

He, too, makes it his business to keep the traveller and explorer al-

every incentive to hasten to the utmost on his way. He urges on his boatmen on the river, and his porters on overland journeys. But his burning enthusiasm sometimes jeopardises the end at which he aims. For, arguing from himself that he requires no rest, he is apt to overestimate the energy and endurance of mere human nature. His cry is ever "Forward!" and, if he can compass it, no one shall rest or waste precious hours in slumber; so that his continual spurring is apt to render the harassed traveller an easier prey to the fevers that lie in wait for him. But at any rate he does fill him with a portion of his own fervid enthusiasm, and with a passionate eagerness to get his work of travelling over in the quickest possible time. But, alas! when we come to consider the reward with which his untiring efforts meet, we stand hopeless in dismay at the eternal ingratitude of the thankless human race. Bitter, unremitting persecution is his lot. His benefits are rejected with a contumely befitting the the cruelest injuries. Accusations of officious meddling, blind stupidity, nay, worse, of interested and greedy crime, are poured upon him. The little discomfort he causes in the prosecution of his noble purpose is ever before their eyes, excluding from the range of their vision its splendid results. But, steadfast in resolution, dauntless in the face of danger, he goes on his glorious path of benefiting a race that ever refuses to recognise that perfection must be purchased by pain.

THE CAMP.

(From the "Herald.")
When first to camp I came,
A truant Marinero,
I got a job they name,
In Spanish, Medianero.
My boss, an Argentine,
A sober caballero,
Sober, of course, I mean,
For an Estanciero,
Gave me a point of sheep,
A horse and one carnero,
A place in which to sleep,
Described as a tapero,
And all the pasturero.
Of one half-league puestero.
Thus furnished to engage
The world as a potero,
I bade the sea farewell
And started ovejero.
For years that lonesome bell,
By gauchos called cencerro,
Was all the sound I heard,
Save when the dog-cuero
Barked at that tedious bird
The shepherd's milonguero,
The Tero of the plain.
Alone a poor soltero!
I had to live, and fain
Be cook and carnicero,
And cheerless take my meal
Of mate and puchero,
My flock I had to lead
Of sarna and manguera,
And in the mornings cold
Fill up the beledera.
The curing in the cold
After an aguacero
Was not the nicest work.
A slippery chiquero,
World speechify a Turk!
A sheep that is molero
Just makes things circulate!
There's not a parejero
Goes quicker through a gate,
Upsetting the portero.
Ten leagues from my abode
There dwelt a poor pulpero,
Where twice a week I rode
To load up my yerbera,
Sometimes I made a trip
To bet on a carrera,
And then the yearly clip
Would bring the guitarrero,
To gladden with his lay,
My dismal paradero.
Such was the life, I say,
Worse than that of marinero,
I led for many a year,
Until a mad pampero
Knocked the horse about my ears,
As, dancing a bolero,
It tore my home away.
'Twas when the cute cordero
Arrives and wants to stay,
And that cold wind matrero,
Killed every sheep and lamb;
Even the señalero,
Was dead as Abraham,
And I, an extranjero,
Remained a pordiosero
In the land of Gideam.

HALLOWED COLOURS.

There is a tendency in human nature to sanctify colours, as it were—to devote one hue to certain feelings, conditions, or aspirations, and another to a different set. So instinctive is the association of ideas that people come to regard it as natural. Most of us would be surprised to hear, for example, that black has no real affinity with mourning—a good many would be shocked by the suggestion. There is no stronger evidence for the vulgar to prove that the Chinese are a race apart than their practice of lamenting the dead in white; they are not even consistent, for the Imperial family is mourned in yellow, its own sacred hue. So it is popularly assumed that scarlet is "natural" for English soldiers. As a matter of fact, the introduction of that colour cannot be exactly traced, but the probability is that Cromwell's Ironsides first used it; we know, however, that his Bodyguard were grey frock coats with silver belts. The earliest red regiment was the Coldstreams, in the Royal service, which Charles II. took over from the Commonwealth. Every one knows the droll passage in Moore's "Zulu" which bears upon this matter, for Macaulay quotes it—
"The French footguards are dressed in blue," says Tom Dawson, "and all the marching regiments in white, which has a very foolish appearance for soldier-kings as blue regiments, it is only fit for the Blue Horse or the artillery." You may hear just such comments now from Tommy Atkins. We chanced to be at Vienna when the garrison was reviewed, for the last time, in their historical white, and similar remarks reach-

Botica Inglesa "Hutchinson"

(ENGLISH DISPENSING CHEMISTS)

Large assortment of English, French and American Patent Medicines. Sunlight Soap (for washing clothes). Monkey Brand Soap and Sapolio. Cadbury's Cocoa, 8 ounce tins. Robinson's Oatmeal, 7 lb. tins, at reduced price.

Lapsing Souchong Tea, the very best imported in the market, in 1/2 and 1 lb. packets and original boxes of 12 lbs.—20 o/o DISCOUNT ON FORMER PRICES.

Calle 25 de Mayo, corner of Calle Ituzalgé.

Sucursal—Calle Rivera, corner of Calle Defensa.

ed us on all sides. At the same time an æsthetic chamberlain suggested—or was charged with suggesting—that the noble Magyar Guard should abandon their rose and scarlet in favour of some more congruous tints. Every gentleman in Hungary was rousing himself to energetic protest when an official paragraph declared that such desecration had never been thought of. It would be a pity indeed if the varied and brilliant uniforms of the Austrian Court were toned down.

Every civilised race probably sanctified a certain colour, or a combination, to the use of the Royal gens in the day when a king represented the nationality. The most renowned among these, of course, is the Roman purpureus, of which tint we only know for certain that it was not purple. Romans used the word to express anything bright—perhaps glitter was essential. Thus we have purple snow, purple narcissi, purple cars; Virgil even asserts that somebody vomited his purple soul. However, the hue purpureus, whatever it may have been exactly, was sacred to the Imperial House, and to wear it was high treason. After the disaster of the Marcomannic war Aurelius held a sale of the Imperial effects—furniture, ornaments, works of art—the whole plenishing of all his places. What an auction was that! Connoisseurs and collectors may write in their sleep as they dream of its priceless lots! It lasted two months. But before the sale could open Aurelius had to "bill" Rome and the chief towns of the provinces with an edict repealing the law which forbade private individuals to wear, or use, or possess articles of the "divine purple." The "racing colours," so to call them, of Rome, were sacro-saint—white typified winter, red the Dog-star of summer, green autumn, blue spring. The victory and the defeat of each hue year by year forestall success or disaster to certain industries.

Blue and white were the Royal colours in Persia, adopted from the Medes, and enduring till the Macedonian conquest—long afterwards, no doubt, Cyrus made an addition. When his grandfather, Astyages, was introduced to the Median king, he chanced to be wearing a purple robe. Accordingly, Cyrus adopted that colour, limiting blue and white to the cidaris, the sacred cap; the latter usage remained, but his successors appear to have worn what they liked for garments. The famous green of Mahomet is explained differently by various legends; we may believe its adoption was due to accident. The Fatimite Khalifs and the Ismaelite sect wore black in mourning for Hassan and Hussein, no doubt. But Palgrave notes a curious fact. Green, brown, and black, he says, are habitually confounded by Arabs, though of course they see the difference. Colour-blindness was unheard of in Palgrave's day, or possibly he would not have been so confident. The direct cross of white and negro, which we term a mulatto, is green for the Arab. He traces black blood through many generations after it has been crossed with pure white stock under the same old description—a quadroon is "grass-green," an octoroon "emerald," the next stage "opal." The Abyssinian Royal colour, says Bruce, was red, bordered with mazarine blue. Even negro kings claim a distinction of this sort. In Ashanti it is a special taint, which the greatest abooceer might not assimilate on pain of death in the old time. Red is the sacred colour on the Congo, as it was among New Zealanders while their superstitions remained in full strength. The process of making tapa was to paint the object red. When a Maori died, his house was reddened all over, and in carrying him out for burial the bearers stopped to rest at some spot where tree or stone could be painted red. The chiefs set up a red post to declare land or buildings tapu; their bones, stained red, were laid on a red mat, and red was the monument which preserved their fame. It is rather odd, in truth, that this most striking of colours has not been more generally adopted. The Queen of Scots, that mistress of scenic effect, showed what can be done with it to strike terror. She dressed for execution in a black satin robe and jacket. The scaffold was hung with black—black draperies covered the block. When the moment came her ladies took off the robe and jacket. Underneath appeared a bodice of crimson satin and a petticoat of crimson velvet. Then they gave her a pair of sleeves, scarlet silk, which she drew on, and stood upon the sable scaffold a blood red figure from head to foot. No marvel that the bystanders thrilled with superstitious horror.

To wear blue, never to be without iron in some shape touching the flesh, and never to cut the hair or beard, were the three essential marks of a Sikh, laid down by Gurm Govind; there is no such doleful sign, for the parist, of the decay of faith as the use of white garments now continually belied in the Golden Temple itself. Upon the other hand, blue is an abomination to the Zenidia, the famous devil worshippers of Kurdistan. Even to look at any article

painted of that colour is a sin. All peoples who follow the Sabæan cult have the same superstition more or less. Druses invariably dress in blue, and perhaps it is a tenet of their faith, as has been alleged; but we are deplorably ignorant on that fascinating subject. Yellow was the "fool's colour" throughout the Middle Ages, trimmed commonly with green, in the case of a Court jester. French executioners also had a yellow livery, but their German colleagues wore red, and English, as a rule black.—*The Textile Mercury.*

CLIPPINGS.

"It is much too soon yet," writes a Special Correspondent, "to talk about financial failure or success in connection with the World's Fair. The skeleton in the cupboard is nevertheless rattling its bones, and many persons who have invested money in the scheme hardly dare ask themselves what the end will be. The sources of revenue at the Fair are—first, the half-dollar admission fee; secondly, the money paid for concessions by proprietors of refreshment and other houses within the grounds; thirdly, the large percentage of receipts demanded by the authorities from vendors of goods. The numbers of visitors are steadily increasing, but no one will feel quite secure until an average of one hundred thousand per day is reached, and time only will prove whether, even at this figure, the financial results will be satisfactory. It does not seem to be sufficiently understood that the capital upon which the Fair was arranged is of two kinds. The amount of two millions sterling was raised by stockholders—wealthy people of Chicago and other American cities—without expectation of a penny coming back again. Another million sterling was provided by bondholders, in which some of the banks are involved, and there will be some hard language used if this last. Altogether it is likely that the World's Fair at Chicago will cost not less than seven millions sterling (pounds, not dollars). The people, however, who are quaking most at the present moment are those who have built up the suburb of hotels, restaurants, boarding and lodging houses outside the grounds. Up to the beginning of May a million sterling at least must have been expended in this newly-formed district. The premature outcry about extortion upon visitors and the backwardness of everything were a bad beginning, as quite a month was lost. The charges of fleecing, &c., up to the present time, however, may be said to be unfounded, and were largely due to false reports based upon the jealousy of other cities. As a matter of fact, the people of Chicago have not as yet manifested the predatory intentions so liberally prophesied. Some of the hotels and boarding houses have no doubt raised their tariffs, but not more than was to be expected at such a time. Chicago, in a word, has so far done neither more nor less than is done in England during exhibitions, Royal visits, and race weeks."

A Vienna Correspondent describes a Hungarian tragedy in a family connected with that of the lady-in-waiting of Queen Elisabeth of Romania whose story was so much talked about more than a year ago, and named like that lady, Vacsescu. The master of the estate of Skulya, in Southern Hungary, was married to a Roumanian lady, whom from the first he suspected of favouring several admirers. Three days ago he bribed his servant, a man named Bitzu, to take a loaded rifle and place himself in the garden within range of his young mistress's balcony window, where she was writing a letter. The man took aim and fired, and young Madame Vacsescu fell dead from her chair without uttering a cry. Just then a ball came flying from behind, and grazed Bitzu's arm. This was from the weapon of Vacsescu, who wished to rid himself of the man who knew of his crime. When he saw that Bitzu was only slightly hurt, however, he ran into the house and shot himself dead close to the body of his young wife. The servant was arrested and taken to prison. He had the hundred florins in his pocket with which his master had bribed him.

COMMERCIAL.

STOCK EXCHANGE.

Montevideo, August 8, 1893.

No change in the market. No business in Cedulas to-day. \$1000 Interior Debt went at 31. \$19740 Consolidated Debt at 32.80 to 33.40. The London quotation has improved to 32.

Sales	1st Ring	2nd Ring
\$2820 cash	32.80	
4700 August 31	33.10	
Consolidated Debt		
\$9400 tmw	33.20	
1410 cash	33.20	
1410	33.40	
Interior Debt		
\$1000 cash	32	

"Norton" Line of Steamers

FROM ROSARIO, BUENOS AIRES AND MONTEVIDEO TO NEW YORK CALLING AT RIO JANEIRO ONLY.

BI-MONTHLY SAILINGS FROM MONTEVIDEO
The s.s. "MOUNT LEBANON."
Of 3,000 tons,
Will be dispatched from Montevideo on 1st September for
RIO DE JANEIRO and NEW YORK direct.
FOLLOWED BY THE
Steamer "DELCOMYN" 16th Sept.
Steamer "BASUTO" 1st Oct.
For rates of freight and other particulars apply to the Agents—
WILLIAMS & CO. Cerrito 122.

Oriental & Platense Telegraph Co.

Calle 25 de Mayo, Corner of Zabala, opposite English Bank.

Direct Communication with Brazil and all parts of the Argentine Republic.

INTERNATIONAL TELEGRAPHIC CONFERENCES.

Telegrams for Europe and North America by three distinct routes.—

Via Galveston, by the Central & S. American Telegraph Co.
Via Recife, by the S. American Telegraph Co., and the Brazilian Submarine Telegraph Co.
Via Antilles, by La Société Française des Câbles Submarins.
There will shortly be a reduction of the tariff for all parts.
E. JONES, General Manager.

SELECT A LIFE OFFICE THAT GIVES A MAXIMUM OF SECURITY and a reasonable return for money invested

The Standard Life Assurance Co., Edinburgh.
Is one of the **STRONGEST, most PROSPEROUS and INFLUENTIAL** Life Assurance Institutions in the World.
Funds £7,800,000 stig. Annual Revenue £1,100,000 stig.
Assurances in force 222,438.181 stig.
Claims paid £1,500,000 stig.
BONUS ADDITIONS already distributed £5,500,000 stig.
SPECIAL ADVANTAGES.
Absolute security, present and future
LOCAL BOARD for acceptance of proposals and **GRANTING POLICIES**
without reference to Head office.
IMMEDIATE payment of established claims
Most liberal conditions.
Lowest possible rates consistent with **PERFECT SAFETY** and a certain profitable return to the Assured.
For prospectus and full particulars
Apply to, B. LORENZO HILL, Manager, 133 Zabala, Montevideo.

EXCHANGE.	Bank.	Commercial.
London 90d/a. 50 3/4	51-51 1/16	
Paris 90d/a. 53 1/2	53 1/2	
Antwerp 90d/a. 53 1/2	53 1/2	
Rio Jan. 19800	20300	
Buenos Aires 1/2 dis.	1/2 dis.	
Discount 1/2 o/o		
VALES. con.		

BUSINESS NOTES.
—Gold opened in B. Aires yesterday at 338.50 and closed at 342.
—Exchange upon London was quoted in Rio yesterday at 11 1/8 per milreis firm.
—Some 4750 bags wheat from Canolones, Rodriguez and San Jose were sold yesterday at \$2.30 to 2.40 per 110 kilos, 200 bags maize at \$2.40 per 104 kilos.
—The "Cosmos" brought yesterday from Salto \$271 to F. Lauza, \$6000, to London, Bank, from F. Bentes \$102 to Marexiano, \$158 to J. Molino, from Mercedes \$1000 to L. Gaminara, from B. Aires \$50 to P. Christophersen, \$643 to W. Bossut, \$2000 to B. Tejada. Total \$10,225.
—The "Rivadavia" brought from F. Bentes \$420 to P. Bolondo.

Buenos Aires, August 8.
Gold, cash, 340.50.
Do. end of month 340.
Empréstito Nacional Interno, cash, 75.60.
Fondos Públicos 1892, cash, 70.50.
Consolidada Municipal, cash, 71.50.
Deuda Municipal 1882, cash, 62.50.
Banco Hipotecario 40 % pago, cash, 35.
Cedulas 8 o/o, cash, 25.90.
Do. M. and P., cash, 26.
Do. E. Nacionales, cash, 90.
The Eolo sails.

MARITIME

ARRIVALS AND SAILINGS.
Montevideo, August 8, 1893.
—Sir. Cosmos from Salto, 142 pass.
—Sir. Rivadavia from Salto, 45 pass.
—Sir. Messapia from Rosario, for Genoa.
—Sir. Ortega from Bordeaux, 17 pass, for B. Aires.
—Sir. Bellagio from Liverpool, for B. Aires.
—Sir. Ciudad de Porto from Rio Janeiro, for B. Aires.
—Sir. Cyrene for Antwerp.
—Sir. Zenobia for Campana.
—Sir. Siddons for B. Aires.
—Sir. Rio from Hamburg.
—Sir. Re Umberto for B. Aires.
—Sir. Indian Prince for B. Aires.
—Sir. Diolbah from Marseilles.
—Sir. Cosmos for Salto.
—Sir. Labrador for Salto.
—Sir. Mercedes for Asuncion.

MAIL STEAMERS.
LEAVING TO-DAY
—The str. EOLO will leave TO-DAY for Buenos Aires and intermediates to Salto. Correspondence at G. P. O. till 4 p.m. maritime agency 4.30 p.m.
—The str. RIVADAVIA will leave TO-DAY for B. Aires and intermediates to Salto. Correspondence at G. P. O. till 4 p.m. maritime agency 4.30 p.m.
—The str. LA FRANCE will leave TO-DAY for Rio Janeiro and Marseilles. Correspondence at G. P. O. till 2 p.m. maritime agency 3 p.m.
—The str. ISIS will leave TO-DAY

PACIFIC STEAM NAVIGATION CO.

FORTNIGHTLY LINE OF STEAMERS BETWEEN LIVERPOOL, THE RIVER PLATE, and VALPARAISO

New Accelerated Itinerary

FOR EUROPE	FOR THE PACIFIC
Galicia Captain A. J. Cooper. 10th August, 1893. for Rio Janeiro, Lisbon, Vigo, Bordeaux, Plymouth and Liverpool.	Orcana Captain F. E. Kite 14th August, 1893. for Sandy Point, Coronal, Talcahuano, and Valparaiso.
Britannia Captain H. Brown 24th August, 1893 for Rio Janeiro, Bahia, Pernambuco, Lisbon, Bordeaux, Plymouth and Liverpool.	Iberia Captain G. Massey 30th August 1893. for Sandy Point, Coronal, Talcahuano, and Valparaiso.

The s.s. "Orellana" and "Orcana" will not take second class passengers.

During yellow fever season in Brazil next year every alternate steamer sailing from Europe will come DIRECT FROM LISBON without touching at Brazilian ports, so as to avoid quarantine in the River Plate.

Every steamer carries a Doctor and Stewardess.
The Steamers are all 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.
THROUGH TICKETS to New York granted in connection with the fast and magnificent steamers of the Cunard Line from Liverpool.
Through tickets issued for all ports on PACIFIC COAST, CANADA, AUSTRALIA, &c.
For fares, freights and other details, apply to the AGENTS.—
—WILSON SONS & CO. LIMITED—
MONTEVIDEO, Solis 55; BUENOS AIRES, Reconquista 308.
SANTOS, RIO JANEIRO, BAHIA, PERNAMBUCO, and ST. VINCENT, C. V.

LLOYD BRAZILEIRO

LINEA DEL SUD
Salidas los días 1, 12 y 25 de cada mes
EL EXPEDIENTE PAQUETE BRASILEIRO
SANTOS
Saldra el 12 de Agosto, a las 5 p. m. con destino a Rio Grande, Pelotas, Porto Alegre, Santa Catalina, San Francisco, Itajahy, Paranaigua, Antelina Cananea, Iguapé, Santos y Rio de Janeiro.

LINEA DE MATTO GROSSO
Salidas, los días 12 y 27 de cada mes.
Servicio con los vapores "Rápidos," "Diamantes" y "Ladarios."

RAPIDO

Saldra el 12 de Agosto a las 5 p. m., con destino a Buenos Aires, Rosario, Paraná, La Paz, Esquina, Goya, Bella Vista, Corrientes, Asuncion, Cumbá y Cuyabá.
Recibe pasajeros, carga, encomiendas y dinero a flete.
Por informes dirigirse a la agencia.
129—CALLE PIEDRAS—129.
HENRIQUE SA.—Gerente.

Shaw Savill and Albion Company Limited

FLEET OF STEAMERS
Ionic **Doric**
Coptic **Arawa**
Tainui
The magnificent and comfortable steamers of this Line call at Rio Janeiro on their homeward voyage from New Zealand for Plymouth and London, once a month. All the steamers carry 1st, 2nd, & 3rd, class passengers and are illuminated with electric light.

STEAMER	TONS REG.	TO SAIL FROM RIO JANEIRO
ARAWA	5,026	July 14
COPTIC	4,448	Aug. 11
IONIC	4,763	Sept. 8
TAIUI	5,081	Oct. 6
DORIC	4,784	Nov. 8

Through fares from Montevideo to London 1st class 2/6—2nd, 2/0—3rd, 2/2
For further particulars apply to
WILSON, SONS & CO. LIMITED
AGENTS
Montevideo, Solis 55.
Buenos Aires, Reconquista 308.
and Rio Janeiro 97 pm.

Mensagerias Fluviales

DEL PLATA

"HELIOS"

Sails from Montevideo every Monday, and returns on Sunday. The Oriental Steamer
"MONTEVIDEO"
Sails every Friday for Buenos Aires
Palmar
Dolores
Fray Bentes
Gualeguaychú
Uruguay, Paysandú
Villa Colon, Guaviyá
Concordia and Salto.
Arrives from Salto and intermediates every Thursday. These commodious steamers take passengers, cargo, parcels and specie for all the above points of call.
The steamer LABRADOR sails every Tuesday for La Colonia, Conchillas, Dolores, Nuevo Berlin and ports on the Uruguay without calling at Buenos Aires. Takes passengers and cargo. Returns on Sundays.
For further particulars apply to the agent—
—ERNESTO JULIA
173—CALLE PIEDRAS—173
189pm.

DECORATIONS

OF ALL CLASSES
For Ballrooms, Drawing-rooms, Patios, etc. in town and country. Every kind of decoration and adornment fixed by competent and experienced workmen. Flags, trophies, mirrors, furniture, etc. on hire.
Don Benito Lusardo
220—Calle Andes—220
ENTRE 18 DE JULIO Y SAN JORGE
TELÉFONO "LA URUGUAYA" 246

Lampert & Holt's Line

LIVERPOOL, BRAZIL & RIVER PLATE STEAMERS

Regular service between Antwerp and the River Plate.

The steamer

BELLENDE

will sail the 7th August for ANTWERP.

The steamer

CYRENE

will sail the 7th August for ANTWERP.

The steamer

BUFFON

will sail the 8th August for ANTWERP and LONDON.

The steamer

SIDDONS

will sail the 9th August for BAHIA and LIVERPOOL.

The Company's steamers leave Rio Janeiro regularly every Saturday for New York.

Agents in Montevideo

C. R. Horne & Co.
Calle Piedras 138.

LA PLATENSE

FLOTILLA COMPANY LIMITED

ITINERARIO A REGIR HASTA NUEVO AVISO

SALIDAS DE MONTEVIDEO

Domingo	Sin salida.
Lunes, Eolo	para B. Aires y Salto.
Martes, Cosmos	para B. Aires y Salto.
Miércoles, Eolo	para B. Aires y Salto.
Jueves, Olympo	para Asuncion
Sábado, Minerva	para B. Aires y Asuncion.

144—Piedras—144
121 pm.

