

The Montevideo Times

ESTABLISHED 1888.

MONTEVIDEO, THURSDAY, MARCH 3, 1904.

No. 4381.

Ask your grocer, draper or bazaar for

The Asbestos Safety Night Light

"CARBONA"

No. 1, 480 hours light for 10 cents of kerosene

2,240 " " " " " "

Sole Agent: E. M. MOOR

Cerrito 202

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VOL. XXX.

D. H. GARCIA LAGOS. Surgeon to the British Hospital. Just returned from Europe. Consulting rooms reopened at Calle Florida 177. Hours 1 to 3 p. m.

ALFRED B. HILL, L. D. S., AMERICAN DENTIST. Licentiate in Dental Surgery of the Royal College of Surgeons in Ireland. Calle Camarero No. 163, Montevideo. — Consultations 8 a. m. to 5 p. m.

D. R. MACARTNEY, THE AMERICAN DENTIST, No. 162A CALLE RINCON, CORNER OF CAMARAS.

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On account of our early hour of going to press it is especially requested that any notices or advertisements intended for publication on the following day be delivered at our offices not later than 4.30 p. m.

SPECIAL NOTICE.

The Government of Uruguay having issued orders restricting the liberty of the press, we are unable to comment freely on political events relating to the current revolution, or to publish news regarding the same except such as may be issued officially.

January 11, 1904.

The Montevideo Times

MONTEVIDEO, MARCH 3, 1904.

NEWS OF THE DAY.

MONTEVIDEO.

THURSDAY, MARCH 3, 1904

Saints Emeterius and Cleodion. — Rev. J. G. Wood died, 1889. — 63 days past, 303 to the end of the year.

THE POLITICAL TROUBLES.

There was no fresh news yesterday, but expectations ran high, stimulated by persistent rumors of fighting in the north, and by certain hints which have been allowed to transpire from official circles. The *Siglo* condenses these as follows:—

"Everything seems to indicate that the war is about to enter on a period of great activity, the Government forces preventing the rebel troops from following their usual tactics of evading combat. This belief became so general yesterday, that we seemed to be on the eve of a decisive battle. At the same time, persons generally well-informed regard this as rather premature, and think that several days may yet pass before anything serious happens."

The *Dia* and the *Diario Nuevo* remain silent on the point, and confine themselves to publishing some secondary confirmations of events already known. Among these is a telegram from Com. J. C. Barrios to his brother at Livramento (we suppose he is unable to telegraph directly to the authorities) which says:—Feb. 29. I attacked Santa Rosa, took a small force prisoner. On the 25th I had a fight at Tres Cruces. 4 of my men wounded.

The *Dia* also states that it will be some time before railway traffic can be restored on the Midland Railway between Paysandu and Rio Negro, as the damages to the bridge at Guayabos are so great that material for repair will have to be brought from Europe.

A sensational note of the day has been the disappearance—or flight—of Col. Gregorio Lamas, Director of the Military Academy for the last four or five years. Some five or six days ago he wrote to the authorities resigning his post and asking for his full discharge from the army. Before any answer was given, he got away from Montevideo, it has not transpired how, and on Monday appeared in Buenos Aires. Where he is now may be more readily conjectured than said. Col. Gregorio Lamas is brother of the late Col. Diego Lamas, military leader of the nationalists in the revolution of 1897, and of Dr. Alfonso Lamas, ex-president of the nationalist Directorate. As a military man he was popular and highly esteemed, and, while occupying his post, which he was appointed by President Cuestas, he carefully abstained from any participation in militant politics or partisan questions. According to the *Dia*, his letter of resignation did not reach the Government until Tuesday, when, his flight becoming known, an order was at once issued dismissing him equally from his post and from the army. A party was sent to search his private residence, but nothing incriminating was found. The *Dia* and the *Diario Nuevo* are very indignant over the

incident, and abuse Col. Lamas in unmeasured terms. The *Dia* adds that, according to current rumor, Col. Lamas will become Chief of Staff in the rebel forces. The whole affair has provoked many comments.

The anniversary of the presidential election on Tuesday passed with may little public notice. Owing to the restrictions on the liberty of the press, our active contemporaries preferred to let it pass without comment. Sr. Baile received congratulatory calls from various military and political persons addicted to the situation, and some of the battalions of National Guards were trotted out, under superior orders, to salute him. According to one contemporary, he received a number of letters, cards and telegrams expressing the general desire for peace.

Referring to the question of peace, the *Dia* quotes a correspondent of the *Nacion* of Buenos Aires to the effect that any idea of peace is regarded with profound disgust by the Government troops, but it is generally desired by all the business men, farmers and stock-owners.

The Representatives sat on Tuesday. On the Report of the Committee of Legislation it was resolved to apply the regulation imposing loss of salary on non-attending members. It was decided to censure Dr. A. de Salazar, Sr. J. B. Ferrer, Sr. F. D. Segundo and Sr. E. Marzol as substitute deputies for Flores, Rocha, Salto and Montevideo respectively, to fill the vacancies caused by the expulsion of nationalist members. Dr. A. F. Costa then read a long-winded speech in support of his Bill for the distribution of public lands among the military and supporters of the Government, which he contended would bring immense benefits to the country in general. On the motion of Sr. Liscornia it was decided that the speech should be printed at public cost. There was no further business.

A statement is current to the effect that Bills—whether one or more we cannot say—are about to be presented introducing various electoral reform. It seems to us that this is hardly a question which should be entered upon in the present disturbed state of the country, and the present mained and unrepresentative state of the Chambers, but.....

The death has taken place in the Caridad Hospital of the man Martin Cáceres, of the revolutionary forces under Col. Gonzalez. From what we hear, this man, in a moment of insubordination killed his lieutenant, and was accordingly ordered to be shot. The order was carried out by a firing party, and he was left for dead. Shortly after an ambulance party found him riddled with eight or ten bullet wounds and two or three lance wounds, but still alive, and he was brought in to the Caridad Hospital, which he entered on Feb. 21. His right leg was amputated, but his wounds were too many to be cured, and he eventually died from exhaustion and blood poisoning. The incident is one which illustrates the horrors of a state of war.

The str. "Cap Verde," which arrived from Hamburg on Tuesday, brought another consignment of peace material—consisting of Mauser ammunition—for the Government, the exact quantity not being stated. Whilst unloading, a sling-load of ten boxes fell into the water, and their recovery is doubtful.

There is no change of importance in the state of railway and telegraphic communication.

POINTS OF VIEW.

(From Home Papers.)

We have in the poems of Christina Rossetti and Elizabeth Barrett Browning all the best that has been done in English poetry by women. — *Daily News*.

With respect to matters so intimately affecting the public convenience as railway regulations, nothing ought to be law that is not reason. — *Daily Telegraph*.

It is the British elector's habit to hold to the ideas in which he was brought up, and to resist for a long time anything new, be it good or bad. — *Freundenblatt* (Vienna).

In literature and art the spirit of Greece gives organic unity; in life it means public spirit, the spirit of citizenship, enabling service for the common good. — *Prof. Butcher*.

Brains are not characteristic of the modern man, but he has to be the best of, because where quantity is insufficient it is impossible to be particular about quality. — *Lady's Pictorial*.

"To remove any other great poet from our literature would be to lop off a limb from a many branching tree, to remove Shakespeare would be to take the sun out of Heaven." — *Dr. Garnett*.

Always the social conventions of a community may be used to determine the level of moral worth and integrity upon which that community is dwelling. — *San Francisco News-Letter*.

A flood of dead print has smothered the spoken word, and people think that they awaken their faculties by reading when really they subject themselves to a process of intellectual apathy. — *Daily News*.

It is the policy of Prometheus that the nation is calling for, not that of Epimetheus—a policy of forethought inspired by the sacred fire of returning zeal, not a policy of after-thought, of vain regrets, and idle incriminations. — *Times*.

There are as many sets in society as there are hats in Aldershot, and to say that society does this, or society thinks that, is to describe the tastes or the opinions of a few people, often with no claim at all to be ranked as representative of society. — *Globe*.

The craftsman who fashions with his own hand the shapes which he has designed in his own mind, after the desire of his own heart—he, at any rate, is not a living machine; and a living machine is only another phrase for a lifeless man. — *Mr. G. Wyndham, M. P.*

Enforced wearing of black or dark blue by boys at school is bound to bring about a reaction. By the time they go up to the University there is no stopping them. They run amok. The first suit ordered by a freshman is often a positive danger to the public. — *Public School Magazine*.

Whether it be an inevitable and irreparable outcome of an advanced civilization or not, the fact remains that it grows increasingly harder to discover in contemporary fiction works in which literary or constructive ability is combined with qualities which make for exhilaration, refreshment, or even moderate cheerfulness. — *Spectator*.

It would puzzle a sociologist to explain why the south-eastern corner of England is pre-eminently for political and municipal immorality. Mr. Lecky discovered that honesty is an industrial virtue; and Kent is not an industrial county. The hint of Kentish coal fields cheers us with the hope that the turning of hop gardens into heaps of slag may make for political cleanliness. — *Daily Chronicle*.

Mr. Edison has been at it again. His latest announcement is that he hopes soon to perfect a camera obscura attachment to ordinary telephones which will permit the users to see one another as they converse.... But, after all, even solitude has its charms. We do not want always and everywhere to be visible to our fellow men. We do not want to have airships floating past our bedroom windows when we are shaving, or putting on our back hair, and we shall be grateful to the inventors and men of science if, as the world advances, they can still contrive to leave us a little privacy. — *Onlooker*.

A New Steam Turbine.

Great interest is felt just now in engineering circles in a new form of steam turbine, the invention of an American engineer named Curtis, which is thought to have great possibilities as an economical producer of power, particularly in electrical generating stations. Although the earliest British turbine patents date back as long ago as 1784, in which year Watt, the father of the practical steam engine, was granted Letters Patent on improvements relating to a rotary engine or turbine, the great success of the reciprocating engine long kept the idea in the background; and, even if the high efficiency of the turbine had been fully realized by the pioneers, the want of modern high-class tools and machinery would have made it impracticable for them to construct a machine in the production of which extremely accurate work is absolutely essential. In recent years, however, several successful types of turbine have been produced, the best known of which are the Parsons and the De Laval. The Curtis turbine retains some of the features of its predecessors, but embodies new ideas, which, it is claimed, make possible a lower speed, fewer and simpler parts, economy, low cost, and other important advantages.

The general features of the Curtis turbine may be briefly described as follows:—Velocity is imparted to the steam in an expending nozzle so designed as effectively to convert its kinetic energy into the expansive force of the steam between the pressure limits used. After leaving the nozzle, the steam passes successively through two or more lines of buckets on the "moving element," which are placed alternately with reversed buckets on the stationary part of the turbine. Thus the steam is thrown first against the first set of buckets on the moving element, and then redirected against the second moving set of buckets by passing through the first set of fixed buckets, rebounding alternately from stationary to movable buckets until the steam is brought to rest. By this means a high steam velocity is made to impart motion efficiently to a comparatively slowly moving element. The shaft of the Curtis turbine is vertical, and not horizontal as in the Parsons turbine, which feature, of course, differentiates the two machines very noticeably in external appearance. Being vertical, the Curtis turbine occupies comparatively a small amount of floor space, and its economy in this respect is very marked as compared with reciprocating engines, thus materially reducing the cost of laying out a power station.

The first Curtis turbine to be erected in England has been lately installed at the works of the British Thomson Houston Company, at Rugby,

where it is in the same building as some of the very latest types of reciprocating engines. Even to the non-technical observer the contrast between the compactness and nearly silent working of the turbine and the absence of these features in the reciprocating engine is very marked. Whether the balance of advantage is on the side of the turbine is, of course, a matter solely for the decision of experts; but it must be remembered that the latter is at present comparatively in a crude form, whereas the reciprocating engine in its most improved shape is the result of more than a century of continuous study and experience.

The Last Commander-in-Chief.

If the suggestions of Lord Escher and his colleagues are carried out as intended Lord Roberts will be the last holder of the office of Commander-in-Chief; and it will surprise some of our readers to learn that he is but the eighteenth Commander-in-Chief since the creation of the post in 1674. It has occasionally been left vacant, and some Commanders have been appointed twice, as were the Duke of York and the Duke of Wellington.

Charles II. gave the office to his son, the Duke of Monmouth, who was beheaded under James II. The next appointment was that of the Duke of Marlborough by William and Mary. The same Sovereign subsequently bestowed the office on Melinhardt, Duke of Schemburg and Leinster. Anne gave it to James, Duke of Ormonde, who was attainted in the first year of George I. That King, perhaps as a result of this vacation of the office, made no new appointments; and the fifth, sixth, and seventh Commanders-in-Chief were the Earl of Stair, Field-Marshal Wade, and Lord Ligonier, all nominated by George II.

The next King, George III., bestowed the office on the Marquis of Granby, Lord Amherst (twice), Field-Marshal Seymour Conway, the Duke of York (twice), and Sir David Dundas.

Next came the Duke of Wellington and Lord Hill, both appointed by George IV. The latter held the office during the whole reign of William IV. Queen Victoria, besides re-appointing the Duke of Wellington, gave the post to Lord Hardinge, the Duke of Cambridge (sixteenth Commander-in-Chief), Viscount Wolsley, and, lastly, Earl Roberts.

The first four Commanders-in-Chief were anterior to the creation of the rank of Field-Marshal; the rest all held it, with the exception of Lord Granby, Sir D. Dundas, and Lord Hill.

Races.

The following are the entries and weights for the meeting which it is proposed to hold at Maroñas on Sunday next:—

Premio Calandria—1200 metres—Polifoto 57 kilos, Balcarce 59, Chantilly 57, Eleta 55, Tala 59, Dublin 57, Gloria 55, Chucos 57, Agura Guazu 59, Marte 59.

Premio Escudero—1400 metres—Karthun 64 kilos, Divisa 45, Proelma 50, Zaza 55, Americana 40, Nuvia 51, Vendaval 45, Amia 45, Santa Memoria 52, Chazal 41, Vidalia 40, Saint Cry 42, Worth 54.

Premio Remate—1300 metres—Chantilly 500, 57 kilos; Hulan 5200, 48; Ariza 5100, 45; La France 5500, 57; Chucos 5100, 50; Kruger 5100, 47; Meca 5300, 51; Arenales 5200, 50.

Premio Ensayo—1000 metres—Ignazi 52 kilos, Gladys 50, Childeiro 52, Reompena 50, Draga 50, Piramide 50, Tabola 52, Aranga 50, Terremoto 52, Misionera 50.

Premio Orlando—2000 metres—Karthun 64 kilos, Paola 56, Cincinnati 52, Worth 53, Gran Mogol 51, Amia 44.

Premio Tembetari—1800 metres—Uruguayo 53 kilos, Pam 51, Proelma 57, Judio 52, Agura Guazu 52, La France 51, Gaita 49, Chucos 55, Chorle 49, Chazal 43, Suarez 47.

SUNDRIES.

—**WEATHER.** — Yesterday was a disagreeable day, with a dull sky, a steamy atmosphere reeking with moisture, and an occasional drizzle. The symptoms point to heavy rain, but no storm warning is visible.

—**THE RAILWAY STRIKE.** — The great railway strike in Buenos Aires continues, the efforts to promote an arrangement having had no result so far. According to the *B. A. Standard*, matters appear to be growing more complicated than before; the men persist in their demands, and some 12,700 men are now out. The *B. A. Herald*, however, gives another version, as follows:—The persistency with which the Argentine press publishes the number of strikers at a figure three or four times greater than the number of men actually out is truly remarkable, particularly as some of the papers state the number to be as great or greater than the whole number of men working for the company. The total number of men on strike is not far from 4,000, including such of the shop hands at Rosario as went out to "show their sympathy."

—**THE WAR.** — The Russian Government has received a despatch

from Admiral Alexieff stating that, in spite of the unfavorable weather, the troops have made long marches during the last few days and that their health is in general satisfactory. The army now distributed in Manchuria and Corea consists of 107,000 infantry, 18,450 cavalry and 10,000 artillery with 824 guns. A part of this force is already in contact with the enemy, the cavalry having invaded Corea, in accordance with the plan of operations. — An official despatch received at St. Petersburg from Port Arthur states that a serious explosion occurred on the 25th. — The Japanese are credited with the intention of bombarding Port Vladivostok. The Russians pretend to know all about their plans. — There is no confirmation of a fresh attack on Port Arthur.

—**BIG MAJORITY.** — A London telegram states that in the by-election at Normanton District (Yorkshire, West Riding) the liberal candidate has been elected by a majority of 3846 votes. At the previous election the liberal majority was 1419 votes.

—**SOUTH AMERICAN MISSIONARY SOCIETY.** — The new permanent headquarters of this Society, at 20 John Street, Bedford Row, London, were formally opened on January 14 by Bishop Stirling, the company present including Bishop Every of the Falkland Islands and numerous clerical and supporters of the Society. The chair was taken by the Rev. H. S. Acworth, and addresses were delivered by him, Bishop Stirling, Bishop Every and Col. Bazett. — Under the title "Among the Indians of the Paraguayan Chaco" the Rev. W. Brookbrook Grubb has just published a book giving account of his missionary labors in South America, with a preface by Bishop Stirling. The book is priced at 2s-6d and may be had from the S. A. M. S., or from the publishers, C. Murray and Co. 11 Ludgate Square, Ludgate Hill, London, E.C.

—**MR. KRUGER.** — A telegram from Montevideo says that Mr. Kruger, ex-president of the Transvaal, is dying. He is 79 years of age.

—**ARMY REFORM.** — According to a London telegram, Field-Marshal H. R. H. the Duke of Connaught has been appointed the first Inspector General of the British Army, under the new scheme of Army reform.

—**POLICE WANTED.** — The *Siglo* echoes the general complaint as to the necessity of taking some steps to supply the police service in the streets of the capital, whilst the attention of the police proper is diverted to military service. Owing to the scarcity of police, especially during the hours of night, rowdy, lawless and criminal characters, to say nothing of that ubiquitous and irrepressible nuisance the street boy, are committing all sorts of excesses and offences. Unless promptly checked, the evil is one which will grow with the present impunity.

—**OPINIONS CHANGING.** — Few presidents were more heartily abused and detested in their time than Idiarte Borda, but now some are beginning to think that, relatively, he was not so entirely bad, and not without some good points.

—**MATRIMONIAL.** — Among the approaching marriages judicially announced yesterday—the number of late has been painfully reduced—were the following: Bautista T., aged 53, with Maria S., aged 30; Dr. José R. M., widower, aged 52, with Carmen A., aged 20.

—**MILITARY ATTACHE.** — The United States Government has appointed Lieutenant Raymond W. Hardenbergh, 4th Infantry, U. S. Army, as Military Attaché to the Legation in Buenos Aires. Lieut. Hardenbergh is one of the most popular and worthy younger officers of the army. He has distinguished himself in both the Cuban and Philippine campaigns and has just returned from Manila in order to accept this appointment. He will probably arrive here about April 1. Lieut. Hardenbergh will be accompanied by his wife, who is a relative by marriage of Minister Barrett. She was a Miss Johnson of Chicago, where she was prominent in social circles. Her father is an eminent railway manager. Mrs. Hardenbergh speaks Spanish as well as English, having learned the latter language in Mexico where her father was the Manager of one of the principal railways. — *B. A. Herald*.

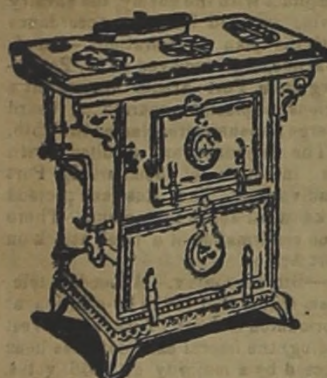
—**NOTE FOR CYCLISTS.** — What is the greatest distance ridden on one bicycle? The *Cyclists' Touring Club Gazette* notes 39,000 miles in a little more than two years. An Oxford M.A. has now written to that journal, however, to say that he has an old Beeston Humber "which has run about 42,000 miles." Needless to say, this mount was carefully looked after and overhauled once a year. — The question of the number of motor-cycles in use in comparison with motor-cars used solely for recreation and amusement is an interesting subject. The practical motor-car has been with us since 1896, but the motor-cycle cannot claim to have been popular for more than two or three years. We learn from the *Motor Cycle* that the total number of motor vehicles registered is approximately 15,000, and out of this number 5,000 are motor-cycles. It is, therefore, only reasonable to suppose, our contemporary thinks, that "when motor-bicycles

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have been in practical use as long as cars, the proportion will be at least ten to one, if not more, and a good step towards this will be made in 1904.

«AN OCEAN GRAVEYARD.»—Cape Race, the south eastern extremity of Newfoundland, said to be the most important headland in the world, is described as an ocean graveyard. Passengers and mail boats from New York to Liverpool and New York to Hamburg sail past Cape Race, and some 3,000 ships are reported every year by the signalmen, besides those which pass every night in the fog or out of telescope range. Yet at this place, during the last forty years—according to an official chart—ninety-four complete wrecks of ocean-going vessels have taken place, involving a loss of 2,000 human lives and \$9,000,000 in hulls and cargoes. The chief causes are fog and currents.

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LONDON NOTES

WEDNESDAY, FEB. 3.

Parliament was opened yesterday by the King in person with all the state and ceremonial peculiar to such occasions. The Speech from the Throne dealt with a number of the most important political questions of the day, particular attention being paid to Macedonian and Far Eastern matters.

In the House of Lords the chief speakers on the Address were Earl Spencer and the Marquis of Lansdowne; while in the House of Commons Sir Henry Campbell-Bannerman delivered a speech in which he dealt with the legislation, past and promised, of the Government. In the course of his remarks he mentioned the proposed reforms of the War Office, fiscal policy, and strongly condemned the projected importation of Chinese labour into South Africa. At the evening sitting the Attorney General defended his action in regard to the Whitaker Wright case.

In consequence of an attack of influenza Mr. Balfour was unable to be in his place in the House of Commons yesterday.

Replying to a trade union deputation yesterday, Mr. G. Balfour said the Board of Trade were doing all they could to carry out the Railway Accidents Act. He was warmly in favour of carrying out the object of the deputation as to bringing foreign shipowners under the Workmen's Compensation Act.

In regard to the will of Mr. R. W. Hanbury, late President of the Board of Agriculture, it was held yesterday by Lords Justices Vaughan Williams and Stirling, Lord Justice Cozens Hardy dissenting, that the testator intended to give his wife unfettered control of his property, and that there was no trust in regard to the wishes expressed about the interests of his orphans.

One man was killed and three were injured by a burst of flame from an engine on which they were riding near Darlington. The circumstances, which were of a singular character, were described at the inquest yesterday.

The Hon. Anthony Ernest Henley was charged, on remand, at Bow-

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CALLE RECONQUISTA 242-250—BUENOS AIRES
CALLE SAN MARTIN 599, ROSARIO DE SANTA FE—CALLE SOLER 131 BAHIA BLANCA.

Telegraphic Address, «Christoph.»

THIS SPACE TO LET.

street yesterday with obtaining credit at the Hotel Metropole by fraud. Lord Henley, brother of the prisoner, gave evidence, and the accused was discharged.

The legal duel consequent upon the arsenic in beer scare nearly reached a conclusion in the King's Bench Division yesterday. Mr. Justice Bruce held, in the action of Bostock, Limited, v. Nicholson and Sons, Limited, that there had been a breach of contract that the acid should be free from arsenic. As to the question whether the plaintiffs by the exercise of ordinary care could have discovered the presence of arsenic in the acid, he was not satisfied with the explanation of the plaintiffs' chemist. The entering of judgment was postponed until the question of damages was dealt with.

A boy, stated to be 17, but looking younger, was sentenced to six months' hard labour at Bow-street yesterday for shopbreaking. There were six previous convictions against him.

COMMERCIAL

STOCK EXCHANGE.

Montevideo, Feb. 2, 1904.
Business very dull. Prices rather weak for Consolidated but a little firmer for home values. Sales as follows.—
Treasury Certificates Debt, \$25,400 at 59.50 to 59.80 cash, 59.50 to 60 tmw., 59.90 end of month.
Extraordinary Loan, 1st Series, \$19,000 at 59.50 and 59.40 tmw.
Amortisable Debt, \$1500 at 25.80 tmw.
Mortgage Bank, 50 shares at 12.40 tmw.
Consolidated Debt, \$ 31,490 at 53.40 and 53.30 cash, 53.40 tmw., 53.50 and 53.60 end of month. London quotation 53 1/4.

EXCHANGE.

Bank.	Commercial.
London 90d/s.	51 15/16-52 1/16-52 3/16-1/4
Paris 90d/s.	5.43-435 5.47
Antwerp 90d/s.	5.44 5.49
Germany 90d/s.	4.42 4.46
N. York	0.98 —
Italy	5.40-42 —
Spain	7.38-40 —
Brasil	19.950 20.150
B. Aires, par.	1/2 dis.

Business Notes.

—The Custom House paid into the London Bank yesterday \$ — on account of the Consolidated Debt and Railway guarantee service and \$ — on account of the 5% Loan service.

—Exchange upon London was quoted in Rio Janeiro yesterday at 12 5/32 to 3/16 d per milreis. Jerked beef 620 to 680 reis per kilo. Stock, 2,800,000 kilos.

—Antwerp, 2. Wool, class B, 4.925 francs for April, 4.90 for July.

—Wheat a little less firm. Sales 2675 bags at \$2.55 to 2.75, without bag. Maize quiet. Some sales for consumption at, amarillo \$1.55 to 1.60 morocho 1.60, cuarentino 1.70, with bag.

Buenos Aires, Mch. 2, 1904.

Cedulas H. Nacionales, cash, 100.30. Do. end of month, 100.10.
Do. G, 99.50.
Cedulas 8%, Prov., cash, 17.10.
Teatro Colon, cash, 88.90.
Do. end of month, 89.50.
Emprestito Popular Interno, 1898, cash, 99.50.
Fondos Publicos, 1893, cash, 98.
Consolidada 5%, cash, 75.50.
Do. end of month, 75.50.
Catalinas, oro, cash, 24.50.
Muelles y Depositos de La Plata, oro, cash, 5.40.
Puerto San Nicolas, cash, 18.60.
Do. end of month, 18.80.
La Primitiva, (fabrica de bolsas), cash, 172.
The «Eolo» and «San Martin» sails.

MARITIME

ARRIVALS AND SAILINGS.

Montevideo, Feb. 2, 1904.

—Str. Venus from B. Aires, 124 pass.
—Str. P. de Satriategui from B. Aires, for Genoa.
—Str. Umbria from B. Aires, for Genoa, 32 pass.
—Str. Raeburn from Glasgow, for B. Aires.
—Str. Merchant Prince from New York.
—Str. Anglo-Chilean from Caleta Buena.
—Str. Antigua from Gibraltar.
—Str. Grecian Prince from Rio Grande, for B. Aires.
—Str. Riplingham from B. Aires, for Las Palmas (1st).
—Str. Cap Verde from B. Aires.
—Str. Bellona for Antwerp, (1st).
—Str. Ville de San Nicolas for Pay-sandú.
—Str. Hambleton from West Hart-lepool.
—Str. Hesperides from Capetown.
—Str. Honorius from B. Aires.
—Str. Montevideo from B. Aires.
—Str. Triton for Salto.

MAIL STEAMERS

LEAVING TO-DAY

—The str. VENUS will leave TO-DAY for B. Aires only. Correspondence at G. P. O. till 5.15 p. m.
—The str. — will leave TO-DAY for B. Aires and Salto. Hours as above.
—The str. LES ALPES will leave TO-DAY for Santos, Rio Janeiro, Málaga and Marseilles. Correspondence at G. P. O. till 10 a. m.
—The str. DIAMANTINO will leave TO-DAY for Rosario, Asuncion, Corumbá and Cayabá. Correspondence at G. P. O. till 3 p. m.

OTHER DATES

—The str. PANAMA will leave March 6 for St. Vincent, Lisbon, Vigo, La Pallice and Liverpool. Correspondence at G. P. O. till 11 p. m. on the 5th.

Note.—In addition to the hours mentioned above, letters for all these steamers will be received, without extra charge, in the Aduna Kiosk until the P. O. agents leave to go on board the steamers.

AMUSEMENTS.

CASINO ORIENTAL

CALLE FLORIDA.

(Closed until better times.)

ADVERTISEMENTS.

WANTED. An assistant Governess, English, of good education, able to teach English to two grown girls who go to school, take charge of two boys of 4 and 5 years of age, and attend to the household linen. Good references indispensable. Apply, Calle Buenos Aires 171. Mch. 17.

TO LET. One or two pretty rooms, well-furnished, with balcony to street, garden and bath-room, in family house. Tramways. Paso Molino linea Sud, Oriental and Este. Apply Calle Isla de Flores, 413. Mch. 15.

WANTED.—Situation as office-boy. Age 14. Understands English and Spanish. Apply «L. F.» Office of this paper. March 7.

TO LET. Good rooms, with board, in the house of an English family, central situation. Apply No. 100, Calle Buenos Aires.

FURNISHED APARTMENTS, for married couple or single gentlemen, with board if required. Apply 216 Calle Maldonado.

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186, SOLER, Bahia Blanca — 1125, SAN LORENZO, ROSARIO

TO LET, Furnished Apartments for single or married gentlemen, with or without board, moderate prices. Highly recommended. Calle Cerrito 278.

TO LET, APARTMENTS, furnished, for single gentlemen, in house of an English family, with board; or board without lodgings. Highly recommended. Apply Plaza Zabala 39 a.

Amateur Athletic Association of Uruguay.

NOTICE.

A General Meeting of three Delegates from each of the affiliated Clubs will be held on Monday, March 7th, at 5.30 p. m., at the Offices of the Montevideo Water-works Co., Ltd.
Business:—Election of new Committee for ensuing year.

William Galwey, President.

Montevideo, Feb. 21, 1904.

FINE CHINA TEAS SOUCHONG -- CONGOU

Finest Ceylon Tea

Half-pound Packets.

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J. A. EASTON,

CALLE JUNCAL 115.

I. O. G. T.

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Reconquista 264, Buenos Aires.—Grand Dock, La Plata

Rosario calle San Martin 393.



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New Accelerated Itinerary (Subject to modification)

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Captain: W. Syer

6th March, 1904,

for Rio Janeiro, Lisbon, Vigo, La Pallice and Liverpool.

Orissa

(TWIN SCREW)

Captain: A. J. Cooper

10th March, 1904,

for Rio Janeiro, Bahia, Pernambuco, Lisbon, Coruña, La Pallice and Liverpool

FOR THE PACIFIC

Oropesa

(TWIN SCREW)

Captain: Lindsay Hay

12th March, 1904,

for Port Stanley (F.I.), Sandy Point, Coronel, Talcahuano and Valparaiso.

Oravia

(TWIN SCREW)

Captain: Geo. Massey R.N.R.

27th March, 1904,

for Sandy Point, Coronel, Talcahuano and Valparaiso.

SPECIAL NOTICES

Holders of 1st class tickets (single or return) have the option of breaking their voyage at intermediate ports and proceeding by a steamer of the Royal Mail Steam Packet Co., Cie des Messageries Maritimes or the Pacific Steam Navigation Co. without extra charge.

A similar concession is made to second class passengers as between the «Royal Mail Steam Packet Co.» and the «Pacific Steam Navigation Co.» only. Passengers are booked through to New York and Boston, via Liverpool, in combination with the «White Star» and «Canada» steamers; to Australia and New Zealand via London in combination with the «Orient-Pacific» Line; to Paris via La Pallice; to Spanish Ports and also to Panama, Central America and all West Coast Ports.

The steamers of «The Pacific Steam Navigation Company» will call monthly at Port Stanley (Falkland Islands) for the conveyance of correspondence, passengers and cargo.

Every steamer carries a Doctor and Stewardess.

Table wine (claret) is now served to passengers in all class rooms

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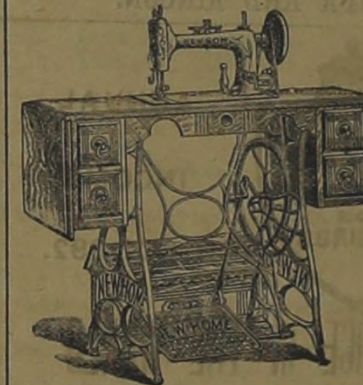
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The splendid new steamer

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"TIENDA INGLESA"

Calle CAMARAS 162

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We also desire to warn our readers against paying subscriptions except against the printed and stamped receipts issued from our office.

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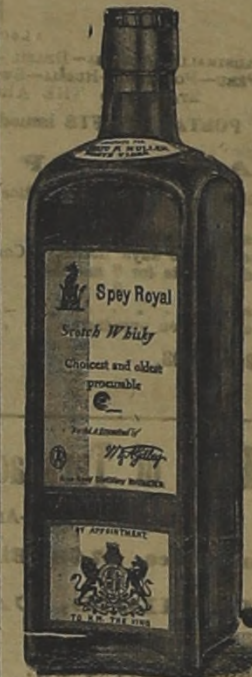
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Ferro-Carril Central del Uruguay

Se avisa al público que desde mañana y hasta nuevo aviso la Empresa no hará correr los trenes de acuerdo con el itinerario vigente, viéndose obligado a reducirlos considerablemente.

Por más detalles ocurran a la Superintendencia del Tráfico ó a los Jefes de Estacion.

Montevideo, Febrero 1o. de 1904.

FRANK HUDSON,
Administrador General.

Servicio de trenes desde 1.º de Enero de 1904

SALIDAS DE CENTRAL	9:00 a. m. tren local de San José
6:15 a. m. para línea Pando, Minas y La Sierra	9:40 a. m. tren local de Pando.
6:40 a. m. para línea Florida, Durazno y Rio Negro.	10:45 a. m. de San Ramon.
7:25 a. m. para línea San Ramon y Neco Perez.	11:41 a. m. tren local de Piedras.
8:20 a. m. tren rápido a San José, Colonia y Puerto Sauce los días domingos, martes y jueves.	2:45 p. m. tren local de Piedras.
8:20 a. m. tren rápido a San José y Mercedes (los días lunes, miércoles y viernes).	4:00 p. m. tren de Rio Negro, Durazno y via general.
9:25 a. m. tren local hasta Piedras.	4:20 p. m. tren de Neco Perez.
10:15 a. m. línea Pando y emp. Olmos.	5:05 p. m. de la Sierra y Pando.
11:10 a. m. línea San José.	5:20 p. m. lunes, miércoles y viernes de línea Colonia, Puerto Sauce y San José.
1:00 p. m. tren local hasta Piedras.	5:20 p. m. domingos, martes y jueves de Mercedes y San José.
2:00 p. m. tren local hasta Piedras (días de fiesta solamente).	5:40 p. m. tren local de Piedras.
3:50 p. m. tren local hasta Piedras.	6:30 p. m. tren local de Piedras (días feriados).
4:30 p. m. para línea San Ramon.	7:00 p. m. de línea Pando y Minas.
5:05 p. m. línea San José.	8:45 p. m. de línea San José.
5:25 p. m. línea a Pando.	10:25 p. m. tren local de Piedras.
6:30 p. m. tren local hasta Piedras.	
8:20 p. m. martes y sábados tren nocturno hasta Rio Negro, Paysandú, Salto, Tacuarembó y Rivera.	
10:45 p. m. tren local hasta Piedras.	
LLEGADAS EN CENTRAL	
6:20 a. m. martes y viernes tren nocturno de Paysandú, Salto, Tacuarembó, Rivera, y Rio Negro.	
7:30 a. m. tren local de Piedras.	

NOTAS.—Hay servicio de Restaurant en los trenes de las líneas Mercedes, Colonia, Rivera (nocturno), Rio Negro y Neco Perez para comodidad de los pasajeros.
En los trenes nocturnos hay coches dormitorios para Rio Negro.
La Empresa ha establecido servicio de de entrega y recolección de equipajes y encomiendas a y de los domingos a precios muy módicos. Se puede encargar con anticipación por teléfono «La Uruguaya» No. 77 ó «Cooperativa» 461, evitando toda molestia de coches, cambios, doreas, etc.