

New Advertisements.

ULCERS, like Volcanoes, are fed from below the surface. It would be useless, even if it were possible, to put a cover on Vesuvius, as it would equally apply to a skin over a de-pressed ulcer. Nothing short of an "extinguisher" will cure an ulcer. The only way to come at the "hidden fire" is through the blood, and the only anti-phlogistic agent that will do this thoroughly is Bristol's Sarsaparilla. By what chemical action it neutralises the venom which produces eruptions, sores, abscesses, tumors, carbuncles, &c., it is impossible to say. Enough for the sufferer that it gives relief and never disappoints their hopes. cj—jv24



Every Night. Grand North American Exhibition. Calle Corrientes. (CORNER OF PARANA)

There will be Two Performances on Sunday and Feast Days, one at 4 p.m., and the other at 8.30 p.m. The Spectacles consist of Equestrian, Gymnastic and Acrobatic exercises, by the celebrated AYLMER FAMILY, and others of the Company. The Elephant will perform, under the orders of his "cornac," Mr. Hall. The learned Dogs and Monkeys will, under the guidance of their instructor, Mr. Wambold, perform almost incredible feats.

PRICES OF ADMISSION: Boxes, with six Chairs, \$100. General Entrance to Boxes, 25. Children under 10 years of age, 15. Entrance to Orchestra Seats, 40. Children occupying Chairs will pay as Adults.

English Emigration to Paraguay. SUBSCRIPTION LIST FOR THE LESSER FAMILY.

- Mr. H. N. Hart, \$400 m/c. M. C. & T. Mall, \$100. W. A. C., \$50. Angles, \$50. A. Friend, \$100. N. de la Biciara, \$50. H. Joseph, \$100. J. Runkel, \$100. Collected in Calle de Wolf, 125. C. F. W., \$200. J. C. S., \$50. Ch. H., \$50. A. B., \$50. Sr. M., \$100. " B., \$50. " C., \$50. " D., \$50. " E., \$50. " F., \$50. Sr. E., \$25. Second Collection in Calle de Sr. Wolf, \$175. Sr. M., \$50. " W., \$50. " J. L. B., \$100. " W. D., \$100. " C. P., \$100. " W. M., \$100. " Friend, \$100. cj—j24

RIMMEL'S CHOICE PERFUMERY.

Rimmel's Hlang-Hlang, Vanda, Henna, Sockeye Club, Frangipane, and other Perfumes of exquisite fragrance. Rimmel's Lavender Water, distilled from Mitcham Flowers. Rimmel's Toilet Vinegar, celebrated for its useful and sanitary properties. Rimmel's Eau de Cologne, Florida, and Toilet Water. Rimmel's Extract of Lime Juice and Glycerine, the best preparation for the Hair, especially in warm climates. Rimmel's Aquadentia, for whitening the Teeth, refreshing the Mouth, and purifying the Breath. Rimmel's Glycerine, Honey, Almond, Windsor, and other Toilet Soaps. Rimmel's Rose Water, Costume, Fan, Oracular Lottery, Conversation, and Floral Crackers, very amusing for parties. Rimmel's Violet, Rose leaf, Rice, Velveteen, and other Toilet Powders, \$100. Rimmel's liberal allowance to Shippers. Trade List at 76 Strand.

EUGENE RIMMEL, Perfumer to H.R.H. the Princess of Wales. 96 STRAND, 138 REGENT-STREET, and 24 CORNHILL, LONDON. 11 Boulevard des Capucines, Paris, and 76 King's Road, Brighton. cj—j24

JAMES WADHAM, SENR. AND CO., IRON MERCHANTS. Supply Pig Iron, Steel, and Fire Bails, Ship and Boiler Plates, Sheet Iron, Buckled Plates for Fireproof Flooring, Bridges, &c. Merchant, Iron, Bridgework Machinery and Tools, &c.

Offices—88 NORTHGATE, DARLINGTON, ENGLAND. Correspondence conducted in French and German. cj—j24

LOST. FROM No. 162 Calle Piedras, a small White BULL TERRIER, has a leather collar, and answers to the name of "Monkey." Whoever will bring him to the above address will be well rewarded. cj—j24

FURNISHED ROOMS IN THE CENTRE. To Let, a couple of nice Rooms, within half a square of the Boles. Apply at 86 Cuyo. cj—238 6p jv19

WANTED, for the Banda Oriental, a married couple, woman as cook and man as Quintero. Apply 257 Victoria. 1 404 3p j24

WANTED—A Junior Clerk, must write good hand, and be quick at accounts. Address Commercial, P O box No. 41, Buenos Ayres. 1 386 3p j21

SE PRECISA—Un profesor Ingles o Aleman. Dirigirse Arcales 45. 1 403 3p j24

MENSAGERIAS FLUVIALES. TO-DAY, for Rosario, Parana, and Santa Fe touching at all intermediate ports, the steamer PRIMOR ARGENTINO, sailing from the Tigre in combination with the 8.40 morning train from the 25-5 Mayo station. TO-MORROW for Montevideo, at six o'clock, the fine English steamer SATURNO. SUNDAY for Saco and Parana, at 6 o'clock, English Steamer SATURNO. SATURDAY for Montevideo, at 6 o'clock, the English steamer SATURNO. TO-DAY for Montevideo, at 6 o'clock, the English Steamer ONIX.

Letters. Mr. Sully, Madally, M. Pina, Thomas, Desnande, Farant, Rinke, Nodal, Stoste, Heanley, O'Kelly, M. Kinley, Jones, Hranl, Margaret, Nunnery, Bateman, Jone, Collin, Steate, Cropp, Whittaker, Howson.

British Claims against the Province of B. Ayres

British Consulate, Buenos Ayres, 16th December, 1872. NOTICE IS HEREBY GIVEN, that the following persons not having appeared to claim the Coupons due to them for Claims against the Province of Buenos Ayres, the amounts due were recovered, and the sum total has this day been lodged in the London and River Plate Bank, Buenos Ayres, to the credit of the respective persons in an account styled "British Claims No. 2 Account." Patrs. Patrick Googhan, 24. Hector Barber, 56 40. Peter Poetier, 76 36. John Charlton, 76 36. John Falcon, 56 49. Edward Blapour, 80 12. Paul Solari, 44 40. Pat ick Guylouffe, 60 19. Peter Soney, 19 74. Peter Gilpin, 19 74. Thomas Do-ohue, 18-05. Martin Sty, 182 43. Richard Foster, 197 40. Paul Falcon, 193 26. Isaac Giles, 27 07. Emmanuel Giles, 38 64. Joseph Moore, 34 22. Thomas B. Rose, 219 19. George Sanders, 378 63. 1842 62

The Heirs of the following Claimants, known to the public, are hereby notified to apply to the undersigned:— Charles Hoal, formerly of the Estancia Vignolle, Partido of Lujan, \$1203 20. William Williams, formerly of the Estancia de Don Tom s Gowland, 664. FRANK PARISH, H.B.M. Consul, b. 400 lm d w j 24

THE NATIONAL BANK.

When the creation of a National Bank was first mooted in this market, the chief objection urged against the measure was, that it would be a Government concern and subject to Government influence. That the objection was well founded the recent Government decree respecting the subscription to the stock most fully proves.

The youngest lawyer in Buenos Ayres, even an "escribano" of good practice would have been sufficient to the proper course to pursue where the Bank Directors attempted to surpass their powers; and it is to be regretted that the President and his Ministers did not take counsel of some one previous to the commission of a blunder that under a free constitutional Government could not be anticipated.

The law organizing the National Bank and arranging its procedure is the same as any other law that deals with the rights, liberties and interests of the citizens, and the interpretation of that law is confided to the tribunals of the country. A board of Directors was created by that law to represent its interests as shareholders and depositors. The acts and votes of these Government Directors are the acts and votes for the Government itself. Congress yields to the Executive no higher influence, no greater power over the Bank than what these votes represent. If the Board of Directors committed any error and the vote of the Government representatives amounts to nothing owing to the majority, at least they had the privilege to protest, and if necessary apply to the Court for a Mandamus; but only in an absolute monarchy where everything hangs on the will of the sovereign could such an edict be published as that which the President and his Finance Minister signed and have thought proper to publish.

The legality of the present proceeding is so obvious that we are inclined to think the National Bank board of directors will disregard it in toto and follow on the same line and course which by their notice they originally adopted. To increase the absurdity of the case in question we find the Government trying to annul what the Government itself by its representatives voted. The President and his Minister have arrogated to themselves the attribute of bank directors; if to-day the executive can by office "edict" direct the board as to its duties respecting its subscription list, to-morrow the executive may try its hand with an edict as to what bills the directors should discount or what interest the bank should charge; all is possible if the precedent is once established, or the Minister allowed to drive the thumb end of the Government wedge into the National Bank.

As regards the merits of the question which has given rise to this Government interference it is only necessary to read the charter to discover the real spirit of the law. Congress in allowing six months for the subscription to the stock did so under the belief that it would require that period to get the Bank capital together. Had the Senators and Deputies ever dreamt that the National Bank would have received such splendid support from the public there can be very little doubt that the subscription period would have been limited to one month; but owing to the immense distances, the scarcity of capital and the desire to have the stock placed as much as possible with the public six months, time was allowed. Nevertheless it must be borne in mind that the law creating the bank leaves to the directors the power to frame what bye laws and regulations they may deem necessary; and, if owing to the multitude of applications for shares the directors find it requisite to establish certain regulations, giving priority to subscribers according to the dates of their certificates, as the simplest and best plan to meet the inconvenience of a too liberal support, there can be little doubt that the directors have acted within their jurisdiction, and their acts will be approved by Congress.

The present shareholders to the stock have acquired and by virtue of the bank act under certain rights which now no law can abrogate, that is to

Windsor and Eton inundated; also Derby, Nottingham, and Leicester. Orange celebration in Derry. No bloodshed. Duke of Devonshire gave a grand ball to Prince of Wales. Lisbon 13th. Swift storm at Naples. San Vicente pier destroyed. Steamers and vessels lost. Two Italian ironclads ashore. Carriages upset. Telegraph interrupted. Belgium. Floods at Ghent. 20,000 persons homeless. Scheldt and Meuse banks inundated. Berlin 22nd. Emperor accepts Bismarck's resignation. Paris 23rd. Russia, Austria and Germany urge Greece to satisfy Franco-Italian claims on Laurium mines. Madrid 26th. Slavery abolished in Porto Rico; enthusiastic session Cortes; Carlists fighting. Lombardy, Piedmont great floods. Gambie and Liffey arrived at Lisbon.

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Another of the emigrants to Paraguay, Mr. Wolf Morris, reached this city yesterday from Asuncion and at once called at our office to make the following statement:—"I came out from England with my wife and three children in the Kydal Hall with the first batch of emigrants bound for Paraguay. On arrival at Buenos Ayres we were transhipped to the Republica, and sent to Asuncion. On reaching that place we were after an hour's delay sent on by train to Paraguari, though Mr. Dyball had told me that house accommodation would be ready for the women at Asuncion while the men went on to the settlement, about 9 miles, to build their homes. There was no such accommodation for the women. All of us had to go on to Paraguari, travelling from 2 o'clock in the afternoon till 6 o'clock next morning.

"At Paraguari we had nothing but tents to shelter us from the weather which was at times very wet. We were there about three weeks, during which time thirty persons fell (eleven children dying in the first week) my wife being the most seriously ill of all, and my little ones very ill. The scorching sun blistered my wife's face and arms terribly.

"The food served out was unclean; the flour was full of maggots and the six small biscuits given me every morning were too hard for my poor wife and children to eat. I was told to soak them in water, or bake bread with the flour, for doing which there were no ovens or facilities, though some women managed to bake some in frying pans.

"After much difficulty I got an order on the doctor for some milk for my sick children, and he gave me half a glass full. The meat was unfit to eat, and I changed it every day with natives for a little milk. I asked Mr. Seymour to send for a doctor to Asuncion as my wife, I thought, was dying, being so weak that she could not hold her baby to suckle it. Dr. Andrzej came and declared he never saw a woman in such a state. I begged of Mr. Seymour to send us back to Asuncion, where my wife might be cared for, but he peremptorily refused.

"Seeing she would die if we remained, I sold everything we had and got my family back to Asuncion where my wife now is; a gentleman has promised to collect a little money for her and send her and the children to Buenos Ayres. I could not have come down myself but for a kind friend who paid my expenses. It is difficult to get away, as the emigration company's officials examine every ship leaving to see if there are emigrants on board, and try to stop them till they pay the cost. Notices are sent through the city of Asuncion not to employ emigrants, and one was refused employment (I think on the railway) because he was one. There are now fifty of the emigrants in Asuncion, and three of them (Germans) have enlisted in the Argentine army." (Signed) WOLF MORRIS.

AMERICAN NAVY. THE WASP. The U. S. gunboat Wasp is an old acquaintance. We have had her in the Plate for years: she has on many occasions done good service, and every time that she enters our port we have a welcome for her. There are few of us who do not know every plank in the ship. Still the Washington Navy Department are so constantly changing her officers that each time she comes up she enters with a new face. We salute the Wasp and her new staff. She has brought us up the Admiral and his staff this time. We greet them all. The following is a list of our distinguished American visitors:— Rear-Admiral Van Rodgers Taylor, Captain of Staff—Jonathan Young, Flag Lieutenant—Samuel W. Vevor, Admiral's Secy.—John Ish h, Chief Staff Clerk—Harleston Harleston. WASP OFFICERS. Commander—J. S. Mackenbach, Lieut. and Executive Officer—Wm. B. Newman, Lieutenant—C. H. Arnold, Master—W. Kollage, Do—A. G. Berry, P. Surgeon—E. M. Post, 1st Ast. Engineer—E. M. Olson, Do.—D. C. Gowing, Ast. Paymaster—F. E. Lewis, Captain's Clerk—J. W. Robinson.

The temperature was again rather unpleasantly elevated yesterday—83 in the shade at one o'clock p.m. and no sign of rain.

LONDON AND RIVER PLATE BANK (LIMITED).

The tenth ordinary meeting of the shareholders of this bank was held at the Cannon Street Hotel on December 16, Mr. G. W. Drabble in the chair. The chairman, in moving that the report of the directors be received and adopted, said under ordinary circumstances he should have had but few explanatory remarks to make, but since the late meeting, he had been in connection with his other duties to visit the Plate, he had paid a visit to their different branches there. At their branch in Buenos Ayres he found everything going on very well indeed. The new managers had then been installed in their duties, which they were fulfilling most satisfactorily. He had resided in Buenos Ayres for twenty years, and on his return it was the greatest pleasure to him to see that the city had greatly increased, and that great attention was paid both by the Government and the community to public works, and to whatever was calculated to develop the trade of the country.

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sheepfarmers have plenty of money, and things in general wear a most satisfactory appearance.

An accident of a shocking kind occurred on the Western Railway on Wednesday. As a cartman was driving towards the crossing at the Once he was warned by the man on guard to pull up, as a train was approaching. He would not, saying "there's plenty of time to cross." The engine caught the cart, and the cartman was killed; his cries were awful to hear, but nothing could be done to extricate it till it died in great agony, in about ten minutes. The railway officials were not in the least to blame, the stupidity of the cartman being the sole cause of the accident; he was marched off to "quod."

The Pall Mall Gazette says, under the heading of: "German words in a French dress." "A singular, and to the rest of the world a very unlooked-for, difficulty of no very serious character,—has been found in the amalgamation of the contingents of the Middle German States with the Prussian army, arising from the different nomenclature attached to military objects. It seems that in the course of the growing anti-Gallican sentiment of the last few years has been permitted to operate on the drillbook, as well as in military literature generally, by gradually expelling, as far as possible, technical words of French origin, in order to substitute pure Prussian. On the other hand, in Prussia, still following the fashion set by Frederick the Great, French words have been so largely and so thoroughly adopted into the military vocabulary that it has been forcibly said that the German army could not possibly be handled without the French tongue, so completely has the latter taken possession of even the plain words of command. On this question there are two parties in the Prussian service. The older officers, with natural conservatism, are averse to a change, which smacks to them of revolutionary sentiment, in the phrases in which they have been always trained. The younger men, with perhaps, no greater patriotism, are more willing to take the requisite trouble of helping to introduce the new style of correct German speech advocated by their more southern comrades. Against the proposal for reform, however, it is argued by some of the more learned that this very French phraseology complained of is in part derived from genuine German stock in days when medieval warfare carried the "Landsknecht" far beyond his own country. Thus "bivouac" is said to be clearly derived from the "bivona" of the "wagmeister," and so on. At present, however, there is a decided schism on the matter. The South German officers dislike the innovations of the new drill assigned them, and see no reason, for instance, why their "schwadron" should be converted by it into the French-bred "escadron." It has even been proposed by one learned writer on the question that the supreme military authority should take the matter seriously in hand, and revise the whole of the regulations, so as to exclude the offensive foreign words in future altogether."

It is the opinion of Meteorological authorities that the awful storms reported from the Old World will be repeated here in the coming winter, as the seasons generally copy each other from Hemisphere to Hemisphere. The last regular Deluge in this country was in 1847, when it rained cataracts for three or four months at a stretch. Forewarned is forearmed, so anyone with ready money had better buy in a stock of row boats, water-proofs and umbrellas while they are cheap, or at least at their normal value.

The unfortunate Lesser family, who formed part of the first batch of "Lincolnshire Farmers" to Paraguay, and whose case has excited so much sympathy here, will return to England in the Tiber.

We call the attention of those powers that be who are supposed to have the City Improvement Works in charge to a letter on the subject in another column. According to the writer it is just "touch and go" if another year is not lost before the first soil is turned. The news from the Mount yesterday was of a nature to quicken the proceedings of the Government in setting the Improvement works going.

The stretch from the "gasworks" at Almagro for the past week has been unbearable, and enough to sicken not only a parish, but half a dozen of them. Is there no remedy? The Dogs, Monkey and Lion performances in Calle Corrientes continue to attract enormous crowds nightly. Britishers patronize it largely, and on Wednesday night so tremendous was the rush that several of our most esteemed subscribers had their ribs (we don't mean their wives, but their bona fide bones) terribly squeezed. This circus seems to have hit off the taste of the public to a T, for while the glorious creations of Shakespeare are played by a Bossy to empty benches, classes testify to the intellectual treat to be derived from monkeys and a real good clown. This wild beast exhibition is the greatest hit he has for some time, and is really an excellent one of its kind.

The shocking murder of Mr. Daniel Frutos is reported by an Entre Rios paper. His body was found with 24 stabs, and two bullets in it. Though Jupiter Pluvius has been most impartial, and from the hills of Comemara to those of Calabria has flooded almost every Kingdom in Europe. The loss of life and property has been terrible in England, and Belgium, Italy and Germany have suffered almost as much. In Ireland there was not a moment's cessation of the rain for six weeks. The interest in all other news is completely eclipsed by the horrors of the storm which the Tiber brings. We publish to-day particulars of the previous storms, received by the Monitor, but they are as nothing to the calamities sketched in our telegrams with the latest news.

The R. M. steamer Tiber arrived on Wednesday evening at Montevideo, as announced by telegram in our issue of yesterday; she will be in port this morning. We did not publish a bulletin, but sent copies of our advices to the Foreign Club, for the benefit of the mercantile community. For the future, unless there is some very startling news, our colleagues will have to work on their own hook. He who steals my purse, steals trash, but he who robs me of my bulletin, etc. etc. The New York Herald of the 4th December published a full account of the execution of the two Pandi assassins. Better late than never!

A friend from Baradero informs us that the camps in that part of the province are looking splendid. The oldest inhabitant does not remember them in better condition, this being the first time for three years that "green camps" have been seen in that district at this season of the year. Business is good, as

The Government of Tucuman has presented a bill to the Legislature proposing that education shall be compulsory in every district where there are free State schools. Proper penalties, even to the extent of taking the child from its parents' control, are proposed for fathers who refuse to comply with the law.

The story we published yesterday, from the New York World, caused much wonderment in town. Everyone asked why cannot calx be used in preserving meat? So it can and is. It was the young man, Don Juan Abate, whose visit to this country some years ago our readers will remember, proposed to employ in preserving beef, hence, perhaps, why he wished to keep it a secret, and asked for such exorbitant privileges. Many deny that the "Dead Alive" story can be true; but it is so easily contradicted if false that no newspaper would go to the trouble of publishing such a gigantic "crammer." Calx certainly appears the nearest approach to the Elixir of Life that has yet been hit upon.

Agents are hunting up "peones" in Santa Fe and Santiago del Estero for the Corrala and Tucuman Railway, but very few are to be had. Some of the immigrants now in quarantine know where to go to, but not employed here; but when the drainage works commence the provinces need not expect to get many of the new arrivals, as they will all be snapped up here.

The following extraordinary affair should serve as a stimulus to encourage people in meddling with their gas meters; it will certainly serve as a hint to the gas companies also. "An Irish gentleman, of a mechanical turn, took off his gas meter to repair it himself, and put it on again upside down. At the end of the quarter it was proved that the gas company owed him £3 7s. 6d."

The Ex-Governor's able letter to the Finance Minister was the local event of yesterday. Mr. Emilio Castro has slipped out of the affair with the agility of an eel, and left the Government with its finger in its mouth.

The Argentine Consul in Rio reports yellow fever bad there. On the 11th there were fourteen deaths, but on the 29th the fatal cases had risen to twenty-nine. With this state of things and a reported case at the Mount, it behoves our Port authorities to be extremely vigilant.

THE GREAT STORM.

We have received by the mail the following description of the recent "destructive" storm that has swept over Great Britain and Ireland:—"A south-east gale of a violent character raged over the western and southern countries, and it is said that much damage has been done on sea and land. The full effects of the storm were felt in the metropolis soon after midnight, when on 9th rain fell heavily, and the wind blew with exceeding fury for the greater portion of the night. Amongst the numerous accidents which occurred was one to City policeman 411, upon whom a large mass of hoarding near the Catlam and Dover Railway station at Lutgate Hill fell. The wind unlocked the shutters of a tradesman and blew them right into the street. In the north-west corner of St Paul's Churchyard, where according to an old legend, Boreas is perpetually waiting for His Satanic Majesty, who has dropped into the cathedral for amuse or two and has not returned, people were blown about in the most ludicrous fashion and were obliged to take refuge in the adjacent courts and alleys.

Great destruction was caused on the Surrey side of the river. A long Dulwich, Norwood, Nunhead, Cheam, Epsom, and in neighbourhood or the Crystal Palace, trees were stripped of their limbs, and some that had been in the ground for twenty of thirty years, were uprooted. The damage done on the River Thames was very serious. At Plymouth, the Cambridge, 29, gunnery-ship at Devonport, Capt. Herbert, parted from her moorings, and was driven ashore. The Narcissus, flag-ship of the detached squadron, lying in the Sound, was driven from her moorings. She apparently parted her cables. Fortunately, she was brought up again, and a half mile further to leeward. She had her jibs blown to ribbons in securing herself at her new anchorage. Three small merchant vessels went ashore, but the crews were all saved. At Bristol there was a terrific gale from the south accompanied by heavy rain. The rivers were flooded, and a large tract of country in South Wales was under water. The roof of a small house in Prenchard Court was blown off, and four persons, Mr. and Mrs. Nicholas, their son, and a young girl, were injured. The gale was one of the severest ever experienced in Bristol. At Exeter three chimneys of the tower of St. Thomas's Church were blown off. One of the pinnacles fell on the roof, which it smashed in, and caused a large quantity of the ceiling to fall on the children and people assembled for divine service. The greatest alarm prevailed, and the congregation hurriedly left the church. Fortunately no persons were injured. At Cork the gale was particularly felt about Passage West. A lighter with a crew of three men was upset by its fury, and the men were with difficulty rescued by the crew of an Italian vessel. Glass in private houses was smashed, and a number of vessels drifted from their moorings. Part of the roof of the new granary belonging to Victoria Docks, Passage West, was blown away. Great loss of property is reported, but no loss of life as yet. Several vessels were driven ashore during the storm. From the wild region of Prawle Point, on the coast of Devon, there comes a terrible story. An Italian seaman, who had formed one of a crew of a ship which lately ran ashore at Prawle, made a sudden and unprovoked attack upon several persons in the village, and wounded them with a knife. A party started, and the man fled, and in his flight was found in possession of a tin can, one of them stuck him in the forehead with a cutlass, and instantly killed him. Tidings of shipping disasters during the late gale continue to reach Great Yarmouth. The lugger Simon Peter, of that port, has put in with the loss of two hands, one an old man named Samuel Saunders, and the other a man named Read. Both were swept off the smack by a heavy sea. Another smack, called the New Buxton, also put in with the loss of the crew and the passengers. The smack Olive Leaf reports having picked up at sea, 35 miles east of Lowestoft, a steamer's life-boat bottom upwards, bearing the words 'Cha-

The Standard.

FRIDAY, JANUARY 24, 1873.

SPECIAL TELEGRAMS

STANDARD Office, Montevideo, Jan. 23, 9 1/2 a.m. One death, reported to be yellow fever, at a conventillo, Calle Piedras, between Zavalla and Misiones. Body just removed. Tiber arrived. 10 a.m. Bank, 5. Continued storms. On the 23d fifty lives lost at Newcastle. Wick breakwater destroyed. Onse flood drowned much cattle.

rent, London. The rowlocks of the boat were in their places, and it is inferred that the boat suddenly capsized with a number of men in it. The Norwegian barque Rubens, of and for Drobak, from London, in ballast, has foundered in the North Sea; crew saved and landed at Yarmouth. A number of Dutch sailors and soldiers have been landed at Yarmouth; they belonged to a vessel owned by the Dutch Government, which was fallen with in the North Sea by some smacks. Since December 11 nearly 80 shipwrecked mariners have been received at the Great Yarmouth Sailors' Home. The brig Jane, of and from Sunderland, for Rotterdam, foundered in the North Sea during the gale. The crew, six in all, with the captain's wife, left the vessel in their boat, and, after enduring great hardships they were picked up by smack Eagle and landed at Great Yarmouth. The captain describes the sufferings of himself and his wife and crew as most intense. They had neither food nor water in the boat, and most of them were frost-bitten from exposure to the exposure to the cold. At three in the morning a steamer passed them, and they shouted for help, but no notice was taken of their appeal, and the steamer passed on. The master is of opinion that another big gale, under the name of a storm, which he saw could scarcely live in the sea which was running. On December 11 the crew of the steamer Florence, of West Hartlepool, were brought into Falmouth by the steamer Edgwa of Newcastle. The Florence left Cardiff, with patent fuel, for Italy on December 5. Rough weather, leaks, and choked pumps induced Captain Hopkins to put back, and his vessel was caught by the hurricane of the 9th, when west of Scilly. The gale carried away three boats, drowned out the engine-room, disabled several of the crew, and left them all night expecting the vessel to founder, when a three-masted schooner approached them and hailed the Florence to put out a boat. Her only boat was launched, but was instantly rendered useless, and after some hours, being unable to afford any assistance, the schooner abandoned the Florence to her fate. The crew attempted then to construct a raft, when the steamer Edgwa, of Newcastle, bore down on them, and lay for a considerable time, but a fearful sea prevented all communication, and she left. At one o'clock the next morning the Edgwa returned, and tried to put her crew ashore, but one of her crew being badly injured in the attempt she desisted, and steamed away. Those on board the Florence then quite gave themselves up for lost, the steamer being fast sinking, but four hours afterwards the Edgwa bore down on them, and the wind having moderated a successful attempt was made to take off the crew, nineteen in all, including disabled men. The Edgwa's men gave up their berths to the crew of the Florence, and treated them with praiseworthy kindness. They are now at the Falmouth Sailors' Home. The Florence was built not twelve months ago at West Hartlepool. The ship Princess of Wales has put into Waterford Harbour through stress of weather, having on board the crew of the ship Queen of the Seas, which was abandoned in the Western Ocean about the middle of December. The crew landed are eleven in number. After the crew were picked off the Queen of the Seas disappeared. Sunday's News-Letter, in writing of the late storm, says:—"The fall of rain in the neighbourhood of Ennis was the greatest and most continuous that had been experienced for years, and throughout every portion of the country the violence of the storm was felt. The streets and lanes in the lower part of the town of Ennis were flooded, and in the rural districts the fields in many places were covered with water. The tide rose to an enormous height in the Lough Shannon, and the people residing along the shore abandoned their houses in alarm." On December 11th, a tempest, almost tropical in its violence, burst over Paris, and continued raging for eight hours. It was with difficulty during its most angry moments one could keep in mind that he was in a solidly-built house, and not in a ship struggling through a storm. The joints of the floors creaked and laboured from the strain of atmospheric pressure put upon the outer walls; and, though Venetian blinds were closed fast, plate-glass panes were dashed to the rooms most exposed to the violence of the tempest. The Seine resumed its upward movement, and marked 6 metres 2 centimetres, or 5 metres above the normal watermark of the Pont Royal. In the course of a hundred years it has attained that level but eight times. The floods at Longchamps and St. James gave the race-course and review ground the appearance of a lake, in colour resembling dirty silt, and in consistency thick gruel. A boat might have been paddled through ground floor of the stand-house. There were numerous accidents from the furniture and many deaths. Five hundred chimney-pots were blown down in Paris. A woman was blown through the plate-glass window of a shop. Thirty trees were broken in the Luxembourg Gardens, and a marble statue smashed to atoms. Two policemen were killed at Versailles, where many roofs came down. The chairs in the Champs Elysees were scattered about like chips, and many high posts were snapped in two.

There were but two viaducts needed, both of which would be in Chili. As to the gauge to be adopted he thought it should be 5 L. G. L., the same as that on the western railway of Buenos Ayres. After giving figures as to the quantity of building materials required, and having noted the character and peculiarity of the soil, Mr. Crawford, in the concluding part of his paper, said he hoped the information he had given would be the means of promoting the speedy realisation of one of the most important undertakings of the age we live in. An interoceanic railway connecting Buenos Ayres with Valparaiso, would, he believed, not only open up a market for the vast mineral treasures of the Andes, but would be the means of developing as if by magic the many resources of that country, and of giving to Buenos Ayres an increase of trade and prosperity unparalleled in history. In the discussion which followed, Major Rickard said he had resided in the Argentine Republic for ten years, and had been over the whole ground through which the proposed railway was to pass. As to the feasibility of the scheme, looking upon it from a commercial point of view, he doubted whether it would ever be realised. Along the whole route there was not 100 acres of land that could be cultivated. The Government, he believed, had some idea of making a road either from north or south. He thought it would be very wise on the part of the Government to take the northern route, because that was civilised to a certain extent, and it would be much more easy of construction in a physical point of view. The railway was a question for capitalists to deal with. The principal object the Argentine Republic had for making it was to secure the frontier from the attacks of the Indians, who were continually carrying off cattle and destroying property. He considered great credit was due to Mr. Crawford, and also to the Messrs. Waring, under whose direction he had gone out, for the many important explorations made. Several other gentlemen, including Sir William Thomson and Mr. Myers, spoke on the subject, the latter stating from personal experience that the country was so full of mosquitoes that it was almost impossible for any human being to reside in it. The usual compliment to the author and chairman closed the proceedings. Another paper was to have been read on "Guatemala and Yucatan, and their ruined cities," by Captain Lindsey Brine, R.N.; but on account of the lengthy discussion on Mr. Crawford's paper it could not be proceeded with.

London Papers.

CITY IMPROVEMENT.

To the Editors of the STANDARD.

I have been expecting for some time to find you urging the commencement of the city drainage. Water supply &c but you appear unusually silent on this important subject. We are now at the end of January, and in order to start the work at the first soft date, no time should be spent in talking. The materials to be provided for such a large work will necessarily take much time to collect; arrangements will have to be made for a constant supply extending over three or four years probably, and in fact the preliminaries are so many, that unless something is done at once, it will be spring again before actual work is commenced.

ON CHANGE.

THE PROPOSED RAILWAY OVER THE ANDES.

At the fortnightly meeting of the Royal Geographical Society on December 9, Mr. Francis Galton in the chair, a paper by Mr. R. Crawford, C. E., "On a Projected Railway Route over the Andes from the Argentine Republic," was read by the secretary. The paper consisted of a copy of the report sent to Senator Don Francisco B. Madero, Minister of Finance of the Province of Buenos Ayres. After reviewing the whole country through which the proposed railway was to pass, Mr. Crawford went on to state that there were no engineering difficulties in the undertaking from first to last. The three points which deserved special mention, as being the only ones that did not come into every-day practice in ordinary railway consideration, were the incline, the shutts at Las Toscas on the Chilean side, and the necessity for covering in the more exposed parts of the railway on both sides, so as to protect the line from snowstorms. These, however, were difficulties which had already been met with and successfully overcome on existing railway ways. The amount of tunnelling that would be necessary was much less than might have been expected. There were in all fifteen tunnels on the projected line, of which six were on the eastern, and six on the western side. They were all small and unimportant, excepting one, of 350 metres in length.

Uruguay, 74-74. Paraguay 1st loan, 68-70. Do 2nd do, 18-16 ds. Produce the same. Home Debt (Montevideo 67), end month. Fortuna 14. Montevideo 20. Exchange, 613-555. The judicial sale of a house in Calle Corrientes between Florida and Maypu, occupied by Mr. Shaw took place yesterday (23rd) for 7000,000; the house on the site is an old one. The Tiber brings 65 passengers and 100 tons of cargo for this port. The sale of a magnificent estancia in the district of Lincoln for 2 1/2 millions currency is announced. The Astari is now looked for; she sailed on the 18th. Mr. Graham has received a letter from the Capt. of the steamer Carolina at St. Vincent, so far everything went well. In wool circles there was much said of a large sale of inferior wool made this morning at 58. Also a fine lot sold by Peyredien and Bradley at 103. The Brazilian papers at hand announced the death of Capt. D. W. Rich, of the American barque John U. Kennedy, at Pernambuco of fever. The heat at Bahia has been something fearful, and burnt up the pastures, causing misery to certain classes. Respect to the Meo pressure Co started some time ago, we hear that the works are going on favourably and that 3 vessels with machinery are on the way out; the company has a little up hill work to make a start as all new concerns have, but when once working will doubtless give good results, we mention this as we hear by the mail that the five pound shares are depressed in England and are selling at 43. To-day at 2 o'clock there was a meeting held at the Government House, to consider the question of quarantine; at a late hour in the afternoon we saw the Port Capt. but he stated that no new quarantine arrangements had been made. H.B.M. Consul, Mr. Frank Parish, publishes a very important notice to many British residents in the Plata, calling upon the parties as set in a notice to call and collect their coupons of the Foreign Debt. An English merchant of the Plata at present at Bradford, England, writes a most anchoring account of the storm thereabout, the fearful snow storms and the numerous accidents on the railways. At one station 35 trains were blocked up. Letters from Liverpool announce the sale of a cargo of mutton tallow; there arrive at 42 1/2 d. The Bolsa Board put up the notice to-day announcing the dividend, 15 per cent, payable on Saturday. Mr. Florencio A. Vilhejos reports the following important sales of real estate:— One square of land within two squares of the General Rodriguez Station, for 430,000 m/c. Mr. W. D. Junior buyer. A site 68 x 52, within half a square of the Plaza, in the town of General Rodriguez, for 15,000 m/c. B. Troncoso buyer. Site with chalet house in Belgrano, 32 x 80, for 110,000 m/c. Alencany Hermanos buyers. The report and balance sheet of the London and River-Plata Bank has arrived out per mail. The statement is really most flattering. We notice that the net profits amount to 1,105,000 sterling. The figures reveal excellent management and economy. The shareholders allowed Mr. Deable for his expenses to the Plata 21,250 sterling. We publish in another column particulars of the meeting. One of the first lawyers in this city has given it as his opinion that according to the language of the law the subscription list to the National Bank is fully closed when the subscription to the stock for 200 shares and under reaches the figure of 13 millions, and this opinion is generally accepted as the correct reading of the law, all other interpretations are erroneous. There was much said to-day about the absence of market telegraphic advices per Tiber, it seems however that the market news is the same as per Mendoza and hence there was no necessity of repeating yesterday's telegram. Mr. Baillie, who is connected with the English Emigration scheme to Paraguay, arrived down to-day. He states that the colonies are doing well, and with the exception of one or two discontented parties, the colonists are contented and thriving. Perhaps the most important business of the day was the negotiation of the Cordova loan, which was concluded this day. It was very generally said that the German Bank did the business, although according to others the loan has been done by the leading German houses, Malmann and Co. and Bemberg, Heimbach and Co. The terms are, we understand, most favorable for Cordova. The amount of the loan is 1,500,000 sterling. The French packet Mendoza has brought the following commercial advices:— On the introduction of the Paraguay Loan for 2,000,000 in June last it was remarked that if the proceeds were to be controlled by Paraguayan politicians persons acquainted with the region would not be sanguine as to its results, and on the following day it was explained by Messrs. Robinson, Fleming & Co., the contractors, that they had arranged with Sr. Ferrero, the Consul-General, that the amount should be placed in trust and only partly used for the express objects for which the loan was made. All the representative of the Republic who recently arrived here has raised questions regarding the custody of the funds, but an application for an injunction against Messrs. Robinson, Fleming & Co. was refused to-day by Vice-Chancellor Malin, on an interim undertaking being offered by that firm, in whom the public will have perfect confidence, not to part with any of the proceeds except for the payment of interest and sinking fund. The prospectus provided that they were to be appropriated to contracts for railway and other public works. "The Republic of Paraguay v. Foming and others."—Blyth v. Fleming and others. The bills in these suits are filed to restrain the defendants, who carry on business under the style of Robinson, Fleming and Co., from parting with, drawing cheques upon, or otherwise dealing with, the deposits which have been received in respect of the Paraguay Loan of 1871, and the Eight per Cent. Public Works Loan of 1872. "The plaintiffs are the Government of Paraguay, and Mr. Blyth, a gentleman who has had former dealings with the defendants, and claims a lien on the moneys in hand in respect of debts alleged to be due in respect thereof. "The matter was mentioned at the sitting of the Court, but it appearing that the motions were not ripe for hearing, an order by consent was taken in the following terms:—"The defendants, undertaking not to part with any of the funds mentioned or referred to in the notice of motion, except for the purpose of paying the dividends on the loans and the instalments of the sinking funds as they become due, let the matter stand over until the second day of next term." "The failure of Messrs. Dowell, Sawday and Hudson, of Idol Lane, London, wholesale tea, coffee, and sugar dealers, is announced, with liabilities estimated at about 20,000. Messrs. Joseph Peace and Co. (limited), steel cutters, &c., of Sheffield, have found it necessary to call their creditors together. It is believed, however, that a scheme will be devised of carrying on the business of the undertaking by the shareholders sinking some portion of their capital. An application in bankruptcy has been made against the partners in the firm of Bowles Brothers & Co., the American bankers—namely, Charles Stetson Peabody Bowles, Robert Clark Mackay Bowles, Wm. Burrows Bowles, Henry Cushing Stetson, and Nathan Appleton. Mr. John Young, of 10 Tottenham Yard, has been appointed receiver. "At a meeting of the creditors of Messrs. R. D. Kay & C. H. Wood, waterproof-cloth manufacturers, of Acerrington, the liabilities were stated at £11,818, and the assets £7,470. "American advices report the suspension of Messrs. S. B. Keyes & Co., bankers, Cincinnati. The Union Bank of Marietta, Ohio, has stopped

payment, owing, it is said, to complications arising from the failure of Mr. J. B. Cutler, also reported.

"Failures in Manchester.—A petition has been filed in the Manchester Bankruptcy Court in the case of Messrs Child, Mills & Co., merchants, engaged in business to the Western Coast of Africa, with liabilities estimated at between £200,000 and £300,000. This failure has involved that of Messrs John Wike and Son, hannel manufacturers and merchants, Manchester and Bury, and two other failures, it is feared, will occur in various other firms. The suspension has also been announced of Messrs Thornton and Co., of Parker Street, Manchester, merchants to America and the East, and the liabilities in this instance are said to be as large as £200,000. It is understood that circulars have been issued, calling a meeting of the creditors of Messrs Smith and Norton, commission merchants, Manchester. The liabilities are estimated at from £30,000 to 40,000. "Messrs. Geipel & Co., of Newcastle and West Hartlepool, merchants, have suspended payment. The first meeting of creditors will be held on December 23, when the receiver will make his report. The liabilities are estimated at £30,000. "His Honour the Vice-Chancellor Sir Richard Malins having approved of a further return of 10s. per share to the shareholders in Overend, Gurney & Co. (limited), the liquidators propose to pay the same on December 16th, and three following days. "The National Provincial Bank of England have declared a dividend for the half-year at the rate of 8 per cent. annum, and a bonus for the year of 7 per cent., making the dividend and bonus at the rate of 15 per cent. annum. "The suspension of Mr. B. P. Harding, of the Brazilian trade, and that of Mr. James Radcliffe, fancy good manufacturer, of Hollinwood and Manchester, has been announced. "The ship Matineer is at Cardiff, with 870 tons coals on board for Montevideo. The crew refused to proceed in the vessel, alleging that she is leaky. The Government Surveyor, however, reported that she is perfectly seaworthy. "The Directors of the Commercial Bank of the River Plata (limited) have made a call of £8 per share, payable on Jan. 6. "It is announced that the dividend due on January 1 next on the Entre Rios 7 per cent. State Loan of 1872 will be paid on and after that date at the office of Messrs. O. Murrieta and Co. "At a meeting just held of the Imperial Brazilian Collieries Company (limited), the director's report was adopted. Resolutions were also passed favouring of altering the name of the articles of Association which provides for the forfeiture of unclaimed dividends. "Mr. de Miranda, the Vice-Consul for Brazil, at Cardiff, is about to leave, and the vacant post has been accepted by Mr. E. J. Knight, who, it will be remembered, has been Vice-Consul for Brazil on one or two previous occasions. "The accounts from Brazil in reference to the prospects of the emigrants who were recently induced to go out there, are not of a character calculated to promote the success of the scheme which has been associated with the name of the Emperor. He is a paragraph which has been circulated in the London daily Standard:—"The first batch of farm labourers who were induced to emigrate to Brazil have written home heartrending accounts of the circumstances in which they find themselves placed. In the inland counties subscriptions are being raised to bring some of the unfortunate back again. They consider the workhouse or the most extreme poverty in England preferable to their lot in Brazil." That this account is justified by the circumstances there is ample room to doubt. The truth is, that among all large batches of emigrants there are sure to be found some discontented spirits who do not consider their position improved unless they can earn double the money they got at home with very little effort. Arrived at their new destination, they look to be treated with more than ordinary indulgence from the simple fact that they are Britons; and when it comes to a question of terms for work to be performed they are rather inclined to be bumptious and overbearing; and thus it frequently happens that the country and its surroundings are condemned as offering no advantage to the European labourer. On the other hand, those who go to work with a will at the first thing that offers, and have not formed any over-sanguine estimate of their prospects, generally find it no difficult matter to secure a handsome competence, if not positive independence. That South America with its ever increasing railway system, offers special advantages to the enterprising emigrant there can be no doubt, and the sooner, therefore, those in authority take an opportunity of disproving, or offering some explanation in relations to the paragraph we have quoted above, the better. "The Directors of the Pacific Steam Navigation Company have made a call of £6. 5s. per share on the shares issued in 1872, payable on January the second. "B. Ayres Gt. Southern Railway.—The Austral and Tandil shares are now consolidated with the ordinary shares of the Company, and now certificates will be exchanged for the old Austral and Tandil certificates. Mr. C. O. Barker has just given notice to this effect. "City of B. Ayres Trams.—These shares of £5 each fully paid were yesterday at 26 1/2 ds. each, or £2 16s. premium on £5, or 35 per cent. premium, and it is to be hoped, will be very cheap at this handsome premium. The company, we believe, have done their work most economically and well; the last dividend was at the rate of 12 per cent. per annum; the traffic and traffic prospects are excellent, and, altogether, we think it will be found that those tramways will pay everybody handsomely, especially the shareholder, who deserves to be well paid for his enterprise. "Central Uruguay Railway of Montevideo.—The 7 per cent. bonds issued by April 1871 at 75 per cent. price were yesterday at 93 per cent., or 18 above their issue price, and, adding the interest paid to this premium on the issue price, the original subscriber is already a very substantial gainer, but probably, if he is a sensible man, he may not be disposed to part with his 7 per cent. bonds at 93. "The Mary Hester, from Rio Janeiro (off), at Falmouth December 11th, with loss of sails and bulwarks. "The Fratelli Bagliano, from Paysandu, ashore in Batton Bay, is much injured and full of water the cargo will be saved. "The Fides, for Rio Janeiro, put back December 10th, having been in collision with the Hengist. "The Lorenz, from Hamburg for Porto Alegre ran ashore December 8th, but was floated off and towed into Sutton Pool. "The Mary Eleanor, from London, for the North Sea; crew landed at Portsmouth December 14th, by the Otive, for Bahia. "The Satellite, from Cardiff for Rio Janeiro was forced up by Kingroad December 10th, with loss of masts and chains, and ran ashore on the mud near Portland. "The Batavier, from Buenos Ayres for London, was abandoned on fire November 6th, in 12 N. 30 W.; crew taken off and landed at Liverpool December 9th by the Narsman, from Valparaiso. "The Dorothus, Melchor, from Newport for Buenos Ayres (coals and oak), put back to Cardiff December 14th and docked for repairs, having encountered terrific weather westward of Lundy on December 8th, during which she lost skylight, stanchions, Bulwarks, &c. "The Fahrentiel, for Buenos Ayres (coals), put back to Liverpool December 9, and docked. The master reports that in consequence of carrying a press of sail to keep off a lee shore the vessel strained, causing her to leak three or four inches of water per hour. On December 8 she experienced a hurricane, during which she lost sails, bulwarks, &c., and was severely strained; when the gale abated the pumps were sounded, and about five feet water found in the hold.

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BUENOS AYRES GREAT SOUTHERN RAILWAY CO. LIMITED. NOTICE TO SHAREHOLDERS. The Dividend of seven Shillings per Share for the half year ending June 30th, 1872, declared at the General Meeting held in London on the 27th November last, will be paid at the Office of the London and River Plata Bank, Calle Reconquista, to the Shareholders on presentation of their certificate. Buenos Ayres, Jan, 17, 1873. FRANK PARISH, Chairman of the Committee. £ 266 12p 118

ST. ANDREW'S CHURCH CHASCOMUS. Building Fund. John Hardy, Buenos Ayres... £200 John Proudfoot... 600 John D. Smith... 612 Saml. Hayeroff... 600 Henry Shaw... 600 £1,412

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Hats. A. HELMHOLTZ Y CIA. Successor to CARLOS LINDENAU. 64-CALLE DE LA DEFENSA-64 BUENOS AYRES.