

STANDARD ESSAY.

No. 3.

INFLUENCE OF CLIMATE.

An essay of the extent of two columns of the STANDARD must only deal with general headings of the subject.

Viz., Change of Climate on Objects Transported, or By Alterations of the Soil, Drainage, &c.

Climate affects us through the point or direction of the prevalent wind.

In whatever part of the globe you live you find the wind prevalent in the point of the compass.

Blows from the south, it is general moist, as the greater part of the Southern Hemisphere is water.

From a large continent of unincultivated land, it is dry and harsh.

On the sea coast it is variable, changing daily off and on the shore.

A change in the wind operates on all nature in an hour. Man is affected by sudden changes of temperature more than by extremes.

As we have no control of the climate, we can only better it by selecting the aspect of our houses or by altering the soil near us.

Extremes heat affects those who have a weak digestion, those whose lungs are delicate.

A change of wind affects all alterations of our structure—such as corns, hollow teeth, rheumatic joints.

Several diseases have their origin in change of temperature. Pleuro-pneumonia, or disease of the lining of the chest, was unknown in Ireland 30 years ago.

This ought to be attributed to the custom of housing cattle in winter in home sheds, and turning them out during the day in cold, harsh weather.

In the United States of America, who can deny the change of the English and Dutch settlers of New York to the Yankee of to-day.

The fact of their living for six months by a sea, and in a warm climate for six more, gives them a perpetual thirst—makes him pale and thin, although he has better food than elsewhere.

A dry, harsh temperature closes the pores of the skin and makes us cross and dissatisfied.

Flowers close their petals with change of wind. Hounds car scent game half an hour after it has passed on a soft south wind, while with a hot dry one they will not hunt at all—the hair on animals stands upright.

Besides the distinctive climates of the geographers, a more appropriate classification of our essay will be the contrast between a dry and moist one; or between a hot and cold.

Animals grow larger on the borders of the sea, lakes, &c.

Trees of great height are only found where there is proportionate moisture; but what is gained in size is lost in quality.

It is to be observed, as a rule of heat and cold, of draught and moisture, that either extreme produces partial sterility: open houses, weather—man in his most abject form, the Negro or Esquimaux.

Heat refines the tissues and skin, hair, &c., softens and makes lighter shades in the hair, refines the features, stimulates the hair.

Wet climate is unfavorable to the fine objects of nature, more particularly venomous reptiles, etc., birds of fine quality; the nest of birds is easily destroyed by wet.

The light is always against the cold or heat, humidity, or thirst; he must be always on the alert against either extreme.

Hence we have none but the first rules of cultivation in these latitudes, with a craving for rich, stimulating food and drink.

In the temperate climates, on the contrary, revolution is easily established; life is more free; it is the region of change, and domestic animals are more attached to the fire-side when poorly treated; birds come and go to the same spots, as has been proved by some being marked; they returned next year to the old roost.

The greatest of the warm countries here you find several nests, but in one nest of three or four varieties. The past week concludes my essay by being so variable—two days of storm, two of rain, two of frost, and to-day of sunshine.

Cape Horn, Cape Frio, Madeira, July 15th.

LIMERICKS.

Editors Table.

The farewell banquet for which Mr. George W. Drabble issued invitations on Monday last, came off at the Hotel de la Paix on Friday evening.

We give full particulars in another column. President Sarmiento, Vice-President Alena, Governor Acosta and all the leading men of the city, Argentine and foreign, were present.

The cordial good feeling and wishes for the happy future of the country in which the political and commercial, as expressed in the various toasts, were subject of universal remark; and the genuine enthusiasm with which the health of our beloved sovereign Queen Victoria was proposed and received by the company must ever leave a most pleasing and grateful remembrance of the fête in the minds of English residents in the Plate.

The banquet itself was served in M. Marchale's best style, and was certainly the most sumptuous the famous caterer has ever directed.

Jupiter Pluvius put in an appearance yesterday morning about 11 o'clock, and descended on Mother Earth in anything but that manner for which Portia gave him credit.

Cats, dogs, and bayforks, in this instance, however, may have blessed "him that takes," as campanen say a little rain was badly needed. The deluge flooded the streets, as usual, and had a fearfully depressing effect on business and news.

We publish number 3 July Essay to-day. It advances some startling novelties as to the influence of cold, wet, frost and climate in general.

The monthly cost of supporting the Orphan Asylum in this city is now \$26,000 m/c, a very reasonable figure.

Our latest advices from Egypt announce that the Government of that country is projecting a railway 600 miles long, through the heart of that interesting quarter.

The new law creating several new police districts in the camp, each under a distinct Gefé, has passed the Chambers.

The following is the list of the French citizens "decoors" with the Order of the Rose by His Majesty the Emperor of Brazil. Order of the Rose: Hypolyto Passy, Mr. Wutz and Vice-Admiral J. P. E. Julien de la Gravière, Dignitaries; S. E. Silvestre de Saey, Mr. Haureau, Jules A. Tascheran, Mr. Woloski, Joseph Clement Garnier, Pierre Ernest Berson, Charles Ernest Beulé, Edmond Freney, Dupuy etc.

Dr. Lionel Alencar, Special Brazilian envoy to Bolivia, has arrived here "en route" for that Republic. During the reign of the Federal Government in Parana, Dr. Alencar acted as Brazilian representative in Buenos Ayres; he has had a long and distinguished diplomatic career in Europe, and is a great linguist.

Advices from Lima state that the theatre going public there were at length getting tired of Rossi and Palladini, who frequently played to "a beggarly account of empty benches."

The local press condemns the public simply for this indifference to the legitimate drama. The fact is, that Alcazar, Offenbach, and the can-can have spoiled the taste of the Limeros for less exciting but more elevating spectacles.

The run on the Credito Territorial Bank of Rosario is said to have ceased, and confidence in the institution is being restored.

The Tucuman papers complain dolefully of an awful dearth of the circulating medium in that province. Doubt be down-hearted colleagues! Remember Mr. Mearns and he resigned! Something must turn up some day both for Tucuman and Standard Court, where the evil you suffer from is chronic!

We had a telegram from Chile yesterday, all about railways and banks; it says nothing about Peru, or the Peruvians.

The "revolver man," Mr. Extrordinary Debt Garibay, engaged in the recent scrimmage on the Montevideo Bolsa, has rushed into print, to answer the letter of his opponent, Mr. Internal Debt Weiss. Mr. Garibay carries a revolver merely as a matter of form, that Mr. D Weiss's fearful allusions to the possibility of Mrs. W. soon being in a position to allude to him (W.) as "her late lamented" is all rubbish, to excite sympathy, and finally, that had he (W.) been made "cold meat" of, he would have had to thank himself alone for such a public calamity. Any progress now being made of the case must fail to consider the "revolver man's" explanation as perfectly conclusive.

L'Africaine at the Colon Theatre to-night, and Semiramis at the Opera House—a "bonne bonche" at either place.

The Obiero of Parana has been suppressed by the local government for using incendiary language.

RAILWAYS IN THE ARGENTINE COUNTRY.

It is not to be supposed that this extensive, valuable, and improving country will be content with its present 400 miles of railway. If the country is to progress, a railway system must be extended, and extended it will be, provided the laws are reasonably favourable or not obstructive.

We know from dear-bought experience elsewhere that it is not sufficient to have nature in favour of legitimate enterprise. The laws of the country must be also favourable; otherwise very mines of wealth may lie dormant for periods of years—so long that the best of misfortune shall visit parts designed by nature to be highly prosperous.

The success of the Buenos Ayres Great Southern railway, brought about by English industry and skill, is a matter of the greatest importance to the Argentines, but they must be careful not to mar its beneficial influences by laws and regulations antagonistic to enterprise, common sense, and justice. The Buenos Ayres Great Southern itself occupies a strong position, but even this Company would salute general railway laws, such as would render firmer their own position—firm though that be—and at the same time encourage useful railway extension. The Government have now the right, under the law of the 28th August, 1863, to expropriate the Buenos Ayres Great Southern line upon paying the actual cost of it, together with a premium of 20 per cent. on that cost, but this is only by way of penalty should the Company refuse or neglect to construct the line to Dolores or other points beyond its cost. But it is desirable that the laws relating to this and other railways, present and future, in the country, should be on a satisfactory basis. There was a talk of the Government taking to itself as respects future railways a power of expropriation on these terms—paying a fixed sum of 26,000 per mile and 20 per cent. premium thereon, the absurdity of which must be glaring to anybody.

It would have enabled the Government to make the good railways and leave the bad for the Companies; to reward success with sacrificing terms; and it would have been a signal warning to capitalists to steer clear of the Argentine country as a field for their enterprise, however valuable it is by nature. What is wanted is such a general railway law as shall enable a Company to fairly develop the traffic of its line, and then after it is fully developed to allow the Government, if it think fit, to buy up the line, so that it may be put to other uses. This may be done by giving the Company, from 16 to 20 years for the development of their traffic, and allowing the Government at the expiration of that period, but not before, to purchase at so many years purchase of the profits of the dividends, with a reasonable bonus, or upon the average market value of the shares in the last five or seven years, plus a fair premium, say 20 per cent., for compulsory purchase, and the Company giving up the change of earning increased future profits.

The Government must not doubt, and with some show of reason, will insist upon the power of expropriation, but it should be guarded in the interest of the Companies with something like reasonable and fair conditions, otherwise who will embark their capital in making new railways in the country, subject to confiscation of property and loss if they make a good line, but liable to keep a bad one; under a policy on the part of the Government of "take it win, heads you lose?"

If the Government meant to buy they must pay a fair price, and be subject to fair conditions.

Mr. Drabble, a talented and active member of the Buenos Ayres Great Southern board, and a man of influence in the country, is in Buenos Ayres, and we may hope that the Argentines will avail themselves of his great experience and knowledge to frame such regulations as shall be beneficial to all parties—which fairly protect the British capitalist and reasonably ensure the interests of the Government.—"Horapath's Railway Journal."

THE ROSARIO WATER SUPPLY COMPANY LIMITED.

The success which has largely attended South American enterprises of an industrial character is due to the fact that they have been undertaken by individuals who in addition to complete acquaintance with the material conditions of such undertakings, have secured guarantees in the form of concessions in the nature of monopolies affording the certainty of augmented revenues, or together with these, financial subsidies. The initiative, indeed, has commonly come from Governments and municipalities seeking the aid of European capital

and skill. A new South American enterprise is now announced, one for supplying the city of Rosario, in the Argentine Republic, with water for all purposes, and which is based on an exclusive concession for 20 years granted by the Government of the Province of Santa Fe, empowered by the authority of an Act of the Provincial Legislature. To put to account this concession the Rosario Water Supply Company, Limited, has been organized with a capital of £125,000, divided into 6,250 shares of £20 each. The value of the concession may be judged by the following facts. The city has an estimated population of 30,000, and its progressive rate of increase is unprecedented, nearly one-fourth of the number having been added within three years. The second city in size and importance to Buenos Ayres, the terminus of the Central Argentine railway which unites it with Cordoba and the interior provinces of the Argentine Republic, and possessing one of the finest ports in the country, Rosario commands a constantly enlarging import and export trade, and has three monthly steamers between it and Europe. The lesser charges for shipping cargoes as compared with Buenos Ayres, and the advantages it offers as a central point of distribution for foreign imports and shipments of the products of the country, are being more and more appreciated, and not only has the Custom-house had to be enlarged but huge bonded warehouses are being constructed. It is evident that it must largely share in the ever growing development of the country. The supply of water involves no problematic engineering operations, either with reference to cost or to success. It has but to be raised 60 feet above the river Parana (for the city stands at this elevation) collected into reservoirs, filtered, and distributed. It is this very elevation and accompanying inconveniences, with the absence of means of filtration, which renders the supply of water uncertain, and the water itself at once costly and bad, one of its bad qualities being its warmth. The water of the Company will be better than the water supply not intermittent but continuous and one-tenth cheaper. The Company under the concession will be secure of an amply remunerative price. The calculations as to revenue entered into, on the very moderate supposition that only 100,000 gallons per day will be used, show that after deducting cost of working and of general administration which together amount to but £4,200, the net return will be equal to somewhat less than 15 per cent. on the cost of the proposed works. The works, however, will be equal to the supply of 200,000 gallons to the city of Rosario per day, thus providing either for an immediate demand beyond the estimate, or for the certain increase in the future. The purchase price of the concession and the cost of the execution of the works is within the capital of the Company, being fixed at £112,000, thus leaving a good surplus for working capital, whilst interest of 7 per cent. is payable by the contractors on the share capital up to the completion and opening of the works in 1874. The eminent engineering firm of Messrs. Clark, Punchard, and Curry, of Westminster, are both the concessionaires from whom the Company will derive its title, and the contractors for the works, their reputation being an ample guarantee that the works will be carried out with all the completeness which engineering science admits, the more so as Mr. Newman, one of the engineers of the Company, who has aided in drawing up the plans and specifications, is familiarized with works of this character in South America. The Company has the additional advantage that the work will be maintained by the engineers without cost to itself for six months after completion. It need hardly be pointed out that the supply of water drawn from the river will be ample; also that apart from ordinary fire engine use, the demand for water for business and municipal purposes, as for public buildings, hotels, &c., must be very large. At the end of its term of concession, the Company will possess an evident vantage ground for arrangements for continuing the supply.

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J. and E. ATKINSON, WHOLESALE AND EXPORT PERFUMERS, 24, OLD BOND STREET, LONDON. THE ONLY SILVER MEDAL FOR ENGLISH PERFUMERY PARIS, 1867.

SAVINGS BANK BANK MAU AND CO. 101-Calle Cangallo-103 BUENOS AYRES.

The immense advantages of Accounts Current are now so generally felt and appreciated in the mercantile world...

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

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

Compania de Tramways de la Ciudad de B. Aires. TIME-TABLE FROM MAY, 1872.

Table with multiple columns showing tramway routes and schedules, including 'Cinco Esquinas and Plaza Victoria', 'Plaza Victoria and Calle Callao', etc.

NOTABLE REMATE POR Benjamin Nazar y Cia. 150 Rambouillet Rams.

The largest and most superb lot of Rambouillet Rams ever presented in this country, bred at the 'Cabaña de los Alamos' by Mr. Wilfredo Latham.

OLEOGRAPHS. After Old Masters and Modern Painters, the most exact imitation of the Oil Painters of the Old Masters...

Hibbert & Co's. 75-CALLE SAN MARTIN-75. The Public are invited to call and examine.

WESTERN RAILWAY. From the 13th of May, 1872, until further notice the trains will run as follows:

DEPARTURES. Table listing train numbers, destinations (e.g., Parana, Bahia, Montevideo), and departure times.

RETURNS. Table listing train numbers, destinations, and return times.

BRANCH TO LOBOS. DEPARTURE and RETURNS tables for the Lobos branch.

ALLIANCE British and Foreign LIFE AND FIRE Assurance Company. CAPITAL FIVE MILLIONS STERLING.

Ferruginous Gin. COMPOSED OF THE FINEST TONIC INGREDIENTS SUCH AS QUININE BY J. FERD. NAGEL, HAMBURG.

Libreria Euro Pea. JACOBSSEN & SODERSTEDT. Appointed as General Agents in the River Plate for several of the leading London papers.

Ferruginous Gin. ANALYSIS BY Professor Kyle. The Iron exists in the form of a protosalt, one fluid ounce of the tonic containing 3.1015 of a grain of Protosalt of Iron.

BATTY'S CELEBRATED Nabob Pickles. WHOLESALE AT SANTIAGO NOCETTI & Co., Defensa 81 and 83.

GREAT SOUTHERN RAILWAY. TIME TABLE. Table listing routes and train schedules.

DEPARTURES. Table listing train numbers, destinations, and departure times for the Great Southern Railway.

RETURNS. Table listing train numbers, destinations, and return times for the Great Southern Railway.

DEPARTURES. Table listing train numbers, destinations, and departure times for the Ferro Carril del Norte.

RETURNS. Table listing train numbers, destinations, and return times for the Ferro Carril del Norte.

Lost or Stolen. In the PARTIDO DEL MONTE, A MANADA of about Ninety Mares and Ten Tame Horses, of this Mark.

Provision de Agua. A LOS SEÑORES EMPRESARIOS Y CONSTRUCTORES DE OBRAS. Dobiendo ejecutarse algunas obras de Alcantarilla y Escavaciones en el Establecimiento de Filtros en el Baño de la Recoleta.

Provision de Agua. Dobiendo ejecutarse algunas obras de Alcantarilla y Escavaciones en el Establecimiento de Filtros en el Baño de la Recoleta.

GERMAN BREWERY. Consignatarios: Fruites del Pais, Woll and Producers Broker, 6-CALLE VENEZUELA-106.

REMATE POR BULLRICH y CIA. Importantisimos Remates de Muebles Negretas y Rambouillet, Cerdos Berkshires, Yorkshire, provincias de las famosas crías de los Srs. Olivera y Itinos.

Los dias 23 de Agosto y 5 de Setiembre. Calle San Martin No. 79. N. EGRETES. La majada Negrete conservada, desde 1858 en que se fundó, bajo el sistema más perfecto de aparcamiento, tiene su origen en los rebaños de Hobbilte (Anstet), que son su base en la base de los verdaderos Negretes.

RAMBOUILLETS. Los Rambouillet de los Sres Olivera podemos decir, sin justancia alguna, son los mejores y más bellos del país.

CERDOS. A mas venderemos en este mes seis cerdos de las bellimas crías de los Sres Olivera, de los cuales dos fueron introducidos a grandes costos desde Inglaterra por los Sres Olivera Hermanos.

Benjamin Nazar y Cia. DE 150 CARNEROS PADRES RAMBOUILLETS. El lote más grande y magnífico que se haya presentado en venta en este país!

EL MIERCOLES 28 JUEVES 29. A las 12 en punto, venderemos al mejor precio y dinero de contado, por cuenta y orden de dicho Señor:

REMATE Adolfo Bullrich y Cia. DE UNA ESPLÉNDIDA CASA DE ALTOS. Formando esquina a San Martín y Templo, Calle San Martín num. 244, 246 y 248 San Martín 85 y 70.

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NOTICE. An English Carpenter's Shop has been opened in Culo Bolívar No. 191, between Venezuela and Mexico. 1. 83 3p 10

AUCTIONS BY B. MITRE y VEDIA y OA. NEW AND CENTRAL AUCTION MART. CALLE CANGALLO, 69 & 65. Weekly sale of Furniture.

Fresh Arrivals. NEW BOOKS. Per R.M.S. Douro. Character, by the Author of Self Help. Reminiscences of Scotch Life and Character, by Dean Ramsay.

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IMPERIAL FIRE INSURANCE COMPANY OF LONDON. ESTABLISHED 1803. CAPITAL: £1,600,000 STERLING.

SEEDS—SEEDS—SEEDS. 78—CALLE CHACABUCO—78. WHOLESALE AND RETAIL DEPOSIT.

P.S.N.C. PACIFIC STEAM NAVIGATION COMPANY. LIVERPOOL AND VALPARAISO LINE.

SAILINGS FOR LIVERPOOL. The Royal Mail Steamship ARAUCARIA. 3,600 Tons, and 650 Horse Power, Captain W. H. THOMAS.

SAILINGS FOR WEST COAST: The Royal Mail Steamship EDINBURGH CASTLE. 3,600 Tons, and 650 Horse Power, Captain G.M. STEWART.

MILITARY BREACH-LOADING RIFLE. "HENRY" Every Gentleman possessing a weapon of the above-mentioned pattern, would much oblige some parties interested in the same, by commencing with A.Z., at the Office of the Standard, c/-285 10p ag2