

The Express

THE RIVER PLATE DAILY MAIL

Vol. IV

[MELVILLE HORA—Proprietor]

MONTEVIDEO--Tuesday, September 10, 1889.

[CHARLES GURNEY—Edit.]

No. 443

THE EXPRESS

DAILY MORNING PAPER

Office: Calle Cerro 93

MONTEVIDEO.

Cable Address: "EXPRESS,"

Montevideo

TELEPHONE

COMPANIA TELEFONICA DE MONTEVIDEO

No. 1875

AGENT FOR THE ARGENTINE REPUBLIC

FRED STEARN

SAN MARTIN 68

Agent for Great Britain and the Continent

Messrs. G. STREET & Co.

30 CORNHILL, LONDON

All business communications to the Proprietor
Correspondence intended for publication must
be addressed to the Editor.
No anonymous communications will be attended
to, nor manuscript returned.

Special Section



H.B.M. Consulate General

The offices of this Consulate

have been removed to

Calle Cerro No. 52

303-117.

MELVILLE HORA

ENGINEER AND CONTRACTOR

Plans and Estimates furnished for all classes of

Civil and Mechanical engineering works.

93-Calle Zabala-93

MONTEVIDEO.

SOCIEDAD

Cooperativa de Consumo

El Directorio, en sesión de 8 del corriente,

resolvió emitir la Serie B de acciones,

reservando el resto de la Serie A,

que aun queda a colocar, para los accionistas

inscriptos hasta la indicada fecha.

Montevideo, Julio 9 de 1889.

El Secretario.

32.Jul.19

«La Italo Uruguaya»

Para el domingo 8 del corriente esta

convocada la ordinaria reunion del Directorio

de esta Compania Nacional de Seguros

en su oficina calle 25 de Agosto 164.

355-sept.7.

The Express.

MONTEVIDEO, SEPTEMBER 1, 1889.

Life Boats.

The question soon will be, not that we

shall want life boats, but what shall we

do with the many ones which seem to

have been ordered to protect these

coastwise.

The original suggestion which was

offered in these columns seems to have

burnt fruit a hundred fold. A Compañia

de Salvataje, etc., has been started

under good auspices, which will provide

for the safety of the Coast eastward from

this port. The monopoly holders of the

present steam tug have rushed to the

front with large offers, therefore it seems

to us that a little rivalry has worked

some good, and that, what with the new

Company, which starts well, and the

present steam tug owners, that we shall

soon have, not only a fine fleet of passenger

and freight carrying vessels to the

Eastern ports of the Republic, but

that every point on the coast will be

prepared, to save life and property, when

required. Whether the result is arrived

at by jealousy, by a wish to earn money

or by the pure and simple philanthropic

one, we do not care for, in the least.

An unusual interest has undoubtedly

been roused on the question of human

subscription life boat who's crew may

not always be at hand when required,

and which cannot have the regularity

and discipline which must be incumbent

upon a duly authorized and responsible

company.

On the other hand let there be several

life boats ordered and kept in working

order—we do not ask better—it is exactly

the happy result of a wholesome

rivalry. That this rivalry comes from an

interested source, is extremely probable,

whether it comes from that or from a

noble desire to really benefit, any

unfortunate vessels which may be cast

away upon these shores, so long as

those latter are benefited, it does not matter

how the result has been brought about;

but are only too glad to think that if the

maritime interests do not cling together

sufficiently to produce unanimity on the

subject of saving life at sea, that at all

events, their jealousy has succeeded in

bringing about an equal result.

We thoroughly endorse the sentiments

expressed by our correspondent "Free

Trade" as to whom the real honour of

having saved the crew of the "Georgina" is due.

A great deal of unnecessary fuss has

been made over the heroic acts of the

"Emperor" and "Plata"; after all, those

vessels did not run any risk. The men

who manned the small boat which made

several trips between the Emperor and

the wreck, are the men who should be

rewarded.

Correspondence

To the Editor of THE EXPRESS.

Dear Sir,

The River Plate Times of the 8th inst.

contains an article on a Life Saving

Association and I can't help thinking that

they are treating a matter, beyond their

comprehension.

Amongst other good bits, one struck

me as very innocent—at least being especially

mentioned that no attempt at interfering

with established services was intended,

the purchase of steamtugs was intended,

being unnecessary, etc., etc.—I take the

liberty to remark that both Lusich and

the voluminous Don Juan may have

ample material for loading and discharging

steamers coming to this port of Montevideo,

but for salvage they have none.

If only in the very port of Montevideo

during a gale a vessel anchored there

should commence to drag, all their tug-

boats are hardly sufficient to save such a

vessel from collision or driving ashore,

much less for salvage in the River Plate.

Leaving their steamers on one side,

let us have an impartial look at their

lighters, and it cannot be denied that

amongst them are found a good many

condemned vessels; declared by competent

surveyors years ago to be unfit for

Navigation purposes.

It is a notorious fact that many a valuable

Company may prove lucrative, in which

I fully agree; and I am also sure

that the real service it will be enabled to

do in saving life and property will be

for more beneficial to the Insurance

Companies, than the old established service,

and the Lightermen will be left

quietly at their trade, viz loading and

discharging ships in the port and the

roads of Montevideo, whose population

will have no cause to feel anxious for the

fate of the crews of any vessel coming

to grief in the River Plate, when they

know that the new Salvage Company is

ready for action.

Yours truly,

Free Trade.

The sanitary convention.

The principal articles of interest to

foreign vessels calling at Brazilian, Ar-

gentine and Uruguayan ports contained

in the treaty ratified by the Emperor of

Brazil on August 22nd areas follows:

Art. 1.—The three high contracting

powers are agreed to declare:

Exotic pestilential diseases: Yellow

fever, cholera-morbus and Oriental

plague (pest).

Infected port.—That in which epi-

demically prevails any one of the said

diseases.

Suspected port.—1. That in which are

manifested isolated cases of any one of

the three pestilential diseases; 2. That

which has easy and frequent communi-

cation with infected localities; 3. That

which does not sufficiently provide

against infected ports, in conformity with

the principles of this convention.

Infected ship.—That upon which has

occurred any case of pestilential disease.

Suspected ship.—1. That upon which,

proceeding from an infected or suspected

port, no case of pestilential disease has

occurred during the voyage; 2. That

which although proceeding from a clean

port has touched at an infected or sus-

pected port, save the exception of § 10,

Art. 3; 3. That which during its voyage

or upon arrival has communicated with

another ship from an unknown, infected,

or suspected port of departure; 4. That

upon which have occurred fatal cases of

unspecified diseases, or repeated cases of

any one disease; 5. That which does not

bring a bill of health from the port of

departure, as well as from the ports of

call, duly endorsed (apostillado) by the

consuls of the countries, at these ports,

to which the ship is destined; 6. That

which having passed quarantine or been

submitted to special sanitary treatment

at any lazaretto of the three contracting

states, does not present the international

letter (billete internacional) of free

pratique.

Suspected articles, or such as are

Art. 6.—Every ship bound to any of

the three countries must bring a bill of

health issued by the health authorities

at the port of departure and visé by the

consuls of the countries to which it is

bound at the said port of departure and

at those of call. This bill of health will

be presented to the health authorities at

the ports of the three countries, visé by

those and delivered to those at the final

port of destination.

§ 1.—The bill of health heretofore issued

by consular agents is suppressed, being

substituted by the visé on the bill of

health, for which the consuls will

collect the due charge.

§ 2.—The consular visé will be written

on the back of the bill of health and

authenticated by the seal of the consulate.

§§ 3 and 4 provide for consular action

when the bills of health are not in accordance

with the sanitary condition of the

port of departure. When the ship has

been submitted to any treatment arising

from a modified bill of health, this will

be accompanied by an international letter

issued by the health authorities of any

of the three countries in which the

ship has touched explanatory of such

treatment.

§ 5.—Vessels touching at ports of the

three countries must take out a bill of

health for each, and these will be deliv-

ered by the master of the ship to the

authority at the final port of destination.

§ 6 declares that clean bills of health

show no exotic pestilential disease at the

port of discharge, and foul bills are such

as declare the existence of epidemics, or

of sporadic cases of such diseases.

§ 7 provides that men-of-war will

receive bills of health gratuitously.

is a defect not often to be found in her

Majesty's Navy, whose officers soon be-

come at home wherever duty places

them, neither nerve or pluck failing,

whether they have to handle a huge

battleship in a crowded waterway, or to

navigate a torpedo boat through the

Atlantic surf.

Of the latter, on tests equally severe,

the voyage round from Portsmouth to

Pembroke has offered many illustrations.

The torpedo flotilla of this squadron was

the only one coming westward that made

its way outside the Isle of Wight. Last

Tuesday the Achilles ships left their

swishy swarm of small craft behind

rather than expose them to a stiff gale

of wind and the heavy sea then running

in the Channel. Those of Grand Equi-

dron, whose headquarters for active

operations are to be at Lamlash Bay and

Plymouth, respectively, rode out the

storm's worst fury safe, and anchored

in Yarmouth Roads; but our own boats

faced the Channel surf boldly, and though

they shook in every fibre of their slender

framework when its full force struck

them, all but two weathered the gale,

which was then blowing at its worst,

making nine knots an hour against a

head wind, while the great green waves

broke in thundering weight upon them.

Nearly all these frail craft behaved

much better than their indifferent reputa-

tion for seaworthiness would have led

one to expect; and as for the crews, they

made as light of the storm as if there

were good planks of stout oak between

them and the sea, instead of only a card-

board thickness of steel held by rivets to

a frail skeleton. As these boats dash

through the sea, with a roll to port and

mouth of Monday for Leith. It consists

of the six cruisers, the Active, Medusa,

JONAS WOODHEAD & SONS'
 WHITE, FINE, OUR No. 2 ILLUSTRATED CIRCULAR, OR DRAWING OF THE MACHINE, WILL BE SENT FREE OF CHARGE.
 ALSO AT WESTHOLME WORKS, SHROPSHIRE, ENGLAND.
 1831170 SHIRAZI, 1831170

MANUFACTURERS OF SPRINGS, AXLES, IRONWORK, COACH BUILDING, COACH BUILDERS' MACHINERY, SILVER-PLATED GOODS, &c.
 We shall be pleased to furnish Specimens for any machine or article of Manufacture, and to send you a full and complete Catalogue of our Works.
 INSTRUCT YOUR AGENTS TO PURCHASE THE CELEBRATED "ELEPHANT & CASTLE" BRAND ONLY.

CALLENDER & Co.,
English Drapers
 AND
Warehousemen.
 244 CALLE BASALA, corner Barandi,
 Montevideo.

Superior French Ladies School
 Institut Français
 244 Calle Convencion No. 244

Bazar Universal.
 DE
LORENZO VALARINO
 25 - CALLE 18 DE JULIO - 25
 Este acreditado Establecimiento ha recibido una importante factura de objetos raros hechos de las manzanas mas repugnantes y que tienen mas atractivo entre las pobreros que les gusta fumar hierba.
PARA NAVIDAD
 Es el mejor regalo con que so puede quedar bien con los amigos.
EL BAZAR UNIVERSAL
 Un regalo tan bonito, tan agradable,

J. K. Theobald & Co.,
 COMMISSION MERCHANTS,
124 CALLE SAN ANTONIO
 Agents for LLOYD'S, LONDON.
 Agents for Board of Underwriters of
NEW YORK
 Boston, Philadelphia and
 San Francisco

[illegible]

Whitely Sewing Machine Co.
Lever y Co.

Únicos Agentes en la República O. del Uruguay.

231-18 de Julio-231

GRN EXPOSICION DE ARTE

LOS DICHOS

Prácticos hechos por la Fábrica de COSY

WHITE

AL PUBLICO

Con el mayor gusto participamos a
quél que busque reducidos otros reme-
dios las siguientes máquinas de coser per-
petuas WHITE.

Únicos que existen en el mundo para
coser en toda clase de teleros desde los
mas finos hasta los mas gruesos, toda
clase de costuras, bordados, etc., etc.

En ellas se trabaja con hilo de seda, crea,
pita, algodón, esmalte de tela, lito-
grafía en toda suera (para estudios).
Fácilmen se hace puntada clara o dobla-
do de ojo (para SUECA, rucina, por se-
reza, otra italiana), giles de bolso
des, ribetes, ondo de festones, para en-
corder, rizer, alfileres, etc., etc., etc.,
pacer rucios y adornos de filo al mi-
nimo. Hicieron en una palabra cualquier
persona pueda hacer el trabajo mas di-
fícil.

Como Agentes de las máquinas, in-
stantes a usted y a su apreciable fami-
lia, para que concurren a nuestro cele-
bratísimo situado en el año 18 de
Julio próximo 231 en la primera semana
de Abril, de las 9 de la mañana hasta las
5 de la noche, para inspeccionar los tra-
tos de arte y utilidad de las máqui-
nas perfectas en la máquina WHITE.

El Representante de la Fábrica ha
venido expresamente a Montevideo para
dichos y explicar todas las diferentes
formas nuevas, y al mismo tiempo
perfeccionar algunos en nuestra casa en
las operaciones de los nuevos cosidos
para que estos a su vez instruyan gran-
de a las personas qué compran máquinas
WHITE.

De todas las diferentes
lámparas del mundo (49,000
mas, ó ménos) la lámpara
"Rocheater" dá la luz
mas grande y mas blanca.

Es la aproximadamente más
cercana á la luz del Sol
que ha sido inventada hasta
ahora.

En la "ROCHEATER" y cubre aceptar cualquier
cambio por los vendedores de lámparas de primera clase.

MECHERO "NIAGARA"

El mejor me-
chero y el que
sirve para cual-
quier lámpara,
es el "Niagara."

Dá una luz con-
stante brillante,
pero no tan
blanca como la
lámpara
"Rocheater."

231-18 de Julio-231

LEVER & Co.
 Union Street, San Francisco.
 Cálite 18 de Julio N.º 231.
 MOSTRVEDIDO

COMPANIA NACIONAL
 de
Crédito y Obras Públicas

Por resolución del Directorio de la
 Compañía, se llama a los poseedores de
 acciones de la misma. Para que comparezcan
 sus títulos por acciones de divisas, por
 cuanto son necesarias.
 El pago se hará en las oficinas de la
 Compañía a las 5 de la tarde del día
 y pagará hasta el 10 de Julio próximo.
 Montevideo, Junio 13 de 1889.
El Secretario.

310.115

Restaurant Franco-Italiano
 of
JOSÉ RICCI
 of
 Calle 25 de Agosto 115, 117, 119
 Travellers will find a comfortable
 home. Dinners at all hours. This house
 is the best situated in this city. Rooms

"MAMMOTH" ROCHESTER.
 1872

La lámpara para
 salones grandes,
 Teatros é Iglesias
 es la



"MAMMOTH"
 ROCHESTER,
 que de una vela
 igual a
 300 bujías

en las lámparas y mecheros son fabricados por EDWARD MILLER & Co., Merced
 en Unidos y el único representante de los fabricantes en el Rio de la Plata

JOHN HODSOLL,
 187 Calle Main, Entreos Aires, 222

SALIDAS				REGRESOS			
ESTACIONES	Domingos y días festivos			ESTACIONES	Domingos y días festivos		
	1	3	5		2	4	6
	a. m.	a. m.	p. m.		a. m.	p. m.	p. m.
Montevideo . . .	6.50	11 —	4.35	Minas	—	—	2.50
Unión	7.02	—	4.47	Solís	—	—	2.50
Piedras Blancas . .	7.15	11.25	5.17	Montes	—	—	3.30
Treinta y Tres . . .	7.24	11.32	5.09	Tapia	—	—	3.30
Toledo	7.42	11.47	5.27	Olmos	—	—	3.30
Suárez	7.54	11.59	5.40	Pando, a llegada . .	x8.08	2.30	5.25
Pando	8.08	12.13	5.54	Suárez, a salida . .	8.23	2.44	5.50
Olmos	8.30	—	—	Toledo	8.37	2.50	5.50
Tapia	9.18	—	—	Treinta y Tres . . .	8.53	3.11	6.00
Montes	10.05	—	—	Piedras Blancas . .	9 —	3.19	6.00
Solís	10.45	—	—	Unión	9.15	3.30	6.00
Minas	11.30	—	—	Montevideo	9.30	3.45	6.00