed with the remaining hawser until the ships arrived in Portland Roads on the following morning, after about ten hours' towage. The schooner was laden with a cargo of locomotive engines, &c., bound from Antwerp for Brazil, and her total value was about £7,100. The defendants tendered the sum of £200. His lordship overruled the tender, and awarded the sum of £400, with costs.—Liverpool Journal of Commerce, April 28. MESSRS. P. & T. COLLIER, contractors of the Madeira and Mamoré railway, have petitioned the Congress of the United States to instruct the President to lay their claims before the British government, in order that their right to remuneration for work done shall not be destroyed by the late decision of the House of Lords. They claim that they undertook the work of construction in good faith and on the security offered by this trust fund and by the promises of the Bolivian government. Their expenses and liabilities amount to nearly a million of dollars. MAURICIO SWAIN, Mechanical Engineer CURITIBA, PROV. OF PARANÁ. THE GROCER. Published every Saturday at No 13 West Broadway, NEW-YORK. Contains weekly retail and wholesale prices-current, past and crop reports, trade reviews and summaries, and all other information necessary to a full and correct knowledge of the special trade of which it is the accredited organ. Subscription (in New-York) \$3.00 per annum.

—The epidemic of yellow fever at Santa Catharina has nearly disappeared. —The latest papers from Paraná report two assassinations in that province. —The Emperor is said to be greatly dissatisfied with the public schools of Paraná. —The Intercisor of Cuyalá, Mato Grosso, complains of the ragged state of the paper money now circulating in that province. —The president of Santa Catharina has opened a credit of \$,000 for public relief, to meet the expenses incident to the late epidemic of yellow fever there. —According to the Gazeta correspondent the expenditures at Curitiba in honor of the Emperor's arrival were 130,000\$, and in the whole province over 280,000\$. —Antonio Rodrigues and two companions got into a dispute at Pouso Alegre, Minas, one day last month as to which could sing the best. Antonio's voice is heard no more. —The corner stone of the penitentiary at Curitiba, Paraná, was laid on the 2nd inst. 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