

VICTORIA THEATRE.

AMATEUR THEATRICALS. For the BENEFIT of the BRITISH HOSPITAL. WEDNESDAY, AUGUST 18, 1869.

LONDON ASSURANCE. CHARACTERS: Sir Harcourt Courtly, Aged 65. Squire Max Harkaway, Son of Sir Harcourt Courtly, aged 25.

ACT 1. Anteroom in Sir Harcourt's house in London. Time, Half-past nine in the morning.

ACT 2. Lawn before Squire Harkaway's mansion in Gloucestershire. Time, Half-past One the next day.

ACT 3. Drawing-room in Squire Harkaway's house. Time, Half-past Six p.m.

ACT 4. The same scene—After dinner. The same scene—The following day—Eleven o'clock at Night.

ACT 5. The interval between the Acts will be as short as possible, that between the 3d and 4th being about five minutes.

To be followed by Morton's Farce in One Act. POOR PILLICODDY.

CHARACTERS: Mr. Pillicoddy, A Nursery Gardener. Captain O'Scuttle, Mrs. Pillicoddy, Mrs. O'Scuttle, Sarah, Maid of all Work.

SCENE: Pillicoddy's House and Nursery Garden. Time, Half-past Six in the Evening.

PRICES, INCLUDING ENTRADA. Boxes—Grand Tier, 600. Boxes, Pit, and Upper, 500.

Ladies and Gentlemen are admitted to all parts of the Theatre. VIVAT REGINA.

ITALIAN CIRCUS. PLAZA PARQUE.

On SATURDAY, the 14th of AUGUST, the Grand Inaugural Performance of this celebrated Company will be given for THE BENEFIT OF THE PUBLIC.

PRICES: Entrance—Grand Tier, \$ 25 m. Boxes (Six Seats) 150 .. 150 .. Tertulia 20 .. 10 .. Children (under 10 years) .. 10 ..

On Sunday, there will be an extraordinary Afternoon Entertainment, commencing at Two p.m. LUMB, WANKLYN, AND CO.

SUBSCRIPTION TO THE STANDARD. DAILY, per Month .. \$30 WEEKLY .. 20 ..

TO CORRESPONDENTS. No notice can be taken of anonymous communications. Whatever is intended for insertion must be authenticated by the name and address of the writer.

SPECIAL TELEGRAMS FOR "STANDARD".

Montevideo, August 16, 1869, 5.30 P.M. Paper opened at 10, going up to 11, and closing at 11. About \$30,000 sold.

Another Argentine Railway. THE Argentine Government has just concluded a contract with Sr. Don Pablo Montraval for the construction of a line of railway to run from the Concordia, on the banks of the Uruguay, in the Province of Entre Rios, to Mercedes, a central town in the province of Corrientes.

The trade of the interior of Corrientes with the banks of the Uruguay is, and has been, of growing importance, so much so that for the last five years schemes have been made, and proposals sent in by various parties for the purpose of connecting the interior of Corrientes with some port on the Uruguay or Upper Parana. It has, however, been reserved for the present administration to give a shape and form to the business, and we ask for no better proof of the sincere desire of President Sarmiento and his Cabinet to advance the country than the contract in question.

Political discussions may blind many to the importance of this great scheme, but an impartial public will judge it by its true merits, and read in the various articles of the contract a fair and straightforward desire on the part of the Government to make the scheme a reality. The concessionaire, Mr. Montraval, is well and favorably known to this public, being for many years the active manager of the 'Caja de Credito,' one of the most successful private joint-stock companies that has been started in this city. We are glad, therefore, to find so practical a party the concessionaire, as it is a guarantee to the public that the enterprise will be well and successfully carried out.

The province of Corrientes has, owing to the protracted continuation of the Paraguayan war, risen to an importance hitherto unknown. The immense cattle trade with the army contractors has enriched even the humblest of her estancieros; estancia lands have, even in these years of depression for the sheepfarmer, increased greatly in value, and possibly the only two provinces in this Republic where sheep and cattle farming can be regarded as a paying business this day are Entre Rios and Corrientes. Time was when Corrientes possessed an industry identical with Paraguay—her cotton, manioc, tobacco, yerba, oranges, and timber were known in this market; but the yerba from the Misiones and the timber from Corrientes soon succumbed to the enormous charges for freights &c. The trade with Paraguay was opened on the death of Francia, and Corrientes, one of the richest, but most neglected, of our provinces, was cut out from our market. Some of the finest, best, and most durable timbers known to South America are indigenous to Corrientes. There are forests of quebracho colorado, yobiro, cedar, tataré, pino amarillo, and mandubay, which, in any other country, would be turned to advantage. Corrientes may be termed the Honduras of the River Plate, as regards her woods, whilst, for the splendid staples, cotton, sugar, rice, and tobacco, there is no province in the Argentine Union that can compete with her as to capability of production.

To develop a country so vast, a province so fertile, is, indeed, a scheme worthy of the present administration, and even if the Government itself had to construct the road, well-spent, indeed, would be the public money in so important an enterprise.

The country through which the proposed line is to pass offers more difficulty for the construction of a railway than the level plains of Buenos Ayres, yet we do not consider \$10,000 per mile as exaggerated, since, by the terms of the contract only the actual cost of the road is the 7 per cent. guaranteed payable. Five years ago when the estimate for the road was made \$13,500 per mile was the sum asked. The contract is drawn up in a fair, liberal spirit, which betrays the sincerity of the Government to have the work done and done well, and we have no doubt that the concessionaire will find little difficulty in forming a company abroad and obtaining the necessary capital for the construction of the road owing to the high credit of the Argentine Government and the fair and liberal terms of the contract.

Concordia is a rising town, and possesses many natural advantages; the country around is well settled on by foreign estancieros, and within the last few years thousands of acres have been put under wheat. Owing to the cataract at Salto, the navigation of the Uruguay may be said to stop at Concordia; only at times when the river is greatly flooded can vessels of the slightest draught pass up, and the whole carrying trade with the towns on the Upper Uruguay is at present in the hands of the bullock cartmen.

On a future occasion we purpose giving our readers an exact description of the country through which the new line passes, with reliable figures as to the trade, population, and resources—we confine ourselves now to the contract, of which we give a translation.

ARGENTINE NORTH-EASTERN RAILWAY.

Dr. Don Dalmacio Velez Sarsfield, Minister of the Interior, being duly authorized by H.E. the President of the Republic, entered into the subjoined contract with Don Pablo Montraval.

1st.—Don Pablo Montraval obliges himself to construct a railroad in the Province of Entre Rios, from the city of Concordia, or a league below in the spot selected by Government, to the town of Mercedes, in the Province of Corrientes, always in accordance with the plans presented to Government by Mr. Candlish, the engineer.

2nd.—The road will be divided into two sections; the first will run from the city of Concordia, or a league below, as the Government may elect, to the town of Monte Caseros, and the second from this latter point to the city of Mercedes.

3rd.—The road shall be the same width as the Western Railway, Buenos Ayres, with only one line and just as many side-rails and shunts as necessary for the proper working of the line. As regards earthworks, aqueducts, stations, and bridges, they must all be of the very best materials, as likewise the rails, rolling stock, and in fact, everything used in the construction of the road.

4th.—The first section will be commenced within 14 months from the signing of this contract. Twenty-five months afterwards, eighteen miles, at least, of the line must be thrown open to public traffic, the remainder of the line to be finished within three years, calculated from the termination of the fourteenth month allowed for the commencement of the works, always excepting accidents or fuerza mayor.

5th.—The second section shall be commenced on the completion of the first, when the working shall have returned three and a-half per cent interest on the money expended.

6th.—The Government guarantees to the company an annual interest on the cost of the line of seven per cent, viz. it binds itself to make good the annual deficit, whatever it may be, between the receipts, and seven per cent interest on the cost of the line, said cost in any case not to exceed \$10,000 per mile, nor is the Government under any circumstances to pay more than seven hundred pounds sterling per mile for said guarantee, it being understood that the company shall be obliged to pay to Government the excess of revenue over seven per cent, until the sums paid on account of the guarantee be repaid.

7th.—The ground necessary for the construction of the line, stations, and other buildings, shall be granted to the company in perpetuity.

8th.—The guarantee will come into operation according as the various sections are opened to public traffic, the cost not having exceeded the established limit of \$10,000 per mile. On the completion of each section, the Government will have the line inspected, and if any part of the works be not according to contract, the guarantee will not take effect until the line be put in the required state.

9th.—When settling the guarantee, which shall be done annually, it is agreed that the legitimate expenses of administration, wear and tear, stations, etc., shall be deducted from the gross receipts; in no case shall other moneys had or borrowed by the company for the construction of the line be taken into account over the limit of \$10,000 per mile.

10th.—The guarantee shall hold good for forty years from the date it commences to run, after which time all obligations on the part of the Government shall cease. Neither shall the Government be obliged to pay the guarantee, should the traffic at any time be interrupted through any fault or omission on the part of the company.

11th.—The plant and other materials for the exclusive use of the railway, which it may be necessary to import from foreign countries, shall be free of all duties during the time the guarantee remains in force. The railway itself shall also for the same period be exempt from all taxes.

12th.—The company shall always retain the right to construct branch lines, or any other additional works, but no obligation on the part of the Government shall be obliged to guarantee interest on the cost of them.

13th.—The Government shall have a right to fix the tariff of the company when the net revenue exceeds fifteen per cent on the capital.

14th.—All those employed on or in the construction of the line are exempted from military service.

15th.—The public mails shall be carried gratis by the company, and troops and military baggage shall be carried at one-third the usual fare. The transport of powder and express trains shall be subject to special agreement.

16th.—It is understood that the time granted by Art. 4, for the completion of the first section, shall not be extended in consequence of accidents or fuerza mayor, but shall be adhered to under penalty of the concessionaire losing the deposit he will have lodged.

17th.—The concessionaire shall lodge, for the purpose stated in the preceding Art., in a public establishment to the order of the Government, \$120,000, the concessionaire having only a right to the interest such deposit produces.

18th.—The concessionaire can form a joint-stock limited liability company, with legal domicile in Buenos Ayres, submitting its statutes for the approbation of Government.

19th.—The Government shall retain the right to interfere in the company's affairs by right of the stipulations contained in this contract, to the extent of naming one or more inspectors, who will see that the plan agreed upon is carried out; and that the materials, &c., are according to contract.

also Mr. Richard Marshall, poor Harriet Taylor losing the chance of escape. The boys were taken to quarters, and at once given clothes.

Lopez has fled from Ascurra, and made for the high mountain range called Caaguazu.

THINGS IN ROSARIO.

Under date of 13th inst. a subscriber writes to us:—

Matters here, although not quite so bad as many people represent them, are still very anomalous. Our latest sensation is of the official murder of the carpenter belonging to the British barque Rosenmont, now in this port.

On the night of Sunday last, or rather on the morning of Monday at two o'clock, the carpenter deserted from his ship, which was alongside the railway mole. He went in company with four other sailors from the vessel; somehow or other they separated, and the carpenter, with a bag of clothes on his back, was proceeding up the Calle Puerto, in company with another of the fugitives, who had a pair of boots in his hand.

Being called on by the sereno to stop, and not knowing the language, they began to run away. The sereno blew his whistle and followed. Being joined by another of the corps, they fired two shots after the runaways, which took no effect. But, coming up to a corner near the market, three more serenos appeared, and the whole lot, falling on the two men, lanced the carpenter to death, and wounded the other sailor in the forehead, previous to carrying him off to prison.

We should like the "Standard" to inform us in Rosario by what law or right—human or divine—the Municipality can permit the preservers of the town's order during the night to assassinate a poor foreigner in the streets, as it would appear, because he does not understand their language. Do we live in the land of the Thugs? Or are these things never to have an ending?

On the same Sunday night two other persons were murdered in the streets: one of them at eight o'clock in the evening; a young man belonging to a tailor's establishment, who, as the police report says, was killed by four balls from a revolver.

The Rosario census, of which you make mention last week, has been completed by Sr. Don Pedro Lambi, who went up to Santa Fé on Wednesday last to present it to the Government. I have taken some extracts from it, which may be useful for the second volume of your Handbook. They are as follows:—

The Census is completed to the 31st July, 1869. The city of Rosario, on the map drawn out by Sr. Lambi, comprises 359 cuadras, in which are contained 2,125 divisions, or lots, of property. In the city are 1,034 houses of 'azotea,' and 1,705 ranchos of straw roof, some of the latter with wooden walls. There are 979 lots still unoccupied. The 'azotea' houses contain 5,171 rooms, and realize a monthly rent of 44,909 Bolivian dollars.

In the city there are 1,413 inhabitants in the suburbs and camps 19,727 do.—thus comprising a total of 38,140 inhabitants in the whole department of Rosario; of foreigners there are in the Department, English 374, North Americans 57, Italians 1840, Spaniards 940, Portuguese 39, French 784, Swiss 59, and Germans 133. Of artisans, who are nearly all foreigners, there are 379 carpenters, 224 masons, 173 blacksmiths, 2 foundries, and under the head of "comerciantes" we have 1,359 I confess that I have some doubts about the correctness of figures in this census; from the statement, that of the 38,140 total, there are 34,346 Argentines. This, however, includes the sons and daughters of all foreigners born here.

The river has again been rising during the last few weeks, and the gas works are progressing very slowly although much of the pipes are already laid down.

Great preparations are being made by the lady President of the Beneficencia, La Señora Doña Laureana Correa, for the bazaar in favor of the Hospital, which is to come off on the 3rd of October next. This hospital is excellently managed by the Sisters of Charity, and deserves support; for it ceases within its walls the sick and ailing of whatever creed or nationality they may be.

An appeal has been made in the newspapers by the Curato here, the Canon Piñero, for clothing to send up to above a thousand Indians, who are reported to have come in from the Gran Chaco to the capital of Santa Fé, to submit themselves to the Government. The appeal has been well replied to. Indeed such a quantity has been given that the two boxes containing them, and sent to the Estrella steamer by Señora Correa, were returned on shore as being too large to be brought by the steamer.

The paving of our streets is being continued, although in a very promiscuous manner, and showing that the contract has been a very latitudinarian one, for instance, it needs about a month to complete a cuadra, and when this is done, another is commenced at a distance of four to five squares from that, but it is being done 'poco a poco,' and will be of incalculable advantage to the traffic, when concluded.

Another work going on is that of the 'Aguas Corrientes' to supply the city with water from the River Parana. The pipes are being laid down as those for gas have been, before the machinery is completed, but I need not tell you, with the absence of that energy that we might expect, if we had a Sir John Coghlan at the head of the business.

Our Bolsas is not shut up for I am writing this in its reading room, after casting my eyes over the last 'Times' of Buenos Ayres, perhaps I should have said the 'Standard'; as it is of that journal I speak, but when I find you are Londonizing Buenos Ayres, by calling San Martín—Bond Street, and Cangallo, Threadneedle Street I am not out of the record in naming our best paper in the River Plate by the title of the London 'Thunderer,' but of our Bolsas, although the 'room where merchants most do congregate' is not so noisy, nor as Kursaal-ish as yours, were rather premature in a recent number in recording it as being closed. The papers are received: the black board in the portico tells of the arrival and departure of ships, and steamers: and it hopes for better times.

The only other things I have to record are the building of a new theatre. The collecting of funds to erect a new church: the getting up of another bank,—although Cabal's Commercial Bank has its sign board taken down. The raising of our taxes from 20 cents per head to 100 cents, or one Bolivian dollar on cattle slaughtered for the market,—and the jump of the poor carters' 'patentes' from 7 patacones to 50!!! Why we must be the most prosperous city in creation, although we do not know it. But amongst other things here of which we are ignorant we want to know in Rosario, for what purpose your head of the government people in Buenos Ayres are sending troops, and cannon past here to the Upper Provinces, whilst we in this part of the Republic are having men shot down by revolvers, and lanced to death by the night watchmen—by those whom we are expected to trust in as the protectors of our lives and property? Is this Argentine liberty, or Argentine despotism—whichever it be, give it the right name, if you please and oblige Yours truly,

TOM BROWN, JUNR. P.S. We have been anxiously expecting a revisit from the Christy Ministers, who I think, would get a bumper in Rosario.

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COLONEL THOMPSON'S BOOK.

LOPEZ AND MITRE. THE INTERVIEW.

Next morning (September 12, 1866), Lopez put on a new kepi, and a new frock-coat, without epaulettes; he also wore grenadier boots and spurs, which he always did, in imitation of Napoleon, and put on gloves. Over all he put his favorite 'poncho,' which was made of scarlet cloth lined with 'viñeta,' and had a fringe of gold all round the border, with a collar magnificently embroidered in gold. His stall were all in the address amista; General Barrios, and his brothers Venancio and Benigno Lopez, went with him also. He drove in a little four-wheeled carriage as far as the trench, where he mounted his white horse.

On leaving his headquarters with the 'cortege,' he took a roundabout road, starting as, if to go to Paso Gomez, in order to make the enemy believe that was the only road there was.

On arriving at the pass which leads from the Paraguayan lines into Yatayti Corá, it was evident that Lopez feared Mitre would entrap him; for he had the Battalion of Rifles hidden at the pass, which is close to where the meeting took place, besides the usual guards there. He took with him, as an ostensible escort, twenty-four men of his cavalry guard, and about fifty officers composed his staff. The latter kept no kind of order, but rode along like a flock of sheep. When Lopez had crossed the path he felt faint, and had a glass of brandy and water; he then went on, and in a few minutes Mitre was seen coming, with a small staff and an escort of twenty lancers. Mitre was dressed in a frock-coat and white sword-belt, wearing an old breakdown wideawake hat, which gave him quite a Quixotic appearance. The escorts now halted, and the two Presidents alone went forward, and after saluting each other, got off their horses, which were taken by their orderlies, and began the conference, their aides-de-camp being within calling distance. After a few minutes, Mitre sent to invite Flores and Polydoro to salute Lopez, and to assist at the interview. The latter sent word that, since the General-in-Chief was there, his presence was unnecessary. Flores went, and was introduced to Lopez, who charged him with being the cause of the war by procuring the Brazilian intervention in Montevideo, to which Flores replied that he was as anxious as anyone to preserve the independence of the Banda Oriental.

Lopez introduced General Barrios and his two brothers, and Mitre introduced General Hornos and some others. After a short time Flores left, and the two Presidents remained alone. They talked together for five whole hours. Lopez had chairs and a table brought, and they alternately sat and walked. Writing materials were produced, and a memorandum written of the interview, stating that his Excellency Marshal Lopez had invited President Mitre to consider whether the blood already spilled in the war was not enough to wipe out their mutual grievances; that his Excellency President Mitre had limited his reply to saying that he would place the subject before the Allied Governments, which alone could determine the matter.

During the interview, when Lopez was urging his peaceful sentiments, Mitre stated to him that he could undertake nothing which did not carry out fully the secret treaty, and asked Lopez whether, even in that case, he thought it possible to leave the appeal to arms. Lopez replied that he could never accept the conditions of that treaty, that they could never form a basis for a treaty of peace, and that if they were the only conditions, he would resist them to the very last. They had some brandy and water together, which Lopez sent for, and they exchanged their riding whips in remembrance of the day. Mitre told Lopez that the operations of the war would be carried on with the greatest vigour. They then parted.

Lopez looked very black after dinner at a house on the way back to his headquarters, where he was met and consoled by the Bishop and Mrs. Lynch.

Mitre behaved in a most gentlemanly manner throughout the whole affair. Though he had distinctly told Lopez that the operations of the war would not be suspended, the useless daily bombardments were stopped for a day or two, as if in courtesy to the interview which had taken place. Two of Mitre's aides-de-camp obtained permission, during this sort of understood armistice, to go and talk to the Paraguayan officers at the advanced guards. These were seized by Lopez and retained prisoners, dying ultimately of want and filth.

The allied soldiers were also allowed to go and talk to the Paraguayans at the advanced guards. Three were only sent away.

Every influence that can be brought to bear, whether 'State' or individual, every dollar, and all the intelligence that the country possesses, or can command, should in this time of calamitous trial be directed to rescue this, our most important industry from imminent ruin, and to place it in a position that its produce may compare not disadvantageously with that of other countries in field, condition, and price.

EDITOR'S TABLE. The fine mail steamer City of Brussels, Captain Cole, leaves to-day for Antwerp and London. This is one of the fastest and most commodious steamers plying with this port. We note amongst her passengers Mr. Arnold and family. Mr. Arnold is a well known German merchant of this place, and we hope to see him soon return.

We received yesterday from Mercedes, Banda Oriental, a long list of letters lying at the post office in that town. Almost all the letters are for Englishmen, many of whom are doubtless unaware where their letters are lying. On Sunday night a daring robbery was perpetrated at the Barracas railway station. The burglars walked off with no less than \$4,000 mpc, and all the clothes of the station master. Saturday night's 'Nacional' caused much attention by some news published respecting the attitude of the Oriental Government towards Baron Maua, and that all the assets of the Bank would be at once sold by order of the Government. As we received no information, either by telegram or letter, from our brother editor, who is in Montevideo, we regard the news as a bolt, particularly as well informed parties state that Baron Maua has already made satisfactory arrangements with three-fourths of the creditors of the Bank. We regret to say that the packet has brought us the truly melancholy intelligence of the loss of a box containing 144 River Plate Handbooks. The box was rather indiscreetly entrusted to the charge of the celebrated traveller Captain Burton, who states that he lost it on the voyage. So severe a loss at the moment chilled the brain: our dearly bought experience may, however, prove useful for the public. Never entrust a box of books to an author or a traveller; may more, never under any circumstances publish a book with the expectation of a Government subscription. The Argentine Marine Insurance Co. had indeed a wonderful escape in the case of the Italian barque that was burnt to the water's edge in the roads on Friday last. It appears that part of the vessel or cargo was insured in this company to the extent of \$17,000, for the voyage; by the terms of the policy, however, the risk terminated at the expiration of 24 hours after anchoring, and thus the loss fell on the owners, and not on the company. Mr. Peter Deare arrived yesterday from Parana, having concluded all his arrangements with Messrs. Suarez & Co. for the construction of the iron pier and tramway. The pier will be manufactured in Montevideo, at a cost of \$116,000, and the materials for the tramway have been ordered from the States. The President of this Republic ought to take note that ironwork can be done cheaper in Montevideo than in Buenos Ayres, on account of the heavy duties on iron. The general state of things up the river is most unsatisfactory, nothing doing anywhere, and every one complaining. The house and land auctions on Sunday were as numerous as ever, but very few bona fide sales. Everyone thinks that there is too much of this class of property pushed on the market, prices have fallen and are falling still. The chief bidders for property to the North and West of the town are Italian bricklayers, but they only buy when they can get a bargain, although they have millions lying in the Provincial bank. Building is remarkably dear, much more so than this time last

SAVINGS BANK BANK MAUA AND Co. 101-Cangallo-103 BUENOS AYRES.

The immense advantages of Accounts Current are now so generally felt and appreciated in the two great emporiums of the River Plate, Montevideo and Buenos Ayres, that there are very few Merchants who fail to keep one at the bank in which they place the most confidence.

First—The Bank receives at interest any sum from Twenty-five Dollars currency or one Silver Dollar upwards. Second—The interest allowed is six per cent. (6%) per annum, which is liquidated every six months.

LONDON, BRAZIL, BELGIUM, AND RIVER PLATE ROYAL MAIL STEAMSHIP COMPANY, (LIMITED).

NAMES OF STEAMERS.—CITY OF LIMERICK, CITY OF RIO JANEIRO, CITY OF BUENOS AYRES, CITY OF BRUSSELS. This Company, having concluded a Contract with the Belgian Government, for the term of Ten years, commencing 1st March 1868, will dispatch a Steamer with Mails every Month for Rio Janeiro, Montevideo, and Buenos Ayres.

As a Proof of the superiority of the Threshing Machinery, Manufactured by CLAYTON, SHUTTLEWORTH and CO., They beg to call attention to the following Statement.

Table with 2 columns: ENGINES, MACHINES. Total Number sent out up to Dec. 31st, 1865.

The Gold Medal was awarded them at the Paris Exhibition, 1867, for Portable Engines and Threshing Machines; and at the last trial of the Royal Agricultural Society they gained every FIRST PRIZE offered for Steam Engines, also the First of £10 for Finishing Threshing Machine, and Silver Medal for special improvements, on which occasion the following Firms, amongst others, competed—Messrs. Ransomes and Sims, Tuxford and Sons, Reading Iron Works Company Limited, Brown and May, Allyn and Son, Barrows and Carmichael, Humphries, Mitchell, Sons and Co. Limited, Russell, Proctor and Co., Hoby and Co. Limited, Holmes and Sons, E. and F. Turner, P. and H. Gibbons, Tucker and Sons, Nalder and Nalder, Riches and Watts, Wallace and Haslam, Cutchpole and Thompson, &c. &c.

Clayton, Shuttleworth, & Co., STEAM END WORKS, LINCOLN, And 78, LOMBARD STREET, LONDON. Catalogues and every information forwarded post free.

First-Class Cutlery and Electro-Silver Plate MAPPIN & WEBB, WHOLESALE MANUFACTURERS OF TABLE KNIVES, ELECTRO SILVER PLATE, &c., &c. THE ROYAL CUTLERY WORKS, SHEFFIELD, AND

77 & 78 OXFORD ST. 71 & 72 CORNHILL

LONDON. Costly Priced Catalogues Free on Application. A Large and Liberal Discount to Importers. All Orders must be accompanied by a Draft on England at Ninety Days' sight, from which a further Five per Cent. Discount will be allowed.

MAPPIN AND WEBB, MANUFACTURING Cutlers, Electro-Platers, Silversmiths, &c. THE ROYAL CUTLERY WORKS, SHEFFIELD,

Advertisement for Mappin and Webb featuring an illustration of a teapot and a teacup, with text describing their products and services.

77 & 78 Oxford St., 71 & 72 Cornhill

Advertisement for Pleasure Steamers & Steam Launches, featuring an illustration of a steamship and text describing the services of Yarrow and Hedley.

LEA & PERRINS' WORCESTERSHIRE SAUCE, DECLARED BY CONNOISSEURS TO BE THE ONLY GOOD SAUC



CAUTION AGAINST FRAUD. The success of this most delicious and medicinal Condiment has led certain dealers to apply the name of "Worcestershire Sauce" to their own inferior compounds, the Public is hereby informed that the only way to secure the genuine, is to ASK FOR LEA AND PERRINS' SAUCE, and to see that their names are upon the WRAPPER LABEL, STOPS, and BOTTLE.

AGENTS IN BUENOS AYRES—GETTING & CO. AND MOORE, PUNCE, & TUDOR.

ELEY'S AMMUNITION

THE BOXER CART-TRIGGER RIDGES. For Snipe-Enfield of .577 bore, and for the Henry and Martini-Henry of .430 bore, adapted for Her Majesty's War Department, also of .500 bore for Military Rifles.

WATERPROOF CENTRAL-FIRE METALLIC CARTRIDGES. With enlarged Base for small bores, adopted by Foreign Governments for converted-Chasep Berdan, Remington, and other Rifles; also an American Henry-Hopkins Rifle.

THE "ELEY BOXER" is the cheapest Cartridge known, carrying a full charge of Bullet, and is made of metal, is waterproof and impervious in any climate.

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The Times, of India, states "that the discovery of D. J. COLLIS BROWN'S CHLORODYNE is a greater blessing to the human race than has ever been discovered by Vaccination. This remedy is invaluable in the above diseases and is indispensable to Emigrants, Soldiers, and Sailors, a few doses being generally sufficient. Dr. J. COLLIS BROWN'S CHLORODYNE.—The Right Hon. Russell College, Manchester, the College of Physicians and J. T. Daventport, that he had received information to the effect that the only remedy of any service in Cholera was Chlorodyne.—See Lancet, Dec. 21st, 1864. Dr. J. COLLIS BROWN'S CHLORODYNE.—Extract from Medical Times, January 12, 1866.—"Is prescribed by scores of our countrymen, and is a greater blessing to the human race than has ever been discovered by Vaccination. This remedy is invaluable in the above diseases and is indispensable to Emigrants, Soldiers, and Sailors, a few doses being generally sufficient. Dr. J. 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