



New Advertisements

REFRESCO
HESPERIDINA

RECETA:
Hesperidina 2 cucharadas
Azúcar refinada 1 cucharada
Tielso 1 onza
Agua fresca 1 vaso.

Hesperidina
Azúcar refinada
Tielso
Agua fresca
Mezclense según arte, así tendrá el refresco de los refrescos.

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Los que no gustan usar hielo
podrán sumerjir una botella de Soda
en un algibe hasta que se enfrie y
mezclandola según su gusto con Hesperidina
tendrán un refresco de los
mas saludables.

HESPERIDINA
CON
SODA

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REMATE.

FOR
BALBIN Y PLOWES.

En la casa habitación del Sr. Don
Edmundo Zimernann calle Caceres
1000 Calle de Chacabuco, quinta del
Sr. Gonzalez Moreno.

MUSICA EN MONTEVIDEO!
MAS BARATA QUE EN EUROPA.

U N MATRIMONIO sin hijos se ofrece para
cuidar una casa. Pídenlo en la imprenta
del "Standard" con las iniciales F. J.

WANTED, Moulders and Fitters, at the
Glasgow foundry of
PHILIP SCHWIZ,
Near the Casa Anacalla.

ENGLISH SEMINARY.
241 CALLE YUCUMAN.

WANTED, a good male or female COOK.
Apply to E. T. M., at the Office of the
Standard. 1427

REQUIRED at the British Academy, Calle de
Bohior No. 149, an English Master and
English assistant. Also a French Master and
French assistant. Apply by letter, stating
abilities and salaries. r 175 3p 427

FOR THE SEASON.
ALL sorts of Carriages and Tilburys, of the
newest construction, generally adapted for
camp use, also a good lot of working carts, w
th
one or two poles, with or without elastics, are at
hand in my yard, Calle Buen Orden No. 311.
r 174 3p 427

DWELLING HOUSE—To let a 4 room
house
corner of Libertad and Cordoba. Apply
at the store underneath.
169; 3p 427

THE Office of Moller & Co. has been re-
moved to Ayres, Corrientes No. 61.
174; 3p 427

BUENOS AYRES BRITISH CHURCH'S
PROVIDENT ASSOCIATION.
Members are hereby informed that owing to
the holidays the monthly payments will be re-
ceived by the Treasurer on Wednesday 2nd January
1872, at the usual time and place.
J. JORDAN TRAEEL,
Hon. Sec.
158; 3p 427

COMPANIA DE NAVEGACION
A VAPOR.
RIO DE LA PLATA.
Vapor Nacional TALAGUAY.

HOY, para Rosario, San Nicolas, y escalas en
combinacion con el Ferro-Carril del
Norte, desde el Tigre, por el tronco sale de
26 de Mayo, a las 7 de la mañana, con el Gran
Rebajado Precios el vapor "Edward Everett".

MARTE, para Montevideo, a las 6 de la tarde
el vapor America. A los pasajeros de ida y
vuelta se les dara, a una rebaja de 20 p.
Recibo cargo, pasajeros y encomiendas.

LETTERS.
A R Hayman, A. Murray, Smith, Chalmers,
Merry, R W Stone, Annandall, Buchanan,
Bateman, Davis, Tallon, Barrett, Skinner, Z S
Collon, Rahlstedt and Co, R Martin, Bateman,
Dawson, Mrs. Holford, Munro, H F Tren-
tendell, G. B. Wright, Barton, S. Nock,
Bracken, H T Bullock, G Wright, Lou
Fischer, Trenckenfeldt, A J Sharpe, C Hoarson,
Escarra, Gird, Browning, Mrs. Burns, Murray,
Goodhall, McGinn, McKinnon, Collins, Spencer,
Mrs. John Wigley, Miles.

SUBSCRIPTION TO THE "STANDARD"
DAILY, per annum..... \$6
WEEKLY..... 25
PACKET EDITION, Single Copy..... 2
Do Do mailed (from office, in-
cluding postage (per annum)..... 41
Advertisements per line per day, 51 mg.
Do WEEKLY, one insertion, 55
Do Permanent at conventional rates.
"Standard" Office, January 1st, 1872.

The Standard.
"Nil falsi asidem nil veri non audiam dicere"
CICERO.

WEDNESDAY, DECEMBER 27, 1871.
Special Telegram for
"The Standard."

LOSS OF THE AMERICA.
Monday, Noon.
No exact list of lost and saved yet.
Many passengers supposed to be lost
at Saladero in Cerro.

Laboratorios
DE LA
HESPERIDINA.
BUENOS AYRES,
Calle Maiyu 312 a 316.

MONTEVIDEO,
Calle Solis 37
RIO DE JANEIRO,
Rua Carvalho de Sa 38.

M. S. BAGLEY.

Ackerley lost 3 children; Arocena,
2; Beare, Larrazabal and wife, and
Escarola, Delarue, wife and son lost.
Saved—Glover, Ackerley and wife,
Livingston, Billinghamst, De Lisle,
Rohd and family, Darius Becar.

The following is the list saved sent
up by Argentine Consul—
Comisarios America, G. Chuciotta,
Delarue, F De Lisle, F Esteves, Jose
Ferreira, L. Tiscornia, L. Franca
Miguel, Carpulo, I. Gomez, Glover,
Giralde, Giovanni Giroloani, F D
Iken, D Lapida, E Linclater, R. Lopez,
I. Larrain, Lindmark, Adela Zavalla,
G Livingston, Sra Marco del Pont, A.
del Pont, Juana Marin, A Martine,
E Otero, Juan Puig, F. Moragas.

O. Perez, G. Parodi, J. Ponder,
Von Roon, official Prusiano, A Roll,
Sra. y tres hijos, Reynald y senora, C.
G. Redmond, G Serois, L Stona y
Carranza, L. Freresi, F. Touris, L.
Poffina, J. Pedro Souza, T Roth, M.
Garay, J. Conja, J. Ciccio, V. Fernan-
dez, F. Minuto, Vololini, S. Canstatt.
P. Arrieta, Aymerich, Artagabea-

tea, C. Ackerley, y Senora, Alejo
Arocena, Dario Becar, P. Burmeister,
Comandante Bossi, D. Aluso, Dom-
ingo Buseyti, L. Billinghamst, German
Burmeister, C. Barviere, J. Castro,
S. C. Torcuato Villanueva, A. Vir-
gilio, A. Pitorilo, I. Zeballos, A. Viale,
V. Fernando de de Intre, A. Viterba,
V. Gayuche, A. Radicinia, D. Alouzo,
M. Cañone, and 11 of crew.

Iken who comes to manage Zimmer-
man's, safe, but of course lost every-
thing.
Mr. Carlisle and Mr. F. Davis went
on board America, found her crowded,
tossed up whether to go in her or
Villa del Salto, latter vessel won and
they were saved.

The fighting for planks was horrible.
Scarcely a passenger up on board
the America when the disaster oc-
curred. In ten minutes the vessel was
one sheet of flame.

Pilot of the Humboldt told the
captain it was impossible to cross the
Bank and go back.
Humboldt too far off when the fire
was seen, to discern whether the fire
was on shore or not.

No blame to be attached to the Cap-
tain.
Telegraph office Montevideo so crowd-
ed can hardly get in.
Wife and son of Delarue, sail maker
Calle Cangallo, lost.

LATEST FROM EUROPE.
Cordillera arrived with Lisbon dates
to 5th inst.
Nothing new in English politics.
Prince of Wales better.
Balestrini Cable Company from Por-
tugal to Brazil organized.

Belgian Ministry fallen in conse-
quence of public discontent. M. Thiers
forming new Cabinet.
Resolved to change seat of French
Government from Versailles to Paris.

Tumors of war being imminent be-
tween Austria and Germany in alliance
against Russia.
Nothing new from Spain.

North American naval expedition
seen in Cuban waters.
English intervention rumoured in
last telegram. Not known whether in
Cuban or Russo-Prussian affairs.

Bank of England discount 3 1/2.
Produce markets firm.
Paragonian loan 4 1/2 prem.

New York, 22nd—Whole stock of
River Plate wools sold.

AWFUL STEAMBOAT ACCIDENT
BURNING OF THE AMERICA.
ONE HUNDRED LIVES LOST.

It is our painful duty to record one
of the most astounding disasters that
has ever occurred in the River Plate,
and which has thrown a gloom over
our city during the Christmas holi-
days owing to the great loss of life
with which it was attended. The
splendid steamer America, so long
known as a floating palace, on the
passenger line between Buenos Ayres
and Montevideo, left our port on Sa-
turday evening (23rd inst) with a
large number of passengers, most of
them going for the two days' vaca-
tion to Montevideo, and the Germans
in particular in invitation to a grand ball
there on Christmas night. There were
a number of English and others accom-
panied by their wives and children,
and the total number of passengers
could not fall short of 200, besides the
crew.

At the dead of night an explosion
was heard which woke up most of the
passengers, who rushed on deck to
learn the cause, but Captain Bossi
quieted their fears by saying "that a
stube had broken, which would oblige
them to cast anchor for an interval,
and the only unpleasantness was that
they should not reach Montevideo
'till perhaps mid-day". Many return-
ed to their beds and even fell asleep,
until half-an-hour later a terrible cry
of "Fuego" rang through the ship,
while the flames were bursting forth
from the aft-part, near the ladies' sa-
loon. The scene which followed
defies description. In less than four
minutes the ship was wrapt in flames,
the passengers struggling in agony
between fire and death by drowning.

Where was Capt. Bossi? Where
were the crew? Why were not the
boats lowered? The captain, when he
saw the flames, exclaimed "Sacra-
mento!" and was soon afterwards seen
in the water. The crew had escaped
with a few of the passengers in the
only available boat; the other 5 life-
boats could not be lowered, and it is
even said they had not been lowered

for years; ineffectual efforts were made
to cut them from the davits, but the
flames rose so rapidly that in the panic
no other means of safety could be
found but such as planks or spars of
wood. We hear of deadly struggles
with knives for even these frail sup-
ports, and life belts were snatched
from the weak hands of women; re-
volvers were drawn and two or three
persons shot. Husbands perished
trying to save their wives, children
were drowned before the eyes of their
parents, in some cases husband and
wife went down together.

Montime the Villa del Salto was
steaming down at all speed to the
scene of disaster, and saved 66 of the
survivors, a French schooner having
picked up 20 more.

From the statements of the rescued
passengers it would appear the captain
of the America was not himself aware
of the extent or nature of the damage
done by the first explosion in the ma-
chinery. Mr. Burmeister was not sat-
isfied with Capt. Bossi's assurances
and went forward himself to see how
matters were. So did Messrs. Beare
and Carranza, civil engineers; the
former said "as we are engineers let
us go down and see what is to be
done, or if we can give assistance"
Bossi was going about busily, but it
is stated that no discipline seemed to
prevail among the crew, and rumor
spread that two men had been killed
in the explosion down below. Bur-
meister fancied he smelled flesh burn-
ing and called Bossi's attention to the
smoke, but the latter replied it was
only steam. While they were speak-
ing the flames burst out in the direction
of the ladies' saloon, aft, and Bur-
meister said "look there", to which
Bossi replied "Sacramento!" and
started off like one frenzied.

The boilers of the America had a bad
name for some time back, and on Sat-
urday night one or two of the passeng-
ers went down to see how the machin-
ery went; the engineer told them he
had 30lbs pressure, and that they could
safely stand 35. The Villa del Salto
was gaining on them, as some of the
passengers remarked to Bossi, but he
pretended to pay little attention to the
fact. The Villa del Salto passed close
to the America after the tube had
burst, and it is stated Bossi hoisted two
lights as signals of distress which were
not seen, but if he had rung the bell
Captain Morse would at once have
gone to his relief.

The bursting of the tube, as Bossi
called it, is said by competent persons
to have been more probably the burst-
ing of the main boiler; if this burst
hadwards the explosion would have
been much greater, but it downwards
into the bilge water it would scarcely
be heard. How the flames spread
just certainly remain a mystery, but
as the firemen were ordered to draw
out the coals, to prevent further disas-
ter, it is surmised that in the hurry
these coals were thrown back so far as
to set the vessel afire.

hesitation in pointing to the high ex-
cellence of our port arrangements, which
allow steamers to ply in our rivers with
boilers worn to a thinness that fairly
takes the shine out of the blade of the
finest peanfile. The boilers of the
America, we are told, were worn
down, and required repair; but how
many other steamers in our rivers have
their boilers in a similar state?

The owner of a steamer, or the cap-
tain who navigates her, is the only
party responsible to our deluded, vic-
timized public, and with mourning
carried into so many once happy homes,
and the corpses of our fellow citizens
tossing about at the mouth of the
River Plate, we are at least spared the
satisfaction of knowing that in our
society, as at present organized, none
are to blame, none answerable for the
misfortune save the captain of the dis-
aster. And how long, may we ask,
are we to tolerate this sad state of
things? Is the whole framework of
our society, after all, but a collection
of schoolboys? Have the people, in
the presence of a tragedy so stupendous,
no right to arraign the rulers of the
land for a neglect which has spread
such vast sorrow amongst us? Is the
State so poor that it cannot afford to
maintain an officer whose sole duty
should be to regularly inspect the boil-
ers of the steamers plying in the
river? There is, as we have already
said, a lesson in this terrible disaster
which subtles and saddens—subtles,
for it shows up, not the flaw in the
tube, but the flaw in our self-govern-
ment. We are unworthy of it, since
we stand convicted of neglect which
brings even homicide to our very door;
and it is this conviction, more than
anything else, which must sadden us,
since to mend a boiler is easy, but to
mend society—"Aye, there's the rub!"

Had the boilers of the America been
inspected last week, or last month, or
let us go further and say last year, the
vessel would have been at once sent
to the shipyard for repairs, since it was
notorious that they were not in a pro-
per state. But there is no man in the
River Plate whose duty it is to see af-
ter such things. May we hope that
now that the authorities must see the
awful result of such scandalous ne-
glect, a proper and competent party
will be named, whose duty it shall be
to inspect monthly all the passenger
steamers plying in the rivers. We
may thus (dearly bought though it be),
profit by the experience.

In turning to a more minute contem-
plation of this misfortune, we discover
traits which shine out in that black
night of sorrow more resplendent than
the lurid flames of the burning steam-
er. How can we find words to express
the cool heroism of Captain Morse, the
intrepid bearing of Von Roon, and
many others, the gallant devotion of
Sr. Viale, who sacrificed his own life
in saving Madame Marco del Pont;
and the self-devotion of so many hus-
bands and wives, in life and death,
which form cheering episodes in the
midst of so astounding a catastrophe.

The detailed accounts in another col-
umna need no comment on our part to
show what infamy attaches to some,
and what undying praise to others; and
among the latter we must not take all
the merit to those of Anglo-Saxon or
Teutonic race, when native Argentines
are also amongst the names accredited
for deeds that exalt Humanity, worthy
to compare with what we read of as
most heroic in the pages of history.

THE LOSS OF THE AMERICA.
There is something in this terrible
disaster which subtles and saddens.
The tragedy is in no distant sea, nor on
some ideal stage; it is real, it is at our
very door, and coming as it has at a
moment traditionally festive, derives
increased poignancy.

We want no sworn depositions, no
lengthy affidavits; the few hurried
particulars we have of the disaster are
elements amply sufficient to teach us
our shortcomings as a people and our
reprehensible neglect as a community.
Or shall we gloss the whole affair over,
and embrace the old Grecian notion of
Destiny, apart from all moral agencies?
There should have been a prop-
het, not a boiler inspector, in Buenos
Ayres to forewarn individuals of the
danger. Some such theory is requisite
to exculpate the authorities from their
share in the disaster. Fate has used
the steamer America as an engine to
work its purposes on the innocent mind
of the River-Plate public. Boilers or
no boilers, tubes, live coals, fire-en-
gines, life-boys and boats, all to the
contrary notwithstanding, no one is to
blame; the Fates will it, as is proved
by the "toss up" of Davis & Carlisle.
Flaw or no flaw in boiler or tube, the
America was doomed; and our grief,
to be eloquent, should be silent.

Who blamed the American Govern-
ment for the loss of the Arctic, or the
British Ministry for the foundering of
the President? Steamboat accidents
are so frequent and so unavoidable that
they form no inconsiderable portion
of the news of the day. Yet we do
charge the Argentine Government with
its share in this tragedy; we do
charge the Argentine Government
with a culpable neglect which, perhaps,
in a higher-toned society would make
them amenable to the verdict of a co-
mune's jury. We are appalled at the
loss of the America; the magnitude of
the disaster has stunned the public
mind, and stonned us that we over-
look the fact that, in all human proba-
bility, had proper care been taken, the
disaster could have been avoided.

Our unfeigned respect for the autho-
rities is so great that we find some

smoke to the ship's side: he ordered
his eldest son to jump off first, then
followed and caught his wife as she
fell, and then each of the little ones.
After three hours a boat picked up his
wife and children; he was left 20 mi-
nutes longer, being one of the last
picked up.

Majo. Martinez mentions some touch-
ing episodes, especially that of Mr.
Viale, who gave his two life-belts to
his nephew and Madame Marco del
Pont, generously sacrificing his own
life. Larrazabal and his wife went
down locked in each other's arms. Mr.
Ackerley saved his wife with the most
superhuman exertions, but lost his 3
children. Mr. Arocena was fearfully
burnt in trying to save himself and
his nieces. It is narrated of Madame
Marco del Pont, that she sustained her
husband for a long time over water,
and as he gradually slipped from her
grasp, she still clutched at him, and
held by the hair of his head even after
he was dead, for she said she could
not bear the idea of even surrendering
his corpse. Among those who picked
up some of the survivors was Captain
Anfaicoll, of Paysandu, an American
citizen who happened to be passenger
board the Villa del Salto.

Mention is also made of the heroism
of Sr. Ponder, who saved several of
his good swimming. Sr. Villanueva
narrowly escaped along with Madame
Marco del Pont.

It is needless to say that the surviv-
ors were treated with extraordinary
kindness aboard the Villa del Salto,
and no encomium can at all equal the
deserts of Captain Morse, whose only
regret was that Captain Bossi had not
rung his bell when the Villa del Salto
was passing, in which case all would
have been rescued. It is likely, as we
before observed, that Bossi did not
then know the magnitude of the disas-
ter, or the amount of damage down
below.

The only Englishman who perished
was Mr. Peter Beare, the well-known
civil engineer, whose first thought was
for the general welfare, instead of se-
curing in time a life-belt for himself.
During a residence of many years in
this country he had gained universal
esteem.

There can be no foundation for the
supposition of foul play, simply be-
cause the crew had the only available
boat in readiness. It is very likely
this boat was always ready for lower-
ing, more especially if it be true that
for some time back the state of the
boilers was known to be dangerous.

The statements from eye-witnesses
which we append agree in all the
chief particulars, and will be read with
painful interest.—
The engineer of the Villa del Salto
gives us the following interesting par-
ticulars of what came under his obser-
vation.—

About half past two in the morning,
whilst it was yet quite dark, we were
aroused by a fearful report, as though
the old fort at the Cerro had blown
up. Rushing on deck, we perceived
the America, about five miles ahead of
us, all in a blaze. The sight was awful
beyond description. For miles around
the sky was lighted up as clear as day,
whilst the waves, dancing about, re-
flected in a thousand shapes the lurid
glare.

For a moment all were transfixed at
the fearful grandeur of the scene. It
was only for a moment. Within the
burning planks—were more than two
hundred of our fellow-beings, many of
them intimate friends. The thought
was maddening. No mortal hand was
nigh to help but ours; if we delayed
all must perish. Thus, to considerable
risk to ourselves, all steam was pres-
sed on, and in less than half an hour
we came up to the rescue. "But what
a scene! Who shall describe it? It was
now three o'clock, with just enough
light to see the unfortunates struggling
about in the water. Most of them were
provided with life-boys; others, less
fortunate, were clinging to planks,
hen-coops, etc.; in some cases the
weight was too great for the boards,
and as some fresh arm would grasp
at them down all would go together
with a terrible death-scream. Next moment
the struggle would be renewed, with
one or two less. Often, as the planks
floated by, and we were stretching
forth a helping hand, one or more arms
would relax their hold, the exhausted
forms sinking forever from our view.
This was poor Beare's fate: By means
of a life-belt he had managed to keep
himself afloat, and was last seen head-
ing for us. His strength failed him;
he lost his balance, and rolling quite
over in the water, feet uppermost, he
sank in a few moments.

It is not true that Bossi was impris-
oned; on the contrary, picked up by
the Italian gunboat's skill, his first
impulse on reaching shore was to call
on the Chief of Police to punish four
of his sailors for dereliction of duty.
It appears that for want of ropes to
lower the boats only one was avail-
able; this Bossi ordered the four men
to man and hold in readiness for him.
They consequently lay to off the stern.
The flames, spreading, enveloped the
whole vessel. To escape being burned,
several ladies and children jumped in-
to the water and made for the boat. So
great was the rush, the boat capsized,
and seven women perished. The sailors
righted her, took in all they could—21
—and made for the shore. Instead of
being allowed to repeat this humane
act, they were at once put in prison. It
is not true that Bossi was shot or
burned, his thumb only being hurt.
Neither is it true that Von Roon saved
women and children, as with the ex-
ception of the boat above-named, there
was no way to save them.

Mr. Barnes, the chief engineer, clung

to the paddle-wheel for three hours,
being rescued in a very exhausted con-
dition. The second engineer, who only
last week swam for a bet to the Cerro
(three miles), made boldly for the
shore, but has not since been heard of.
The fighting for planks was most in-
human; it was a life and death strug-
gle, in which brute strength alone
availed; no consideration for age or
sex. One fellow was seen to stab a
woman and tear off her life-belt. He
met a speedy justice, however; being
too weak to put it on, he sank to the
bottom.

Mr. Rohle and family's escape was the
most miraculous of all. On one little
boy, thirteen years old, he strapped
two buoys, with a large bag of hard
dollars to keep his feet down. More
still, as the flames spread around, he
had to keep bobbing their heads un-
der the water to save them from the
fire.

STATEMENT BY AN EYE-WITNESS ON
BOARD THE VILLA DEL SALTO.
The Villa del Salto left Buenos
Ayres at six o'clock, followed about
half an hour later by the America. No
more notice seems to have been taken
of the America until about two o'clock
a.m., when she was observed to be
exactly side by side with the Villa del
Salto. About this time it was sup-
posed the explosion took place, setting
fire to the vessel, although nothing
was heard or seen on board the Villa
to attract attention. The officers of the
Villa, as well as several experienced
captains on board, state that had a
bell been rung, a gun or rocket fired, or
any of the usual signals made, all of
the passengers could have been saved,
as well as most of their luggage. Cap-
tain Morse on discovering something
wrong on board the America immedi-
ately turned about and drove his
steamer at a frightful speed to the
rescue. At this time the Villa del Salto
was some six or 10 miles from the
America, and quite near to the Cerro.
As we approached it became evident
that the America was on fire. Captain
Morse immediately cleared away both
boats, and detailed an officer and crew
to each; he also stationed men with
planks, ropes, with slip nooses, &c.,
along both sides of the ship to be in
readiness at the first available moment.

As we approached the burning steam-
er, the poor victims might be seen
with the glass, hanging to the chains,
paddle-boxes, or wherever they could
obtain a refuge from the devouring
element. As morning dawned the vig-
ilant eye of the captain discovered a
person floating in the water. Immedi-
ately the order to lower away the
boats was given, and the terrible ex-
citement that ensued cannot be de-
scribed. The passengers on board the
Villa del Salto became like madmen,
shouting "corage" to one, "valor" to
another, and devising means to save
the sufferers. Here the calm and col-
lected conduct of Captain Morse was
again seen. Mounting the paddle-box,
and raising his voice above the tumult
he quietly pointed out to them the im-
possibility of conducting the discipline
on board if they did not remain per-
fectly quiet, and strictly obey his or-
ders: Quietly guiding his steamer near
to the drowning passengers, ropes were
thrown to them and they were pulled
on board at once. Here the passengers
on the Villa del Salto each endeavored
to outdo the other in kindness towards
the sufferers; rubbing them down,
putting them to bed, and administer-
ing stimulants; and after they recover-
ed, generously parting with all their
extra clothing to enable the shipwreck
ed to make a decent appearance to go
on shore. Scarcely one of the wrecked
passengers had more than a shirt on,
and a great many were entirely na-
ked. The Villa del Salto cruised
round the burning vessel until seven
o'clock, when it became evident that
there were no more to be assisted, and
she steamed for the Mount.

Not a single person was seen alive
in the water by the passengers of the
Villa del Salto that was not rescued.
The total number saved by the Villa
amounted to 67, as also three dead
bodies, females. A meeting was held
on board the Villa del Salto last night
on the passage from Montevideo, and
being called to order by Mr. Billinghamst,
it was voted to appoint a committee
to purchase and present to Captain
Morse, his 1st officer, as well as the 1st
and 2nd Commissaries, each a medal
suitably inscribed and commemorative
of their gallant and humane action on
the morning of the 24th of December.

Amongst the persons saved by the
first boats of the Villa del Salto was
Captain Bossi, of the America, who
was rescued with a great portion of his
clothes on. He immediately retired to
the Captain's state room on board the
Villa, and remained there until all the
passengers had disembarked, when he
went on board an Italian gunboat.

Several of the rescued show wounds
received from the struggles on board to
possess life-preservers and to obtain
available positions on the doors, fend-
ers, &c. in the water.

MONTEVIDEO.
LOSS OF THE AMERICA.

Our special Montevidean correspon-
dent sends us the following:—
What a fearful catastrophe that of
the America steamer—about 123 lost,
burned or drowned. I have spoken
with several of the survivors, and am
enabled to give you true particulars.
It was from half-past one to two o'clock
when every one was sound asleep that
the first explosion took place. Bossi,
annoyed at the Villa del Salto over
hauling him, told the engineer to pil-

lance the steamer, and he was seen
in the water. The crew had escaped
with a few of the passengers in the
only available boat; the other 5 life-
boats could not be lowered, and it is
even said they had not been lowered

for years; ineffectual efforts were made
to cut them from the davits, but the
flames rose so rapidly that in the panic
no other means of safety could be
found but such as planks or spars of
wood. We hear of deadly struggles
with knives for even these frail sup-
ports, and life belts were snatched
from the weak hands of women; re-
volvers were drawn and two or three
persons shot. Husbands perished
trying to save their wives, children
were drowned before the eyes of their
parents, in some cases husband and
wife went down together.

Montime the Villa del Salto was
steaming down at all speed to the
scene of disaster, and saved 66 of the
survivors, a French schooner having
picked up 20 more.

From the statements of the rescued
passengers it would appear the captain
of the America was not himself aware
of the extent or nature of the damage
done by the first explosion in the ma-
chinery. Mr. Burmeister was not sat-
isfied with Capt. Bossi's assurances
and went forward himself to see how
matters were. So did Messrs. Beare
and Carranza, civil engineers; the
former said "as we are engineers let
us go down and see what is to be
done, or if we can give assistance"
Bossi was going about busily, but it
is stated that no discipline seemed to
prevail among the crew, and rumor
spread that two men had been killed
in the explosion down below. Bur-
meister fancied he smelled flesh burn-
ing and called Bossi's attention to the
smoke, but the latter replied it was
only steam. While they were speak-
ing the flames burst out in the direction
of the ladies' saloon, aft, and Bur-
meister said "look there", to which
Bossi replied "Sacramento!" and
started off like



On more steam. The engineer told him he could not do it as the boiler would not stand it. The order was repeated and obeyed. The result was the explosion. Every one crowded upon deck in their undereclothing, but Bossi told them he had anchored, and that there was no danger, and that it was only a tube had burst. Upon this many returned to their cabins. In the meantime the Villa del Salto passed within 200 yards, and although Captain Mose thought it strange he was gaining upon her so fast, he merely attributed it to something having gone wrong with the engine gear, and never thought of enquiring if she needed assistance, as no signals were made.

A passenger talking to Bossi asked him if he did not smell fire. He said no, it was only the smell left by the explosion. In a moment more the fire came crackling up. Bossi cried, "Sacremento!" and ran off. He never saw him again till he saw him in the water with a life buoy. No orders were given by anyone, no fire bell was rung, no mustering of crew at quarters. It was nothing but every man for himself. Life buoys were snatched from frightened ladies, and bloody encounters took place among the men. Dr. Dario Marco del Pont saw his son stabbed before his eyes by a ruffian who appropriated his buoy. A gentleman from Buenos Ayres named Giraldo clung to the paddle-wheels for more than three hours, along with Mr. and Mrs. Ackerley; also the Escribano Garrido with his wife. They were all dreadfully burnt. Poor Ackerley lost three children! and poor Garrido and his wife were scorched to death or drowned before assistance could reach them.

The flames from the America were so overpowering that the boat from the Villa del Salto could not approach her within 100 yards. Giraldo leaped off first, and was picked up just as he was sinking. Ackerley went next, and having obtained a good English life buoy courageously returned, and had the unexpressible pleasure of saving his wife, though in an almost dying state from burns and immersion for such a length of time. Words cannot describe her anguish at the loss of all her precious little ones, at one fell swoop.

Peter Beare, C.E., so well known on both sides of the Plate, was seen to sink exhausted, and appeared no more at the surface. He leaves a widow, in very ill health, with many children in this city. You will be glad to learn that our esteemed friends Glover and Mr. Livingstone were saved after battling three hours with the waves.

Da. Florinda Martinez Nieto, the widow of Don Manuel Inurrieta, for many years manager of Rennie MacFarlane and Co's. house in M. Video, was drowned, with her only daughter Elvira, a beautiful young lady. Her mother was taken on board, and expired shortly after.

In fine, I could fill a book with the episodes that have been related to me. You will get full particulars from the passengers saved, many of whom return home from their ill-fated trip by the steamer Villa del Salto, whose noble captain, Morse, rescued them from a lingering death; as the moment he saw the conflagration, he steamed at full pressure back to the scene of the disaster. Had it not been for this, not one would have lived to tell the tale.

And Bossi—what shall we say of him? He was the first to be picked up, with his life-buoy, all right. I would not wish to be hard upon a man in misfortune, nor prejudice him in the least; but the outcry against him is so universal that I have no doubt he must submit to take his trial.

In the interests of our ever-growing population, a searching enquiry ought to be instituted; and if there is blame, let punishment fall upon the offender with no light hand. Let us all join in praying, "From battle, murder, and from sudden death, Good Lord, deliver us!"

EDITOR'S TABLE.

The appalling catastrophe to the river steamer America was known in town by a telegram from one of the survivors early on Sunday morning. It would be impossible to describe the dreadful sensation the intelligence created as it spread through the population, and was magnified and distorted by the hopes and fears of those who told and listened to the terrible story. The Telegraph Office was besieged all day long by the friends and relatives of the ill-fated vessel, and as the wires flashed back often but the single words, "lost"—"saved," in reply to enquiries, we witnessed trying scenes of human emotion scarcely less painful than the appalling one, described to have taken place on board the doomed steamer. We give in another column the fullest particulars of this frightful disaster, gathered from the statements of survivors and passengers on board the Villa del Salto, the commander of which vessel, Captain Morse, behaved in the noblest manner, and saved himself and those who survived. As usual in such dreadful emergencies examples of heroic courage, abject cowardice, and selfish brutality were numerous. Bright amongst the former stands out the noble act of Sr. Viale, an Argentine merchant who, in the spirit of a Bayard, handed his life-buoy to Mrs. Marco del Pont, and jumping into the water with her sank to rise no more. There is no difficulty whatever in fixing the responsibility for this heart-rending catastrophe where it is due. In the first place nothing can absolve the Government for the culpable neglect it has

ever displayed in not establishing of effective supervision of the river steamers and their machinery. In the next the immediate cause of the accident was the same neglect on the part of the commander of the vessel; his madness in forcing her beyond her speed in order to outstrip the Villa del Salto, though he must have known the dangerous condition of her machinery, and worse than all his conduct in the hour of danger. Had captain and crew known of the danger they had a faint spark of the chivalry displayed by the aged Sr. Viale prevailed amongst his fellow passengers of the America, we should not have to record that out of 50 women on board only 5 were saved; that the life buoys were torn from them in several instances by brutal encounters, calling themselves men, and that stabs and shots were freely exchanged to secure a plank or a stick as a means of safety. The Christmas of 1871 will long be remembered in Buenos Ayres as the saddest, possibly, that the city has ever known. Peace to the victims! In the bosom of the Plate they sleep till time shall be no more. May their awful fate awaken the Government to a sense of its duty respecting our river navigation, for to the neglect of it this lamentable catastrophe is mainly due.

The Cordillera's mails, with Lisbon dates to the 5th, were delivered yesterday morning. The news is of a very exciting character. War is declared imminent between Austria and Prussia and Russia, but people here seem very slow to believe that the rumour has any foundation, though none but the simplest of optimists can believe that the gigantic war preparations of the three powers have been and are being made, for nothing. The last telegrams by the Gironde announced the death of the Prince of Wales, but the Cordillera's despatches that of H.R.H. is better. The mediation of England in the Russo-Prussian dispute is announced, which looks as if the affair had reached a sufficiently alarming stage. The commercial and monetary intelligence is satisfactory, and River Plate produce remains at satisfactory prices.

Sunday and Christmas Day were the hottest days since summer set in, the thermometer rising to 92 at one period on the 24th. The tramways carried an extraordinary number of passengers, and without any accident that we heard of.

Don Mariano Billinghurst arrived here yesterday morning in the Villa del Salto. We salute our old and esteemed friend on his return to his native country, while congratulating him on the brilliant success of his mission to England.

Dr. Veloz's Anglomania is bearing fruit. An ominous disposition to get rid of Argentine securities is now observable in London, and a considerable fall has taken place in the price of the Varela Loan, one large holder (being £200,000) on the market at once. So much for whispering the word *Repudiation* in Congress!

Christmas Eve was celebrated in what is erroneously called time-honoured fashion. Time, like Luna, often looks on what he should not, and drumming, fiddling, masquerading and bawling in the Christmas morn, is a custom that would be more honoured in the breach than the observance. On Sunday night the hubbub commenced, and lasted far into the small hours of the 25th, the night being rendered hideous by singing, shouting, tramway horns, and all kinds of noise in the leading thoroughfares.

The reports and statements in connection with the loss of the America take up so much of our limited space to-day that we are obliged to hold over any extracts from the English papers till to-morrow. Our London letter also will appear to-morrow.

The Gironde will sail with the French mails on the 20th, Saturday next. Our Packet Edition will be published on Friday next.

The convict island of Martin Garcia is said to be yielding to the action of the waves and waters of the mighty Plate, and the picks and powder of the Buenos Ayres contractors who require stones wherewith to lay down "petrified kidneys" in the streets of this city. So much of the harder strata has been taken away that the waves have now a marked effect on parts of the outer face of the island, and a rapid crumbling away is considered possible by some scientific men.

Fifty recently arrived immigrants went up to the Santa Fe colonies last week, and immediately found employment at very good wages. Watson, our opposite neighbour, gave a stunning lunch yesterday at the Casino to his friends and patrons. Champagne flowed like water, and a large table in the patio uttered, as in duty bound, the traditional groans of reproach against the delicacies of the season that covered it. The Bolsas and mercantile worlds were largely represented and did excellent trencher duty, the result being unsteadiness in the Public Funds and liveliness in other departments.

The rain yesterday morning had little effect on the temperature. The thermometer rose when it ceased, but the previous days' heat was not reached.

We have Astorian papers to the 19th inst, but they do not contain any of primary importance. The Cordillera brought us New York dates to the 23rd ult, the latest in town. We have no cable for extracts till to-morrow. The cable from Java to Port Darwin, Australia, has been successfully laid.

MR. BATEMAN'S REPORT.

REBUILDING OF CHICAGO.

From Chicago, all the intelligence received indicates rapid recovery from despair and a determination to go to work to rebuild the city. Rebuilding has begun in many places, and the want of skilled workmen seems to be the only limit to it. Large wages are paid, and in all parts of the country workmen are solicited to go to Chicago, while the importation of building materials into the city has opened freely. The Chicago national banks have announced their thorough solvency, have had it certified by the Treasury Department, and having all got new quarters, opened their doors for business this morning. The savings banks also declare their solvency and will pay 20 cents to each depositor asking it. The railways are running regularly from temporary stations. There is a large amount of buying and selling real estate in the burnt district going on, and a new Mammoth hotel is already planned. The city is thoroughly quiet. Many thousands of dollars of insurance money have already been paid, and the debtors of merchants are paying their debts, so that money is flowing in and thus giving the people capital to work on. For the destitute the subscriptions in America and Europe amount to about \$5,000,000 besides many valuable gifts in provisions, clothing, and other supplies. The stores are being re-opened in new places, several merchants having put up their signs on their residences. The water supply has been restored. The Chicago Tribune, Republican Journal and some others have resumed publication. Some of the fireproof safes in buildings in the burnt districts were unable to withstand the heat, and their contents were destroyed. This was the case in the Government buildings, and several of the banks. Large amounts of bank notes thus partially destroyed are being forwarded to Washington for redemption. The Tribune suggests that in reconstructing the Government buildings they be arranged in first class, and in this way much aid can be given to the telegrams from Chicago state that the subscriptions and relief have been so munificent, that for the present no further contributions of money or clothing need be sent. It is also announced that, contrary to previous reports, the wooden pavements were not burned, but that in reality they remain intact and firm, being only scorched where red hot bricks or iron fell upon them. Being firmly embedded in the earth they would not burn. A telegram from Quebec announces the forwarding from there by the military authorities of 1,500 blankets and a number of tents, and that the work of packing and shipping goods goes on continually.

A full and unshaken water supply in so hot a climate, when once the people are accustomed to the luxury of enjoying it, can hardly be taken at less than 40 gallons per head per day for all the purposes to which the water will be applied. All this, except that supplied to shipping and the small quantity which will be lost by evaporation, will pass into the drains, and will constitute the ordinary sewage of the city. It will amount, on the present population, to about 7,500,000 gallons per day, and prospectively to double this quantity, or 15,000,000 gallons per day. This again will flow or be delivered irregularly, most in the day and least at night. It will, during a portion of the day, flow into the sewers in a volume equal to its whole delivery in 12 hours, and the sewers, and the storing or regulating power they will possess, will modify this calculation, and it will probably be sufficient to estimate the maximum rate of the ordinary sewage as equal to 20,000,000 gallons per day of 24 hours.

Acting on the considerations I have thus shortly stated, and the figures I have given, the sewers have been divided into three classes. 1st. Collecting sewers, which will receive and convey both the ordinary sewage of small districts and heavy rainfalls of 12 inches in an hour. 2ndly. Intercepting sewers which will receive the sewage from the collecting sewers and one-quarter of an inch per day of the rainfall they may be conveying; anything beyond this combined quantity will flow over side weirs into wells or chambers, which will receive the flood or storm water and deliver it into. 3rdly. Storm-water conduits, which will carry the flood water of heavy rain, by short courses, direct into the river.

The sizes and declivities of all the sewers will be such, that a nearly uniform velocity will be maintained, sufficient to prevent deposit, whether the sewers be partially or wholly filled; and nearly all the main drains will be large enough to admit of examination and cleansing or repair.

Having, after much deliberate study determined the proper arrangement and general features of the system to be adopted, the lines and levels of the intercepting sewers, and all the details work out very conveniently.

One great artery, or main intercepting conduit, commencing at the Matadero del Norte, near the Recoleta, at an elevation of 28 feet above the river, will run from thence to the Mercado de Junin, and thence along the Calles Jmeal, Taleahuano, and Santiago de Estero, to the edge of the bluff overlooking the Barracas, near to the hospital by the Matadero del Sur, where the built sewer well terminate, at an elevation of 14 feet above the river, in a sluice well and chamber. At this point cast-iron piping will commence for conveying the sewage across the Riachuelo and the low land adjoining, to an outfall basin on the banks of the River Plate, to be used during high water, and to an outfall in the river. Here also may commence the conduit for conveying the sewage to land for irrigation, should that system be adopted, the elevation being suitable to the purpose.

This main intercepting sewer will receive contributions from all sides, the situation and direction of the various feeders being laid down on the accompanying plan. It will so traverse the city, and cross the valleys, as to pick up or receive the sewage from each hollow, and will cross the intervening ridges at such depths as will permit of much of the work being executed by tunnelling.

The lower part of the built portion of this sewer will have a nearly uniform inclination, for 23 miles, of 1 in 2,880, or 21 inches in an English mile. The upper part will commence at the Recoleta with an egg-shaped sewer, 4 feet high and 2 feet 8 inches in width, at which size it will be carried to Calle Cordoba. There it will be enlarged to a circular sewer of 6 feet in diameter to Calle Cangallo, and from thence to its termination, near the hospital, it will vary from 7 feet to 7 feet 6 inches in diameter. It will be proportioned, throughout its length, to the duty it has to perform, and will be capable of conveying, where largest and when full, 60,000,000 gallons in 24 hours, which will be as much as double the present population will supply, together with a proportionate amount of rainfall.

The cast-iron pipes from the end of this sewer to the river will consist of two lines, each 3 1/2 feet in diameter, and capable of delivering together 25,000,000 gallons of sewage in 24 hours. When this quantity is exceeded further pipes must be laid.

ON CHANGE. December 26, 1871. Omnes ..... 100 Patentes ..... 122 1/2 Bataones ..... 122 1/2 Nat. Bonds ..... 7 1/2 This was a dull day on Change. There was a small boom over everything, the bond market closed at 110 at 111 and 112 at 113 and closed at 114. 24,800 sold. On time there were no sales. In exchange there was a good business done; the rates were at 51 and 52. On Antwerp at 55. Money ruled today easy. There is little demand in the way of discounts, bills, or renewals at 8 to 9 per cent. for first class signatures. Messrs. Bly and Newton sold today 3500 Santa Fe bills at 21. Owing to the rain there was not much done in the Plaza. The following were the sales in the Plaza: 1000 ans of good wool 576 1100 do do 71 800 do do 78 400 do do 80 2000 do do 72 to 82

The loss of the America was the subject upon which the most varied and interesting opinions were given. The Villa del Salto passengers were on the whole, and the early part of the day was passed in hearing the different opinions. Respecting the conduct of the Captain of the America there seems to be but one opinion—better for him he had gone down with his vessel. The Engineer of the America is terribly scolded, and in the Hospital. Bossi is on board an Italian gunboat at Montevideo. The America, it appears, had no gold on board, and likely was not heavily mortgaged. She was fully insured in American companies, and returned since the Chicago fire. Owing to this truly terrible disaster, the mails per Cordillera were comparatively speaking, for a long time, kept down, and the highest rates were paid. A complete change has taken place in the London money market with regard to River Plate securities. A large amount of Argentine bonds, long in season on the market, at 200 to 250, have been sold at 100 to 150. Argentine railway shares are also in great demand. A large amount of former quotations: Northern Railway down; Buenos Ayres Great Southern down; in fact, almost all River Plate securities are in the red. The London market is said to be very serious attention was paid to the speech and the vote of the Senate on the Central Argentine Railway question have attracted the notice of the markets, public minds and talk of the day. The speech of the Argentine Minister, the agent of the Paraguayan Government who negotiated the Paraguayan loan was the Maximo Tenorio. The vote, it is said, will bring heavy numbers of specie to the Plate—1,500,000,000 Montevideo—on account of the loan of 1,000,000,000 to the Argentine Government, 1,000,000,000 to the Paraguayan Government, and over 1,000,000,000 to the Argentine people.

The following is an extract from our London correspondent's letter, dated 24th November: "The money market is easy. The stock market has been in a boom since the 15th inst. Prices of Wines and other foreign wines, but not of their own country, are higher than they were some time ago. The total subscriptions to the Argentine Loan exceed three millions. It is three times the amount of the loan. This kind of report is, however, somewhat exaggerated. The London & River Plate market has just declined a dividend of 5 per cent for the half-year ending 30th September, making 10 per cent. But the market is not so much depressed as it may appear. A report that not much business is doing in yards or elsewhere. The Eastern Argentine Railway announces the completion of the line from Buenos Ayres to Cordoba at a rate of 7 per cent per annum. About 2,200,000 in all was withdrawn from the bank for shipment per Cordillera. The market is not so much depressed as it may appear. 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SAVINGS BANK BANK MAU AND CO. 101-Calle Cangallo-103 BUENOS AYRES.

The immense advantages of Accounts Current are now generally felt and appreciated in the two great emporiums of the River Plate...

Conditions. First—The Bank receives at interest any sum from Twenty-Five Dollars currency or one Silver Dollar upwards...



The splendid National Steampacket REPUBLICA, Captain PEDRO S. FLORES.

Leaves Buenos Ayres for Montevideo every Tuesday, at Six p.m. Leaves Buenos Ayres for Salto, calling at Nueva Palmira, Fray Bentos, Gualeguyachu, Roman, Concepcion del Uruguay, Paysandú, Villa Guai, and Concordia, every Friday, at Ten a.m.

RATES. The same fares as the principal Steamers in the River. Receives Cargo for all the intermediate Ports.

For further particulars apply to the AGENTS, RUBIO AND FOLEY, and 83 CALLE RECONQUISTA—81 and 83.

NEW PATENT FENCING. Cheap, Light and Durable.

The best and cheapest way of dividing Lands, Wiring in Quintas, Gardens, Paddockes, or Meadow Lands. Suitable likewise for making Hen Coops, &c.

Also every kind of Economical Stove, by which Bachelor Camp men can cook for themselves, and otherwise dispense with housekeepers.

BOOTS AND SHOES. CHEAP AND DURABLE.

No. 19 CALLE DEFENSA. [Mr. Fleming's old Premises.] Always on hand a choice supply of the best quality for Ladies and Gentlemen.

THE LODNON ASSURANCE. INCORPORATED BY ROYAL CHARTER, FOR INSURING BUILDINGS, GOODS, AND MERCHANDISE AGAINST LOSS OR DAMAGE BY FIRE.

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THE RIVER PARANA STEAMSHIP COMPANY.

This Company will dispatch a Steamer every Month from Liverpool, for Montevideo, Buenos Ayres, and Rosario.

The fine Steamer VANGUARD, 1407 Tons, A. I. 90, at Lloyd's, Built in 1870, by MILE, of Sunderland.

THE MENZALEH will be the next Steamer to follow the VANGUARD. These Steamers are fitted with every modern improvement, and have accommodations of the best description for passengers.

RIVER PLATE STEAMSHIPS. UNDER POSTAL CONTRACT WITH THE BELGIAN GOVERNMENT.

The names of the Steamers are as follow: BONITA—GALATEA—LACYDON—ARIADNE—EVORA. This Company will dispatch a Steamer with Mails every Month for Rio Janeiro, Montevideo, and Buenos Ayres.

THE QUEEN FIRE AND LIFE INSURANCE COMPANY. CAPITAL, £2,000,000. INCOME, £100,000.

LIVERPOOL AND LONDON. Insured against loss or damage by fire may be effected with this Company on Dwelling Houses, Warehouses, Buildings, Merchandise and Goods in the Custom-house, Bonded Stores, and private stores, in the City of London, and in all parts of the Kingdom...

LONDON AND LANCASHIRE FIRE INSURANCE COMPANY. CAPITAL, £1,000,000 | INCOME, £110,000. Insurances against loss or damage by fire may be effected with this Company on Dwelling Houses, Warehouses, Buildings, Merchandise and Goods in the Custom-house, Bonded Stores, and private stores, in the City of London, and in all parts of the Kingdom...

HERREERIA GENERAL DE BUENOS AYRES.

The most central Herrera in the City. 26—CALLE PIEDAD—26. Horses carefully shod on every system, including the "GODENOUGH PATENT."

Messrs. GEARY and GREENWOOD. 41—CALLE 25 DE MAYO—44. 26—CALLE PIEDAD—26.

Select Lessons.

In the Lady's Italian Running Hand, and the Gentleman's bold, dashing, Mercantile Style. Book-keeping and Accounts by Mr. O'Dwyer, who has made upwards of 1000 good drawers since his arrival in Buenos Ayres.

GREAT NEWS FOR BUENOS AYRES.

Gentlemen's Order Clothing, at London Prices. RODGERS, BAKER, and CO. A Suit of Clothes to measure, for \$600. RODGERS, BAKER, and CO.

The only Shrieking Machine in Buenos Ayres. All Summer Materials shrank by RODGERS, BAKER, and CO.

A nice all wool Trousers to measure, \$150. RODGERS, BAKER, and CO. Bedford Riding Trousers of best London Cord, \$50. RODGERS, BAKER, and CO.

A large assortment of Woollens, specially adapted for Camp Customers. Observe the address—Rodgers, Baker, & Co. LONDON, DUBLIN, KINGSTOWN, 43—SAN MARTIN—43 BUENOS AYRES.

Frederick Dennehy, AGENT.

LA POPULAR ARGENTINA, 213 CALLE PIEDAD. Supplies parties with the Prize Deposit Actions of this Company, effects Insurances on Capital or Life, procures the Advancement of Money on Mortgages, and obtains Liberal Interest for Deposits.

Frederick Dennehy, Agent to Rent several Houses in the City and Suburbs, Cattle and Sheep in the Camp, and Estates in almost every Part of the Province of Buenos Ayres.

Underwrites the Purchase, Sale, or Renting of Houses, Farms, &c.; the Sale of Cattle and Sheep; executes Law Suits, Liquidations, Testaments, &c. Copies or translates Legal Documents, draws up Contracts, &c., and attends to all communications from the Camp.

ATTENDS Office Hours from ELVEN O'CONNOR, n. to TWO P. M. 213 CALLE PIEDAD 18.

JAMES SCHERRER—Formerly Medical Practitioner in St. Gall (Switzerland) and received in Buenos Ayres, resides Calle Maipú 73. Consultation from 8-9 in the morning and 5 in the afternoon. 51 m 7.

REMATES POR MARIANO VIVAR. JUDICIAL.

De una valiosa Estancia en el Partido de Navarro, perteneciente a la testamentaria de Don Guillermo Papsdorf y Doña Eva Cleary, y concueta por los Galpones de los Alemanes a 3 leguas Suroeste de Navarro.

El Salado 13 de Enero de 1872 en el mismo establecimiento a las 10 en punto de la mañana principiamos la venta de ganados vacunos vacunos, y a las 12 en punto en tarde se vendió el caso de la estancia con sus pastos, coto, etc. al mas alto precio y dinero de contado; por orden del Sr. Juez de 1ª Instancia, en lo civil Dr. Don Miguel Garcia Pampaloni, en lo criminal Don Miguel Garcia Pampaloni, en lo civil Dr. Don Manuel Salas, por el Establecimiento de Don Juan P. Albeida. Tiene una casa de material compuesta de ocho habitaciones edificadas en veinte varas de largo por diez de ancho con cinco de alto, cercada con muros de adobe...

DE UNA MAGNIFICA BASTANZUELA EN EL PARTIDO DE MATANZAS CUARTEL 5º Perteneciente a la Testamentaria de D. Guillermo Papsdorf y de Doña Eva Cleary.

El Merced 3 de Enero de 1872, en el mismo establecimiento a las 11 en punto de la mañana vendimos al mas alto precio y dinero de contado, un terreno de 19 ps. una uncia a la marca, folio 2000 ps. y otras memorandas como muebles etc. El remate de todos estos animales empezará por las dos tercias partes de su tasacion que importa 343,000 pesos, 2500 ovejitas mestizas finas a pesos cada una, 137 yeguas al corte de 65 pesos, 50 buegas mestizas a 300 ps., 1429 animales vacunos al corte a 110 ps. una.

Una casa compuesta de seis hermosas piezas, corredores, cocheras, y quintas con techos y cerros de cantal de losa (tallada) y de adorno abundante, pasto de material, corral, jardín etc. etc. En todo la suma de 1,250,730 frs. y no se podrá admitir oferta que no exceda de los dos tercios de la tasacion que importa 839,827.

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El mueblejo de la casa se compone de piano, sofes, mesas, villas, cuadros, litografías, y el resto de muebles, mesas de pino, lavatorio, sillones de montar a caballo, comedas con toldos, armarios, monturas para hombres y señoras, escapatorias etc.

AVVERTENCIA—Hay un contrato de arrendamiento por 174 cuerdas y media que se falta para cumplir tres años y medio que hay que restar por el que queda la compra de esta estancia, cincuenta cuerdas de la estancia San Martin tres años. El día del remate a la legada del 2º de Enero habrá carrujes en dicha estancia para conducir a las personas que se interesen en la compra.

NOTA—En la escribania de Don Manuel Salas, Calle del Peru No. 56 estan los títulos, planos, contrato y tasaciones para que se impongan los intereses.

El Martes 23 de Enero de 1872, en la misma casa donde edita los bandos. A las 11 de la mañana se vendió el menaje de dicha casa y a las 3 en punto de la tarde se vendió por orden del Sr. Juez de 1ª Instancia en lo civil Dr. Don Miguel Garcia Pampaloni, en lo criminal Dr. Don Manuel Salas, por el Establecimiento de Don Juan P. Albeida. Tiene una casa de material compuesta de ocho habitaciones edificadas en veinte varas de largo por diez de ancho con cinco de alto, cercada con muros de adobe...

En la escribania de Don Manuel Salas, Calle del Peru No. 56 estan los títulos, planos, contrato y tasaciones para que se impongan los intereses.

2 Manzanas de terrenos alambrados se venden en venta particular situada sobre el camino de San Justo, y a dos cuerdas de la Estacion San Martin, frente a la propiedad del Sr. Ormí. Para tratar Defensa No. 178 14p d17.

BOFFI AND REISSIG. Wool and Produce Brokers.

Daily attendance at South Plaza and Corral. Letters, &c. by trappers, coming to corrales, to be left at the Casilla of Gaspar, a 245 xp n22.

The New Butcher's Shop PASO JULIO, No. 163.

Will supply Good Beef and Fresh Vegetables to the English, American, and German Captains, at the following prices: Beef, per quarter, 565 mpc. 520 mpc. Beef, per lb., 520 mpc. Captains going off with their beef, gratis.

Beef to leave the Mole at 7 1/2 m. punctually. N.B.—Live stock also possible, giving due notice. 1190 13p 19.

Partner. A GOOD OPPORTUNITY presents itself for a partner in a well established business, giving good returns and which can be largely extended.

Apply by letter to A.B.U. at this office. 51119 17p d21.

Ranches Steeple-chase Club.

Owing to the hardness of the ground, those Races have been POSTPONED to the 17th of MARCH (Patrick's Day), when they will commence, and in addition, open only to Irishmen. Timely notice will also be given, and nothing held in this notice. 1190 13p 19.

CRANWELLS PHARMACEUTICAL HALL 30 RIVADAVIA 30.

LOMAS DE ZAMORA. UNFURNISHED ROOMS. Five to be let, close to the Railway station. Apply at Almacén Ingles, Lomas de Zamora. 120 P 2p d21.

REGALOS para navidad y cabo de año, se ofrece de recibir en el Almacén Suizo Calle de Saipuchá 27, Esquina de Corrientes, No. 206, una cantidad de objetos de madera finamente entallados desde el valor de 2 pesos hasta 1600, pronto que se escojan. 142 6p d23.

Hennessy's Brandy. The undersigned has to advise the arrival of further supplies of this celebrated Brandy, consisting of the classes—One Star, Three Stars, and V.O. (very old). The excellent quality of this Brandy is uniformly and regularly maintained, and it can therefore be recommended with the full confidence of the consumer. The brand commands the largest sale at the highest prices in the principal markets of the world.

Table with columns: Galones, Cajas, and various brandy types like Hennessy, J. & F. Martell, etc.

On Sale at the principal Almacenes and Grocer GEORGE BROWNELL & CO., Calle Maipú, No. 11.

HEALTH AND HAPPINESS. BRISTOL'S SUGAR COATED VEGETABLE PILLS.

These Pills have justly acquired a widely extended reputation for their wonderful cures of severe cases of sickness—cases in which all other Medicines had failed, and which had been given up as incurable.

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NORTHEASTERN ROAD SCHOOL WITHINGTON, (NEAR MANCHESTER). Principal: The Rev. F. W. RILEY, M.A., Late Senior Schoolmaster of Magdalen College, Cambridge. Assisted by an efficient Staff of Masters.

COURSE OF EDUCATION. The course of instruction is such as to prepare the Pupils thoroughly and efficiently for Professional and Mercantile pursuits; for the Civil Service Examinations; for the Oxford and Cambridge Local Examinations; for Matriculation at the Universities; and in general, to fit them for honorable and independent positions in life.

THE FAMILY GROCERY STORE, 60—CALLE SAN MARTIN—60. (Opposite the Provincial Bank). The great part of our Stock is renewed weekly, and is specially selected for the season.

Arrangements are made for taking the entire charge of Pupils whose parents are in India, River Plate, &c. Terms, in addition to the above £10 for each Vacation.

ENTRIES. Arrangements are made for taking the entire charge of Pupils whose parents are in India, River Plate, &c. Terms, in addition to the above £10 for each Vacation.

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