

TEATRO COLON.

OPERA ITALIANA.
18.^a función de la 3.^a temporada.
Domingo, 26 de Agosto.
LA FORZA DEL DESTINO.
A las 8.

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The Standard.

"El falaz andam, all veri non andam dicere."
Cicero.

SUNDAY, AUGUST 26, 1866.

THE LOBOS LIGHT.

The recent shipwrecks at the mouth of the River Plate have attracted attention to the dangers that beset the mariner on entering these waters. Political prejudice and undisguised ignorance have attributed these disasters to some secret agencies of Lopez; our duty is to disabuse the public of such contemptible excuses and place before our readers the real causes of these unexampled losses.

Some months ago, at the suggestion of many experienced commanders, we called the attention of the Oriental Government to the gross impropriety of allowing the removal of the Lobos light, but no heed was taken whatever to our suggestions, and now, when the coast from Maldonado to Montevideo is covered with fragments of wrecks, and scarcely a day or night passes that the booming of the signal gun of a vessel in distress does not echo along the shore we think it high time to again call the attention of the authorities of Montevideo to the perils which are created by the want of this light.

Will it be credited that the trifling interests of a fisherman who deals in seals can so far triumph in the councils of the Government as to extinguish the most necessary light on the south-east coast of this continent. Painful, indeed, is it to think that the miserable revenue which the seal-fishery affords to Government is the sole and only cause why the navigation of the mouth of the river is kept in utter darkness, but we have full confidence in the honor and rectitude of the present members of the Oriental Government that when this matter is properly brought before their eyes they will at once order the light to be restored to its proper place.

In 1859 Mr. Thomson, who well knew the dangerous navigation at the mouth of the river, laid the matter before the Oriental Government, and after great exertions on his part succeeded in getting the Lobos light erected, and we have it from an experienced captain, a constant trader in these waters, that during the eighteen months that this light remained in its proper place few shipwrecks occurred; in fact, we believe if we could search through the papers of that period that not a single maritime disaster at the mouth of the river would be found. This in itself is sufficient to prove the great utility of the light, but the individual who rented the right of seal fishery on the coast from the Government complained that the presence of this light frightened away the seals, and threatened to throw up his contract and break his lease if it was not at once removed. The Oriental Government, yielding to the importunities of this fisherman, who paid to the Oriental treasury £1000 sterling per annum, ordered the light to be taken down and put up on a small sandbank called Eastpoint. For all useful purposes they might as well have placed the light on top of the Cañido de Buenos Ayres, for beyond illuminating the frogs of the coast, or serving as a beacon to the unrelenting wreckers of the island, the light in its present position is not a particle of use; when it bears N.W. by W. it cannot be seen, being as it were shut in by the island. The most experienced pilot at night time is at fault when he comes to grope his way in this disastrous spot; if he heads for Montevideo he goes slap bang on to the fisherman's property, and the next morning the 'Telegrafo Marítimo' publishes the news of another wreck; whilst if he steers a wider course, and keeps clear of the seals, the probabilities are that within 48 hours the sheep-farmers in the district of Magdalena are busily employed gathering the remnants of the cargo washed on the shores of that pastoral district.

Only yesterday we published a special despatch from our Magdalena correspondent recounting the luxuries of the farmers whose ranchos are stored with the best French brandies and wines washed from the luckless wrecks of the doomed Lobos Island.

Let any man turn over the files of the 'Telegrafo Marítimo' of Montevideo and count up the shipwrecks that have occurred since the removal of the Lobos light, and decide whether we are justified or not in saying that the removal of this Lobos light has been one of the most scandalous acts perpetrated in a Christian country.

Animate ship-captain after a stormy voyage, having survived all the dangers of the deep; scarcely has he hailed with joy the first sight of land, and shaped his course for the mouth of the river, when he finds his vessel in the seal-fisherman's net, and if he and his crew escape a watery grave, they may thank Divine Providence and curse the Lobos Island of Montevideo.

In an economical point of view, the government of Montevideo (if the rent of the seal fisheries were even ten times what it is) is a heavy loser by the removal of this light, inasmuch as the duties on the lost cargoes would prove far in excess of the highest rent that the biggest fisherman in Montevideo could pay. Where human life is imperilled to such an extent, it is unjust to suppose that the government of Montevideo would be so sordid as to keep the channel in obscurity for the sake of the revenue from the seal fishery. But the mercantile marine of Montevideo and Buenos Ayres is itself much to blame for not bringing this matter properly before the Oriental authorities.

We trust that our colleagues in Montevideo will assist us in this matter. The honour of the country is at stake in the re-establishment of this light; and we trust that the authorities will at once have it restored to its proper place.

THE WAR IN THE NORTH.

Nothing more particular in the shape of news from the north than the vast preparations going on night and day for the grand attack expected to take place on or about the 1st of September. The Eponina and other large transports are getting ready to bring down the vast number of wounded that are expected from this attack. All seem to be very sanguine as to the result; I hope they may not be doomed to disappointment. The river is rising rapidly, but I am afraid it will only prove a 'crescencia falsa.' The Esmeralda is still aground, and the steamer Viper yesterday tried to drag her off, but failed, she having only two feet of water alongside as yet. All the transports with horses have arrived up, as also immense supplies of hay and corn.

THE PACIFIC MAILS.

Grand Peruvian festivities.—The Quadruple alliance in Chile—Euzemopotamians from Peru, Bolivia and Ecuador—Daring outrage in Venezuela—Ecuador pays the American demands—Latest from Australia.

The Chilean mails bring dates from Valparaiso to Aug. 1st and news of great importance.

The 28th of July, feast of Peruvian Independence, was kept a public holiday at Valparaiso and Santiago: salutes were fired from the forts, a grand Te-Deum was sung in the churches, the troops passed in review and civic rejoicings were the order of the day. The Peruvian vessel Independencia gave a grand 'fête' at Valparaiso, 500 citizens assisting; there was a banquet on board, followed by a splendid ball.

The representatives of the Quadruple Alliance have assembled at Santiago Donato Muñoz, Bolivian Minister, on arriving per mail-steamer, was received with an ovation at Valparaiso; he is accompanied by a son of General Melgarejo, and bearer of a medal for Capt. Williams from the Bolivian Government. Mr. V. McKenna was also enthusiastically received on his return from the United States; he brings the sum of 682\$ subscribed in New York for statue to Galvez, who was killed at Callao. The Peruvian envoy, accompanied by Admiral Blanco, proceeded by railway to Santiago on the 26th ult.

The reception of Garcia Moreno, envoy for Ecuador, was a splendid affair; he made a very sensible speech to President Perez, and complimented Chile as the model of South American Republics.

The elections are likely to result in Pres. Perez being re-elected by a large majority. The elections in Peru are likewise in favor of the present Dictator Prado. The Chilean Government seems resolved to reduce the standing army, and increase the navy. The Henriette arrived from Rio in 50 days; she is a fine vessel, with some heavy guns and has on board 3 steam launches; she narrowly escaped seizure by the Spaniards at Maldonado. The Inascar commenced firing in port and caused quite a panic in Valparaiso; her guns are tremendous. The civic artillery in practising had some casualties; 3 men badly burnt; some new bronze pieces are to be cast at the Li-mache foundry. A strange vessel was seen off the coast, and the Maypu went in search of her: she proved to be the Laclise Walton, and was seized on suspicion of carrying supplies for the Spanish fleet, but was ultimately released on proving her innocence.

The Peruvian courts have condemned ex-President Pezet to 5 years hard labor, for embezzlement; he is, we believe, in Paris. From Venezuela we learn of a shocking outrage; the mob broke open the Spanish Consulate and burned all the papers, in order to provoke a war with Spain, as the Chambers had resolved to join the Chilean Quadruple alliance and the Government vetoed it.

Ecuador has paid the demand of the American Admiral, \$9,400. President Mosquera has declared New Granada neutral in the Spanish question.

The Chilean papers are very bitter against Buenos Ayres and Brazil. Dates from Melbourne to June 15th report Chilean flour at £30.

EDITOR'S TABLE.

Yesterday was a great day for steamers, the Rio de la Plata from Montevideo, the Villa del Salto from Uruguay, the Guarani from Corrientes, the Viper from Corrientes, the Tala from Rosario, and all these steamers brought us despatches and papers: from Montevideo a couple of new subscribers, but no more about the European alliance; things in the Mount, according to our correspondent's letter, are greatly out of joint, and the Peruvian protest has stirred up a deal of political rancor. From Uruguay we have the pleasing news of another steamer launched at the ship-yard of Mr. Hardy, Salto. From Entre Rios terrible news about the constant rains and floods; the rivers are swollen and it is with difficulty that the diligences can ply; some book published in Buenos Ayres attacking General Urquiza is causing great noise and we give in another column a communication which we have received on this matter.

From Corrientes we have a despatch from on board the Guarani, which we publish elsewhere; tremendous preparations going on night and day for the grand attack, which it is supposed will take place next Saturday morning at break of day.

The Viper brings nothing new: she tried to get off the unfortunate Esmeralda, but failed. Captain Price, we understand, has come down.

The Tala has brought no news of importance; Mr. Anderson the alcaide and Mr. Jas. Hogan of the Barradero arrived by her; owing to the counter-currents on the railway the passengers were delayed three hours; the tramway also met with an accident, and the captain of the Chacabuco had to walk up.

A farmer from the Barradero gives us a sad picture of the state of the camps out there. The sheep are dying from the severity of the weather. Not for years have the farmers experienced such a bad season. On all sides are to be seen dead sheep and lambs, and the cattle which have wandered into the Barradero camps cause much damage to the pastures. There have been no sales of capones or sheep up there. A new English buyer is talked of, which will prove a great boon for the farmers. The cattle farmers are also complaining of their heavy losses; in fact the season could hardly be worse. Crime is painfully on the increase, and the prisons are full of fellows charged with signaling ajeno cattle, &c.

The opera of Friday night was one of the grandest ever given. The theatre was crowded from top to bottom, and extra seats had to be placed in the pit. In the sunniest period of the Leo Brothers excitement there never was such a house. The scene painter, Sr. Pittaluga, was twice called out, and we augur for Faust a splendid run in this city.

The best news of the day is the proposed reduction in the fares on the Western Railway, which will take place on the 11th September, when the railway will be opened to the town of Chivilcoy. We believe the inauguration promises to be a very grand affair.

To-day a very important auction comes off at the quinta or establishment of Sr. Saenz Valiente, near the town of San Justo. We suppose it will be well attended. The place was a ram bredding quinta, and some splendid Rambouillet rams and sheep are offered. We are surprised to see the place sold out, as it ought to have been a very paying concern.

At the burial of Col. Garcia, Dr. D. Manuel Montes de Oca made a splendid oration, also Governor Alsina, Minister Varela, and Sr. Santiago Estrada. There were no less than 71 coaches.

Yesterday a distinguished Argentine subscriber presented us with a splendid paper-cutter, which now adorns our editorial table. We question if the President of the Republic can boast of a more beautiful paper-cutter than the one in question.

To-night Mr. Pestalardo gives the "Forza del Destino" at Colon. Many people are disappointed that Faust was not repeated.

In the Villa of Mercedes there has been one sale of sheep, common class, at \$25 per, cash; capones are selling at \$50. The camps are in good condition, lambs poor, very slight increase this year in that neighbourhood. Peones are not to say scarce, although all who go out there can find employment and at good wages.

Messrs. Crawford, Fernau and Hon. Mr. Talbot leave in the packet for England we bid them all a hearty farewell wish them a pleasant voyage and hope to see them all back amongst us after they have luxuriated at the Paris exhibition.

The subscription for the wounded Germans continues, and now we hear a list has been opened at Montevideo. We have no doubt our intelligent and go-ahead agent will send us full particulars.

The Mennon had arrived at Montevideo, and she was to have left that port for Rio yesterday.

The Italian screw-steamer Clementina has arrived at Montevideo, with 130 passengers from Genoa, and with dates from Tenerife to the 15th July.

It was rumoured in town yesterday that the Argentine government was about to apply to some of the steamboat agencies for more steamers to send up to Corrientes. We have not heard what importance can be attached to this rumour.

Yesterday the funeral of Mr. James Carthy took place; it was large and well attended. Deceased was an old resident of Buenos Ayres, greatly respected, and left a wide circle of friends to lament his loss.

The city of Montevideo is now being supplied with iron urinals, which the Junta have imported from England, and they will prove a great convenience. If we had an active municipality in Buenos Ayres we might hope to see this city also supplied with these useful improvements.

At Gualeguaychu the flood has been so great that the paper there says the country around can only be compared to the Estero Bellaco.

We forgot to mention that Messrs. Mantels and Pfeiffer have cleared the barque Glenwood for New York. She will sail to-day, and takes a mail bag.

Yesterday, grand funeral obsequies were performed for the vice-president's son—a young officer who perished at the Estero Bellaco. The church was crowded. Poor young fellow! cut off in the very bloom of life.

The Viper brought 240 wounded from Corrientes, but no news.

The earthworks of the Cordoba Railway are stopped and the navvies dismissed. The line will be opened to Frayle Muerto on Saturday, let prox. It is not true that Mr. Wheelwright is going to England, but Mr. Ogilvey, the traffic-manager.

The remains of Mr. James Carthy were conveyed to the Recoleta yesterday by a large number of friends. Mr. Hearley, Major Richard's brother-in-law, proceeds to England by this mail.

LATEST FROM MONTEVIDEO.

NARROW ESCAPE OF THE ORIENTAL.

IMPROVEMENTS AT THE CUSTOM-HOUSE. On Wednesday morning the American steamer Oriental, owing to the very thick fog, ran foul of her route, and made for the Playa Ramirez. She very nearly ran aground right in front of the English Church, but luckily some persons on shore made signals in time, and this splendid steamer was saved from becoming a total wreck. The fog was one of the thickest ever experienced here, and as for the weather, every inhabitant in this town is out of humor. In Buenos Ayres we read that all the 'azoteas' rain in, and the people are obliged to sleep under umbrellas; but here the matter is still worse, for even the Matriz is raining in, and many people are afraid to go to the market-place, as there are some fears expressed as to the foundations.

The Peruvian protest has caused splendid sport here, and there is great betting going on as to when the West coast squadron will make its appearance. The opposition politicians regard Pacheco as the Bismark of South America, and one hears on all sides the greatest sympathy expressed for the unfortunate Triple Alliance; in fact, we wanted some such stimulant as this Peruvian protest, to rid us of the gloom which the recent unfavorable weather cast over the city. Mr. Letson and Sr. Onstro are loudly praised for having dragged from secrecy this celebrated Treaty, and it behoves General Flores to make as much haste back as possible, as I hear each day that the opposition party is getting stronger and stronger. In every 'café' and club in town one hears nothing else save severe comments about sending Paraguayan prisoners as troopers to defend the Oriental flag at the Estero Bellaco; but since the

Government went to the expense of supplying them with uniforms, it is natural to suppose that they should be made serve as soldiers; and as they were not required here, they may be of some use at the encampment; besides, who knows but Lopez makes all the prisoners he takes serve in the same manner.

The town is full of all sorts of news from head-quarters; but the half of what I hear I believe are 'bolases;' it is unnecessary to repeat them. There is one indisputable fact staring us all in the face, that the allies with all their resources are now four months in the same position, and the astounding rapidity of the Prussian march to Bohemia is a striking contrast to the lazy, hindrum operations of the Allies in Paraguay. People say here that had Flores his own way he would have dodged Lopez, cut a pass through the woods, and gained Asuncion before Lopez knew that he had left the Estero. Whatever the loss of the Paraguayans may be it is impossible to say, but I have it from an officer that came from the camp, that since the 1st of May the allied force has diminished 15,000 between killed, wounded, and sick. In every province of Brazil recruiting is actively going on; and it is rumoured here that the Brazilian Government is only waiting for steamers to send 20,000 men more to the war.

The new American Minister is shortly expected to arrive from France. I am told that his servant, with part of his luggage, dogs, and so forth, have already arrived, and I suppose will shortly proceed to Buenos Ayres.

A railway company, composed of native capitalists, is talked of, but I question very much if it will be carried out previous to the restoration of peace.

The extraordinary fatality in Brazilian transports has given rise to the rumor that half the pilots in the river have been bought up by Lopez. Of one thing there can be no doubt, and that is, that Brazil has lost close upon two millions of patacons within the last few months.

At the Custom-house the 'on dit' is, that the offices are too small to accommodate all the clerks. Application has been made to Maua to see if he will advance the necessary funds for the required improvements, but he has only agreed to give 500 dollars. The Government, however, I hear, will advance the remainder.

In business there is very little doing; a cargo of Cardiff coal, \$19 on board, 261,000 feet of Savanna, at \$57; 2,000 boxes of Kerosene, at 65 cents. Next month specie payments are to be resumed, but I say, 'quien sabe.'

The Triton has arrived from Rio, and some of your navy friends are again seen in the streets.

The American Admiral, I hear, has gone north.

LATEST FROM SALTO, (B. O.)

LAUNCH OF THE STEAMER PINGO.

SALTO GOING AHEAD.

On Friday the flourishing little town of Salto was decked out in gala attire to witness a victory achieved by Mr. Hardy, more lasting and durable than any on the battle-fields of Paraguay—namely, the launching of a steamer destined for the Uruguay trade, the Pingo. The ship building yards of Mr. H. Hardy was the rendezvous. Miss C. J. Elsey was the young lady who officiated as Madrina on the occasion. All the leading people of the town were present, and as the steamer Rio Parana had just entered, the Captain Engineer and passengers also thronged the Ylican, Foundry Works.

The Pingo is a paddle steamer, about 200 tons burthen, 110 feet long, by 16 feet beam, 6 feet 3 deep, with a pair of horizontal high pressure engines, with all the latest improvements: nominal power 60 horses. She is intended to ply on the Uruguayana trade with passengers and cargo, commanded by Captain T. Elsey.

After the interesting ceremony concluded, the company repaired to the joiner's work-shop, where a magnificent 'dejeuner a la fourchette,' was laid out. Champagne flowed on all sides, and the leading orators of Salto having toasted the ship, the builder, the yard, and the town, the company separated highly pleased at the day's entertainment.

Mr. Hardy is the hero of Saltoña progress, and happy are we to think that the noise of his hammers and the echoes of his anvils reverberate over the Banda Oriental at this season when unfortunately the cannon's roar makes such a noise through the River Plate.

LATEST FROM PARANA.

Parana, Aug. 23rd.

Gentlemen, What news there is from above you will know by the Guarani; here we have heard of none. Since my last, the only arrival here has been the Buenos Ayres steamer Libertad, which was wounded, on Monday last, took in coal, and proceeded to Rosario, after having landed two badly wounded.

The Susan Burne and Viper are on their way down to Montevideo, with wounded, and may touch at Buenos Ayres for coal.

The weather here still continues unsettled.

WESTERN RAILWAY OF B. AYRES.

PROMOTED EXTENSION TO CHILE.

It sometimes rains projects in this country, apparently for the sake of novelty, and so few of them ever come to anything that we seldom take the trouble to point out either their virtues or defects so long as they exist only in the abstract. We alluded yesterday to a fanciful project in the 'Tribuna' about prolonging the Western Railway from Chivilcoy to the Pacific, via Mendoza. Sr. Procopio has fallen into some geographical errors which are fatal in such matters as making railroads; for instance, he says that it is only 100 leagues of level country from Chivilcoy to the Pacific. On reference to the map, we find it is 260 leagues as the crow flies, besides, the incidental obstacle of the Cordillera, some 20,000 feet high, which he has entirely overlooked.

It is still more amusing to read that the Western line to Chivilcoy (30 leagues) has already cost 4 or 5 million hard dollars, and would only cost 2 or three millions more to be prolonged to the Pacific (260 leagues). It is not fair to trifle with the public in this manner. Who ever heard of 800 miles of railway built for £500,000? It could hardly be done for ten times the sum. But, even taking the very low figure of £5,000 per mile, the cost of the last section of this railway, it would be four millions £ sterling to prolong the works from Chivilcoy to the Pacific, supposing that the Cordillera might be removed free of cost, or a subterranean tunnel constructed by the Indians at a trifling expense.

Nothing can sound better than talk of uniting Valparaiso and Buenos Ayres, as Sr. Procopio does: fine words cost nothing, or as the Spanish adage goes 'entre dicho y hecho, hay largo trecho'; but we may safely say that so gigantic a scheme as the present will hardly be realized in the 19th century.

We advise Sr. Procopio to clip his wings, to turn his facile pen (for he writes smoothly) to the reforms called for within our municipal boundary; instead of throwing imaginary railroads across the continent, let him come down on the City-fathers for the scandalous condition of Calle Belgrano; instead of moving snow-capped mountains, let him call for a new cemetery in the south end; instead of wishing to unite us with the Pacific, let him insist on water-supply and a fire-brigade.

Then, but not till then, shall we consider his talents well-applied, and the Press of Buenos Ayres a real friend of progress.

DIARY AT HEAD-QUARTERS.

(By General Flores' Private Secretary.)

August 10th. No more fighting, and the night was passed without further disturbance than the usual ring of musquetry in the vanguard. Our men have brought in a deserter from the enemy's ranks. The morning cloudy and threatening rain.

Aug. 11th. General Castro has just sent to the Paso de la Patria one of our cornets who had been taken prisoner by the enemy in the battle of the 18th July; he brings interesting details about the enemy's camp in which he has since been serving; he says that being captured close to one of the batteries, he and an old Garibaldian, his comrade in misfortune, were immediately taken before Lopez who questioned them respectively as to the number and position of our army. The Garibaldian having refused to answer some of the questions put by the President, stated that the allies numbered over 30,000, was forthwith ordered out to be shot; the same fate awaited our countryman, but Coriolano Marquez, to whom he was known, prevailed on Lopez to spare him his life on condition of serving in the ranks. Mr. Hector F. Varela, our charge d'affaires in B. Ayres, arrived here yesterday; he informs us that 14 vessels with horses for our army are aground in the Parana. God knows when they will arrive, and meantime August is fast slipping by. Our advanced post has been exchanging shots all day with the enemy's skirmishers, but to no effect. The weather as might be expected has at length broken, the rain is refreshing, but we have reason to hope will be of short duration.

Aug. 12th. Although raining all night the Paraguayans have commenced to try their old game of shelling us. The weather continues broken. The Banda Oriental at this season has received its pay regularly once a fortnight, has to day received its first payment this month. The value of this arrangement, notwithstanding the additional trouble for the paymaster, is quite obvious, inasmuch as the soldier from the uncertain tenure of his life rarely thinks of putting by his money, and in most instances the pay for which he has labored so many days is spent in one short hour, and who can blame him when his pocket full of money would not purchase for his remains a token of respect.

Aug. 13th. The night and day have been passed in one continual exchange of musketry between our advanced positions and those of the enemy. The weather still continues broken, and since yesterday most

intense cold has set in accompanied with incessant drizzling rain; fortunately our men are now in good health being uncontaminated by any disease; all are provided with tents or ranchos, and well supplied with firewood.

Aug. 14th. Weather still bad, the rain coming down very heavy all last night and this morning; if it continues at this rate much longer, all the quagmires will be full, and we shall not be able to move one way or the other. Since yesterday the enemy have not molested us, they have retired behind their lines, and it is not probable they will trouble us much for some time to come. Captain Medina arrived to-day with 297 mules sent by Government, which I regret to say did not display a sound knowledge of horsemanship in the selection; some are quite wild, and the greater part are in very bad condition, I fear they will be of little service to us.

Aug. 15th. The night quiet, the morning beautifully mild, the enemy show no signs of life; the time hangs heavily on our hands, the unusual quiet is more dreadful than the ordinary clash of arms and all believe that an awful storm is brewing. The Commander-in-chief, whom we had not seen for some time since, paid General Flores a visit to-day. This looks propitious, and many assert that a day has been named for a general movement. Porto Alegre's men, who since their arrival have been encamped in Laguna Piris, have struck their tents and moved towards Itapiri.

Aug. 16th. To-day we despatch our correspondence for Montevideo, although we have not received ours from that city. The night passed very quietly and the day which is very fine promised to be the same: as expected the day passed quietly, the enemy only firing a couple of shots at a small reconnoitring party.

Aug. 17th. To-day we celebrate the anniversary of the fall of Yatay where the vanguard of the allied army won those glorious laurels which they have so nobly carried through all the trials of the subsequent campaign; my journal of that date says—"On the 16th, the army was encamped on the river Capiquias one league and a half from the enemy, and at noon on the 17th not one Paraguayan remained on the right bank of the Uruguay" and to-day I write that, "To-day we are four months in the enemy's territory within 20 squares of his fortified lines."

THEATRE COLON—FAUST.

Apart from the great interest felt in the production of this famed, and popular opera, it would appear the anxiety to see it on the boards of Colon was increased by the disappointment on Wednesday in consequence of Mr. Bonnetti's illness. For a long time the house has not been so full, not a single seat to be had at any price, and the sale of 'entradas' was so large as to cause inconvenience to those who held seats. At 8 o'clock the theatre presented a brilliant aspect, the dress circle being filled with an array of beauty and fashion, amongst which we remarked several foreign families. At 8.30 the performance commenced, and in consequence of some long intervals between the acts did not close until 1 to 1.

This splendid opera presents such a field for 'critique,' that we will content ourselves for the present by merely noting a few remarks, 'en passant.' Lemli sang well, and was loudly applauded on two or three occasions. His rendering of the duet with 'Margarita,' as also the solo in the 4th act were well executed. Briol as usual pleased every one, sang sweetly, acted well; and, in fact, we feel confident 'Margarita' [after a little practice] will become her 'forte'; Celestini also acquitted himself creditably. Bonnetti's personification of the demon was admirable. The chorus rather astonished every one last evening, as they sang with excellent time and precision: the 'soldiers' chorus' deserves especial mention, the demand for an 'encore' being so loud that it had to be repeated. Mdlle. Mariotti played the role of 'Siebel' with great precision. Nicolai and the orchestra excelled themselves. Sig. Pittaluga, the scene-painter, twice received an ovation in testimony of the magnificent new scenery.

On another occasion we shall take an opportunity of reviewing this opera at more length; meantime we must concede to M. Pestalardo the thanks of the public for the manner in which he has brought the famous 'Faust' on the stage. Such efforts to please the public really deserve praise, and we were glad to see that the worthy lessee of Colon was so fully rewarded on this occasion.

MAJOR MALLOVE.

The individual incorrectly called Mallof who escaped recently from the allied camp, across the lines, and afterwards sent back proposals of peace on the part of President Lopez, was an old and experienced officer of the (U. S.) Confederate service. He came to the River Plate about a year ago, with valuable letters of recommendation from a Minister of State in Rio Janeiro, and received a free passage from the Argentine Government to the seat of war; he proceeded thither last November and was treated with the greatest consideration as a distinguished guest. Gen. Mitre gave him a flattering letter to Admiral Ma-

rator with permission for free-quarters on board, and when he visited the camp the Governor of Corrientes supplied him with horses, an article then so scarce that only Generals were mounted. He never received a commission in the allied armies, but was treated with the honor due to an American Major, and lived in style, at Corrientes, the camp, or on board the fleet. He is a man of gentlemanly manners, good information and social habits, and favorably impressed all who knew him. He is a native of Maryland, aged about 40 years, and stands over 6 feet in height.

We understand that some time ago he asked General Mitre permission to cross the lines into Paraguay and was refused: he subsequently made an attempt but was caught by the Brazilians and pardoned by General Mitre. He stopped with Major Mansilla's battalions before his final exit: it is incorrect to call him a deserter, since he was not in the allied service, but we believe his crossing the lines would expose him to a severe penalty in military law.

GENERAL URQUIZA.

[COMMUNICATED]. In consequence of the publication of a pamphlet in Buenos Ayres, the name of which, I presume, is little known to your readers, I beg to say a word about Gen. Urquiza.

As regards the charge against the General for extortion in dealing with Englishmen, there is not one particle of truth in it; on the contrary, all our countrymen who have had any business with the General speak in the very highest terms of his friendly disposition.

The story about forcing Mr. Brittain to sell his camps is as unfounded as if they charged the General with having forced him to sell his property down near the Boca Railway. Mr. Brittain was not of the stamp to allow a general or a governor of any province in South America to compel him to sell his birthright for a mess of pottage. The Brittain estates at Ibiyacu were sold simply and for the same reason that the rest of his property in Buenos Ayres was sold—to liquidate, and the title deeds and sale of the property was regulated and arranged by an English lawyer.

As General Urquiza is the richest landed proprietor in the Argentine Republic there is, of course, much said about his colossal wealth; but the rise and achievement of his fortune must be viewed precisely in the same light as that of any wealthy Irish sheep farmer in this province, who, when lands and stock could be had for a mere song, secured whole territories for a few paper dollars. Gen. Urquiza was a purchaser of land in Entre Rios when no man but himself would give 200 patacons for a square league, and when cattle had no other value than their hides he purchased at a dollar a head.

I have nothing whatever to say of the political character of the General, but leave such matters to your colleagues, who are less superficially imbued with the politics of these countries. I speak of Gen. Urquiza as an estanciaero, and as he is reputed by men who to-day are some of the largest and most influential landowners in Entre Rios.

The present war has cost the General a much larger sum than any other private individual in the country, and the princely and munificent donations of people in Buenos Ayres sink into insignificance when compared with the 50,000 head of cattle devoured by the allied army on the General's estancias of San Justo, Miraflores, Gualeguaycito, and Concordia; the horses were carried off, and the trees cut down, and yet we hear no one praise the liberality of the General, who suffered all this without making the slightest reclaim.

The public spirit of the General is splendidly manifested by his subscriptions to national enterprises, viz., £20,000 for the Cordoba railway, besides shares in the Gualeguay line, in the local banks, &c.

Any man of the position of General Urquiza must have numerous enemies; but he has also many friends and admirers.

THEMIS.

COLONIA, B. O.

WEEKLY DISPATCH FOR 'STANDARD' OFFICE. Colonia, Aug. 17, 1866. The camps are very good; cattle improving, and sheep looking well, but the increase not good. Peons scarce; wages 12800 per month. On the 14th a very heavy storm of wind and rain; the rivers overflowing their banks, and several pueblos blown down. A boat came ashore two leagues from Colonia, a body found on the beach, and many oranges picked up.

MARITIME NEWS.

The captain of the national schooner Villa de Dolores has made the following statement before the captain of the port in Montevideo:— Sailed from Dolores on the 6th of July last, all well; on the 1st inst. was obliged to put into Colonia, in consequence of bad weather; let go one anchor and chain, and afterwards a second one; but drove ashore to the west of said point, and losing likewise the

bowsprit; discharged cargo, repaired the damage, and took advantage of the rise in the river on the 17th to get her afloat without any further accident. T. Maritimo.

NEWS FROM MAGDALENA.

CATTLE AND SHEEP DYING OFF BY THE HUNDREDS. Magdalena, Aug. 19, 1866. To the Editors of the 'Standard,' Gentlemen,

In my last I promised to give you the particulars of the articles that were washed ashore, but in trying to do so I found a difficulty, for I did not know their names, but among other things are wooden stools, benches, cables, one table, several planks of wood, and a variety of other things. But I must now close my account of the wreck and turn to the camps. Cattle are in a most pitiable state; they are dying off by the hundred both day and night. Dear Editors, it is most heart-rending to describe, to see fine cattle dropping off before one's eyes actually for want of food. Horses, I can say nothing of them, they are worse than the cattle; sheep, one can better imagine than describe how they are. I keep four peons to do nothing else but skin dead sheep—it always pays me—I give the peons \$250 a month, and get \$50 a doz. for the skins. Many people will be left this year as beggars on account of sheep dying so; and I think many will have to turn 'comisarios' for steamers as your friend Mr. Tink. What would have become of us had Blanco's tax on sheep been carried out?

Your humble servant, AN IRISHMAN.

ROCK OIL AND COAL.

We are on the eve of great changes in the manufacturing and maritime world in consequence of the introduction of rock oil as fuel. While the forests grew rank and luxurious, wood and charcoal sufficed for fuel; as the trees disappeared, and men increased and multiplied, coal was dug; and since the introduction of gas as a lighting, iron as a constructive material, and steam as a motive and mechanical force, the coal has been dug faster and faster, until, after only a few years of enormous consumption, men are asking what is to become of their native land when its great coal-collars are empty; and proposing generously to diminish the national debt in consideration of the misfortune of those unborn generations who will have to shut up our busy factories, and to teach their sons the pretty art of gardening instead of the more stalwart business of smelting and forging. All this while the fuel of the future is dawdling into daylight. The struggle of 'King Coal' to maintain his majesty of rule is fast approaching. Rock oil is the fuel of the future; and ere many years have passed—nay, it is not unlikely before the merry bells welcome in another New Year's Day—the young giant will have made heard its voice, and coal will have to do its very utmost to compete as a source of mechanical power with the despised shales. The engineers of the Woolwich Dockyard have returned to the Admiralty, we hear, a statement, without comment, of what has been done, and have accompanied their statement with a drawing of the apparatus by which the results have been obtained. Good wine needs no bush, and such results as the patentee, aided by the dockyard authorities, has obtained need no comment. When it is known to every practical engineer that 7½ lb. of water per lb. of the best steam coal is the maximum quantity in ordinary practice; that not more than 3½ lb. to 4 lb. of water are done by common coals, and 6½ lb. is the usual rate for railway locomotives, what need could there be to add one word of remark to a table of practical experiments showing 13 lb. for American rock oils, 15 lb. to 17 lb. for Burslem, and above 18 lb. for the Torbane Hill oil? Taking the average evaporation effected by coal as 6 lb., we may fairly urge that the best mineral oil, being three times as strong as coal in the quantity of heat it generates, and evaporating three times the quantity of water in the same space of time, is just as cheap as coal if it cost three times as much to distil it from the shale as it does to get the coal out of the earth, and convey it to our furnaces. It is quite a mistake to say that, however valuable shale may be for the production of paraffin, it can never be a satisfactory substitute for coal. No one ever dreams of carting shale about with its great percentage of earthy base any more than bones and composites are expected by farmers to be carted over their lands while chemists can supply them with superphosphate of lime. What men have been trying to do is to burn shale oil; to get the oil away from the mineral base, and to have as little useless matter to carry about as possible. What has been done at Woolwich has been to burn such oil in a boiler-furnace practically, and to heat coal with it. It is no use any longer to question results. The mineral oil has been burnt for days together, just as it might be burnt for months together, and this has raised steam effectively, efficiently, quickly, steadily, and continuously. It is now only a question of time how soon the world will accept the fact, and engineers begin

to employ it. Already oil works are dotting with numerous manufactories considerable regions in England, Wales, and Scotland, and our shales and bituminous rocks are being fast brought into commercial use. Evident it is that great will be the future supply when oil is admitted as the best steam fuel—a fuel that our factories will burn day and night with only a flickering glimmer of hot air from their chimney tops. Ships will carry the oil in tanks, and stow it in the bilge ways under the lower decks, and in otherwise useless spaces, pumping it as it is wanted; all the labour of moving coal, all the dust and dirt from coal, will be avoided, and every drop of oil will be consumed, and there will be smokeless fires ashore and afloat. As with coals, so with oils there is a difference of quality, and it is not a little remarkable that England possesses also the best of the latter. While the American oils will touch 13 lb. nearly all the English ones exceed them, and the Torbane Hill oil will go nearly, if not quite, up to 20 lb.; and here we would hint to oil distillers that their present crude oils and the varietal tarry refuse will have as fuel a value in the market, for most of them will do as much as ordinary coal. For the best work engineers will have the best oil, as they have now the best coals; but if the thickest refuse of the distilleries will evaporate probably its 6 lb. of water, the mineral oil makers will have a profitable market for that which they incur an expense now to be rid of, disposing of it for manure or any casual purpose. For our fast passenger steamers the oil will be a boon of the greatest value, and our sharp-witted companies will doubtless try their mettle. For our men of war it will in unpeopled times be an imperative necessity, and we may be sure that our Government will neglect no important means of providing for the supremacy of the British navy.

Whatever further experiments may be probably undertaken before oil is adopted by the Admiralty, sufficient at least has been done, and under such superintendence that the results can never be doubted nor disputed, to prove that there is a fuel capable of superseding coal for steam and mechanical purposes, that it has been practically tried and applied, and which only awaits the demand to come into the market at economic prices.

FATAL COLLISION IN THE ENGLISH CHANNEL. On the morning of July 10 a fearful collision occurred between I.M.'s ship Amazon, Captain J. E. Hunter, bound from Portsmouth for Halifax, North America, and the Cork Steampacket Company's passenger steamer Osprey, Captain Bartridge, bound from Liverpool for Antwerp, in the English Channel, about 30 miles off Start Point. At the time the vessels struck each other it was very calm and not dark, and as both parties allege they had their proper signals hoisted it is at present a mystery as to who is at fault. Within three or four minutes after the collision the Osprey parted. The Amazon, being a much larger vessel, did not sustain such serious damage as the Osprey, and the crew instantly lowered their boats and used every effort to save as many of the Osprey's crew and passengers as possible. The whole of the crew [21 in number] of the Osprey were saved, but we regret to state that the stewardess, Mary Anne, Keating, and nine others, including four ladies [one a captain's wife] were drowned. Captain Bartridge's wife was saved, but he lost his two daughters and son. It was soon discovered that the Amazon was making water, and though all the pumps were set to work, she filled so fast by half-past 2 o'clock that Capt. Hunter ordered boats to be lowered, and all hands speedily transferred themselves into them, their weight bringing the boats down within an inch of the water. At half-past 2 the Amazon was observed to be sinking fast. A heavy fog now came on, and she was soon lost sight of. The boats steered for the English coast, and safely arrived at Torquay at 4 yesterday afternoon.

Additional names of those lost:—Mrs. Hubbard, the widow of a barrister in Dublin, and two daughters, aged 22 and 15 respectively; Mrs. Captain Wrey and two daughters, of Edgehill, Liverpool.

ACCIDENT TO THE PRINCE OF WALES. An accident, of which the consequences might have been very serious, happened to the Prince of Wales in Rotten-row, about a quarter past 1 o'clock on Monday afternoon. His Royal Highness, who was riding at a foot's pace with one of his Equerries and two ladies, had just reached the extreme end of the Row, nearest to Queen's-gate, and was in the act of turning, when a gentleman, who seemed to have lost all control over his horse, suddenly dashed at full speed down the incline, and into the very midst of the party. The Prince's horse being right in the path of the charging horseman, and receiving the shock on its flank, or shoulder, was instantly knocked down; turning over like a rabbit struck by shot, and apparently rolling upon its rider, while the intruder passed clear over both. For a moment it seemed impossible that the

Prince could escape without injury to life or limb from the struggles of his own horse. He disengaged himself however, and got up without assistance, though at first he looked somewhat shaken, and as if suffering from a blow on the head. Recovering almost immediately, and never losing his self-possession for a moment, he seated himself on a bench close by, while his horse was being caught, and his hat and cane picked up by the bystanders. Long before any great crowd of equestrians had time to collect he had mounted again, and rejoining the ladies, was riding homeward as if nothing had occurred, but not without some visible trace of the fall upon his face and dress. It was altogether a very narrow escape, as the few who witnessed it can testify, and the Prince's composure in a very trying position did great credit to his presence of mind and good humour. If not quite unhurt, he may well congratulate himself on having come off with nothing worse than a few bruises from a collision that might easily have proved fatal.—Times.—(That the Prince was not very seriously hurt may be gathered from the fact that he was able to attend a banquet given at the Trinity house in the evening, and afterwards a ball at the Turkish Embassy.)

NAVIGATION LAWS. Memorandum respecting British Commerce, Navigation, and Finance, before and since the Adoption of Free Trade and the Repeal of the Navigation Laws. The following statements are intended to exhibit the progress of British commerce, navigation, and revenue during recent years, and to illustrate the results of the adoption of Great Britain of a system of commercial freedom, and the repeal of the Navigation Laws.

Whilst the increase of productive power and other causes have, without doubt, materially operated in effecting the vast development indicated in this Memorandum, these resources must have remained in a great degree unprofitable had the former restrictions on British trade and navigation been still maintained. The 'official' value of British and Foreign and Colonial exports and imports 'combined' were as follows, in the years 1842, 1853, 1863, 1864, and 1865 respectively:—

Table with 5 columns: Year, Exports, Imports, Total, and Proportion of exports of British and Irish manufactures, &c. as a percentage of total exports.

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ON CHANGE. Aug. 26th, 1866. Paper price of ounces, \$409; Do. sovereigns, 126; First price of patacons, 25 60; Second, 25 65; Last, 25 60.

Specie ruled very firm to-day, and in the morning had at upward turn, but paper money was looked for about 3 o'clock, and gold was sold freely at last quotations. The news per Guaraní was greatly discussed and the departure of the French gunboat Decidée was much spoken about. It is even said that the French Minister is about to leave for Corrientes, but we very much doubt the authenticity of this: still the Boles is full of all sorts of rumors about peace, and it may be possible that terms will be arranged. The news per Guaraní is, however, not of a very peaceable nature; the allies are preparing night and day for a great fight, and even getting steamers ready for the wounded. The decisive battle is expected to take place on the 1st September, although on very superior information we believe that the Paraguayans are making new lines so close to the Brazilians that an engagement must come off previously.

The time sales of specie were: For Friday, 18,000 25 60; For Saturday, 37,000 25 65. In National Bonds we noticed a slight improvement, 3,400 at 39.

In produce nothing of importance doing. We heard of a large sale of Paraguayan yerba, which we have no doubt was caused principally by the vague rumors about peace. It is confidently asserted that there are dates in town from Rio Janeiro to the 11th or 12th inst., but of this we cannot say for certain, as we could meet with no one who had them.

The Coq, from Newcastle, has at last arrived at Montevideo with coals for Lumb Bros.: sold to arrive many months ago. The Nutfield, from Troon, cargo sold in Montevideo to arrive at 14 p.m. Messrs. J. P. Boyd & Co. have chartered the British barque Urgenda, to load in port bones and bone shuf for orders at 22s.

The Guarani in going up ran slightly aground a little above where the Esmeralda lies; she was soon got off. She made a splendid trip and passengers who have come down in her praise her greatly. She will leave again for Corrientes on Thursday the 30th inst.

The Post Office at the Consulate will henceforth be open on Sundays under the new arrangement. At Messrs. Mackerns' and Commercial Rooms postage stamps will henceforth be on sale. The erroneous quotation of Exchange in the Bolsa Circular has caused much remark by the brokers and severe comments. Exchange has closed at 49 to 49½, the latter price payable on the 1st prox.

DISCOUNTS.—Paper 1 1/2% per month. Gold 1 1/2%. WOOL. This month arrivals have been very limited, say 3,000 arrobas. In the beginning of the month some 20,000 arrobas were moved off with difficulty and with heavy concessions on hands; but for the last fortnight there has been little or nothing done. Our stock consists of some 45,000 arrobas, principally in the hands of dealers, who in order to effect sales will probably have to accept lower prices. Market very dull.

Total receipts from the commencement of the season, 3,700,000 arrobas. Cordova, &c.—We quote the following sales: 260 bales, at 32 1/2; 170 do., at 34 1/2; 70 do. (extra), 36 1/2; 100 do., 34; 80 do. 37; and 200 do., 32 1/2 to 35; also 160 b. Santiago at 4r, and 280 do. Mendoza and San Juan unwashed at 25r.; of Entre Rios 2,000 at 29; at 26r.; and of Corrientes 4,000 at 29 to 29 1/2.

PRODUCE REPORT. Saladero Ox and Cow Hides.—The sales during the last fortnight are: 3,000 Ox hides at 35s3d; for 66s70b average. 1,600 Cow hides at 27r. for 52b average. Last price of ox hides of 60th av. 31 1/2, with 1/2 lb. upward. Sales—since 1st Oct. last to date 404,500 hides. Slaughter—do., do., 408,000. Do. —for last fortnight, 5,000. Stock on Sale, 8,600.

PRESERVATION OF MEAT BY PARAFFIN. A process of preserving meat by means of paraffin has been invented by Professor Redwood; and from the success which has attended its operation, is likely to acquire for its considerable popularity. A circular which we have received on the subject says:— "This process consists in the immersion of fresh meat in melted paraffin, at a temperature of 240 Fahr. (150 Centigrade), for a sufficient time to effect a concentration of the juices of the meat in its condensed state, it is covered with an external coating of paraffin, by which air is excluded and decomposition prevented."

"The concentration of the juices may thus be carried to any required extent. The meat is to be kept in hot climates in its weight should be reduced by evaporation to about one-half, in which state it will contain all the nutriment of twice its weight of fresh meat, the portion driven off by evaporation consisting only of water. Thus prepared it will be fully cooked (by the heat applied in the process), and it may be eaten without further preparation, but it will also be applicable for the preparation of a variety of made dishes, including stews, hashes, soups, gravies, &c. For cold climates a less amount of heating and concentration will suffice, so that the meat may retain its original juicy condition, and when further cooked present the appearance and possess all the characters of fresh un-preserved meat. The paraffin used in the process is a perfectly innocuous substance; it is entirely free from taste and smell, and is not subject to change from keeping. It may be removed from the surface of the meat by putting the latter into a vessel containing boiling water, when the paraffin as it melts will rise to the surface of the water, and may be taken off in a solid cake when cold, while, at the same time, the meat will become softened and prepared for cooking in any suitable way. Among the advantages of the process may be mentioned its great simplicity, the facility with which it can be performed by unskilled workmen, and its inexpensive character, as the same paraffin can be used for an indefinite number of times, and the quantity required for coating the meat is very small. When the meat is concentrated as described for hot climates, it is rendered very portable, and no special care is required in packing it."

Messrs. Gillon and Co., Leith, have tested several samples of meat preserved by this process, supplied by Mr. Mackay, George Street, and they state that "these samples have been seventeen days in our testing hot-room, and judging from experience, we are confident that they would remain good in any climate, even in the tropics."

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Table with 2 columns: Item and Price. Saladero Hides—this sale, 5,000; Stock, 1,500; W. S. Matadero Ox and Cow Hides, the sales are: Ox at 34 1/2, 70th average, 500; Cow, at 26r. for 62th average, 500; Stock, 1,000; Dry Ox and Cow Hides, total sales during last fifteen days, 42,000; Total unsold stock, all classes, 74,000; American Hides, the sales are: at 37s3d. Entre Rios, 30 1/2 for 23b av., classified, this Province, Stock, 20,000; German Hides, the sales are: Matadero Ox, 2n 42c 32b av. cow, 36 1/2 24b. av. camp ox, 42r. 28s20b. camp cow, 36r. 2s23b. Stock, 2,000; French, Spanish and Italian, sales 18,000; Stock, 62,000.

Table with 2 columns: Item and Price. at 42r. for Heavy ox, 40r. Heavy of 28lb. 26r. American desechos. 23 1/2r. Correntino desechos. 30 1/2r. Correntino desechos. 31r. Cordova desechos. Saladero Tallow, the sales are: at 15s16 1/2 in pipes and 14 1/2 1/2 in half pipes. Stock, 100 pipes. Mergerynne, \$36 m/w without caak. Jerked Beef—Sales, at 14 1/2 r. 4,000 qqq. Stock, 116,000 qq. ARRIVALS.—25. Rio de la Plata, from Montevideo, 99 passengers. Villa del Salto, for the Uruguay, 42 haesongeros. Viper, from Corrientes. DEPARTURES.—25. Villa del Salto, for Montevideo. Rio de la Plata, for the Uruguay.

SPECIAL TIGRE TELEGRAM. The Tala arrived at six o'clock. No news of importance. L. E. SCHOPINSKI. 25 de Mayo Station, August 25th.

GERMAN AID SUBSCRIPTION LIST. The following sums of money have been received, up to this date, in aid of the sick and wounded soldiers in the present European war, by the Central Committee for the Argentine Republic: Former list, \$69,220m/6; Robert Langlo 1000, A Reinhold 500, Q. Fiermanich 500, F. Huttenberg 500, Hugo Redlich 500, W. Preller 200, H. Muller 25, P. de Bousquier 20, H. von Ecken jr 200, Herman Algeit 500, Erythorpe 500, Mrs Ana Schrader 200, E. Napp 1000, W. Graham 1000, F. Huba 1000, H. Ebbinghaus 1000, G. Stamm 1000, H. Schindler 500, Martin Meyer 200, F. Carus 200, A. Carus 500, L. Porth 100, Richard Joost 200, W. Cripp 1000, L. Denecoe 500. 14,465m/6. Total, \$83,685m/6.

DIED. Of consumption, on the 19th of June, near the Paso de la Patria, William M. Miller, a citizen of the United States of America. The deceased was employed as an Interpreter on board the English transport, Susan Beirne, Capt. Capper (under charter by the Brazilian Government), and was buried in the Protestant Cemetery at Corrientes.

STEAMBOAT AGENCY OF W. MATTI & CO., 30 Calle Cangallo. The steamer Tala, on Sunday, at 10 a.m., for Rosario, Paraná, Santa Fé, and ports. From the Railway Station 23 de Mayo. The steamer Rio Paraná, on Monday, at 6 p.m., for Montevideo.

"THE RURAL CODE." [In English.] Now on SALE at this Office. Price \$20 mpc.

To Let. One, Two, Three, or Four Furnished Rooms, with Board, in a native family, Calle de la Florida, No. 295. 144—3p a26

Notice. I am hereby given, that I have given power of attorney to Mr. William Bertram to represent me during my absence in Europe. GEORGE FERNAU. 146 3p—a26

Furnished Apartments. With every convenience, for single gentlemen or married couples, at No. 6 Calle Cuyo. 142 3p—a26

To Merchants. A Gentleman wishes to enter a Mercantile Firm in this City, or Montevideo, with a view to Partnership. He has a good connection among Birmingham Merchants and Manufacturers, and is acquainted with the Spanish and French languages. Address J. B. Standard Office. 48 6p—a26

STEAMER GUARANI. COMPANIA ANONIMA, RIO PARANA. From Buenos Ayres to Corrientes, calling at all intermediate ports. Steamer GUARANI, Capt. HUNTER. Sails Thursday the 30th August 1866. Great reduction in Freight and Passage. Fifteen per Cent. on Cargo, and Twenty per Cent. in price of passage less than any other steamer on the same route. For full particulars apply to the Agency of the above-named steamer, Reconquista, No. 20, opposite the Colon Theatre. ADOLEFO PEREZ.

FOR MONTEVIDEO. The New and Splendid American Steamer LA ORIENTAL, Captain SALVORY. Leaves Buenos Ayres for Montevideo Tuesday and Friday; Leaves Montevideo for Buenos Ayres Thursday and Saturday; Hour of sailing 9 p.m. The accommodations on board this steamer are spacious and cannot be surpassed for comfort and elegance. For further particulars apply to the agents, ALVA REZ & RISSO, 991 Calle Reconquista 991. N.B.—Passengers are recommended to buy their tickets at the Agency in order to have their choice of state-rooms.

NOTA.—Este vapor puede recibir hasta 200 toneladas de carga y se hara una rebaja de 20 por ciento de flete al cargador que de 20 toneladas arriba, en un viaje. 87—xp 314

To the Commercial Public. The undersigned has the honor to inform the Mercantile Community that at this date he has established in this city a house of Mercantile Brokerage for the despatch of vessels and Custom-house business, which will be carried under the firm of MITON and FERRER, Calle Victoria No. 20, Plaza 25 de Mayo. Buenos Ayres, July 18, 1866. JAMES MITON. JOSEPH FERRER. 125, 1m 320.

REMATO. POR MARIANO BILLINGHURST. En su casa Calle Potosi No. 70. De 30 hermosos Carneros Padres de la Raza Rambouillet, de la Cabaña del Sr. D. Manuel Benavente, Criada de Gaeto, en Quilmes, descendientes de Padres de la Cabaña de Su M. I. Napoleón III. 16 meses de edad con 10 meses de lana. El Viernes 14 de Setiembre a las 11 en punto de la mañana se dan a rematar sin falta alguna a la masa alta postura y dinero de patacons. 30 Carneros padres de la Cabaña de los Señores Mayo del año pasado, en la Cabaña del Sr. D. Manuel Benavente, y esquilados a fines de Noviembre pasado. La accion de quien tuvieren estos animales y sobrelantados condiciones nos hace creer que siendo estos en todo superiores a los anteriores, tengan una buena accion, entre los interesados de la raza. Ocho dias antes del remato estaran a la vista en casa del Rematador, Potosi No. 70, donde podran ser inspeccionados. 72—xp a15

FOR MARIANO BILLINGHURST. En su casa, calle de Potosi No. 70. De 40 Carneros Padres y 15 ovejas raza Negretti, de padres puro Europeos, nacidos en la Cabaña de loa Señores Mayo, Sr. D. Santiago Stegman, denominada Poronita. El Martes 4 de Setiembre próximo a las 11 en punto de la mañana, se han de rematar a la masa alta postura, y sin falla alguna a dinero de patacons.—40 Carneros padres y 15 ovejas sangre pura raza Negretti, de la Cabaña de los Señores Mayo indicados; cuyos animales estaran visibles en casa del Rematador desde el 30 de Agosto en adelante. La Bida mercada reputacion que se ha sabido granjar el Sr. D. Manuel Benavente, hacen necesario todo otro comentario; para ver y examinar los animales y juzgar por si mismos los inteligentes. 102.—p. a 10.

FOR MARIANO BILLINGHURST. A pocas cuadras del pueblo San Martin, establecimiento del Sr. D. Francisco Saez Valiente.—De la Cabaña denominada "La Oriental" con padres de la Cabaña Imperial de Rambouillet. POR LIQUIDACION. El Domingo 26 del corriente a las 12 en punto de la mañana se dan a rematar sin falla alguna a la masa alta postura y dinero de patacons los animales que constituyen dicha Cabaña, así como los útiles y demas enseres del establecimiento; a saber: 2 carneros padres de la Cabaña Imperial Rambouillet, 7 ovejas id id, 25 carneros y ovejas de sangre pura, nacidos en la cabaña, de uno a dos años de edad, 1 1/2 id, de dos años, 130 ovejas mestizas finas de brenco, 8 fanegas lino en grano, 1 cruz de Rambouillet, nacidos en la cabaña, 90 carneros de uno a dos años, cruz de Rambouillet, nacidos en la cabaña, 1 oveja Negretti Europeas, 1 id cruz de brenco, 8 fanegas lino en grano, 30 vacas chabras, 21 id lecheras, algunas con cria, &c. Utiles.—1 lote materia de pino para corrales, 1 lote zinc, 30 ladrillos, 100 pajas para quemar y desgarrar para el ganado, 100 id id, 10 id id, 6 sacos semilla de alfalfa, 1 balanza de platos, tijeras de esquilador, alambro galvanizado, numeracion y letras para señalar y marcar a fuego, 1 granpa de brenco, 100 id id, 10 id id, 10 id id, y varios otros útiles que estaran a la vista, todo lo que debora venderse irremediablemente por liquidacion final. Nota.—Los compradores seran conducidos gratis desde la Estacion San Martin hasta el local de la venta, donde seran obsequiados con un Lunch compuesto, previniendoles tambien que deboran recibir de sus compras dentro de los seis dias de efectuada la venta. 95—xp a18.

FOR MARIANO BILLINGHURST. En el Paseo de Colon frente a la Estacion Venezolana del Ferro-carril de la Boca.—Del Payleto Elisa Clara, porte de 30 toneladas, encallado sobre la costa. El Domingo 27 del corriente a las 11 en punto de la mañana se dan a rematar sin falla alguna a la masa alta postura y dinero de patacons. El payleto Elisa Clara en el estado en que se halla encallado sobre la costa. 141—xp a26

FOR J. MITON Y C. De los terrenos pertenecientes a la Sra. D. Agustina de Camacho de Crivara, y D. Manuel Sarmiento.—por orden de estos señores, situados en el Estacion del Ferro-carril de la Boca, (Barraza de Pefes) lindero con la Barraca de los Señores Balcarce y Maldonado. El Domingo 26

ALVAREZ & RISSO, Reconquista 994. Ytinerario que regirá para los siguientes vapores desde el 1.º de Noviembre de 1886.

Carrera entre Ba. Ayres y Montevideo. Para Montevideo—El vapor Inglés. RIO DE LA PLATA. Capitán Magnasco—Saldrá los Miércoles a las 6 de la tarde—Regresará los Sábados al amanecer.

Para Montevideo—El vapor Italiano, TEVERE. Saldrá los Domingos a las 5 de la tarde y regresará los Miércoles.

Para el Salto y puertos intermedios, el vapor Italiano. TEVERE. Saldrá los Miércoles a las 10 de la mañana y regresará los Domingos al amanecer.

Carrera entre Buenos Ayres y los puertos del Uruguay. Para el Salto y puertos intermedios, el vapor, RIO DE LA PLATA. Saldrá los Sábados a las 10 de la mañana—Regresará los Miércoles al amanecer.

Para Corrientes—El vapor Nacional, ALIADO. Para Montevideo. Vapor Americano LA ORIENTAL, los días Lunes y Jueves a las 5 de la tarde.

Para Corrientes y Montevideo. Vapor Nacional PAYSANDU. Vapor Nacional ALIADO. Vapor Nacional JULLIA. Vapor Nacional UCAV. Vapor Inglés COSMOS.

Todos estos vapores toman pasajeros, carga y encomiendas, por los puertos de su escala. El Peaje podrá cargar hasta 300 toneladas y el Peaje 200.

Noticia—Después de tiempo el Orión, steamer RIO DE LA PLATA, se encuentra en el puerto de Montevideo, y se espera que regrese al día siguiente.

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Sewing Machines. A large and varied assortment on hand. Wanted to work well. They are all of the latest and best inventions, and of different prices.

Good time come again. NEW ENGLISH AND SCOTCH STORE. Also butcher's shop, No. 2 Calle Misiones, short distance up from the Mole.

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VESSELS LOADING IN PORT by L. SAGORY and LENNUYEUX. SHIP-BROKERS. 47—Calle Cangallo—47.

HAVRE. BUFFON—French ship, 3/3 L. I., 553 tons, Captain Bize; Consigned to M.M. Lavigne.

GENERAL VOYER. BOBBLE—Russian barque, 3/3 L. I., 183 tons, Captain Rostenov; Consigned to Lassalle and Sons.

BOURDEAUX. BELLA CUBANA—French ship, 5/6 L. I., 396 tons, Captain Lavignon; Consigned to M.M. P. Lavocat and Co.

STEAM-BOAT AGENCY. MATI Y CA. 30—Calle Cangallo—30. For Rosario and intermediate ports. The steamer

Will leave at 10 a.m. on Sundays, returning on Fridays. Esmeralda and Epigador. Will leave alternately on Thursdays at 10 a.m. returning on Tuesdays.

For Corrientes and the intermediate ports—The steamers Esmeralda and Cisne. Will leave alternately at 10 a.m. on Thursday returning on Tuesday.

For Montevideo, the English steamer Rio Parana. Will leave on Mondays at 6 p.m. returning on Thursdays.

FOR SALTO. Rio Parana. Will leave on Thursdays at 10 a.m. returning on Mondays.

FOR MERCEDES. Passengers will embark in the Rio Parana to be transhipped to the steamer Mini at 6 p.m. FOR GUALEGUAYCHU.

For all particulars as to freight and passage money apply at the agency of G. Matti and Co. 30 Cangallo.

SAVINGS BANK. BANK MAU & 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.

The Bank of Mau & Co. in Montevideo has already provided for the working classes of this city a safe and profitable depository for their savings.

The sums deposited in that very important institution are daily increasing, and already reach a very large amount.

These advantages have not hitherto been enjoyed in this city by an immense number of clerks, artisans, working men, and servants of all classes and conditions, who are equally interested in putting their savings out at interest, thus providing themselves with a reserve fund in case of need, sickness, or old age, instead of spending them in the immoral gambling, in lotteries, and other frivolities.

The Bank of Mau & Co. of this city, following the noble example of their firm in Montevideo, now offer the same facilities in this city, and will open a Savings Bank at No. 103 Calle Cangallo, from nine a.m. till Three p.m. on Week Days and on Sundays and Holydays from Ten a.m. to Twelve m., for the reception of the savings of the classes already mentioned.

The Bank will deliver to each depositor a pass book, in which will be entered the amount deposited and withdrawn.

The depositor is permitted at any time to withdraw the whole or part of the sum deposited; in the former case the interest will be calculated up to date.

The Bank of Mau & Co. is sufficiently known to the Public by the benefit derived from the course of its operations, which are regulated on the strictest and soundest principles, and always directed to promote the general welfare.

The Bank of Mau & Co. are also persuaded that this new branch of their business will render immense service to the working classes of Buenos Ayres and its neighborhood.

Buenos Ayres, September 18, 1883. P. P. MAU & CO. WILLIAM LESLIE.

HATS, CAPS, AND HELMETS. Every description manufactured at the Works of J. ELLWOOD & SONS; Great Charlotte Street, S. London; Patentees of the celebrated Air Chamber Hat.

Goods are kept by all respectable Traders and Stockporters. CAUTION—No Air Chamber Hats or Helmets are genuine, unless they bear the above Stamp, with either "ELLWOOD & SONS" or the seller's name in the Shield.

HEALTH TO THE INVALID BY HOLLOWAY'S PILLS. LOSS OF APPETITE—LOSS OF STRENGTH—LOSS OF HEALTH.

The marvellous effect of this medicine upon the system is such as to immediately rally all the vital functions, and to restore a full flow of spirits, and to give the body a new and permanent vigour.

Look to the regularity of the functions of the digestive organs, and to the regularity of the action of the bowels, and you will find that the system is in a state of health, and that the body is in a state of vigour.

HEAD, LUNGS, AND STOMACH. Look to the regularity of the functions of the digestive organs, and to the regularity of the action of the bowels, and you will find that the system is in a state of health, and that the body is in a state of vigour.

DRUGS. Borden's New York Condensed Milk. Acknowledged by all to be the very best produced, for sale at all times in quantities to suit purchasers, by the only appointed agents in South America.

NEW WINTER GOODS. Mr. THOMAS HOLMS begs to inform the public and his numerous friends that having just received an extensive variety of new and fashionable articles selected from the London, Glasgow, and Paris markets, he is prepared to exhibit an unequalled and varied stock, and respectfully suggests to ladies the advantage of an early visit.

J. S. WYLLIE AND CO. General Merchants and Commission Agents CHASCOMUS. Agents for the European Newspapers and "Standard" also for the sale and purchase of Land and Sheep.

AMMUNITION. Double Waterproof Central Fire Caps, Felt Wadding to prevent the loading of Guns, Wire Cartridges for killing Game, &c., at long distances, Breech-loading Cartridge Cases of superior quality for Shot Guns and Rifles, Pin Cartridges, for "Lefschuetz" Revolvers of 7, 9, and 11 millimetres.

HOWARDS' ZINNEBAR HAWTHORNS. Obtained at the Last Trials of the Royal Agricultural Society of England, at Warwick, all the Prizes for the best in all its classes; for the last Ten Years; and F. Howard has won every Prize for Hawthorn in every class.

RANSOMES Y SIMS, ORWELL WORKS, IPSWICH, 9, GRACECHURCH STREET, LONDRES.

INGENIEROS Y FABRICANTES DE Arados de Vapor y arados para caballos adaptados especialmente para America meridional.

INDIGESTION & STOMACHIC PEPSINE. This invaluable medicine for weak and impaired digestion, may be had in the form of powder, water, and lozenges.

DAY AND MARTIN'S Real Japan Blacking. 97, HIGH HOLBORN, LONDON. For affording nourishment and durability to the Leather of Boots and Shoes.

Borden's New York Condensed Milk. Acknowledged by all to be the very best produced, for sale at all times in quantities to suit purchasers, by the only appointed agents in South America.

PURE DRUGS, CHEMICALS, &c. BURGOYNE & BURBIDGES' EXPERT DRUGGISTS, Coleman-street, London.

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