

MAUA BANK, CALLE CANGALLO, Nos 101-103

The Office of this Bank having been removed to the above spacious building, in order to suit the increasing business of the public is informed that the following transactions are carried on in currency and specie in this Bank:—

MAUA BANK, CALLE CANGALLO, Nos 101-103

BRITON AND MEDICAL GENERAL ASSOCIATION, INCORPORATED WITH THE UNITED GENERAL LIFE ASSURANCE ASSOCIATION.

The Argentine Marine Insurance Company, established in this City, insure at moderate premiums all risks by sea or on the river.

THE LONDON ASSURANCE, INCORPORATED BY ROYAL CHARTER, 1720. FOR INSURING BUILDINGS, GOODS, MERCHANDISE, AND VESSELS IN PORT OR IN DOCK.

THE CENTRAL ARGENTINE RAILWAY, Train Time Table from 1st September, 1866.

NISSEN & PARKER, ENGRAVERS, 42 MARK LANE, LONDON. BANKS AND PUBLIC COMPANIES.

KEAN & GOEBKE, Grocers, Ship Chandlers, Provision Dealers, and Camp Agents in General.

WHERE IS M'GINNIBY? The holder of several letters for Mr. Alexander M'Ginnib, formerly of St. John's, Canada.

Colegio de San Patricio, QUINTA DE LOS OLIVOS (Cinco Esquinas).

ENGLISH GRAMMAR SCHOOL, Colegio Comunal de Santa Lucia, FOOT OF CALLE BUEN OIDEN, BUENOS AYRES.

GERMAN BURMEISTER, Consignatario de frutos del pais. 105-CALLE VESEZUELA-105

GREAT SOUTHERN RAILWAY, REDUCTION IN THE RATES FOR GOODS. From the 15th October, until further notice.

ENGLISH HOTEL, CHURCHGATE, Buenos Ayres. Beside the Railway Station, every accommodation for travellers, and a good central for horses and carts.

DE. WHITE'S SELECT AND LIMITED, D. Y. & C. H. O. L. FOR THE SONS OF GENTLEMEN, 9 CALLE RIVADAVIA.

The Standard AND RIVER PLATE NEWS.

No. 1443—SIXTH YEAR. BUENOS AYRES, TUESDAY, NOVEMBER 27, 1866. CIRCULATION 2500

LONDON AND RIVER PLATE BANK (LIMITED). 80-CALLE DE LA PIEDAD-80. Authorized Capital £2,000,000 sterling.

LONDON AND RIVER PLATE BANK (LIMITED). 80-CALLE DE LA PIEDAD-80. The rates of interest allowed and charged by the Bank will be as follows, till further notice:

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BELGRANO RACES, December 8th, 1866. FOR THE BENEFIT OF THE SOCIEDAD PROTECTORA DE LOS INVÁLIDOS.

THE CENTRAL ARGENTINE RAILWAY, Train Time Table from 1st September, 1866.

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MONTEVIDEIAN BANK. CAPITAL 1,000,000 DOLLARS. In 2,000 Shares of 500 Dollars each.

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"THE QUEEN" FIRE AND LIFE INSURANCE COMPANY. CAPITAL £2,000,000. INCOME £160,000. LIVERPOOL AND LONDON.

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LA ESTRELLA. ARGENTINE FIRE INSURANCE CO. AT FIXED PREMIUM. AUTHORIZED BY DECREE OF THE NATIONAL AND PROVINCIAL GOVERNMENTS.

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THE LONDON & LANCASHIRE FIRE INSURANCE COMPANY.

CAPITAL, £1,000,000. INCOME, £110,000. LONDON.

Insurance against loss or damage by fire may be effected with this Company on Dwelling Houses, Warehouses, Buildings, Merchandise, and all kinds of property.

THE UNDERWRITING GENERAL AGENT OF THE LONDON AND LANCASHIRE FIRE INSURANCE COMPANY, is duly authorized by power of attorney to issue policies and to settle and pay losses in Buenos Ayres with promptitude and liberality.

CONSTANT SANTA MARIA, General Agent of the Company. 17-CALLE DE LA PIEDAD-17.

FERRO CARRIL DEL NORTE. Desde el dia 3 de Mayo, cuando se comenzo a dar salida a los trenes, se han establecido como en dias feriados como sigue, con excepcion de lo que se expresa:—

English Barque Rosetta, Notice is hereby given to the Consignees of Goods by the above vessel, that all the cargo from the wreck may now be seen at Messrs. Babin and Flowers, who will supply all orders.

Passengers for England, The favorite last-sailing clipper barque La Zingara will sail for Liverpool about the end of the month.

TEMPLE & VONDER WALL, Cordoba Land and Sheep Agents, PRINCIPAL OFFICE: CORDOBA, CALLE OCHOABUO, No. 68.

STEAMBOAT AGENCY OF W. MATTI & CO., 80-CALLE CANGALLO-80. For MONTEVIDEO, the English steamer Rio Parana.

STEAMBOAT AGENCY OF HENRY DOWSE, English steamer Gesta, Argentine steamer Romulo, Argentine steamer Shell-drake.

BILLS OF EXCHANGE, DRAFTS, Drafts at Sight, for large or small amounts, can be obtained from WANKLYN & Co.

GUINNESS'S Celebrated Extra Stout, in quarts and pints at BARRY & WALKER'S, Sole Agents, 97-Calle Defensa-97.

FOR ROSARIO AND PORTS, Passengers and Cargo, the Oriental Steamer Captain ADOLFO FLORES.

English Family Wine-Merchants, EDWARD MEDLICOTT & Co. Beg to advise Consumers that they have received, per several shipments, the first Wine Harvest in Europe.

NEW ENGINE AND MILLWRIGHT SHOP, J. WOOD & CO. beg to advise their Friends and the Public generally that they have started in the above line, and hope by attention and assiduity to merit a share of their patronage.

Gran Loteria de la Beneficencia de Santa Fe, So juega en dos globos. PREMIO MAYOR 1,500 PATACONES.

Tea, Tea, Tea! Received a fresh lot of fine Congo and Oolong Teas, for family use.

BOCA, BARRIOCS & ENSENADA RAILWAY, Between Montevideo and Tres Esquinas.

From Friday, the 18th of May, inclusive, the following alterations will be made in the Traffic:—

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TEATRO COLON

Prestigiosa
 POR
M. HERMANN.
 EL MIERCOLES 28 DEL CORRIENTE.
 Programa variado dividido en dos partes.
 A las 8 y 1/2.

Teatro Franco-Argentin.

BOUFFES PARISIENS.
 Jeudi 29 Novembre.
 4me Representation du 2me abonnement.
 Pour la premiere fois avec M. Palma.
Les Deux Aveugles.
 Operette en 1 acte.
Les Pantins de Violette.
 Operette en 1 acte de M. Adam.
Les Contributions Indirectes.
 Vaudeville en 1 acte.
 On commencera à 8 h.

Subscription to the "Standard," \$30 PER MONTH.

ADVERTISEMENTS
 Not exceeding five lines inserted three times for \$5.

TO CORRESPONDENTS.
 No notices can be taken of anonymous communications. Whatever is intended for insertion must be authenticated by the name and address of the writer; no necessary for publication, but as a guarantee of good faith.

The Standard.

"All that is good, all that is true, and all that is wise."
 TUESDAY, NOVEMBER 27, 1866.

THE WAR IN THE NORTH

LATEST FROM ORIENTE.
 The steamer yesterday brought the *Esperanza* of Corrientes with dates to Thursday 22nd inst.

Things at head-quarters are still in statu quo, but guerilla firing continues both by day and night. On Tuesday the Marques de Caxias was to proceed to Curru to assume command of Port Alegre's army and the fleet: it is thought Port Alegre and Tamandare will at once resign. General Caceres has again quitted the army, and arrived at Corrientes on the 18th: he intends accompanying Governor Lopez in his visit to Goya and the rural departments.

The *Semanario* of Asuncion mentions a splendid Album signed by thousands of citizens, in honor of the battle of Curupaity, which was to be presented to Marshal Lopez on Oct. 16th, along with a very fine sash and banner embroidered by the ladies of the capital. The Paraguayans have put up a board at Curupaity with the inscription "The tomb of the Argentines." On the 25th some Indians of the Chaco were to be baptised with great solemnity at the Reduccion de San Buena Ventura.

MAILS FROM ROSARIO.

LATEST FROM THE INTERIOR.
 The *Ferro-Carril* of Sunday mentions the arrival of Gen. Páramo at Rosario en route for Mendoza. The 7th batt. is to accompany him, and has been reinforced by 70 men brought down under escort in the *Tala* from Santa Fé: a wagon load of criminals was also conveyed to the barracks on Saturday and put under arms.

José Alarcon, the murderer of the lamented Mr. Marshall, has been found guilty of homicide, and is sentenced to 10 years penal servitude: this is most unsatisfactory to the English residents, who spent 1,000\$ in getting him caught.

There is no news from Mendoza. Dates from Catamarca, Nov. 9th, contradict the rumor of Maubecin's invading that province. In Rioja the Government set about arresting all the poor fellows not enrolled in the National Guard. Papers from Cordoba assert the Government will now give Mr. Wheelwright the land requisite for the Frayle Muerto station.

LAND-SCAPES OF THE MOLE-HEAD

There was a time when the Facchini and Lazzaroni of Italian sea-ports were a greater terror to travellers than the brigands of the Abruzzi. Landing at Leghorn or Naples you had to fight your way through a gang of fellows over whom the law seemed to have neither power nor jurisdiction. The same is now true of Buenos Aires, and the scenes of daily occurrence on our Mole-head are no less dolorous than disgraceful. It is needless for us to enter into details: everyone in this city is aware of this crying abuse, and the authorities either wink at it or dislike the trouble of devising a remedy.

It would be easy enough to fix a tariff for whale-boats, and station a clerk with two policemen at the mole-head, to prevent the boatman from demanding \$50 for bringing a passenger ashore, and holding on to his luggage. At the same time it would be expedient to keep in bounds the 'changuadores' who rush tumultuously on their prey and carry off your valise 'volens-volens.'

But if the authorities will take no action in the matter, why do not the steam-boat agents put on their own whale-boats and charge so much for landing passengers? It is a singular fact that the most afflictive abuses under which we groan in Buenos Ayres could be remedied at a very trifling expense and trouble. For the sum of £150 we could procure a life-boat, so much wanted in our port. The cost of steam-launches for the Capitania,

and to convey passengers to the mail steamers, would also be a mere bagatelle. What would it cost, either, to erect a bathing-establishment, and save so many lives sacrificed every year in bathing off the mole? The work of picking up 300 lost anchors in the port would almost pay itself. Thus while the country is going ahead in railways, sheep-farms, and a thousand other particulars, everything that relates to the port of Buenos Ayres is in such a disgraceful state of neglect as would have shamed the Spanish administration of the last century.

Let us begin by regulating the land-sharks of the mole-head, and newcomers will find their impressions of the country more favorable than they do at present.

MOWING MACHINES.

Having heard so much about the new mowing machines now coming so greatly into use, we determined to take a run out to Mr. Coffin's meadows in Moron to see his renowned mowing-machine working, and we willingly admit that, having seen on some English estancias mowing machines thrown on one side as useless, which had been imported by the estancieros at much expense, we were not without our prejudices; but the trial we witnessed on last Saturday evening removed all our doubts previously entertained respecting their adaptability to this country, and convinced us that these new mowing machines, made expressly according to Mr. Coffin's improved models, are, beyond all question, the most useful agricultural invention of the day.

If time is money in England, verily, labor is money in Buenos Ayres; and owing to the high rate of wages paid 'peones' by the day, and the scarcity of hands in this country, we view these new mowing machines as the most necessary and useful implement estancieros and sheepfarmers can have on their premises.

Some ten years ago, when mowing machines were first introduced into the River Plate, there was a decided prejudice against them, owing to the absolute impossibility of keeping them in repair. Mr. Coffin studied the matter, saw their defects, and made a voyage to the States purposely to have an improved machine made which would be adaptable for grass without joints, such as alfalfa. His efforts, we are happy to say, have been crowned with the most signal success. Not only have we personally inspected and watched the machine mowing down a plot of alfalfa with scientific precision and mechanical speed; but some of the principal sheepfarmers and estancieros can testify to their merit, having tried them and proved them; and they all admit, that in the very first mowing they saved in wages alone more than the whole cost of the machine.

Formerly, as the estancias were much less stocked than at present, the grass was so abundant in the camps that the sheepfarmers experienced no necessity for growing artificial grasses; but of late years this has completely changed, and every farmer in the country, who has the wherewith, sows three or four squares of alfalfa, so as to be independent of the seasons, and have his own rich of hay for his horses and fine sheep. One of the chief impediments which the farmers met with was the difficulty to obtain mowers. The cost of fencing in, ploughing and sowing, was a mere trifle in comparison to the heavy expenses of regularly cutting it down. Wages the most exorbitant were paid, and nevertheless frequently part of the crop was lost, owing to the impossibility of getting it cut down in time. Mr. Coffin's mowing machine meets the difficulty. The new machine which we saw working mows with ease three squares a day, and not only cuts the alfalfa closer and evener than the best mower, but lays the grass so thinly and evenly on the ground, that it dries immediately. The old complicated machinery system, which hitherto perplexed the farmer, is now abolished, and the great simplicity of the machine in question is, to our mind, its chief attraction. A native boy, after half an hour's instruction, is as capable of mowing with this machine as the most experienced Yankee farmer.

When the machine commences working, the man driving, with a lever, drops or raises the scythe at will, cutting a width of nearly 8 feet at the pace of the bullocks or horses, so that in a day three squares of alfalfa can be easily cut by the machine. When done mowing, the driver places the scythe or cutting bar in a perpendicular position, and drives the machine about like a small cart.

In purchasing these mowing machines at Mr. Coffin's establishment, the buyers have one great advantage, namely, that he sells with a full guarantee, and even sends a man from his 'corral' to the buyer's place to show how it works, should there be any difficulty experienced in the beginning. The following parties have purchased mowing machines of Mr. Coffin, which they have now in constant use on their estancias, and they are so well pleased with them that they recommend them to all their friends.

Mr. John Clarke, Quilmes.
 Mr. Neouguier.
 Mr. Leonor do Pereira.
 Mr. Oldendorff.
 Mr. Jeppener.
 Mr. Withington, Lomas de Zamorra.
 Mr. Wilfred Latham.
 Sr. Dn. E. Carranza.
 Sr. Castex.

These new mowing machines should be to the farmers the same as the needle-gun to the Prussian soldiers, the great instrument of the age. Every sheepfarmer who can afford it should have one. Let our country friends just bear in mind, a square of alfalfa mowed down before breakfast!! Had we a voice in the Government we should certainly decree Mr. Coffin a splendid gold medal, for this most useful and practical invention.

As at the present season most of our country readers come up to town, we advise them if they have a spare half hour, to pay a visit to Mr. Coffin's agricultural machine depot in Calle Esmeralda No. 85.

EDITOR'S TABLE.

The greatest trade of the day is in strawberries; while cargoes keep arriving from Montevideo; steamers that have not even half a dozen of passengers on board start off, for the freight on the strawberries pays all the expenses of the voyage. The strawberry business is quite modern—a few years ago, beyond a basket or two to a friend, we received none whatever from Montevideo, but now the staple is established, the trade organized, and bills for ten, twelve and fifteen thousand patacons come up by each mail against strawberry consignments. Who eats all the strawberries landed each morning on the mole-head is the question that puzzles us? For, taking the population of this city at say 170,000, every man, woman and child in Buenos Ayres would have to consume over a dozen every morning to eat them all up. The best, largest, and sweetest strawberries that come from Montevideo are now selling at half a patacon per hundred; these are retailed in the market at two and three pesos per dozen. The men who go about the streets with baskets of strawberries make on an average \$100 per day. It is a strange feature that notwithstanding all the care our gardeners and quinteros take with this fruit, they cannot produce such strawberries as the quinteros of Montevideo, and there is probably not another fruit which requires such care as the strawberry. We saw a large bed of very fine, strong, healthy plants in a quinta the other day which give no fruit whatever, as the plants are all of one sex, and the owner of the quinta overlooked the economy of nature in making his strawberry bed. Probably the best speculation of the day would be to ship a cargo of strawberries, well and carefully packed, up to the army—we have no doubt it would pay splendidly. The Paraguayans are rather well off for fruit, if we are to credit the statement of some officers who dined recently at Curupaity and hadiced fruit and wines at dinner; so to run the blockade with a cargo of strawberries would prove a poor speculation.

The town is now getting very crowded with countrymen from the camp. The wool plazas remind one of a market square at home; the shopkeepers have no need to put up "English spoken here," for it seems to be the vernacular of the residents of Once de Setiembre and Plaza Constitucion. We regret to say we hear many complaints about the utter want of accommodation at the Railway Stations; it seems that the managers were utterly unprepared for the great tide of business that has set in. Never before have the trains brought such a quantity of wool to market, and if proper care be taken now to increase the galpones and afford every convenience to the farmers, there cannot be the slightest doubt that in a few years no more bullock carts will come to town. We caution our country friends against making new acquaintances, as there is a regular swell-mob going about, and the case of the poor Frenchman who drew his money out of the bank the other day and met a friend who invited him to take a drink and walked off with all his savings, is still fresh in our memory. For our subscribers who have spare time to visit our museum we have every accommodation, even some of Cranwell's famed English soda-water.

Out at the 25 de Mayo there is a general complaint about the stoppage of the diligences. The country about there is well settled, and it is surprising the diligences' proprietors don't start a coach. The camps out there are in splendid condition, and the farmers all doing remarkably well. On Sunday the auction of the wrecked French barque took place at the Tigre. The train arrived out one hour late, and Dn. Mariano Billinghurst and the bidders had hardly time to get through the auction to catch the train. The ship sold for nine thousand patacons; bought by a German broker. In the return train there was a chapter of anecdotes. The train ran over a bullock, near San Isidro, and all the coaches bumped over the carcass without getting off the line, but the ladies and children were

frightened even to tears. When the train arrived at Belgrano it was brought to a stand-still, owing to the signal of danger being hoisted. Here the passengers got out, as the train from town to Belgrano had run off the line near Belgrano. Mr. Billinghurst and many of his friends started off and walked from Belgrano to Palermo, where they hired a coach and proceeded to town; but the bulk of the passengers took refuge at Watson's, and did not arrive until 11 o'clock p.m. The passengers, of course, were furious at the delays, and several have applied to us on the matter. It is seldom that we have to chronicle such a chapter of accidents as on last Sunday, and we feel confident the active manager will do his best to remedy the cause. On the Southern Railway the engine-driver who passes his time is fined. But accidents of these kinds are inevitable on railways, and so long as we have not to deplore loss of life, the matter, after all, is a trifle. The last storm has had a very serious effect on the Northern Railway, and the hurried repairs made to keep the line running, cannot be expected to be sufficient after so severe a storm.

The Montevideo Government has decreed the resumption of specie payments on next Saturday. There were many who argued that the suspension of specie payments last June, although nominally for 6 months, would last until the termination of the war. We are glad, however, to see that Governor Flores has proved the strict honor and integrity of his Government, and at the first moment possible rescinded the suspension decree. The result of this law has yet to be shown on our market. The banks down there hold large specie reserves, and many think that it will send gold up to Buenos Ayres, where trade is brisker, interest higher, and money more easily employed. On the other hand, the banks will be obliged to get gold from here to keep in their vaults there; so it is more than probable the measure will, after all, have but a trifling effect here.

Our attention has been called by residents along the line of the Western Railway to the really excessively high charges made for season tickets. Instead of a most tempting reduction being made in favor of those who have houses and properties along the line, they have to pay almost the same as the casual traveller. The result of course is obvious, the little suburban towns never go a-head. Very few can afford to live out at Flores or Moron owing to the high railway fare. We call the attention of the new board to this, and remind them that on most of the English lines a man who builds a house along the line receives a season or yearly ticket free for several years. The same rule ought to be adopted here: it would improve the country, and also the passenger traffic.

Yesterday was another very unpleasant day for passengers leaving by the packet, for although there was neither rain nor wind the weather looked so very threatening that it required a deal of moral courage to put off in a little whileboat for the outer roads. A storm seemed imminent—the glass indicated a change; and it was every way possible that before the whileboat got beyond the inner roads a blow might come on and consign passengers and luggage to the bottom. The most serious inconvenience of going out so far to the packet is now so palpable that we find Englishmen who have been out here publishing circular letters at home on the subject. Formerly Captain Curlew brought the Arno inside, but now he never attempts it, owing to the constant disasters in port, sunken wrecks, anchors, &c., and we must say we think that he is right: but are we always to be victimized as at present; will no one start a small port steamer? If the enterprise is too great for a single individual will not the importers and exporters form a company and keep a small steamer for mutual convenience: shippers have an interest in this matter and ought to do something. We believe, if properly managed, a small steamer would well pay; at all events there might be a move made, and, if the expenses were too great, application might be made to the Government for privileges which would assist the enterprise. Ships and steamers come into port but there is no possibility of ever seeing them except by the aid of Dn. Daniel Maxwell's telescopes. There was no peculiar feature yesterday on the mole-head at the departure of the passengers; most of them looked affrighted, Capt. Bruce bade good bye to his friends; he starts for England again to bring us out two splendid river steamers, equal to the Oriental, and may be expected back in the River Plate by July.

On Sunday Gov. Oroño and several officers left for Rosario; the National Government does not seem to sleep on this *Mapacho* affair, which appears to be more serious than at first thought; it was indeed currently rumored through town yesterday that we might soon expect the President back in Buenos Ayres. Of course, such matters are kept as strict-state secrets, and we can offer no opinion on them, but the long-talked of Brazilian recruits are so slow in coming that there cannot have been one particle of truth as regards the 20,000 men ready in Brazil and waiting steamers to be

shipped. The allied army must be reinforced, and very well reinforced, before active operations are resumed, and since the battle of Curupaity there has been more than sufficient time to have sent these reinforcements. We are well aware that the lengthened delay in sending up these recruits has produced its impression at headquarters.

We received a letter yesterday from San Antonio de Areco: there is nothing new about the Ferguson tragedy; shearing is nearly all over: Mr. Chapeaurouge is baling his wool on his estancia, and we hear several other large sheep-farmers purpose next year adopting the same plan, as it costs less to send it in by the train and is shipped direct to the best market.

The Western and Southern Railways are now doing an immense wool trade. On Friday morning a train of 41 waggons long, with wool from Chascomus, arrived, whilst on Saturday evening, we met on the Western Railway a wool train 39 waggons from Luxan. At the Once de Setiembre the wool depots are very good, but the station is a disgrace; a small wooden shanty far more resembling a country 'pulperia' than the Station-house on a railway making 8 per cent. nett on the capital.

We read in the *Semanario* that Lopez has declared traitors the two Paraguayan of respectable family who passed over to the fleet last August, and acquainted Baron Tamandare of the Curuzú battery and the pass in the river; all their property is confiscated, and a legal notice in that paper orders it to be sold.

Our friends down on the south coast of this province will be glad to hear that Messrs. Aguirre and Murga, the enterprising owners of an immense estancia at Patagones, have purchased the steamer General Mitre, and put her on the Bahía Blanca and Patagones route. This will prove of immense convenience, and we feel certain that the line will meet with general support: hitherto Patagones was the most neglected and out-of-the-way settlement in South America, but now it will have its regular mails, and we hope to hear frequently from the Welsh Colony down there.

It was expected that yesterday the telegraph office would have through messages from Montevideo: Mr. Oldham left on Saturday for Punta Lara, and to-day we suppose everything will be ready. As the Government has the right to get the first message we hope Dr. Rawson or Dr. Avellaneda will commission us to send the following despatch:—"Mr. Sprunck, has the French packet arrived?"

Many persons have asked us about the new American consul at this port: we believe he has not yet arrived, but is looked for in the next packet.

The residents down at Barracas are delighted to hear that one of our foreign ministers purposes taking up his residence in that fashionable and charming locality: the 'West-end' seems to be fast changing from the Socorro and Retiro to the green bills of Gonzalez Moreno.

The Brazilian steamer Gerente is expected at Montevideo on the 28th inst., returning on the 1st Dec.

The British brigantine *Stranger* arrived on Saturday at Montevideo with 30 men, rescued from the wreck of the *General Flores*.

Yesterday Mr. Billinghurst held another auction sale at Palermo, of a wrecked Brazilian vessel. As it happened to be the popular auctioneer's birthday, we understand there was a magnificent spread beneath the shady trees of Palermo, and champagne flowed on all sides.

The Brazilian transport *Charrua* arrived on Saturday at Montevideo, with Minister Octaviano and Mr. Buschental on board; their trip up the Uruguay has given rise to many surmises in the sister city.

There is a very general desire in Montevideo that Mr. Pestalardo should take the Solis, and engage the Opera Company for a 'temporada': Montevideo is at present very crowded, and we think Mr. Pestalardo would consult his own interest by doing so.

Hermann had a splendid house on Sunday night: we understand over 1,000 persons were denied admission at the door. The feats were more surprising than ever, and lasted till after 11 o'clock. This new programme will be repeated to-morrow for the convenience of English people and others who do not go to the theatre on Sundays.

The *Nacion* publishes the account of an outrage committed on the American Consul at Oruro by the Bolivian authorities, in arresting some youths who had taken refuge at the Consul. The Consul demanded his passports.

IMPORTANT FROM MONTEVIDEO.

RESUMPTION OF SPECIE-PAYMENTS.

GRAND BALL ON BOARD THE WASP.

Montevideo, Saturday.
 The most important news is the Government decree of yesterday ordering the renewal of specie-payments from the 1st of the ensuing month, as follows:—

Whereas the causes have now ceased that led to the decree of June 20, suspending specie-payments throughout the Republic, the Provisional Governor, in council of Ministers hereby decrees—

Art. 1. The first day of December is fixed for a resumption of specie-payments.

Art. 2. The said decree of June 20th is hereby repealed in all its parts, and that of March 23rd 1865 (revoked by the former) is now restored to full force.

FLORES.

ANTONIO M. MARQUEZ.
 ALBERTO FLANGINI.
 LORENZO BATTLE.

On Thursday evening the officers of the U. S. steamer *Wasp* gave a grand ball. At 9 o'clock crowds of ladies and gentlemen embarked at the foot of Calle Solis and were conveyed alongside. The vessel was gaily decked out for the occasion, the deck being converted into a spacious and airy ball-room hung with the flags of all nations, and a trophy in the midst composed of American and Montevideoan banners. The whole was brilliantly lighted up, and bouquets of the choicest flowers were arranged at intervals. The supper-table was no less tastefully got up. The fair sex mustered very strong: Mlles. Gowland, Wells, Susini, Bourse, Ruano, Real-de-Azua, Reissig, Horne, Muñoz, Viana, La Bandera, Siena, Artagayeta, Quincoces, &c. Among the gentlemen were many of the leading residents, and English and Italian navy-officers. Messrs. Hudson and Brown did the honors, and the greatest cordiality and enjoyment prevailed, the night being quite delightful, and dancing was kept up with great spirit. The supper was magnificent; and toasts in English and Spanish rapidly succeeded each other, complimentary to the U. States and to Montevideo. The festivity lasted till 4.30 a.m., and the young gentlemen of the city are preparing to give a return-ball to the American officers.

MUNICIPAL ELECTIONS.

We notice in the list of candidates for the new Board some of the best names in town; but, with the experience we have had of the former Board, we are constrained to say that we have ceased to attach any faith in names, for we had excellent good men as Municipals now for more than a year and yet the city is worse than ever. Nothing can be done, because there is no money, and nothing will be done for want of a revenue; it is idle, therefore, to dream that because Mr. Folmar is an active intelligent American, or Dn. Manuel O'Campo a large capitalist and constant reader of the *Standard*, any thing will be done, for the whole concern is in a state of bankruptcy, and if the place was sold out to-morrow there would not be sufficient to pay the bill which has been so long due and owing to the Gas Company.

It is, therefore, little better than a farce to be calling Municipal elections until first some funds or revenue be supplied. All the taxes collected go to the support of the hospitals; and we have it from a member of the late Board, who carefully inspected the accounts, that the enormous expenses attending the support of these hospitals is every day augmenting. At a rough estimate the Municipal revenue we say yields fifteen millions a year, out of which over ten millions goes to the hospitals—the balance is hardly sufficient to keep 30 blocks in repair all the year round. Since, therefore, the Municipality has no funds, we suggest that henceforward all Municipal improvements be given out on contract to responsible parties or private companies, giving them the right to collect a small tax for same.

The first and chief want of Buenos Ayres is a decent cemetery—why not allow a private company on certain conditions to start one? and after 10 years' lease the property reverts to the Church or the Government.

We want the streets paved—why not let out a certain number of squares for a term of years, and give the contractor the right to collect a tax from every house?

We want the streets watered—why not adopt the same plan? The thing is so easy and so practicable that we feel surprised the Municipality has not already gone the right way to work. Now, we are to have elections on Sunday, and great noise and fuss about the naming of the new Board, but are the residents of this city willing to tolerate the present lamentable and scandalous state of the streets any longer? Minister Varela would endeavor himself to the inhabitants of this unfortunate city if he would put his shoulder to the wheel and redeem us from the fangs of the grossest Municipal neglect.

Buenos Ayres is verily a striking illustration of the saying "A day older and a day worse." Some few years ago the place was inhabitable, but within the last 12 months population has so increased that people who formerly lived in small houses are now penned up in rooms. There are not even houses sufficient for the population; no sewers; no drainage; all the filth and dirt of the city goes into the earth, and on a hot summer night the exhalation is unmistakable. Something must be done, and done immediately; and we hope the Minister will take the matter in hands and grapple with the difficulty.

The following is the list of candidates, published by our colleague, the *Tribuna*:—

Catedral al Norte.

Electores—Dn. Juan B. Peña, Dn. Manuel Ocampo, Dn. Eduardo Folmar, Dn. Manuel J. Guerrero, Dn. Francisco Chas.

Parroquia de San Miguel.

Electores—Dn. Mariano Saavedra, Dn. Ventura Bosch, Dn. Manuel Peirallo, Dn. Vedro Vela, Dn. Jorge Atucha.

Catedral al Sur.

Electores—Dn. Miguel J. Azcénaga, Dn. Leonardo Pereira, Dn. José A. Acosta, Dn. Juan Manuel Villaraza, Dn. Ambrosio P. Lezica.

NEWS FROM THE CAMPS.

WEEKLY REPORTS FOR 'STANDARD.'

ARRIVALS.
 November 16th.

Sale of sheep: The flocks of the late Mr. O'Donoghue were sold by auction lately—one of 2,500 unborn at \$25, bought by Mr. Stegman, another of 1,800 shorn at 170 6 ris., bought by a Rosario gentleman.

Señaling done: An average of 33 per cent.

Land rented or sold: There is one large estancia of excellent camp for sale, but foreigners fear to purchase it, as whoever buys the place will inherit the undying enmity of about 70 rancheros, who now occupy the land.

State of camps: Excellent. Peones' wages, and if wanted: \$500 per month, or 25 to \$35 per day, and much wanted. General remarks: We felt the late storm very severely in this locality, causing sad havoc amongst shorn sheep—Mr. Stegman lost 1300 out of one flock, 500 from another, 200 from a third, and upwards of 300 from his fine Saxony flock; on Mr. Silletto's estancia the losses have been equally severe. Mr. Pierce also lost 900; in fact, all who had shorn suffered more or less, and even those who had not did not escape. Some amusement has been caused here by the account in your columns of the *Cañada Martis* outrage. I believe it is all 'bosh.'

MAGALIEVA.

November 15th.

Señaling done: Not over 20 per cent. so far as I have been over the district, and nearly all that lost during the winter.

News in the town: The latest was a 'demanda' between a native estanciero and a Scotchman—'mayordomo' of an estancia belonging to a native lady; the Scotchman had publicly said that the former's capatas was a thief, and presented 7 witnesses (4 natives, 2 Scotchmen, and a German) to prove the theft, but they were all rejected as relatives or dependants on the estancia.—The *Atlantic Telegraph* being no longer a problem I suppose the justice expected a few witnesses from the man in the moon.

State of camps: Never better since they have had stock on. Peones' wages, and if wanted: A few steady men would find employment at 300 to \$350 per month and found.

General remarks: This district suffered pretty severely from the storm of October last, and probably about 15 per cent of the shorn sheep were lost taking all together. Shearing is now nearly half through in this department, and notwithstanding the severe season we have had there will be some fine well-grown lots of wool coming to market from this neighborhood. Owing to the showery weather the work has been kept back, peons also are not very plenty, but the damp weather keeps the 'carretilla' from ripening, and I expect all Mr. Casares's light-ship was lost during the storm, but the men got safely ashore; no other wrecks on this coast.

TANDEL.

November 19th.

The 'temporal' of last month, although extremely severe, does not appear to have been more so than in places situated much more to the north; here it was preceded by two days of bitterly cold wind, but the rain did not commence till Monday, the 29th, and lasted with scarcely any intermission till the Wednesday night; fortunately shearing had not progressed to any great extent, and the loss of the district therefore has not been heavy, though single shorn flocks suffered much. The rain was much needed, and has done immense good to the camp.

Shearing is not much more than half done yet, owing to the unsettled state of the weather, but the same cause keeps the 'carretilla' from ripening also. There is a great scarcity of carts to take the wool to market, and everyone's anxiety to

