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See Special Railway Arrangements on Page 4.

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The Montevideo Times

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EDITOR AND SOLE PROPRIETOR:
W. H. PENSTONE.

NOTICES.
Advertisers are respectfully informed that all "permanents" or monthly advertisements will be charged for until due notice is given of their withdrawal. This does not apply to prepaid advertisements inserted for a specified period. The collector is not qualified to receive verbal instructions respecting the withdrawal of permanent advertisements.

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.

The Montevideo Times

MONTEVIDEO, FEBRUARY 17, 1901.

NEWS OF THE DAY

MONTEVIDEO.
SUNDAY, FEBRUARY 17, 1901.
Saints Donatus and Sylvianus.—Shrove Sunday.—Carnival.—Duchess of Albany born, 1861.—43 days past, 317 to the end of the year.

Holidays.
Monday and Tuesday being kept as carnival and general holidays, THE MONTVIDEO TIMES will not appear again until Thursday morning next.

THE PRESIDENT'S MESSAGE.

The Annual Message of President Cuestas to the Chambers was circulated as an official bulletin on Friday evening. It is a document of great length—by far the longest message we yet remember having seen—and of exceeding prolixity, being in fact a close resumé, in which hardly the minutest detail is omitted, of the governmental and administrative labors of the past year. In fact it is more in the nature of a Report than a Message, for it deals almost entirely with the past, is sparse and dry in its comments, and has little to say about the future. From the business point of view, its careful laboriousness does credit to its author, but its length and excess of detail make it tedious and indigestible, and we imagine few general readers will have the patience to read it through. To translate it entire would be a task monopolizing several days, and we calculate that its publication in our columns at the rate of two columns a day, would take over three weeks! Our readers will therefore well understand why we do not attempt the task, nor, indeed do we consider it necessary to do so, for there is so much in the Message that is mere recapitulation of familiar or recent events and many of those of secondary importance, that a large part of it may be dismissed with brief mention, or even none at all.

We intend, therefore, to submit the Message to a "boiling down" process which should render it more digestible, and will merely deal with the salient and more important portions, summarizing or translating as the case demands. This summarized version will appear in our next issue, after the Carnival holidays.

POLITICAL NOTES.

The General Assembly of the two Chambers met on Friday. Dr. J. C. Blanco presided, and the attendance of members was scanty. The President of the Republic sent a brief message excusing his personal attendance on the score of health, and declaring the Ordinary Sessions of the Chambers to be duly opened. The usual formalities being complied with, all adjourned to the lobby, where champagne was served. Dr. Blanco toasted the President of the Republic, and other toasts appropriate to the occasion were exchanged.

Just as matters seemed to be straightening out, the political situation has suddenly and unexpectedly taken an unfavorable turn. This is due to a speech made by Sr. Batlle to a group of his followers shortly after the vice-presidential election on Thursday, but of which little was known until published in the *Dia* of yesterday. In the course of this speech Sr. Batlle said that the "policy of contemplations" (meaning, we suppose, concessions) with the nationalist party had terminated; and the acts of deference towards that party could not be repeated when they were solely reciprocated by unjustified aggressions. He had thought, he continued, that the policy of the "accord" might have been prolonged for some years more, thus allowing time for the civic forces to enter into open electoral struggles without danger, but the nationalist

had precipitated events and rendered inevitable an immediate contention. The policy of participation of all the parties in the government was always the result of exceptional events but now.... the aspiration of the approaching electoral struggle must be party government, commencing with the reconquest of the departments, so as to put an end to the present dual state of affairs.

The above speech was so evidently the result of a little outburst of personal disappointment and ill-temper on the part of Sr. Batlle at losing the vice-presidential election through the vote of the nationalist senators, that it would better have been left unreported. Unfortunately, having appeared in print, it has been taken more seriously than it should be and has made the nationalist papers especially angry. They accuse Sr. Batlle of being a traitor to the principles he has professed since 1898, and of openly declaring war on all policy of harmony and concord between parties, throwing the Republic back to the former state of exclusive party domination and acerbated party feeling. They add that if the challenge is thrown down to them in the matter, they will not be slow to take it up.

To make matters worse, a convocation appeared yesterday signed by Sr. Batlle, Gen. Tajes, Dr. Campesinato and numerous other more or less prominent "colorados," inviting their partisans to a meeting "to exchange ideas on the organization of a meeting to approve a party policy against the traditional adversary." Knowing how ready most of the "colorados" are always to rush to extremes in party questions, and, in fact, how difficult it is to restrain them from doing so, there is no doubt that the unhappy idea will be taken up with enthusiasm worthy of a better cause, and will thus serve to widen the rupture. The whole business is certainly a most unfortunate one, and though the storm may blow over, at present it imparts a decidedly uncomfortable aspect to affairs. It is also another illustration of how much stronger the personal factor is, even with those who rank best in political life, than any steadfast political principles.

The five simultaneous meetings for the election of a grand general Committee to carry out the task of "colorado" unification, will be held next Tuesday afternoon, as originally proposed, but the definite arrangements are not yet made public. One meeting will be held in the "old" city, another in the Cordón, and the other three in the suburbs of Union, Paso Molino and Colon respectively. It is to be hoped they will pass off without provoking further disorder, but party feeling seems to run higher and to take a more violent form every day, despite the efforts of our principal contemporaries to moderate it. The outlook in this respect is not a promising one.

With regard to the vice-presidential election, although Sr. Batlle was the candidate preferred by Sr. Cuestas, the latter is reported as having expressed himself as content with the result. Dr. Blanco, he said, was a citizen of high qualities, and although there had recently been personal coolness between them, he always had been and would be a loyal supporter of the situation and of the Government. Sr. Cuestas also referred to the manner in which the election had been carried out as a triumph of democratic principles honorable to all concerned, there having been entire liberty and independence of vote for all.

Messrs. Glyn, Mills, Currie and Co. have telegraphed from London that in the amortization of Consolidated Debt which took place there on Friday, £42,900 nominal of bonds were amortised at an average rate of £43.22. The result of the amortisation here is not yet announced.

WAGES AND STRIKES IN 1900.

The preliminary Official Summaries of the Changes in Wages and the Trade Disputes of 1900, issued recently, show that the last year of the Nineteenth Century was one of exceptional prosperity. The upward movement in wages, which began in the Autumn of 1899, and continued without break throughout the four succeeding years, culminated in 1900 in advances exceeding in their total amount anything recorded in any recent year. Over a million workpeople received increases averaging 3s. 9d. per head. If the total advances in 1900 were spread over the total numbers employed the average advance would equal about 6d. per head per week. These increases were conceded, for the most part, without strikes. The year was comparatively free from trade disputes. The days lost in consequence of strikes and lock-outs are estimated at 3 3/4 millions, which, although a larger total than in 1899, if spread over the entire industrial population, represent less than half a day per head. The prosperity was greatest in the coal trade. Of the total advance (£203,000 on weekly wages), 80 per cent. went to the coal miners. Nearly all the workpeople employed in this in-

dustry received increased wages, the average advance being nearly 6s. per head per week. The increases were largest in Scotland and South Wales. In the Federated Districts the advance in 1900 was 10 per cent.; but it was arranged that a further increase of 10 per cent. should take effect in two instalments at the beginning of the present year. The workers in the iron and steel industries, like the coal miners, benefited very greatly. About 70,000 workpeople secured advances averaging slightly more than 4s. per week per head. During the last years it is estimated that 80,000 iron and steel workers have gained increases averaging 8s. 4d. per week.

Towards the end of 1900 the rapid advance of wages received some check. In certain industries decreases took place which are in part disguised in the statistics by the increases which took effect in the early part of the year. For example, the manufactured iron workers in the West of Scotland, after receiving five successive advances, suffered a decrease in November. There are other signs that the upward movement in wages has nearly exhausted itself, and that a period of falling wages is rapidly approaching. During 1900, 80,000 building operatives employed in the principal towns of Scotland showed decrease; and although these reductions are far outweighed by advances in England, the fact is significant. During the present month the blast-furnacemen in several of the principal centres of the trade have also sustained reductions.

Of the changes settled without strikes in 1900, an increased proportion were arranged by Conciliation Boards, mediation, and arbitration. This, in part, accounted for by the establishment of a Conciliation Board for the coal trade of Scotland. The establishment of Conciliation Boards in the principal centres of the coal-mining trade cannot but tend to reduce the number of prolonged general disputes in this industry. It has, in the past, been the one most disturbed by strikes and lock-outs. During the last eight years disputes in the mining and quarrying industries accounted for no less than 64 per cent. of the time lost by all disputes. During this period four disputes affecting coal miners miners are responsible alone for a loss of over 43 million days. The loss to miners and quarrymen from disputes in 1900 was slightly more than one million days, which compares with an average of 6 1/2 millions per annum during the last eight years.—*London Exchange.*

THE WAR.

A Colesberg message, presumably official, reports that on Wednesday last Col. Plimmer's column attacked De Wet between Colesberg and Philippstown. A detachment succeeded in flanking the rear guard of the Boers. Our forces had field artillery, but the enemy only had a 50 lb. gun, a shrapnel from which fell and exploded in the midst of the British column, wounding 10 men. The combat lasted several hours. (The message states no result.) All the adult men in Graaf-Reinet have been arrested, because there are strong suspicions and even proofs that they are in connivance with the Boers to carry out a coup.

The Cape town correspondent of the *Daily Mail* reports that De Wet's invading forces are surrounded by the brigades under Gen. Knox, Paget, Bruce, Hamilton and Pilcher, in the northwest of Cape Colony. On Thursday De Wet attempted a counter-march to return to Orange territory, but found himself cut off by the British troops, and he will now be compelled to accept battle in form.

It is officially stated that the colonial cavalry has captured one of De Wet's provision convoys.

It is rumored in London that French has come up with Butch's troops in the Ermo district, and captured a large detachment.

According to the *London Globe*, the Cape volunteers refuse to serve outside "their own districts." It adds that the cyclists are rendering important services. They have been subdivided into groups of 50, 25 and 10, and are generally employed as scouts for the columns in operation. The cyclist volunteers are paid 6s a day and 2s. for the machine.

Kruger has been interviewed by the *Hague Gazette*. The ex-president complains that in proposing arbitration, not one of the Powers has given the Boers an opportunity of defending their cause. We may have done wrong in declaring war, he added, but we were forced to do so, as can be proved by evidence if any one will take the trouble to judge between us and Gt. Britain. "God will help us, and we will yet win." Kruger also expressed himself as disappointed with his reception in Europe. He wanted justice, not flowers.

Yesterday there embarked at Southampton 1000 men for Gen. Baden Powell's Transvaal police, and a company of engineers for Lord Kitchener. Major Generals "Sir Birden" and F. S. Elliott, of the Indian army, have been ordered to join Lord Kitchener.

Fashionable Wedding.

The marriage of Mr. Edward Richards, 2nd son of Mr. John Richards, of "San Borja," to Miss Neta Marion, second daughter of Mr. Edward MacAlpine Byrne, of this city, took place on Friday afternoon at Holy Trinity Church. The Rev. S. F. Handcock, Consular Chaplain, performed the ceremony.

Mr. H. A. R. Hervey attended as best man, while the bride, who was accompanied by her father, was followed by six bridesmaids: Miss Byrne, Miss Lorie Byrne, Miss Wigg, Miss S. Urubey, Miss M. Urubey, and Miss I. Murray-Wilson. The bride wore a beautiful dress of rich ivory satin duchesse, trimmed with chiffon, while the bridesmaids had a transparent yoke, and sleeves of Venetian Point. She also wore a tall veil over a wreath of orange-blossoms. The bridesmaids wore charming gowns of light blue voile and silk, and paysanne hats trimmed with roses and black velvet. They held bouquets of white flowers, and wore the pearl brooches given them by the bridegroom.

Mrs. Byrne held a reception after the ceremony at Quinta Dellazoppa, and Mr. and Mrs. Richards left later for Colon, and will proceed next week for a tour in the Cordobese mountains, eventually returning to reside in this city.

There was a large and representative attendance at the Church, ladies predominating; and the reception at the quinta was attended by most of the members of the English-speaking community and friends of the two families, both ladies and gentlemen. The wedding presents were remarkably numerous, tasteful and valuable.

Our readers here will join with us in wishing the newly-married couple every happiness.

Passengers.

Left by the R. M. S. "Clyde," for Southampton, etc., Feb. 16: Mr. W. S. and Mr. A. Newworthy, Mr. and Mrs. Ricard, Mr. Morgado, Mr. G. Silveira, Mr. J. R. C. Canto, Miss A. G. Smith 12 third class.

The P. S. N. Co's "Iberia" will not be in until this morning.

The R. M. S. "Thames," which should bring London dates to the 2nd instant, is expected next Saturday, sailing homeward bound on March 2.

Holy Trinity Church.

Feb. 17.—Quinquagesima.
8.15 a. m.—Holy Communion.
9.45 a. m.—Sunday School.
11 a. m.—Matins and Sermon.
No evening service.

Rev. S. F. Handcock, Chaplain
815 Calle 18 de Julio.

Methodist Episcopal Church.

Calle Treinta y Tres, No. 264
Morning Service Sunday 11 a. m.
Sunday School Sunday, 12.30 p. m.
Mid-week Service Thursday 8 p. m.
Geo. P. Howard, Pastor.

Residence—Calle Rio Negro 230.

Salvation Army.

Spanish meetings are held at Calle Curo Largo 174, corner of Rio Negro every evening except Tuesday at 8 p. m. Sundays, at 7 a. m. and 8 p. m.—Children's Meetings, Sundays at 3 p. m. and Thursdays at 4 p. m.—J. E. Thomas, Captain. Calle Uruguay 484.

SUNDRIES.

—CARNIVAL.—Carnival proper commences to-day, and will be continued to-morrow. On Tuesday public play will be more or less restricted, but the day still remains a holiday. Beyond the illumination of the central streets and the battle of flowers in the evening there is no special programme, and we do not anticipate any great gaiety. The weather, we are sorry to say, is most unsettled and even threatening. For our English speaking readers the two events will be the Firefly Club trip and the Lawn Tennis Tournament. Many intend passing their holidays in Buenos Aires, and many visitors thence are also expected here. According to our annual custom, we intend suspending newspaper work on Monday and Tuesday, a step which is justified by the necessity of giving our small staff a rest, and by the fact that all local business is suspended and consequently there is little to report.

—ENGLAND.—In his speech from the throne at the opening of the British Parliament on Thursday, King Edward, after having taken the usual oath, commenced with allusions to the late Queen Victoria, recalling her many virtues. His Majesty then stated that the relations of Great Britain with the foreign powers were friendly, and recognised that the South African war had not quite finished, but that it was approaching its end. He said that the submission of the Boers was desirable in order to be able to grant equal rights for all white men in the Cape, Orange and Vaal colonies. In the debate that followed in the House of Lords, Lord Salisbury declared that the war in S. Africa would last like all guerrilla warfare, but that it was absolutely necessary to reduce the Boers to unconditional surrender. To concede to them the least atom of independence, would be to perpetuate the war and to humiliate Gt. Britain before all the world. The reply to the King's Speech was then voted. No account has appeared of proceedings in the Commons.

—MASONRY.—At a meeting of high officers of British masonry held in London on Friday, with great pomp and ritual, it was resolved, amid general acclamations, to thank King Edward for his important services during the period that he held the post of Grand Master. Several prominent peers then proposed that his Majesty should be named Protector of British Masonry, which was carried with enthusiastic acclamation. The Duke of Connaught was then installed as Grand Master, with the customary ceremony.

—SUICIDE.—On Friday it was a lad of 16 who committed suicide. Yesterday Maria Elena Roy, a girl of only 14, living at Maldonado 46, followed the desperate example by throwing herself into the well. Owing to the narrow aperture, there was great difficulty in getting out the body, life being quite extinct. No motives have been ascertained.

—SUICIDE OF MR. PAATS.—A painful sensation has been caused by telegrams from Buenos Aires, giving news of the suicide of Mr. William Paats, head of the important mercantile firm of Paats, Roche and Co., and a gentleman well known and much respected in commercial circles on both sides of the Plate. On Friday morning he threw himself under a passing train near Belgrano, and met with an immediate death, his body being horribly mangled. Business reverses which preyed upon his mind are assigned as the cause, though it is also said that his affairs were by no means so desperate. Mr. Paats was a Dutchman, but had resided in Argentina for over a generation, leaving a numerous family. He had recently acted as Dutch Consul there.

—VETERAN DEAD.—The death occurred on Friday of Colonel Antonio Bobé, one of the oldest surviving veterans of the Uruguayan army. He entered the ranks as far back as October, 1839, and served in nearly all the wars and revolutions of the stormy early history of the Republic, obtaining his colonelcy in 1883. He also occupied numerous civil posts of more or less importance. He was buried yesterday afternoon, with full military honors.

—WEDDINGS.—The marriage of Mr. T. B. Morton to Miss Margaret Lissend takes place on Monday.—The marriage of Dr. Enrique Castro to Miss Malvina Vasquez, daughter of Dr. Alfredo Vasquez Acevedo, was celebrated in the Lourdes Chapel on Friday evening, in the presence of a crowded and fashionable attendance.—The marriage of Mr. Arthur Wilson to Miss Maria Angelica Platero will take place on March 15.

THE RAILWAY WORLD.

THE "WIND-SPLITTING" TRAIN.

The experiments about to be made on the German military railway between Berlin and Zossen with an electrically-hauled train, which is expected to attain a speed of 125 to 160 miles an hour, will be watched with intense interest by those who are convinced that the steam locomotive will be before long superseded on all long distance lines by an electrical system of propulsion.

Our object in this article is not to enter upon a discussion of the relative merits of steam and electricity as a motive power on railways, but to call attention to some highly interesting experiments lately made in the United States with a "wind-splitting train," specially devised to avoid the resistance offered by the air to an express train.

Mr. Frederick M. Adams has recently had constructed a cigar-shaped train which has made some astonishing speeds on the line between Baltimore and Washington. Little or nothing has appeared on this side of the Atlantic regarding Mr. Adams' invention, and we therefore venture to think that the facts here set forth, kindly supplied by Mr. Adams himself, will be of interest at the present moment.

Mr. Adams first began to make a serious study of atmospheric resistance and its relation to the speed of railway trains in the year 1890. Since then he has taken out many patents, and has put his theories to a practical test. The conclusions at which he has arrived may be summarised as follows:

1. That the prevailing build of railway trains is unsatisfactory.
2. That the formulae accepted for generations as facts in that branch of railway engineering known as "train resistance" are misleading and incomplete.
3. That far from being an unimportant incident, as is still claimed by certain authorities, atmospheric resistance is the one factor worthy of consideration at the present time.
4. That a train properly designed for minimising the air resistance due to speed can be made to travel 100 miles an hour with less expenditure of power than is now required to move a train of equal weight and capacity at the rate of 50 miles an hour.

Let us now look at the performance of the "Adams Train," built by the Baltimore and Ohio Railway Company.

The distance between Baltimore and Washington is 40 miles. For two miles out of Baltimore and two miles into Washington slow speeds are necessary by reason of switches, freight-yards, and a compliance with municipal ordinances. At Relay, nine

GAS STOVES

ETC.

See the Gas Company's

ANNOUNCEMENTS

on this page and next.

miles from Baltimore, the train was slackened to a speed of 20 miles an hour, so as safely to pass the curved viaduct. In spite of all these handicaps the Adams train covered the 40 miles in thirty-seven minutes and thirty seconds from a standing start in the Camden depot to a full stop in the Washington depot. This established a record which is all the more remarkable when it is borne in mind that it was made with a heavy train of six cars, a locomotive weighing 57 tons, and carrying 165 pounds of steam on a crooked track with frequent and heavy grades. During the run in question speeds of 69, 73, 80, 81, and 89 miles an hour were made. At Trinidad the train had to slow down, and thus was prevented from reaching 100 miles an hour, a speed which the inventor believes he could easily attain on a long stretch. However, he is contented with having proved the truth of his theories.

When the American papers refer to Mr. Adams' ideas a common headline is "Two Miles a Minute." Mr. Adams wishes it to be understood that mere speed was not the object of his labors. He thinks that probably before very long scientifically constructed trains may attain speeds equaling, or exceeding, 120 miles an hour, but he does not claim to have rendered this possible just yet.

"What I do claim," he says, "is this. That there is no sense in constructing cars as to offer unnecessary impediments to the atmosphere; that trains built upon my plan can maintain the present speeds of thirty, forty, fifty, and sixty miles an hour with an expenditure of less than half the power now required.

I also claim a reduction in the consumption of fuel; reduction in the weight of locomotives; a marked diminution in the wear and tear of rail and road bed; a perfect system of ventilation, with increased comfort to the passengers; a decrease in railway accidents; and decrease in the operating expenses, with increased revenues and dividends to the stockholder.

Mr. Adams regards the modern railway train as thoroughly unscientific in its construction, but though thousands of inventors have labored on devices calculated to increase the speed of trains, not one has given to the world the idea of a train designed to minimise atmospheric resistance, and it is this, and nothing else, that fixes the limit of speed of railway trains. Mr. Adams contrasts the blindness displayed in railway car construction with the wisdom and engineering skill exhibited by builders of steamships. The average speed of railway trains has not been increased to much more than 10 per cent. in the last forty years, and this slight increase has been obtained by colossal expenditure on track improvements, truck construction, and increased power of locomotives. The cause of the chief hindrance to speed has been overlooked.

"The naval architect has been studying the lines along the hull of his boat, seeking to discover how a pound of resistance can be saved by changing its contour; the fraction of an inch. Had he followed the policy of the railroad engineer he would have constructed a boat with flat, square bows like a scow, and made frequent indentations along the sides, ending with a square stern. Below the waterline he would have thrown out all possible obstructions, and then called on the builders of marine engines to produce powerful enough machines to reach a speed of twenty-five knots an hour, when that would be the limit. This comparison may seem grotesque, but it is not unjust."

The Standard Life Assurance Company.

GOSPEL TRUTH

"If any man provide not for his own, and especially for those of his own house, he hath denied the faith and is worse than an infidel."—I. Timothy, Ch. V, Verse 8.

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AND INFALLIBLE

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TEA.

WE OFFER TO THE READERS OF "THE MONTEVIDEO TIMES," THE "KORNAFULI" CROWN,

a Tea imported by Messrs. Carlisle Crocker & Co., of unsurpassed bouquet, and fragrance, which we are selling in Original 5 lb. boxes, at a reasonably low price.

VICENTE ARGUL.

Almacén y Bodega 25 de Mayo, Esq. Misiones y Rincon.

car by means of the flexible connections takes but a few moments, and the effect when each car is connected with the one in front is to practically turn the whole into one long carriage. The rear car tapers to a point; the sides of the cars extend down so as to nearly enclose the wheels, leaving only a small space between the rails and the bottoms of the covering; the roof is arched and perfectly smooth; the windows set flush with the sides of the car, and are hermetically sealed. There is no footboard. In fact, every precaution is taken to minimise in every way possible the resistance offered by the train as it rushes along.

As to the arrangements for ventilation, Mr. Adams has arranged that all the air for this purpose is admitted from the front end of the tender, is carried along passages in the roof, and distributed over the whole train. It is not to be expected that Mr. Adams' ideas will find immediate favour in the eyes of all railway experts. Most railway engineers are of a conservative nature, and mistrust all revolutionising innovations, but still an inventor who promises greatly increased speeds with smaller engines, less fuel, less wear and tear of the engines and cars, and less damage to the permanent way, viaducts, and bridges, certainly deserves a hearing. The adoption of the Adams system will not necessitate any alteration of the metals, and it will not be necessary to build new cars, as those of the present type can be easily remodelled at a comparatively small expense.

COMMERCIAL

STOCK EXCHANGE.

Montevideo, Feb. 16, 1901.
Business to-day was moderate. Prices were weak, opening with a drop which may be attributed to political causes, but they closed with a recovering tendency. Sales as follows:—
Extraordinary Loan, 1st Series, 47,000 at 65.60 cash, 65.90 and 66 end of month—**2nd Series,** \$28,000 at 65.50 cash, 65.60 and 65.70 end of month.
Treasury Certificates Debt, \$23,150 at 65.20 end of March.
Mortgage Bank, 800 shares at 13.10 end of month, 13.30 end of March.
Consolidated Debt, \$177,600 at 47.80 to 47.60 to 47.70 cash, 47.70 end of month, 47.80 and 47.90 end of March. No London quotation.

EXCHANGE.

Bank Commercial.
London 90d/s. 51 7/8-15/16 52-52 1/8
Paris 90d/s. 5.39-40 5.41-45
Antwerp 90d/s. 5.40-41 5.46-47
Germany 90d/s. 4.41 4.43-44
N. York 0.98
Italy 5.64-65
Spain 7.30-32
Brazil 22.90 23.20
B. Aires, 1 prem. 1/4 dis.

Business Notes.

—The Custom House paid into the London Bank yesterday \$17984 on account of the Consolidated Debt and Railway guarantee service and \$2198 on account of the 5% Loan service.
—Gold opened in B. Aires yesterday at 231.20, and closed at 230.90.
—Exchange upon London was quoted in Rio Janeiro yesterday at —. Jerked beef 720 at 860 reis per kilo, nominal. Stock, 2,830,000 kilos.
—London, 16. Private rate of discount 3 3/4 per cent. Wheat 29s. Linseed 41s. Maize 19s-9j. — Antwerp. Wheat 15.75 francs, linseed 26.375, maize 11.25. Wool, class B, 3.875 francs for March, 3.90 for June.
—Government approval has been given to the Statutes of the Bank of Tarapacá and Argentina, which, as our readers will remember, is an amalgamation of the Bank of Tarapacá and London, and the Anglo-Argentine Bank, and which will operate in the River Plate and Chile, maintaining the existing offices of the two Banks.
—Wheat quiet but prices very firm, rising to \$3.70 for special

from interior and \$3.80 from littoral. Sales were 50,000 kilos and 1680 bags at \$3.70, 3.55 and 3.50. Maize as before.

Buenos Aires, Feb. 16, 1901.
Gold, cash, 230.90.
Do. end of month, 231.10.
Cedulas 8%, Prov., 15.50.
Emprestito Popular Interno, 1898, cash, 77.30.
Do. end of month, 77.50.
Muelles y Depositos de La Plata, (oro) cash, 7.
Do. end of March, 7.
Gas Primitivo, Feb. 20, 226.40.
The «Eolo», «Colombia» and «Rivadavia» sail.

MARITIME

ARRIVALS AND SAILINGS.

Montevideo, Feb. 16, 1901.
—Str. Venus from B. Aires, 186 pass.
—Str. Jupiter from B. Aires, 75 pass.
—Str. Beeswing from Glasgow.
—Str. Severus from Liverpool.
—Str. Clyde from La Plata, for Southampton, 19 pass.
—Str. Zeno from Villa Constitucion, for St. Vincent.
—Str. Vesta from Rosario, for St. Vincent.
—Str. Manilla from B. Aires, for Genoa, 33 pass.
—Str. Sonenberg from Rosario, for Bremen.
—Str. Brazilian from B. Aires.
—Str. Starlight from Rosario, for Rotterdam.
—Str. Wenkfield from Iquique.
—Str. Arabistan from N. York, for B. Aires.
—Str. Membrand from Pisagua.
—Str. Hyauthes from New York.
—Str. Freda from B. Aires.
—Str. Eversley for Liverpool.
—Str. Paris for Salto.
—Strs. Venus and Jupiter for B. Aires.

MAIL STEAMERS

LEAVING TO-DAY

—The str. COLUMBIA will leave TO-DAY for B. Aires only. Correspondence at G.P.O. till 4.45 p.m.
—The str. — will leave TO-DAY for B. Aires and Salto. Hours as above.
—The str. IBERIA will leave TO-DAY for Falklands, Sandy Point, Coronel, Talcahuano and Valparaíso. Correspondence at G. P. O. till —.

OTHER DATES

—The str. ITALIE will leave Feb. 19 for Tenerife and Marseilles. Correspondence at G. P. O. till 10 a.m.
—The str. ORELLANA will leave Feb. 22 for Rio Janeiro, Bahia, Pernambuco, St. Vincent, Lisbon, Coruña, La Pallice and Liverpool. Correspondence at G. P. O. till 4 p.m.
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.

Steamers to arrive.

FEB.	NAME	FLAG	FROM
17	Helades	English	Liverpool
17	Aachen	English	Bremen
17	Iberia	English	Liverpool
17	H. Laird	English	Liverpool
17	O. Castle	English	Antwerp
17	Arensburg	German	Bremen
18	Gergovia	French	Marseilles
19	Sirio	Italian	Genoa
20	U. di Genova	Italian	Genoa
20	Argentine	Spanish	Liverpool
22	Bellaco	English	Valparaíso
22	Orellana	English	London
23	H. Grange	English	London
23	J. Prince	English	London
23	Danube	English	Southampton

Steamers to leave.

FEB.	NAME	FLAG	FOR
17	Iberia	English	Valparaíso
17	Harmodios	English	New-York
19	Ordoba	German	Rotterdam
19	Italia	French	Marseilles
21	Malta	German	Antwerp
22	Cap Verde	English	Vigo
22	Orellana	English	Liverpool
23	Scotia	German	Barcelona
23	Savioia	Italian	Genoa
23	Breuil	French	Bordeaux
25	Droptea	English	Liverpool
25	M. Jover	Spanish	Genoa



BUCHANAN WHISKY

Special Scotch

As supplied to H. M. the Queen and H. R. H. the Prince of Wales, Permanent Stock in and out of Bond.

This Whisky is the best imported in South America, and the most largely accepted and generally consumed throughout the world.

On sale in all the Hotels, Cafés, Confeiterias, Almacenes, and by the

Sole Importer in this Republic

HIPOLITO GARCIA
128, Calle Cerrito, Montevideo.

NOTE—Beware of imitations and falsifications.

PRINCE LINE.

Regular line of steamers between London, Antwerp, New York, Brazil and the River Plate.

ARRIVAL OF STEAMERS.

IMPERIAL PRINCE From London, about Feb. 25.

Accommodation for Passengers. Fare to Rio and Santos, \$30.

For further particulars apply to

CHRISTOPHERSEN Haas.

P. Christophersen,

Montevideo Piedras 142.

Rosario, San Lorenzo 889.

Bahia Blanca, Alsina 167.

Buenos Aires, Cuyo 249.

«Norton» Line of Steamers

AGENTS: **NORTON AND SON,**
New York.

MANAGER: **BUCKNALL NEPHEWS**
London.

FROM

ROSARIO, BUENOS AIRES AND MONTEVIDEO TO NEW YORK

The following full-powered steamers will be despatched from Montevideo, February —.

These steamers have good accommodation for a limited number of First Class Passengers.

For freight passage, etc., apply to the Agents:

WILLIAMS & Co., MISIONES 58.

And at Buenos Aires, 25 de Mayo 287, or to Norton & Son, 90 Wall St., New York Bucknall Nephews, 22 Crutched Friars, London, E. C.

MARRIAGE.

RICHARDS-BYRNE.—On the 15th inst, at Holy Trinity Church, by the Rev. S. F. Handcock, Edward, second son of John Richards, to Nora Marion, second daughter of Edward Mac-Alpine Byrne, both of Montevideo.

ADVERTISEMENTS.

PARTNER WANTED. With a capital of \$3000 to \$4000, for a well-established business, one of the present partners being obliged to leave for Spain. Apply 176 Calle Cerrito. Feb. 28.

WANTED. A woman-cook and a housemaid, the latter for inside and dining room work. Unwilling to apply without good recommendations. Apply Calle Camarás 82. Feb. 28.

APARTMENTS WANTED. For two ladies and a child, with board, in house of an English or German family, quinta preferred, for a long time. Apply, «J.G.» Hotel Oriental. Feb. 16.

TO LET. The very commodious house No. 741 Calle 18 de Julio, completely furnished, for small family, English, American or German preferred. For further particulars apply to the Escribano, Don Francisco E. Cordero, Avenida de la Paz No. 190. March 6.

TO LET. Furnished rooms, facing street, for single gentlemen or married couple. Board, with or without lodgings. Apply, Calle Cerrito 158, altos.

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

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.

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

Montevideo Book Club.

Members are hereby notified that owing to the absence of the Librarian the Book Club will be closed for the next few weeks. The new half-year will date from the day of re-opening, due notice of which will be given.
The Treasurer, (S. Weir Reid, Cerrito 205) will be glad to receive the names of new members.
By order of the Committee.

INCANDESCENT GAS LIGHT

IS STILL THE CHEAPEST & BEST ILLUMINANT

Enormous & still increasing Sales.

ANOTHER REDUCTION in the price of the Apparatus & Mantles

New assortment of Globes and

SPECIAL «JENA» CHIMNIES

MONTEVIDEO GAS Co. LIMITED

23 de Mayo Nos. 334, 338 & 342.

J. MUDD & CO.

COAL IMPORTERS

Steamship and General Commission Agents.

Depots at Buenos Aires,

La Plata (Grand Dock), Rosario and Montevideo.

SOLE AGENTS FOR

MANN, GEORGE DEPOTS, LD.

London and Cardiff.

Contractors for supplies of Coal at all Ports.

NEW RIVER SMOKELESS STEAM COAL

Shipped by the Chesapeake and Ohio Coal Agency Co., New York and Newport News, Va. Port of Shipment, Newport News, Va.

A large stock of Best Cardiff Steam and House Coal always on hand. N. B.—Steamers calling at La Plata to coal only ad taking their supplies from J. Mudd and Co. are free of Entry and Wharf dues Steam Tugs at all Ports.

Calle Piedras, esquina Guarani, Montevideo. Reconquista 264, Buenos Aires.—Grand Dock, La Plata. Rosario: calle San Lorenzo 1009.



Pacific Steam Navigation Co.

FORTNIGHTLY LINE OF STEAMERS BETWEEN Liverpool, The River Plate & Valparaíso. With a monthly call at Port Stanley.

New Accelerated Itinerary (Subject to modification)

FOR EUROPE

FOR THE PACIFIC

Orellana

Captain: R. Archer
22nd February, 1901,
for Rio Janeiro, Bahia, Pernambuco, Lisbon, Coruña, La Pallice and Liverpool.

Yorkshire

Captain: M. Beasley
9th March, 1901,
for Rio Janeiro, Lisbon, Vigo, La Pallice and Liverpool.

Iberia

Captain: F. E. Kite
16th February, 1901,
For Port Stanley (F.I.), Sandy Point, Coronel, Talcahuano and Valparaíso.

Liguria

Captain: A. J. McWat
3rd March, 1901
for Sandy Point, Coronel, Talcahuano and Valparaíso.

The s.s. «Orellana» & «Yorkshire» will not take second class passengers

SPECIAL NOTICE.—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.

The Steamers are illuminated with Electric Light, which is available ALL NIGHT in the Cabins.

Table wine (claret) is now served to passengers in all classes.

Return Tickets issued available for twelve months at reduced rates

For fares, freights and other details, apply to the AGENTS,—

WILSON SONS & Co., LIMITED

MISIONES 117 Reoquista 528 San Lorenzo 112
MONTEVIDEO BUENOS AIRES ROSARIO
SANTOS, SAO PAULO, RIO JANEIRO, BAHIA, PERNAMBUCO & ST. VINCENT, C. V.

ANEMIA

CAN BE CURED BY

Dr. Morris's Hemathogenic Pills

which create blood and restore pale or anemic persons to a healthy color.

We have just received a consignment of the

EXQUISITE PERFUMERY

OF MARTIAL OF PARIS.

«FARMACIA DEL ROMANO»

Ravecca and Cranwell

375—CALLE SARANDI, CORNER OF CERRO.

LAMPORT & HOLT LINE

PASSENGER-STEAMERS

FOR

NEW YORK.

WORDS WORTH. 21st February, (via Barbados) in connection with the R. M. S. «Clyde» sailing hence 16th February.

For Freight and passages apply to the Agents
C. R. HORNE & Co.
193—Calle CERRITO—193

NORTH GERMAN LLOYD.

The splendid steamer

«WILLEHAD»

Will sail on the 13th March, 1901, for

SOUTHAMPTON.

Passengers for Southampton will be landed under all circumstances at DAY TIME. Through tickets issued for New York via Southampton.

J. R. Schwartz.

Solis 49. Agent.

Central Railway Station

Café and Restaurant.

Restaurant a la carte.—Dishes on order.—Best Wines, Spirits and Liquors. Upmann's Havana Cigars.

Grand Orchestron

Automatic orchestra, 73 pipes, trombones, 31 trumpets, 12 flutes, drum and triangle. This grand instrument is unique in this country.

A. F. MULLER, Proprietor

CLOSE TO BANKS AND BUSINESS HOUSES.

MANUEL DOMINGUEZ

CERRITO 148, Corner of Misiones

MAUA DRY DOCK

MONTEVIDEO
Receives vessels at reasonable rates.
There are workshops at the dock, or executing quickly and economically every description of repairs, to the hull or machinery of iron or wooden vessels.
Professional divers at the public service to moderate prices
Apply to

The Montevideo Gas Co., Ltd.
Calle 25 de Mayo No. 338.

Thos. F. Lane.
General Manager.

SOLE AGENTS for
Suter Hartmann & Rahtjen's Composition Co's
Celebrated

COMPOSITION PAINTS
for bottoms of Steel and Iron Ships.

N Z
S Co.

New Zealand Shipping Co. Ltd.

LINE OF HIGH CLASS
Passenger Steamers.

BETWEEN
New Zealand and London
CALLING AT
Montevideo, Tenerife and Plymouth.

FLEET:

Otarara	3898 tons	Tekoa	4050 tons
Papanui	7000 tons	Waikato	4787 tons
Paparoa	7000 tons	Waimate	6888 tons
Rohaka	6888 tons	Wakamau	7000 tons
Rimutaka	8000 tons	Whakatane	7000 tons

THE R. M. S.

Papanui

WILL SAIL ON OR ABOUT
22nd FEBRUARY, 1901.
From Montevideo for Tenerife
Plymouth and London.
Steamers of this line do not touch at Brazilian Ports.

FARES TO

PLYMOUTH OR LONDON
1st Class Single. £ 35-0-0
Do. Return. £ 52-10-0
2nd Class Single. £ 18-0-0
3rd Class Single. £ 9-0-0

TENERIFFE:

1st Class Single. £ 25-0-0
2nd Class Single. £ 15-0-0
3rd Class Single. £ 6-0-0
Return tickets are available by steamers of The Pacific Steam Navigation Company, sailing from Liverpool, or by those of the Royal Mail Steam Packet Company, from Southampton.
The steamers of this line carry a Doctor and Stewardess and are illuminated by Electric Light.

Wilson, Sons & Co., Ltd.

MONTEVIDEO | BUENOS AIRES
Misiones N.º 117 | Reconquista N.º 323
ROSARIO
San Lorenzo 1125

English Hotel THE PHOENIX

The best, most comfortable and coolest hotel in Buenos Aires. Electric light throughout, hot and cold baths, moderate terms, and no extras. Restaurant available for Residents and non-Residents. First class attendance, cuisine and wines. Breakfasts and suppers furnished for weddings, receptions, dances and banquets either in the hotel or at private houses, etc. Comfortable drawing, dining and smoking rooms.
Management and service entirely English.
Proprietors: Mrs. E. B. Oyler
W. G. Lloyd.

CALLE SAN MARTIN 780
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Genuine English Boots

FOR LADIES, GENTLEMEN AND CHILDREN.
MADE BY CLARK AND SONS,
97 KILMARNOCK, SCOTLAND

SOLE AGENTS:

ZARATE, IBARRA & Co
Calle Rincon 111.

Sales Wholesale and Retail.

"A LA CENTRAL"

Boot and Shoe Shop

WHOLESALE AND RETAIL
Speciality in Boots and Shoes to measure, for ladies, gentlemen and children, to the purchaser's taste. Recommended by many English families.

JOSE SALETTI & CO.

153 - CALLE CERRO - 159.

British Bank of South America, Limited.

ESTABLISHED, 1863.

MONTEVIDEO, CALLE ZABALA 94.

Capital subscribed £ 2,000,000
Do. paid up 500,000
Reserve Fund 340,000

HEAD OFFICE 2, MOORGATE STREET, LONDON.

BRANCHES.

ARGENTINE REPUBLIC

BUENOS AIRES, Head Office, Reconquista, corner of Piedad.
Agency, Rivadavia, 3487.
ROSARIO DE SANTA FE.

BRAZIL.

RIO DE JANEIRO. — SANTOS. — SAN PAULO. — BAHIA. — PARAÍ

Current accounts opened,
Deposits received at sight and for fixed periods.
Commercial bills discounted.

Letters of credit issued, Telegraphic Transfers and drafts at sight, and up to 90 days' sight given, on its Head Office and Branches.

AND ON

London Joint-Stock Bank, (Limited), LONDON.
Messrs. Heine and Co., PARIS. — John Berenberg Gossler and Co., HAMBURG.

ALSO ON

ITALY, SPAIN, BELGIUM, NORTH AMERICA.

RATES OF INTEREST.

UNTIL FURTHER NOTICE

On Deposits 7 days' notice.	1 1/2%
" 30 " "	2 " "
" 60 " "	3 " "
" 8 months fixed	4 " "
" 6 " "	4 " "

W. KERR CONNELL,
GERENTE.

BANCO DE LA REPÚBLICA ORIENTAL DEL URUGUAY

Fundado por ley de la Nacion de fecha 4 de Agosto de 1898.

CASA CENTRAL EN MONTEVIDEO

CALLE ZABALA N.º 79 ESQ. CERRITO.

Capital Autorizado Ps. 12,000,000
" Suscrito 6,000,000
" Integrado 8,000,000

Sucursales en Salto, Paysandú, Mercedes, Melo, Rosario, San José, Durazno, Florida, Minas, Canelones, Flores, Tacuarembó, Rivera, Maldonado, Fray Bentos, Rocha, Treinta y Tres y Artigas.

OPERACIONES DEL BANCO.

Abre cuentas corrientes, Documenta Conformes, Vales Pagaré y demás documentos de Comercio. Da y toma Letras de Cambio y Giras. Telégrafos sobre todas las ciudades de Europa, Rio Janeiro, Buenos Aires y todas sus sucursales del interior.

EL GERENTE.

Cooper's Dipping Powders

THE WORLD'S
MOST FAMOUS CURE FOR SCAB.

INFALLIBLE IN ITS RESULTS

Great Reduction in Prices.

For further particulars, apply to the

SOLE AGENTS:

CARLISLE, CROCKER & Co.

Calle Rincon 29, Montevideo.

THE WESTERN TELEGRAPH CO. LD.

"VIA MADEIRA"

UNICOS CABLES DUPLICADOS Y DIRECTOS

A BRAZIL, EUROPA, ESTADOS UNIDOS, ETC.

La via mas DIRECTA y mas RÁPIDA para todas partes del mundo

Oficina: Calle CERRITO 183—MONTEVIDEO

TARIFA A EUROPA

Alemania	£ 1.13	Francia	£ 1.10	Noruega	£ 1.13
Austria-Hungria	1.14	Gran Bretaña	1.04	Portugal	1.03
Bélgica	1.10	Grecia	1.12	Rusia Europea	1.21
Dinamarca	1.11	Holanda	1.10	Suecia	1.13
España	1.06	Italia	1.10	Suiza	1.10

NORTE AMERICA

Canada	\$ 1.00	Nueva Brunswick	\$ 1.00
Colombia Británica	1.02	Nueva Escocia	1.00
Estados Unidos	0.97	Saint John	1.00

ASIA, ÁFRICA, OCEANIA Y CENTRO AMÉRICA

BRAZIL

Para todas las estaciones comprendidas en la zona Sud hasta Rio de Janeiro inclusivo, \$ 0.235.
Para todas las estaciones comprendidas en la zona Norte hasta Pará inclusivo, \$ 0.425.

Para otros informes dirigirse a la Oficina: Cerrito 183.

MONTEVIDEO, ENERO DE 1901.

JUAN OLDHAM,
GERENTE.

Gold Medals, Paris, 1878-1889.

JOSEPH GILLOTT'S PENS

Of Highest Quality, and Having
Greatest Durability are Therefore
CHEAPEST.

London and River Plate Bank, Limited.

LONDON, PRINCES STREET, E. C. PARIS, 16 RUE HALEVY.
BUENOS AIRES, MONTEVIDEO, PAYSANDU, MENDOZA, BAHIA
BLANCA, ROSARIO DE SANTA FE, RIO DE JANEIRO, PERNAMBUCO,
PARA, SANTOS AND SAN PAULO.

Authorised Capital £ 2,000,000
Subscribed Capital 1,500,000
Paid-up Capital 900,000
Reserve Fund 1,000,000

Current Accounts opened with Commercial Firms and private individuals.
Customers have the advantage of having approved Bills discounted, of obtaining Loans upon Negotiable Securities, or Depositing Bills, Coupons etc., for collection—subject to a conventional commission.

The Bank receives deposits either at sight, for fixed periods, or at thirty days notice of withdrawal, interest on which is regulated by the market value of money. The Bank notifies any change in Rates by Advertisement in the principal daily papers.

Letters of Credit issued to parties travelling abroad.
Letters of Credit issued to parties for the purpose of purchasing Goods in Europe, the United States, etc., the terms of which can be ascertained on application to the Bank.

Parties wishing to bring out funds to the River Plate, can do so through the medium of the Bank's chief office.

PRINCES STREET, LONDON, E. C.

OR OF THE

PARIS BRANCH, 16 RUE HALEVY.

BILLS OF EXCHANGE

Issued and Purchased in the following places

LONDON

And the principal towns of

ENGLAND, SCOTLAND AND IRELAND
PARIS, AND ALL THE PRINCIPAL TOWNS OF FRANCE,

AND OF

GERMANY

SPAIN

BELGIUM

ITALY

ALSO ON

AFRICA — AUSTRALIA — BRAZIL — CANADA — CHILE — PORTUGAL — SWITZERLAND — UNITED STATES — ARGENTINE REPUBLIC.

POSTAL DRAFTS issued on all towns in ITALY.

RATES OF INTEREST

From 1st January and until further notice the following rates will rule:—

Allowed:—

On Deposits in account current.	NIL.
" Deposits 30 days notice.	1 1/2% per annum
" Fixed Deposits for 6 months.	2 1/2 " "
" Do. " 6 " "	3 " "
Discounts	Conventional
Interest charged on overdraft	10% per " "

O. NUTTALL,
MANAGER.

JANUARY 1, 1897.

The Anglo-Argentine Bank, Limited.

LONDON: 14, AUSTIN FRIARS, E. C.

BUENOS AIRES: RECONQUISTA 78.

MONTEVIDEO, CALLE ZABALA 82

Capital subscribed £ 450,000
Do. paid up 350,000
Reserve Fund 95,000

CURRENT ACCOUNTS opened with commercial Firms and private individuals.

DEPOSITS RECEIVED at sight and for fixed periods.

BILLS discounted, negotiated, and collected.

STOCKS AND SHARES received on deposit for collection of Coupons and Dividends.

PROCEEDS OF COUPONS and Dividends remitted to parties interested in Europe.

STOCKS AND SHARES bought and sold for account of third parties.

BILLS OF EXCHANGE, LETTERS OF CREDIT, and TELEGRAPHIC PAYMENTS issued on London, Paris, Hamburg, Antwerp and the principal towns in Great Britain, France, Italy, Spain and Chile. Banking business of every description transacted.

INTEREST ALLOWED ON DEPOSITS.

For 2 months fixed.	8 PER ANN.
" 3 " "	8 1/2 " "
" 4 " "	9 " "

Other periods by arrangement.

MONTEVIDEO.

H. E. MURRELL, Acting Manager.

Fluido LITTLE y Polvos LITTLE

Premiados con MEDALLA de ORO en la Exposición Internacional de Nueva Zelandia

Los únicos remedios que han obtenido completo éxito en la cura de la SARNA en las ovejas.

TE LIPTON

Fue premiado con la más alta recompensa en la Exposición Universal de Chicago, y Medalla de Oro en la Exposición de Paris, 1900. — De venta por

JUAN J. HORE

130—Misiones—130

MONTEVIDEO

y en las principales casas de comercio del país.

GAS STOVES

The Gas Co. specially invites inspection of its New and Elegant Stock of Gas Fires of various Patterns, Bath Heaters, &c.

Always ready for use, Clean, Give no Smoke, No dust, and are economical.

Special Boiling Burners, Grinders, and various other kinds of useful Gas Apparatus.

Try a Boiling Burner—Free of Cost.—Once you have ascertained its advantages you will never be without one.

Dr. AYMARD'S PATENT MILK STERILIZERS

Various sizes of these Celebrated Sterilizers kept in Stock. The importance of properly sterilizing Milk before consumption is now generally recognised.

Read the Pamphlets, «Los Microbios Perjudiciales en la Leche» and «Gas como Combustible» which the Gas Company will give gratis on application.

Montevideo Gas Co. L'ted.

ADMINISTRATION & SHOW ROOMS

OF ALL KIND OF GAS FITTINGS AND APPARATUS AT MOST MODERATE PRICES.
Calle 25 de Mayo Nos. 334, 338 & 342, MONTEVIDEO

ROYAL MAIL

STEAM PACKET COMPANY

REGULAR FORTNIGHTLY SERVICE

THE SPLENDID STEAMER

"THAMES"

Captain: F. Messerby,

Will sail on March 2, 1901, for RIO JANEIRO, BAHIA, PERNAMBUCO, LISBON, VIGO, CHERBOURG and SOUTHAMPTON.

Taking passengers, mails, specie and cargo.

Great reduction in passenger tariffs

All the steamers of this favourite line are fitted with refrigerators and Electric Light and have every modern improvement for the comfort and safety of passengers.
Table wine supplied gratis to passengers of all classes.

RETURN TICKETS

Issued at reduced rates. Special abatements made in favour of families and companies.

PREPAID PASSAGES

Parties wishing to bring out their friends from Europe can arrange for their passages with the Agent on reasonable terms.

NEW YORK

Through tickets issued for passages from Montevideo or Buenos Aires to New York via Southampton in combination with the well known steamers of the NORTH GERMAN LLOYD STEAMSHIP CO. & THE AMERICAN LINE.
For Freight or Passage apply to

W. E. MORTON, AGENT.

Calle de las Piedras 108, Montevideo.

LONDON & BRAZILIAN BANK, Ltd.

Capital subscribed £ 1,500,000
Do. paid up 750,000
Reserve Fund 600,000

HEAD OFFICE: 8, TOKENHOUSE YARD, E. C.

Branch in Montevideo, Calle Zabala 85.

Branches, Rio de Janeiro, Pará, Pernambuco, Bahia, Santos, Campinas, São Paulo, Rio Grande do Sul, Porto Alegre, Pelotas, Lisbon, Oporto, New York, Buenos Aires and Rosario de Santa Fé.

Agents in Paris, Hamburg, Antwerp and Genoa. Correspondents throughout Italy.

Letters of Credit, telegraphic transfers and drafts on the principal towns throughout Europe and Brazil.

Deposits received and every description of Banking business transacted.

WATER FITTINGS

Entirely New Stock at Further Reduced Prices.

The Public are invited to visit the Show-rooms of the Montevideo Waterworks Company, 66 Plaza Zabala in communication with 126 Calle Sarandí, and to compare prices.

BATHS.—Porcelain enamelled, Metallic enamelled and Japanned Cabinet Baths, Needle Baths;—many different kinds in stock from \$28 upwards. Also shower-bath roses of all kinds from \$1 upwards.

LAVATORIES.—An immense variety of all kinds and sizes; angular, round-fronted, square and oblong, plain, white or painted; at from \$5 upwards. Lavatory ranges with 2 or 3 tip-up basins. Lavatory stands, walnut or cedar. Ship's Lavatories. Cast iron porcelain enamelled Lavatories, several kinds. Plug basins of various sizes. Wall Lavatories, etc.

WATER-CLOSETS.—Several hundreds of the most modern and approved styles. Painted, Marbled, White, and Cane and White, in one piece from \$5 upwards. Pans and traps, two pieces, from \$1.90.

WATER-HEATING FITTINGS, by Gas or Coal, for Baths, etc.

BIDETS (improved).—Pedestal form, with or without Spray and other fittings. Bidet basins only from \$2. Mounted in cedar from \$7.

KITCHEN SINKS, Enamelled fire-clay, or porcelain cast-iron from \$7.80.

TILES, of all kinds for Kitchens and bathrooms.

CISTERNS, for Water-closets, with syphon preventing waste of water. Tanks of galvanised iron from 40 gallons upwards.

GARDEN HOSE, annealed and unannealed, 1/2 inch, 3/4 inch and inch. India rubber piping at from 45 cents the metre.

FIRE HOSE, leather or canvas. Play-pipes with roses, jets and spreaders, for garden hose. Automatic sprinklers, etc.

TAPS, of all kinds and at all prices; also iron, clay and lead piping. Douche apparatus, fountain jets, unions. Traps of lead, iron and clay. Fittings of all kinds for baths, lavatories and sinks, and every requisite for all kinds of installations.

REPAIRS, fixing pipes and fittings, attended to on the shortest notice by staff of experienced workmen.

Terms strictly moderate, and work guaranteed.

AMY & HENDERSON

"TIENDA INGLESA"

Calle CAMARAS 162

SPRING AND SUMMER

The finest selection in this City of New Season's Goods for Ladies, Gentlemen and Children, in the latest fashions and materials.

Dress goods in the newest materials, shades and patterns.

Linen, Underwear, Hosiery and Haberdashery.

PORTABLE MOSQUITO NETS, a new and indispensable comfort.

Mazawattee Tea.

WHISKIES for all Tastes.

T. F. Ashe & Nephew's R. B. (Reserve Blend) The finest Whisky that comes to this country, being a judicious blend of Highland malt and Lowland grain, perfectly free from fusel oil, and thoroughly matured by age.

Ross & Cameron's H. B. Whisky (Lovers' Blend) A Blend of twelve of the finest Highland barley malts. Especially recommended to persons suffering from indigestion or dyspepsia.

Robert Brown's (Limited) Four Crown. A well-matured and soft spirit, exported perhaps in larger quantities than any other brand, and which has figured prominently in the war with the Transvaal as "A Powerful Peace-maker."

Cochran & Co's Belfast Ginger Ale, Champagne Cider, Sloe Gin, and Crawford's Edinburgh Biscuits, Old Tom. All the above to be obtained through any respectable grocers, or wholesale from the Agents:—

Hoard, Harley and Co.

CALLE ZABALA 174, MONTEVIDEO—TELEPHONE URUGUAY 481.

CRANWELL.

ENGLISH CHEMIST.

Attended personally by Mr. O. Cranwell, Pharmaceutical Chemist, English spoken.

Complete assortment of English and American Patent Medicines, Toilet preparations and other specialities.

CALLE 25 DE MAYO No. 215.

QUEEN VICTORIA MEMORIAL FUND.

At a meeting of British Residents held at the London & River Plate Bank on 23rd inst., the undersigned were named to arrange for carrying out a permanent memorial to Her Majesty the late Queen Victoria.

It has been decided that this memorial shall take the form of a statue to be erected in the Victoria Hall or British Cemetery, the site to be determined at a future meeting.

The undersigned solicit subscriptions for the above worthy and patriotic object, and will receive the same at their respective offices; they would further add that any lists being sent round will bear their signatures.

Montevideo 28th January 1901.

W. Murray Wilson, Rincón 67. — E. M. Byrne, Cerrito 124.

J. J. Hore, Misiones 130.

LIST OF SUBSCRIBERS.

The Montevideo Water Works Co. Ltd.	£ 25	E. B. Cooper	£ 2
The Montevideo Gas Co. Ltd.	25	W. H. Smart	2
The Agency Co. of Uruguay Ltd.	25	Geo. H. Cooper	2
Wilson Brothers	25	River Plate Land and Farming Co.	5
Christophersen Brothers	25	James Gardner	5
Carlisle, Crocker & Co.	25	John Adams	10
Barclay, Mackintosh and Co.	25	J. R. Bell	2
Liebig Co.	25	E. D. Trimble	1
Richard Haynes	100	Geo. E. Still	1
William Lyons	100	Geo. Lloyd	1
C. R. Horne and Co.	20	E. J. Somerville	1
Williams and Co.	20	John Darragh	2
Arthur V. FitzHerbert	20	W. S. Mosser	2
Mrs. Collado	20	Thos. Doyle	2
Bell, Towers and Co.	20	Edward Proust	2
Amy and Henderson	20	R. J. Evans	2
John Shaw	20	P. Cophrae	2
Wilson Sons and Co. Ltd.	20	R. Crawford	2
F. Hudson	20	J. Goodwill	2
W. Murray Wilson	10	John Pratt	2
John J. Hore	10	Henry Harley	10
E. M. Byrne	10	J. FitzPatrick	10
C. J. Nuttall	10	Doctor A. Mullin	5
J. Mackenzie	10	Wm. J. Sloane	5
W. Kerr Connell	10	George Bordes	5
John Oldham	10	John M. Bruce	4
J. G. Ingouville	10	De Winton Lyons Montgomery	2
Wm. Gaiway	10	Mr. and Mrs. T. J. Ashe	2
H. Lamond	10	Thos. R. Stevenson	50
Thos. F. Lane	10	Dury Hermanos	2
James Farrell	10	F. S. Hooper	1
H. A. R. Hervey	10	C. S. Grant	1
Edw. Cooper	10	William A. Davis	1
A. B. Powers	10	Arthur Davis	1
A. G. Macadam	10	John N. Morton	1
Wm. Wilson	10	T. M. Temple	10
A. Tring	10	A. Marshall	10
P. H. Scott	10	R. C. T. Moor	20
Edwin Jones	10	E. M. Moor	5
N. Goddard	10	A. M. Frederick	1
H. McIntosh	5	P. D. Chater	1
Wm. F. Adams	5	J. Pickering	1
H. E. Murrell	5	J. B. Davies	1
Hoard, Harley and Co.	5	H. P. Coates	10
J. J. Murray	5	P. Sedgfield	20
Edw. Byrne Jr.	5	W. C. Heritage	1
Edw. Richards	5	J. H. Harstead	5
F. B. Hill	5	J. D. J. Evans	2
James A. Oldham	5	J. D. J. Cossey	2
C. Perry	5	J. Best	2
Hy. C. Ayre	5	J. N. Broughton	2
E. M. Stanham	5	E. K. Broughton	1
J. T. Edge	5	P. L. Malcolm	1
J. G. Hagenbach	5	Wm. Decker	2
S. F. Handcock	5	A. Du Val	1
Dr. Thomson	5	T. R. Hughes	1
Digby T. O'Donoghue	5	A. Felkenberg	0.70
P. C. Towers	5	F. Fox	1
Mackenzie M. C. Henderson	5	A. B. Stewart	1
Thos. Jeffries	5	A. J. Gordon	0.50
Mr. and Mrs. C. J. Ayre and	5	R. Patterson	2
Miss Ayre	5	R. Nugent	2
M. B. Brooks	5	W. Walker	0.60
J. Leared	5	H. Jager	1
John Sardon	5	W. Jones	2
James Fraser	5	M. J. White	1
W. H. Denstone	5	W. Cowan	1
Macgregor, Aitken and Co.	5	A. Long	1
J. W. Wright	5	J. Buchanan	1
Bentley Swindon	5	L. A. Penny	2.50
John Jones	5	John Wood	1
Charles Croker	5	James Murdoch	1
John Clark	5	E. Davis	2
McCall & Co. Ltd.	5	James McCubbin	10
James Ritchie	5	J. Graham Robertson	5
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Dr. G. James French	5	H. F. Bonner	5
John A. Easton	5	W. Oliver	5
Wm. Morton	5	D. Ramsay	2.50
W. E. Morton	5	John Christie	10
Thos. B. Morton	5	Prangas Estancia Co. Ltd.	100
H. Marshall	5	Robert Bridge	30
H. Alexander	5	Sanbach Percy Harrison	25
Fran. Gibbs	5	John McColl	2
F. Aitken Smith	5	Dr. Herbert J. Walker	2
Duncan Scott	5	A. Friend	2
A. D. Dunbar	5		
C. H. Fuller	5		
M. Vignoles	5		
P. E. Davies	5		
W. J. G. Fenton	5		
G. H. Lucas Calcraft	5		
J. Dewhurst Horge	5		
W. H. Hore	5		
J. S. Campbell	5		
J. C. Halfpenny	5		

SHORT STORY

CABINET SECRETS.

XII.—THE FIRST

LORD OF THE ADMIRALTY'S STORY.

(Continued)

"Captain Oliver Dwight had braced himself up and was speaking with animation at last. The rest of the party abandoned their attempts at good fellowship, and listened unaffectedly. 'If Captain Dwight has an object he is coming to it now,' I thought.

"Pray speak without reserve," I said.

"Two days ago I was cruising off Bahia," he went on, "when we fell in with a Spanish cargo steamer, which had come round the Horn from Chili. The captain informed me that when off the coast of Tierra del Fuego he fell short of water, and sent ashore to a rocky island to replenish his casks. At first there were no signs of inhabitants, but just as the last cask was being placed in the boat the sailors were startled at seeing a white woman come running towards them. She was dressed in the tattered remnants of European garments, and looked apprehensively behind her as if afraid of pursuit. Her fears were well grounded. Just as she reached the shore and was nearing the boat, a horde of a hundred savages burst from the jungle and seized her in time to prevent her escape. Struggling in the hands of the natives, the woman plucked a photograph from her bosom—her own picture the sailors averred— and flung it into the boat, crying out to them to send help to her rescue. The men of the cargo steamer were unarmed and few in numbers, and had to pull away to save themselves; but they shouted that they would inform the first war vessel they met. Then the woman was borne weeping into the jungle, and the men of the steamer saw her no more. There is the photograph. The original should be young, you see, and beautiful."

"Captain Dwight placed a cabinet photograph in my hand, and I felt rather than saw that the burning gaze of his hollow dark eyes was on me as I raised it to the light. Had I had time to think at all, I should almost have imagined it—has struck me so since—that in his desire for my co-operation he was eager to note the effect of that beautiful face upon my senses. God knows there was no need for doubt, for the face that smiled up at me from the soiled and sea-stained card—the face of the desolate captive among those worse than brutes—was the face of Gertrude Palliser—my Gertrude—whom I thought to be safe at home in England, waiting hopefully till the time when I should return to claim her as my wife. The photograph was a duplicate of the one hanging up in my cabin, attitude and everything identical, and the photographer's name on the back, to drive the last lingering doubt of this stupendous coincidence away.

"Our guests returned to their ship an hour ago, and I sit down to write you this before turning in, as it is unlikely we shall touch port again for many days. I shall send ashore by a harbour boat in the morning. No need for me to say that at dawn to-morrow the 'Iolanthe' will be speeding southward as fast as steam and willing hearts can drive her. My good officers are with me heart and soul in the enterprise, and indeed, we all desired to undertake the rescue single-handed. But that strange man, Captain Dwight, would not hear of it. When he had told his story and gained his point of securing the 'Iolanthe' as a consort, he relapsed into his old gloom manner, but he was firm in the matter of accompanying us, and I have arranged to go out of harbour in company with the 'Potomac' in the morning. The last words he said as he went over the side followed by his gloomy companions were: 'I am glad to have a consort, sir. We will start to-morrow, by your leave, on a prosperous cruise.' His boat pulled away to where the lights of the 'Potomac' were shining brightly, and shortly afterwards the hoarse word of command reached our ears as the side was piped to receive him. A curious, but I think an earnest man is Captain Oliver Dwight, and at any rate I am indebted to him for the intelligence he brought—so deeply indeed that I care not for his eccentricities. In the words of the toast, 'To our better acquaintance, and may our voyage together be prosperous.'"

Captain Tempest's mother stopped reading, and began to fold up the letter.

"There is nothing further here to shed any light on the matter," she said. "The rest consists

mainly of conjectures as to what could account for Miss Palliser's presence in that part of the world, guesses as to whether she was proceeding when she was wrecked, and why, and what ship she had sailed in."

"That is very natural," I replied. "The whole story is one of the most extraordinary coincidences I ever heard of. When did this unfortunate young lady leave England?"

Mrs. Tempest looked at me anxiously. Somehow I felt that there was more to come.

(To be concluded in our next.)

Alfred B. Hill, L. D. S.

(LATE PRINCE & HILL)

American Dentist



Laughing-gas for the painless extraction of teeth.

163—Calle Camaras—163

Esquina Buenos Aires.)

NEW AMERICAN RESTAURANT. D. Crovari, proprietor. Breakfasts and dinners à la carte or in pension. English cooking. Moderate prices. Close to the port. Calle 25 de Agosto 77, 79 and 81, corner of Colon.

SUMMER HOLIDAYS

THREE WEEKS' TOUR TO THE FALKLAND ISLANDS AND STRAITS OF MAGELLAN. Magnificent Scenery.

Return tickets issued at price of ordinary single fare by the Magnificent Royal Mail Passenger steamers of The Pacific Steam Navigation Company.

A most enjoyable sea trip of three weeks, to escape the excessive heat during the summer months in the River Plate, travelling by the most luxurious and comfortable steamers afloat, and visiting Port Stanley, (Falkland Islands,) and Sandy Point, in the celebrated and picturesque Straits of Magellan.

The P. S. N. Co's steamers are appointed to sail as under, enabling passengers to make the round voyage from Montevideo to Sandy Point and back in 21 days, calling at Port Stanley on the outward bound and homeward voyages, with a stay of 9 days at Sandy Point, as follows:

Leave Montevideo	Feb. 16th
Arr. P. Stanley	20th
Leave P. Stanley	20th
Arr. S. Point	22nd
RETURNING	March 3rd
Leave S. Point	5th
Arr. P. Stanley	5th
Leave P. Stanley	5th
Arr. Montevideo	9th

There are several first class Hotels at Sandy Point with comfortable accommodation and good cuisine, the charge being about £2 per week for room and board. SPECIAL TOURIST'S FARES during the above months from MONTEVIDEO or BUENOS AIRES to SANDY POINT & BACK, including passage by river steamer, and transportation at Montevideo:—

1st class Outside Cabin return passage £16
Do Inside Do Do £14
For further particulars apply to the Agents

WILSON, SONS & Co., Limited.

Montevideo, Misiones 117.
Buenos Aires, Reconquista 323—Rosario, S. Lorenzo 1125.

Holzappel's Compositions Co. Ltd.

(INTERNATIONAL PATENTS.)

Anti-Corrosive Composition for the Hulls of Iron and Steel vessels.

SOLE AGENTS IN MONTEVIDEO:

D. RATTI & Co. (Successors of Crosta Borelli & Co.)

111—Calle 25 de Agosto—113, Montevideo.

Importers of Naval Articles, Paints, Oils, Cotton and Canvas Sails Cloth, Nets, Zinc, Rubber, bronze, copper and iron Tubing, etc.

Ferro-Carril Uruguayo del Este

En combinacion con el Ferro-Carril Central del Uruguay.

Itinerario a regir desde el 15 de Noviembre de 1900 hasta nuevo aviso

SALIDAS	REGRESOS
Montevideo (F. O. C.)	8.00 a.m.
Empalme Olmos (F. O. C.)	11.05
A. (F. C. U. del Este)	8.30
Mosquitos (Parada)	9.00
Las Toscas (Parada)	9.30
Mosquitos	9.55
Piedras de Afilar (Parada)	10.15
La Sierra	11.05

Por Tarifas y otros informes dirigirse a la agencia de Montevideo Calle Zabala No. 72, las Estaciones ó a la Administracion.

Empalme Olmos, Octubre 15 de 1900.

Ferro-Carril Central del Uruguay

CARNIVAL

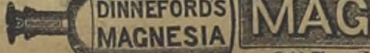
Rebaja en Pasajes

Con el fin de dar facilidades a las personas que deseen pasar los dias de Carnaval en campaña, la Empresa ha resuelto que los boletos de ida vendidos en la estación Central el sábado 16 y domingo 17 para las estaciones hasta Rio Negro, Puerto Sauce, Minas y Nico Perez serán válidos para el regreso hasta el día Miércoles 20. Montevideo, Febrero 13 de 1901.

La Administracion.

DINNEFORD'S

The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Bilious Affections.



Sold Throughout the World.

N.B.—ASK FOR DINNEFORD'S MAGNESIA.

HAVE YOUR DENTAL WORK

DONE AT THE PARLOURS OF THE WELL-KNOWN SPECIALIST

Gmo. E. HILL.

161—CALLE ITUZAINGO—161

(PLAZA MATRIZ.)

ESTABLISHED 1885.

Always Permanent and Reliable.

Only the latest, most artistic, durable methods and best instruments employed.

Crown and Bridge Work and Gold Fillings a Speciality.

161—CALLE ITUZAINGO—161

Nadie venda Muebles

Sin antes consultar las condiciones ventajosas que ofrece la casa de remates situada en la calle Sarandí No. 193a esquina Misiones, frente al Banco de Cobranzas.

MANUEL BOTTINI.

SHIP CHANDLER PROVISION

MERCHANT AND BUTCHER.

Water and Live Stock Supplied. Sole Agent in the River Plate for sale of the Charts of the Hydrographic Office of the United States of America.

ENGLISH SPOKEN

Calle Rampla 95 & 97, Montevideo.

NORTH AMERICAN ACADEMY

School for Boys.

Calle Itina 283.

Corner of Soriano (altos.)

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John W. Byers, B. A., Harvard University.

Rev. S. P. Craver, D. D., Boston University.

Adrian Machado, Glasgow University.

(Under Engagement.)

Le Roy W. MacDairmid, B. A., Albion College.

Anna J. MacDairmid, Albion College.

Preparatory Classes for the University.

Maria Arjas de Anaya.

The Academy is under the Direction of competent and experienced Teachers from the United States. A complete course in English is offered from the Intermediate Department through the High School. Classes for more advanced work will be formed as required.

Instruction in Latin, German and French.

Evening Classes offer an opportunity for the study of Book-keeping, shorthand, etc.

Pupils are required to speak English on the playground as well as in classes.

For the coming year, only a limited number of pupils will be received.

School opened Feb. 11.

Estela C. Long, M. D., Principal, Calle San José 287.

Rev. G. P. Howard, Business Manager, Calle Rio Negro 290.

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Translations into Spanish, English and German of the Regulations and Official Nomenclature for use in Consular Invoices, now obligatory for all goods shipped to Brazil.

PRICE: \$ 1.00-0.00.

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I. O. G. T.

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This Society is held at Sarandí 38, every Thursday night at 8 p.m.

For information apply at the above address.

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