

The Express

THE RIVER PLATE DAILY MAIL
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VOL. II.

(MELVILLE HORN—Director)

MONTEVIDEO, SUNDAY, NOVEMBER 25, 1888.

[ALL CORRESPONDENCE TO THE DIRECTOR]

Nº 215.

Pacific Steam Navigation Company

FORTNIGHTLY LINE OF STEAMERS

LIVERPOOL, THE RIVER PLATE, AND VALPARAISO.

The magnificent steamers of this Company will sail in the following order:

FROM MONTEVIDEO

FOR EUROPE.

BRITANNIA

Capt. Geo. Massey R.N.R.
22nd November 1888
for Rio Janeiro, Bahia, Pernambuco, Lisbon, Bordeaux, Plymouth and Liverpool.

POTOSI

Capt. J. B. Park.
7th December 1888
for Rio Janeiro, Bahia, Pernambuco, Lisbon, Bordeaux, Plymouth and Liverpool.

GALICIA

Capt. G. A. A. A.
21st December 1888
for Rio Janeiro, Bahia, Pernambuco, Lisbon, Bordeaux, Plymouth and Liverpool.

FOR THE PACIFIC.

JOHN ELDER

Capt. H. H. Rawson.
25th November 1888
for Punta Arenas, Coronel, Lota, Talcahuano and Valparaiso.

COTOPAXI

Capt. H. H. Rawson.
10th December 1888
for Punta Arenas, Coronel, Lota, Talcahuano and Valparaiso.

ACONCAGUA

Capt. A. Hamilton.
25th December 1888
for Punta Arenas, Coronel, Lota, Talcahuano and Valparaiso.

All the above steamers run in connection with others of the same Company, which trade up the Pacific Coast as far as Panama.

Passenger Fares.

To Vigo 1st class £35 — 2nd class £20 — 3rd class £10
To Bordeaux 1st class £35 — 2nd class £20 — 3rd class £10
To Plymouth and Liverpool 1st class £35 — 2nd class £20 — 3rd class £10
Return Tickets 1st class £55 — 2nd class £35 — 3rd class £18 (available for twelve months).

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AGENTS:—

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United States & Brazil Mail Steamship Co.

American Line between New York and Rio Janeiro.

Touching at Saint Thomas, Barbados, Pará, Maranhão, Pernambuco, Bahia, and Santos.

The magnificent steamers of this Company are posted to arrive and sail as follows:

STEAMERS	Sailing from New York	Arrival at Rio Janeiro	Sailing from Rio Janeiro	Arrival at Santos	Sailing from Santos	Arrival at New York
FINANCE	Oct. 13	Nov. 6	Nov. 13	Nov. 17	Nov. 17	Dec. 9
ALLIANÇA	Nov. 10	Dec. 4	Dec. 11	Dec. 15	Dec. 15	Jan. 6
ADVANCE	Dec. 1	Dec. 24	Dec. 27	Dec. 31	Jan. 4	Jan. 27
FINANCE	Dec. 22	Jan. 14	Jan. 17	Jan. 12	Jan. 25	Feb. 17
ALLIANÇA	Jan. 12	Feb. 4	Feb. 7	Feb. 11	Feb. 15	Mar. 7
ADVANCE	Feb. 2	Feb. 23	Feb. 28	Mar. 4	Mar. 8	Mar. 28

Passenger Fares.

From Montevideo or Buenos Aires to New York. 1st class \$185 2nd class \$120 3rd class \$75
Return tickets (available for twelve months). " " \$250

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AGENTS:—

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The New Zealand Shipping Company, Limited.

Monthly line of Steamers between New Zealand and London.

Calling at Rio JANEIRO and TENERIFFE.

The new and magnificent steamers of this line will sail in the following order for Plymouth, on their homeward voyages from New Zealand, FROM RIO JANEIRO.

STEAMERS	TONNAGE	CAPTAINS	APPROXIMATE DATES OF SAILING
TONGARIRO	4,474	J. E. Bone	Nov. 1 Nov. 23
AORANGI	4,163	J. Sutcliffe	Nov. 29 Dec. 21
RIMUTAKA	4,165	W. A. Turpin	Dec. 27 Jan. 18
RUAPAHU	4,163	H. E. Greenstreet	Jan. 24 Feb. 15
KAIKOURA	4,474	W. C. Crutchley, R.N.R.	Feb. 21 Mar. 15
TONGARIRO	4,474	J. E. Bone	Mar. 21 Apr. 12

All the steamers of this line are lighted by electricity, and have excellent accommodation for first, second, and third-class passengers.

Fares from Montevideo.

To London. 1st class £35 2nd class £20 3rd class £12
Return tickets (available for twelve months). " " £52 10s.

WILSON SONS & Co., Limited,

AGENTS:—

MONTEVIDEO, SOLIS 55; BUENOS AIRES, CANOALLO 326; AND RIO JANEIRO.

SHAW SAVILL & ALBION Co., Limited.

Monthly line of Steamers between New Zealand and London.

Calling at Rio JANEIRO and TENERIFFE.

The magnificent steamers of this Company will depart as per following table for Plymouth, on their return from New Zealand, FROM RIO JANEIRO.

STEAMERS	CAPTAINS	SAIL FROM	Arrive at Plymouth
DORIC	J. W. Jennings	Nov. 18 Nov. 8 Nov. 22 Nov. 27	
ARAWA	J. Stuart	Nov. 15 Dec. 6 Dec. 20 Dec. 25	
IONIC	W. H. Kidley	Dec. 13 Jan. 3 Jan. 17 Jan. 22	
COPTIC	J. Burton	Jan. 10 Jan. 31 Feb. 14 Feb. 19	
TAINUI	B. J. Barlow	Feb. 7 Feb. 28 Mar. 14 Mar. 19	
DORIC	J. W. Jennings	Mar. 7 Mar. 28 Apr. 12 Apr. 17	

All the steamers of this Company have excellent accommodation for first, second and third-class passengers, and are lighted by electricity.

Fares from Montevideo.

To London. 1st class £35 2nd class £20 3rd class £12
Return tickets (available for twelve months). " " £52 10s.

WILSON SONS & Co., Limited,

AGENTS:—

MONTEVIDEO, SOLIS 55; BUENOS AIRES, CANOALLO 326; AND RIO JANEIRO.



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Table wine supplied gratis to passengers of all classes.

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The 11th and 25th of each month.

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Between Liverpool and the River Plate.

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AND THE

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The 3rd, 10th, 17th, 24th, of each month.

18mlxp GUSTAV MOELLER, Agent.

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Via Montevideo.

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que se ha ofrecido hasta ahora

Representante en campaña Don GUILLERMO

MERCER, quien se encarga de enseñar a los

interesados el modo de bañar y las ventajas que

quo ofrece

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THE EXPRESS

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MONTEVIDEO.

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All correspondence whether on business or in regard to publication must be addressed to the Director.

No anonymous communications will be attended to, nor manuscript returned.

The Express

MONTEVIDEO, NOVEMBER 25, 1888.

Notice

From today the address of THE EXPRESS office is Calle Cerro 93, alto, being the same building as is occupied by "La Razón."

EXPRESSIONS

—The B. A. Standard repeats the report to which we have already referred that many of the men on strike in Buenos Aires, especially iron workers, have left that city for this, stimulated by the expectation of getting wages paid in a fixed currency on the value of which they may count with certainty.

—This is all very true, if they get any wages at all. Unfortunately this city is not at present in a position to offer many opportunities for the employment of skilled labour, those there are being pretty well filled up.

—Seeing that the Buenos Aires strikes were chiefly brought about by the excessive premium on gold and the consequent lowering of wages and rise in prices, there is little fear of their extending here, where no such premium exists.

—We read in the B. Aires papers that the strikes are now extending to the compositors and journeyman printers. Our colleagues of the press had better look out. What consideration there would be if some morning Buenos Aires woke up to find itself newspaperless.

—A newspaper has grown to be such a necessity and such a matter of course in modern city life that it is difficult to realize what it would be to be suddenly deprived of them.

—We would like to know if there is another country in the world besides this in which a tax is imposed on commercial travellers. We very much doubt it.

—One of the worst and most obstructive items of the "Ley de Patentes" is certainly that which imposes a tax on steam, gas or electric engines, in addition to any tax due on the industry in which they are employed. True the tax is only \$5 per annum per horse power, but that seems to us exactly \$5 too much. As we said on a previous occasion, this tax is very indefensible.

—The last two or three sittings of the Chambers have been decidedly dreary and uninteresting and we have waded through the mass of chaff in vain endeavour to gather a few grains of wheat.

The staple subject of the debates has been Dr. Victoria's Frontier Colonization and Railway Bill, to which there is a strong opposition partly who seem to be doing their best to obstruct business. Consequently, things are nearly at a standstill, and there is little or no progress to be reported.

—We hear that the members of the Cricket Club are likely to arrive at an equitable arrangement for the purchase of a new Cricket field. A report of Friday's meeting will be found in our Local news.

—We read in a London paper that on appeal the Supreme Court of Madrid has confirmed the decision of a provincial tribunal condemning a Spanish Protestant to five days' imprisonment with a fine of a pound and costs, for having persisted in remaining with his hat on when he met a Catholic procession. The act, the Court decided, must be considered as an offence against the religious feelings of those who belong to the Catholic religion. It is a pity the Catholics are not as tender about hurting the religious feelings of those who belong to other religions, but unfortunately for their sense of justice, that is generally the last thing they think of.

—The weather yesterday was dull and threatening. So were the papers, at least, all of them were the former and several of them the latter.

—Once more has come round the day for a race meeting, accompanied by the usual doubt, up to a late hour yesterday, whether the Clerk of the Weather would allow the meeting to come off. For some three months now our climate has been as uncertain and capricious as that proverbially attributed to England.

—A movement in favour of Sunday closing is gaining great ground in Rio Janeiro. A similar movement is certainly wanted here.

—A cynical subscriber explains to us that many of the shops and stores do so little work on week days that they feel no necessity for a holiday on Sunday. If so, so much the worse for them.

—We have found a *lusus nature*, a man who is proud of being Neapolitan. He is the author of the entertaining article on the Emperor of Germany reproduced elsewhere. Moreover he even seems proud of being proud of it.

—As a noteworthy incident of the Presidential picnic a reporter of one of the papers remarks that the President ate but little breakfast, but consumed a large number of toothpicks. He leaves his readers to make their own comments.

—Our moving, an operation that has to be done by degrees, continued yesterday greatly to the distraction of our editorial faculties. By our next issue we hope to be thoroughly installed in our new offices, and the work of the paper will proceed without further difficulty.

—My darling, you do not bestow upon me so much affection as you did before we were married, remark a pouting wife of four years to her husband.

«Don't lie he replied.

«No, Charles, you do not; you pay very little attention to me, said his wife.

«Well, my dear, observed the wicked husband, did you ever see a man run after a tram-car after he had caught it?»

AN IMPERIAL LUNCH.

THE «WAITER'S» STORY.

The Neapolitans by no means found the Emperor William so grave and stern as he is generally considered. The following account is so characteristic that I translate it in full, premising that it is written by a Neapolitan correspondent, who conceived the idea of assuming the character of a waiter, and so got on board the Savoia during the lunch and review.

The right-hand ladder had been prepared for the embarkment of their Majesties; but the Royal gig, which was steered by the King himself, turned the poop and passed to the left. There again the steps were lowered; but the gig passed and returned to the right once more. All the little boats in the roadstead gathered so closely round the Savoia that it took some time before the Royal crew could make way by pushing at the people with their oars. But no one could blame the too ardent enthusiasm of the people, for their exclamations were warm and impetuous. I and my colleagues forgot our business, and drew upon ourselves several reproaches from one of the officers on board. But we were not much troubled by that, and though later on the Emperor and the King would be completely at the disposal of our curiosity, we wanted at all costs to see them set foot on board. It was at that moment that I felt the enormous responsibility of my office, that I put on my white cotton gloves, and recommended myself to Heaven and the kindness of the most respectable of my colleagues.

We automatically retired to the dining saloon; I, of course, to that of their Majesties. After a short stay on deck, their Majesties and suite came down and took their places at table. I confess that my emotion was great, and when I went to stand behind the Emperor I felt that I was not in full possession of my locomotive faculties. In front of me was the King, seated between Prince Henry of Prussia and Prince Tommaso, and, turning their backs to me like the Emperor, I had the Duke of Genoa and the Prince of Naples, who sat at the Emperor's side.

At first it seemed as if things would go badly, for my colleagues—and, let us say the truth, my superiors—assigned to me the laborious and humble office of taking away all the dishes of oysters that were not eaten. But I found means of liberating myself from this plebeian tribute of untouched dishes; all the more because I did not wish to create a precedent. So that I folded my hands and returned to the back of the Emperor's chair just as he was beginning to joke with the Prince of Naples, while King Humbert laughed with all his heart at the amiable cordiality of William II, who is so frank, so expansive, so charming, that his Majesty does not seem to me at all a German, whom we are in the habit of considering to be cold, composed, and rigid. And I, although I had heard the Emperor say graceful things to the Minister of Instruction, and to the director of the Museum really did not expect the effusion I now witnessed.

The Emperor loves *bon mots* and jokes, and is quick and happy in making them. King Humbert was gay, really gay; but it was almost always the Emperor who was the cause and incentive of this gaiety. A terrible squeeze of the Prince of Naples' hand; a joke at the bald head, Saint-Hon; a wink of the eye—the significance of which escaped me—were some of the incentives. While Borelli conversed gravely and in a low voice with his neighbour Saint-Hon, and Signor Crispi was silent, the Emperor now whispered to the Prince of Naples, now joked in German with Count Bismarck or his brother, and spread merriment among the members of this select party of six or eight persons. Only once, at the beginning, I heard him talk of Art, speaking of a picture of the «Lepanto», and at another time he spoke enthusiastically about Mount Vesuvius. Indeed, in order to

