

MAUA BANK

101-103 CALLE CANGALLO
The offices of this Bank having been removed to the above spacious building...

First—Bills and obligations with good signatures are discounted on conventional terms.
Second—Money is advanced on mercantile and other securities approved by the Manager.

MAUA BANK
101-103 CALLE CANGALLO
INTEREST FOR CURRENT MONTH
IN ACCOUNT CURRENT, SPECIE, &c.

ROYAL MAIL STEAMPAKET COMPANY
REDUCTION OF FARES
The Royal Mail Steampacket "ARNO"

ON SATURDAY, SEPT. 26
At Rio de Janeiro, the "Anso" will meet with and will transfer to one of the Company's Transatlantic Packets Passengers and Freight for the following Ports...

RETURN TICKETS granted at the above Rates available for TWELVE Months.
A Deduction of ONE-SIXTH made to Families paying the Higher Rates...

RIVER PLATE TELEGRAPH COMPANY (LIMITED)
CENTRAL STATION: 87 CALLE CANGALLO, BUENOS AYRES.

MAIN LINE: Buenos Ayres, Rosario, Bahia, B. O.
GREAT SOUTHERN RAILWAY BRANCH: Plaza Constitucion, South Barracas, Lomas de Zamora, Glaciar, San Vicente, Chascomus.

NORTHERN RAILWAY BRANCH: Retiro, Belgrano, Olivos.
MAIN LINE: Ten Words, exclusive of Address, \$30m. c. or \$57. For every additional Ten Words, \$21m. c. or \$41.

GREAT SOUTHERN RAILWAY BRANCH: From Central Telegraph Station to the South Barracas Station, \$10 m/c. From Central Telegraph Station to the other Stations on the Line, \$25 m/c.

MESSAGES delivered Free within Three Squares from the Plaza Constitucion, and Six Squares from South Barracas, and for every square beyond this distance One Paper Dollar.

NORTHERN RAILWAY BRANCH: From Buenos Ayres to the Tigre, \$10 m/c. From Tigre to the other Stations on the Northern Railway, to Montevideo, or to the Stations in the Banda Oriental, \$70 m/c.

HOURS OF BUSINESS: Week-Days (including Feast), from 7 a.m. to 7 p.m. Sundays, 9 a.m. to 5 p.m. to 7 p.m.

BILLS OF EXCHANGE: SIGHT DRAFTS
Drafts at Sight, for Large or Small Amounts, can be obtained from WANKLEY & CO., 104 SAN MARTIN, LONDON.

The Standard

EDITION FOR EUROPE AND RIVER PLATE NEWS. PER FRENCH MAIL.

No. 1975—EIGHTH YEAR.

BUENOS AYRES, THURSDAY, SEPTEMBER 11, 1868.

CIRCULATION 3000

LONDON AND RIVER PLATE BANK (LIMITED)

80—CALLE DE LA PIEDAD—80.
Authorized Capital \$2,000,000 sterling.
Reserve Fund Jan. 1868, \$1,416,000 do.

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:

BASS'S ALE

ON DRAUGHT AND IN BOTTLE, AND BARCLAY AND PERKINS'S LONDON STOUT, AT THE CASINO, ALONGSIDE THE BOLSA.

WINE: WINE: WINE!!!

SPANISH WINES: Superior Anillo and Table Sherry of the well-known brands Gonzalez & Dubosse, F. Heald, Pecanin, and Duif Gordon.

CHAMPAGNE

In pints and quarts of the well-known marks La Perle, Cluquet, and Chateau Ay. Besides the above they have always a supply of Red Hollands, Marmalade, Preserved Fruits, Juice, Whisky, and a large variety of other things.

NICHOLAS GRANADA: Public Accountant, Has Office in his office in 263, TOTOSI, 163, 19xp21

SELTZ WATER (APOLLINARIS): This celebrated Mineral Water, in Pints and Half-Pints, is to be had at ALL WILLS, PATTS and CO'S, 42, 1m22, 96, Calle Venezuela.

ELECTRIC BELLS: This new Establishment will be found every Electric Apparatus, such as Electric Wire of all kinds suitable for Electric Telegraph, Electric Bells and all Scientific Instruments; Magnesium Light, Electric Light, Acoustic Tubes and Surgical Instruments of every kind; Bludge Baths, &c.

COUGH: COUGH: COUGH: BROWN'S BRONCHIAL TROCHES. These Lozenges are celebrated for alleviating and curing Cough, Asthma, Catarrh, and Hoarseness, and also for Strengthening the Voice.

SOUTHERN CAMPS: To be Disposed of, the Owner being about to leave for Europe, Two Thousand Five Hundred fine Mestiza Sheep, crossed with French Rams, with the right of Pasture in Santa Fe Estancia.

ELECTRO-PLATED TEA AND COFFEE SERVICES: Electro-Plated Family Tea Pots; Electro-Plated Cream Frames; Electro-Plated Water Jugs.

PROFESSOR PARI'S MAGNETIC BATTERY: Persons suffering from Cerebral or Chronic Infirmities should apply at once to the above Professor. Hours—From 11 a.m. to 4 p.m., and 7 to 8 p.m. Terms—Private Lesson, \$100; Residence, \$100; set of three at Residence, \$400.

THE QUEEN FIRE AND LIFE INSURANCE COMPANY.

LIVERPOOL AND LONDON.
Insurances against loss or damage by fire may be effected with this Company on Dwelling Houses, Warehouses, Buildings, Merchandise and Goods in the Custom-house, Bonded Stores, and private ones, Produce in the Barmacs or in Deposit Stores, in the Lighters or on Board; and on nearly every description of property.

CONSTANT SANTA-MARIA, General Agent of the Company.
On and after 15th of June, 1868, and until further notice, the Trains will run as under—

THE GREAT SOUTHERN RAILWAY.
On and after 15th of April, 1868, the Trains will run as follows:—

Table with columns for Stations, Week Days, and Down Trains. Lists stations like Buenos Ayres, San Vicente, and Tigre.

NOTICE.—Whereas, it having come under my notice that some of the well-kept parties have determined the new notes, by cutting or otherwise obliterating the effigy, and thereby rendering falsification more easy, the Public are hereby warned not to accept such Bills, as the Bank will not receive them.

JOHN THOMSON & CO. SHIPBROKERS AND GENERAL MANAGERS OF THE GREAT SOUTHERN RAILWAY.
OFFICE—20 CALLE LA BAJA DO ROSARIO, 17, 19xp25

GERMAN BURNMASTER, Consignatory of Fruits and Produce, Wool and Produce Broker, 105 CALLE VENEZUELA—105.

ENGLISH LIBRARY, MONTEVIDEO. H. E. RICHARDS, Proprietor.
Successor to Sprague & Co, respectfully informs the Foreign Public of the River Plate of his receipt of a large consignment of valuable Literary Works, comprising many productions of the best English writers.

LIBBIG'S EXTRACT OF MEAT, prepared by Liebig's Extract of Meat Co., Limited, Fray Bentos, the only Extract of Meat analysed and warranted to be genuine by Baron Liebig, the inventor, and authorised by him to be called Liebig's Extract of Meat, is to be had at Sarsenber & Co's, 144 Reconquista.

BRITISH AND GERMAN HOTEL, 72—CALLE MEXICO—72.
The undersigned respectfully begs to intimate to his Friends and the Public generally, that he has excellent accommodation, well-ventilated Beds, &c. 100 to 120 Beds, with Tea or Coffee, Night and Morning, Breakfast, from Half-past Nine A.M.; Dinner, from Half-past Four, p.m. Beds Cleaned.

DR. JOHN MACDONALD, 37 CALLE DEFENSA, 215, 19xp25.
CRAVEN HOTEL, STRAND, LONDON. L. TAPSTER, PROPRIETOR.

PASSENGER FARES: From 16th October, 1867, until further notice. 1 Cls. 2 Cls. 1 Cls. 2 Cls.
Buenos Ayres, Boletaria, Central, 117 Calle Lima, Plaza Constitucion, \$3 6m. 3m. 3m.

HOTEL EUROPA, ESTABLISHED AD 1800.
Board and Lodging, at \$35 a day, including Coffee in the Morning and Tea at Night. Day Boarders at Reasonable Terms. Guinness's Stout.

Wines as per List: from an extensive Stock of which Parties can be supplied at their Town or Country Residences. Attendance charged 1/4d. per Day, beyond which no Payment is required. Terms—Cash; or Weekly Payments.

The Central Argentine Railway.

On and after the 27th September, 1867, the Trains will run as follows:—
From Rosario, at 8 55 a.m.
From Buenos Ayres, at 8 55 a.m.

Ferro-Carril del Oeste. Desde el 1 de Mayo, hasta el 31 de Agosto, el Servicio de los Trenes sera como sigue:—

Table with columns for Stations, Week Days, and Down Trains. Lists stations like Buenos Ayres, San Vicente, and Tigre.

POSITION OF THE COMPANY, JANUARY 1st, 1868:
No. of Policies, 2,644; Securities, \$1,838,920 41
It being an admitted fact, that "Money makes money," the object of the BENEVOLOA could not be better, since it opens a vast Savings Bank for the surplus or savings of the Public.

"LA ESTRELLA" ARGENTINE COMPANY FOR INSURANCE AGAINST FIRE, AT FIXED PREMIUM.
CAPITAL, 2,000,000 HARD DOLLARS

MANAGING COMMITTEE: Don Antonio Demarech, Vice-President; Don Enrique Achon, Secretary; Don Tomas Armstrong, Treasurer; Don Eduardo Lumb, Don Jose Martinez de Hoz, Don Manuel S. de Zumaran.

THE ARGENTINE FIRE INSURANCE COMPANY: Established in this City, under moderate premiums all risks by sea or on the rivers. Office—118 CALLE PIEDAD.

REDUCED FARES: NATIONAL STEAMER ESTRELLA. FOR ROSARIO. Will leave the Tigre on THURSDAY, at Half-past Eleven a.m. (leaving the Retiro at 7 a.m.), returning on Wednesday from Rosario.

REDUCED FARES: ZARZO, \$14; BARREROS, \$16; SAN PEDRO, \$16; SAN NICOLAS, \$16; ROSARIO, \$12. Steerage Half-Price.

REDUCED FARES: Small Parcels, &c. must be in the Agency before Four o'Clock in the Afternoon of the day before sailing. For further particulars apply to the Agency, 37 Calle de Mayo.

REDUCED FARES: HARRY SIMPSON, Manager.
On Sunday, 16th September, inclusive, the following alterations were made in the Traffic:—One third of the First Class Saloons are converted into smoking apartments, with communication with the other part of the saloons.

REDUCED FARES: Agents for the Sale and Buying of every description of Camp Produce, 60 Leagues of Prime Land, 6,000 Fine Sheep, Quilts and Building Lots for Sale, in Lots to suit Purchasers.

REDUCED FARES: CUNNINGHAM & PEARSON, Commission Agents, Wine and Spirit Merchants, General Grocers, &c. 44 and 46 Calle Adams, and 80 and 82 Calle Santa Fe, ROSARIO.

REDUCED FARES: J. P. WELLS, Wool and Produce Broker, and Commission Merchant, No. 6—CALLE DEFENSA, 95, 19xp14.

REDUCED FARES: CECIL A. EDYE, Wine and Spirit Merchant, 77—CALLE TRINIDAD, 77. Monthly supplies of CIGARS direct from Havannah, 165p, 128

ARGENTINE BANK.

31, 33, and 35 San Martin.
BANKING HOURS FROM 10 A.M. TO 4 P.M.
PRESIDENT: D. JUAN B. PENA.
D. ANARGARIS LANUS.

On account current, 6 per cent. per annum.
Thirty days' notice (for the present), 7 " "
Ninety days' notice, 7 " "
CHARGES: On specie and currency 12 " "
Money advanced on current account, Bills and pagares discounted on conventional terms.

THOMAS BRADLEY, Custom House Despatcher, Shipping Agent, and General Commission Agent, 20—RECONQUISTA—20, 113, 19xp16

PACIFIC STEAM NAVIGATION CO. NEW LINE OF MAIL STEAMERS.
LIVERPOOL TO VALPARAISO, Calling at St. Nazaire, Rio de Janeiro, Rio de Janeiro, and Montevideo. To be extended to a Monthly Line, in May, 1869.

These Vessels are employed under Contract with the Chilean Government, and are expected to perform the Voyage from VALPARAISO to LIVERPOOL, in 22 days, and from MONTVIDEO to LIVERPOOL, in 30 days, including stoppages.

SPLENDID INVESTMENT FOR THE CAPITALISATION OF SMALL INCOMES, PENSIONS, RENTS, &c.
GOVERNMENT DELEGATE: Sr. Don Jose Maria Cantillo.

THE BENEVOLOA DEL PLATA LIFE ASSURANCE COMPANY.
No. of Policies, 2,644; Securities, \$1,838,920 41
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ALCAZAR LYRIQUE, 197-CALLE VICTORIA-197.

DIRECTOR: MR. CHERI LABROCAIRE.

GRAND PERFORMANCES EVERY NIGHT, AT EIGHT O'CLOCK precisely.

REMATE.

POR BENJAMIN NAZAR y Ca.—De las existencias del establecimiento de compra, denominado Bella Vista, situado en la Laguna de la Ciudad de Mercedes, campo del Sr. Frías y perteneciente a S. S. Handley y Woodgate.

El Domingo 20 del corriente, a las 12 en punto, se rematará a la masa alta postura y dinero de contado todas las existencias de dicho establecimiento, cuyo portador es como sigue:

34 carretes Norte, sacos de paja y 96 ovejones corrientes id id, criados con inteligencia y procedentes de las mejores crías que se han introducido al país.

22 carneros de la raza pure Rambouillet y 77 ovejones corrientes id, animales sumamente grandes, de lindos tipos, y gran cantidad de lana hermosa, hoy sobresalientes para las necesidades de país.

Una tropilla Negretti No. 1 compuesta de 250 animales.

Una id No. 4 (1.º y 2.º cruza) 952 idem.

Una id Rambouillet 2.º cruza 650 idem.

Una id No. 3 (1.º cruza) 1871 idem.

Tres majadas mestizas finas con 3678 idem.

Una tropilla de carneros puros 490 idem.

Total 8600 animales.

En seguida se venden sallos de servicio y de carruaje, un galpon moderno techo de fierro de 40 varas de largo por 12 de ancho, fácil de desarmar 1 id de techo de tablas de 300 varas de largo por 10 de ancho, 1 carro de 4 ruedas, 1 id de 2 idem, 1 máquina de cortar alfalfa, 1 prensa para paja, 1 balanza de platina, 30 quintales alambre para cerco, una cantidad de postes de fierro, 9 cordeles para ojeas con bujes para paja, una máquina para desgranar maíz, 1 id para pizar id, una gran cantidad de útiles y herramientas del establecimiento, y todos los muebles de la casa "Bella Vista."

AL PUBLICO.—El Escritorio del Procurador Sagasta se ha mudado de la Calle Victoria No. 140, al No. 17 de la misma calle, en los salones.

SPLENDID CHANCE.—To be sold in consequence of ill-health of the present owner, who has long prevented him from attending to business, the good will of the Grand Central Photographic Co. is for sale.

SANTILLAN & LEGUINECHE, Comisarios de Frutos del País, Wool and Produce Brokers, 90-CALLE PIEDRAS-90.

FOR VALPARAISO, The Clipper Barque VICUNA, 14 years, A1, Martin, Master, can take Passengers and Cargo for the above destination.

Apply to GREEN LE ROSSIGNOL & CO., 85 Reconquista, 85, 8p, Sept. 11.

CANS! CANS! CANS! In the Factory of EDUARDO VAN DE VELDE, 243 Batain Orden, are made all sorts of Wrought and Cast-Iron Tins for the boiling down of 100 to 700 animals. Also iron pillars, land-marks, drinking-troughs, and every species of Iron Work.

A FAMILY going to the Camp wishes to meet with an English Lady to accompany them and give lessons to a girl six years old. Apply at 84 San Martin. E.S.—At the same house an Irish girl wanted. E.S., 6p, 8p, 11.

INVITATION to all the subjects of the Austro-Hungarian Monarchy, without distinction, belonging to the German, Hungarian, Bohemian, Silesian, Dalmatian, Slavonian, or any other Nationality—for a Meeting, which will take place in the hall of the Grand Central Photographic Co., at 220 Calle de Corrientes, consulting about interests of the highest importance for all and every one in particular. To commence at Seven o'clock in the Evening precisely. 86, 2p, 8p, 11.

100 DOLLARS REWARD.—Lost on Monday afternoon, the 7th inst., a little dog, almond colour. Whoever will bring it to Calle Mayo No. 77, will receive the above reward. 94—6p 11.

CORRALON.—Se desea alquilar un corralon o un corralito que tenga estension suficiente para un negocio de cañeros, el que tenga y quiera alquilarlo ocerca Ca.º Santiago del Estero No. 145. 85, 2p, 8p, 11.

CARRUAGE MILORD.—Se vende uno con poco uso 8 meses salido de la fabrica, para uno o dos caballeros; tambien un caballo blanco y fuerte de 8 y media cuartas alto. Ocerca Ca.º de Corrientes 87, alto. 91, 6p, 8p, 11.

VAPOR ORIENTAL. Este hermoso vapor sin velas en marcha y comodidades anuncia un nuevo viaje para el Plata y puertos intermedios, saliendo de este puerto el Lunes 14 del corriente, hará escala en San Nicolas, Rosario, Corrientes, Casapaya y Humaita. Los que desean hacer un viaje completamente agradable aporochando el vapor V.L. Se despacha por la agencia de Alvarez y Hesse, Reconquista No. 99, 1/4.

TO LET.—Two furnished Rooms with attendance, Calle Florida 359, alto. 85, 6p, 11.

TO LET.—Furnished apartments; also one long room unfurnished, suitable for an office, at Calle Belgrano No. 84. 101 | 6p 11.

TO LET.—The Altos of the house Calle Tacuabó No. 111. The house is newly and commodiously built, and in good condition. Foreigners preferred. Apply on the premises under no. 101 | 3p 11.

TO LET.—In the Banda Oriental, a quarter of a league of good land, situated 12 leagues North of Colonia, for the term of 5 years; rent \$500 dollars per annum. Also to sell on the same land 2500 fine mestizo sheep. For further particulars apply C. K. "Standard" office. 82 | 6p 11.

TO LET.—One large furnished room, Parque No. 234. 83 | 6p 11.

A MARKED COUPLE, without family, want a situation. The man understands every class of agriculture; the woman is a good Cook and Launderess. Can be well recommended. Apply to A. Sosa's yard, Plaza Mayo. 84 | 6p 11.

DRESSMAKER.—A Lady offers her services as a Dressmaker, or at any other kind of Needlework. Address 255, this office. 41 6p 11.

WANTED.—For an English mercantile house in Montevideo, a gentleman competent to take charge of the Books, Receipts and Invoices. Address X. office of the "Standard." 90 | 6p 11.

WANTED.—By a young German Gentleman recently arrived, a large furnished Room, or two small ones (with Board if possible), where he might find the real home comfort. Address A. H. H. office. 75 6p 11.

WANTED, a Housemaid, at 9 Calle Cuyo. 66 6p 11.

WANTED, a General Servant, in a small English family. Apply at 364 Calle Montevideo, corner of Calle Santa Fé. 63 6p 11.

WANTED, a Female Cook, at 497 Calle Canelo. 65 6p 11.

WANTED, two good Journeymen Bookbinders, at 30 Calle Esmeralda. Constant employment and good wages. 84 6p 11.

WANTED, an Active Young Girl, to assist as a Housemaid, in a Native family, at 156 Calle Europa. 45 6p 11.

WANTED, a Journeyman Printer, at 112 Calle Artista. 38 6p 11.

WANTED, a good Female Cook, at 230 Calle San Juan. 9 6p 11.

WANTED, a good Female Cook. Apply at the Casa Acahuasi, commencement of the Boca Road. 20 6p 11.

BRAZIL AND RIVER PLATE MAIL. Published in London after Arrival of each Fortnightly Mail from South America. Subscriptions will be received or Copies furnished, on application to the Publishers, CLAYPOLE, BROTHERS, 23 DeFenas-street, N.B.—Copies delivered two hours after arrival of each Mail. 47, 2p 10

SUBSCRIPTION TO THE STANDARD \$30 PER MONTH.

ADVERTISEMENTS not exceeding Five Lines inserted SIX times for \$10.

NOTICE TO CORRESPONDENTS. No notice can be taken of anonymous communications. Whatever is intended for insertion must be authenticated by the name and address of the writer; not necessarily for publication, but as a guarantee of good faith.

The Standard.

"Nil falsi audiam, nisi veri non audiam dicere." Cicero.

FRIDAY, SEPTEMBER 11, 1868.

SPECIAL TELEGRAM FOR "STANDARD."

ARRIVAL OF THE ARNO. Montevideo, Sept. 10, 5 P.M.

Arno arrived early. Weather unfavorable. No certainty of her leaving to-night for Buenos Ayres.

Commercial News—Wool flat; dry hides down 1/2 per cent. in the United States.

Havre, Aug. 13.—Pernambuco salted hides, 56 and 57; Buenos Ayres unwashed wool, L30 to 2, 2 1/2; horse hair, firm.

Liverpool, Aug. 13.—Horns firm; River Plate hides without alteration.

London, Aug. 13.—Bank rate 2 per cent.

Austria and Prussia have interchanged friendly notes on the subject of manifestations of a Federal rifle match at Vienna.

Paris, Aug. 12.—Order restored in Sicily and Algiers. An interview yesterday at Zwilach between the Czar and King of Prussia.

The Emperor reviewed the National Guard on the 13th August.

Madrid, August 12.—General tranquillity.

Spain.—The law admitting cereals duty free to hold gold till July, 1869. The vote of the law upon the new military organization of Hungary passed by the Diet of Pesth. Great triumph for Austrian Cabinet and Count Beust's policy.

General La Marmora has just published a manifesto advising Italians how to act in the present state of Italy—that they must reject French alliance at all hazards.

The French loan, as expected, was readily taken up. The Emperor has gone back to Fontainebleau.

In Ireland, some riots at Banbridge. £1,800,000 sterling taken from the Bank of England for investment in the new French loan.

MONTEVIDEO. No change in paper, 16,000 only sold at 8 1/4.

A cargo of coals sold late yesterday, viz., 150 tons at 11 fuertes; 566 tons at 10 fuertes, gold 'al contado.'

200 sacks Batavia rice at 1 dol. 15c. arroba, in deposit.

80 barrels Holland refined sugar at 2 dol. 55c. arroba, in deposit.

Weather.—Very wet all day.

REVIEW FOR EUROPE.

The Paraguayan war is at last drawing to a close: the latest advices we have from headquarters announce the passage of the Tebicuary, by the allied army, and the retreat of Lopez and his army to a place called Villata.

Marshal Caxias, the commander in chief of the allied army, has ordered a general advance, and directed the Brazilian admiral to ascend the river and bombard the enemy's position at Villata. From some Paraguayan officers who have been taken prisoner on the Tebicuary, the allies have obtained many important particulars respecting the resources of the enemy, also full confirmation of the rumoured attempt at revolution, in Asuncion, which has led to the most wholesale executions by Lopez. The flower of Paraguay, we lament to say, have perished in this awful reign of terror, but we await the return of the United States gunboat Wasp, before we can obtain reliable details of this terrible episode. From all that we can gather, the Paraguayan soldiers are steadfast to the cause of Lopez, and so long as he remains in the country, so long will his soldiers remain true to him. Nearly all who have perished in the late attempt at revolution, have been officers of distinction, and young men of the best families; almost all the Argentine and Oriental refugees have been shot by order of Lopez, as implicated in the late conspiracy; even the very relations of President Lopez, and the Bishop of Paraguay are under arrest. But the Brazilian fleet will soon ride at anchor, in Asuncion; a new ruler will be placed by the allied powers, over Paraguay. It is generally supposed that Mr. Olas. Saguiar will be the new president, being a Paraguayan and connected with the best families there, it is believed he will be able to re-establish authority on a sound and liberal basis. Paraguay will, of course, emerge from the struggle, a ruined nation. It will take, at least, fifty years to place her on her former footing, but the despotic power established by

Francis, will be swept away for ever, and the free navigation of the rivers, firmly secured. It is believed by many that the war will be over in a month, yet it seems more probable that it will drag on for some time longer.

The river steamers now ply between Buenos Ayres and the Paraguayan ports of Humaita and Villa Pilar: the trade is, however, purely passenger traffic and army supply, none of these places having any staple business of their own. Villa Pilar at a former period was the trading capital of Paraguay and the outlet for her exports, but of late years the whole of the export trade was carried on with Asuncion.

In Corrientes the state of things is the same; the revolutionary Government is still in power, and until Gen. Caceres surrenders to the National Government it is not thought probable we shall have any improvement in Corrientes affairs. All fears, however, of trouble with Entre Rios are dispelled, owing to the very prudent and discreet conduct of its Governor, General Urquiza. The sheepfarming interest in Entre Rios is less depressed than in other parts, and the English estancieros are all doing well.

In the other Argentine provinces, there is little to note; the works of the Central Argentine Railway are steadily progressing, and next year the line will be open through to Cordova. Rosario is steadily progressing, new houses are going up on all sides, business brisk. The London and River Plate branch-bank, under the able management of Mr. Weldon, is doing an excellent paying business, and from some merchants just come down from there, we learn that the River Plate Bank does now the great bulk of the banking business of Rosario.

The estancieros of Santa Fé have suffered much from the recent drought, but the rains have at last come, and the pasturages look well, and the crops at the various colonies are in the most promising condition.

We publish in a supplement sheet a full description of the Liebig extract of meat Co., at Fray Bentos, the first and best business in the River Plate this day; the manufactory under the skillful direction of M. Giebert, is in the most prosperous state, and, calculated at no distant period to eclipse every other industrial enterprise in South America. We shall publish to-morrow the petition of a new English company to Congress, for a privilege for the exportation of live cattle to Europe; it is believed that the company will obtain from Congress license to export cattle free of duty but no monopoly.

Respecting the Boca, Barracas, and Ensenada Railway, the storm of Monday night, and part of Tuesday, again destroyed a portion of the earthwork along the beach, but Mr. H. Simpson, with his accustomed activity, was able to repair the damage on the evening of the 9th, so that the trains run as usual from Venezuela. Mr. Simpson's mode of repairing the road so quick, after the frequent floods, is one that calls the attention of many accustomed to railway works. He is able, by means of packing up the rails with timber, to work the trains over before he even puts in a shovelful of earth, and the men are so accustomed to their work, that in a very short time the line appears all right and straight, and ready for filling in with earth, which is done between the running of the trains. The damage done will not reach \$5,000 mte.

General trade in Buenos Ayres still rules rather dull, this being the winter season, the saladeros stopped, and the export trade on the most limited scale. Money rules now very easy and abundant, discount rates have fallen to 9 per cent. per annum, and National Bonds having declined to 5 1/2, have now risen to 63. These securities are fast becoming favorite investments for the general public, owing to a near possibility of a prompt termination of the war, and the fixed conviction in the peace policy of the new President, Sarmiento.

There have been no sales of importance in land or sheep during the fortnight. Sheep still rule at the most reduced prices, although the consumption of capones or widders for saladeros is on the most gigantic scale.

The works of the Government Telegraph, from Mercedes to Rosario, are progressing, and will be finished in a few months. There is a project to continue the Western Railway to Melincue, a frontier fort, some fifty leagues N. W. of Chivikoy, and it is generally supposed that the Legislatura will pass the bill.

The Exchange market has ruled very flat, and operations on a most limited scale, about £170,000 sterling, in all passed.

Wheat has fallen seriously during the fortnight, owing to the great probability of a splendid crop this year. The season up to the present has proved extremely favorable, and the wheat crop this year far exceeds that of any previous year; if the Paraguayan war terminates before the close of the year, it is probable we shall export wheat on a large scale.

Exchange on England, 48 1/2—49.

Do. " France, 5.10—5.12

Do. " Rio, nominal.

IMPORTANT FROM ROSARIO.

WHEAT-GROWING IN FRAYLE MUERTO. It is stated that a body of troops pursued the Indians, who were allowed to commit the latest depredations, overtook, attacked, and killed a large number of them, among whom was their chief cacique; at the same time the whole of the booty was recovered.

A fortunate termination—but, by no means, a redemption of the fault of the authorities, who allow such extensive and frequent incursions to be made into their territory, at the least occasioning a loss of life and a general feeling of insecurity. Happily, the neighborhood of Frayle Muerto, in which are so many English settlers, has been for several months free from such molestation; to this is attributable the fact that the settlers have very little about live-stock grazing in the open country, valuable horses are always kept near the houses, where are stables into which they can be driven at a moment's notice. In the event of Indians attacking the homesteads (a very unlikely occurrence), it is tolerably certain the attempt would not be repeated, as all colonists are well supplied with the best firearms, among them a quantity of hand-grenades, now in use in the British Navy; of which, such is the destructive power as to be warranted to kill anything within twenty yards from the place of their explosion.

Lately it was stated in a letter from "Astor" on the subject of the Frayle Muerto settlers, that such have been their losses since the colony was started, that those who have lost their money would gladly leave the country if they could do so, possessing the capital they brought with them. Individuals there may be with such feelings—as a universal statement it is not true. The proper use of the land was at first misunderstood, and the sheepfarming efforts, as acknowledged by all, were a great failure, in which large sums of money were irrevocably lost, and a dearly-bought experience gained. To all, these severe losses were very discouraging, and to men of less determination and perseverance would have been a sufficient reason to have caused them to leave the country; these colonists were generally not so easily cast down—sheep having failed, agriculture was resorted to, and the prospects of this industry are so promising, there is every hope the energy displayed will gain an ample and justly-merited reward.

Among the different proprietors of this district there are, at this infantile stage of the agricultural development, about 2,000 acres under cultivation, a large portion of the tilled land sown with wheat, the remainder reserved for maize. The drought, which is, and has been, so severely felt by owners of live-stock, has not yet damaged the Frayle Muerto property; the crops are in a promising condition, though rain would, of course, better them.

Five new settlers have taken land in the neighborhood, three of whom have their property about a league north of the Railway Station, moreover, others are shortly expected. An Englishman, who lately left the country shortly returns to it accompanied by a wealthy Scotch gentleman as partner; the Englishman owns an immense tract of land some leagues of southward of the railway, hitherto unproductive, and subject to Indian incursions: when this gentleman left Frayle Muerto, it was with the intention of returning with a number of colonists, to whom would be rented parts of the property on terms which would be remunerative to landlords and tenant, and at the same time, would be a security against interference.

The steam-plough of a well known Scotch gentleman are reported to be working greatly to the satisfaction of their owner.

The scarcity and expense of manual labour renders the use of machinery imperative, in extensive operations of any kind in the country; a well known fact, by the knowledge of which others in this settlement are profiting; powerful machinery from Fowler & Co. of Leeds, is on its way to the colony.

In a late letter, the breakage of the Railway Company's brick-making machine was referred to, as also the immediate efforts made to restore it to its late state of usefulness. So well have the attempts been made, that before the end of this week, it is expected the machine will be again actively working, and the stoppage of building operations hinted at, is not likely to arise.

The English barque Obey, arrived here a few days since, with a large quantity of ironwork for the Railway Company, after having been aground a couple of days on a sand bank, rather southward of this town. A German brigantine from Obligado, loaded with hay, is at anchor off this port, which she soon leaves for the seat of war. Yesterday afternoon, a large American barque dropped her anchor opposite the Barraca del Progreso. In the last paper from Rosario, in which Municipal Orders were referred to, was a mistake in the 2nd and 3rd articles of orders relating to slaughter of animals: read squares not leagues. An order of the same body, not previously referred to, is the imposition of a tax for the scavenging of the city, the tax to be assessed in the same manner as the watchman tax; the terms, the pasturage good, and no longer market paying, a tax of \$5 monthly, for each entrance; the lowest tax 1/4. SPHINX.

Rosario, September 7, 1868.

THE PACIFIC MAILS.

LATEST FROM PERU AND CHILE.

REVOLUTION IN PANAMA. We have files of the Mercurio from Chile to Aug. 8th. Latest dates from Peru are to July 26th:

The funeral obsequies of Marshal Castilla were celebrated with the greatest pomp at Lima, on July 23rd. A body of 393 German emigrants, from Antwerp, arrived at Callao, for an agricultural colony.

The Chilean Congress voted by acclamation the sum of \$25,000, to bring from Peru the remains of the illustrious Gen. Bernardo O'Higgins. The America Minister, Gen. Kilpatrick, has left Chile, on six months' leave, to visit his friends in the United States. A dreadful mining accident occurred at Maypo, 48 miners being buried alive; the bodies of 41 have been taken out. New floating baths are being erected at Valparaiso. An English doctor, named Richard Johnston, died intestate at Caldera, in Aug. 1866, leaving £3,000 worth of property: the tribunals have handed over the money to a Mr. Bell, attorney at Valparaiso. The British war-vessels and land magazines at Copiapó and held a review. The great amusement of the inhabitants is the sale of the samples of wool from Magellan's straits arrived at Valdivia, expecting land, cows &c., but the Government has failed to fulfill such promises.

A grand banquet for 400 gentlemen is to be given in the theatre at Santiago in honor of the President: the Opposition also give a dinner and ball at the Philharmonic hall.

We extract from the Valparaiso Mail the following commercial items: We have no change to report in the state of our money market. The demand for discounts at the Banks continues very slack, owing to the abundance of money in general and the comparative want of profitable employment for funds in mercantile transactions.

We have little change as yet to report in our market for Dry Goods. For the greater part of the past fortnight the same lifelessness continued of which we had to speak in our last report. During the past two or three days, however, owing partly to the arrival of a few buyers from the south, there has been some improvement noticeable, though dealers still seem to lack confidence in the maintenance of present prices, and refrain from taking more than will satisfy their immediate requirements.

Wheat—Business in this article, as also Flour, has likewise been dull, and holders have had to submit to a reduction in prices, our quotations being to day \$3.60 per fan of 155 lbs.

In Charters the demand for tonnage has been tolerably good during the fortnight, owing to a decline in staples having imparted considerable activity to our export trade. Rates have improved, and our quotations will in all probability be maintained and even raised, unless there should be an unexpected take place. Since our last 903 tons register have been taken up for copper produce; 4,494 tons nitrate of soda; 3,003 tons; or breadstuffs; and 2,490 tons for guano, and there remain, disposable only about 2,500 tons. We quote to-day £2. 10s to £2. 12s. 6d for copper produce to Liverpool or Swansea according to port of loading, and £3 for nitrate of soda to a direct port, and £3.5s for orders to the United Kingdom.

The Nassau, of H. B. M., we understand, will again leave to recommence those surveying operations in the south of this republic in which she has already performed such good service, as soon as the season is a little further advanced, and fine weather can be counted upon with greater certainty than at present. The Chilean war steamer Covadonga, which probably accompanied the Nassau, and it is stated, though with what truth we know not, that the former vessel will carry an English officer and eight sailors on board to survey those parts of the Straits where the Nassau will be unable to enter by reason of her superior draught. On Thursday she left for a short stay at Coquimbo.

The Ship Alice Bell, which lately escaped from St. Thomas to New York, loaded with arms and munitions of war, supposed to be for Peru, has lately left the latter port, for Callao, it is supposed. So at least states the "Cronista," a Spanish paper published in New York, which also launches out into bitter tirades against the American Government for its presumed breach of neutrality, in permitting her departure.

A revolution has broken out in the 'sovereign state of Panama,' of which the facts may briefly be stated as follows. The proceedings for President were proceeding in the manner prescribed by the Constitution, when the Liberal party, seeing the certain vicissitudes of their political opponents, the Conservatives; with the assistance of the battalion Santander of troops, deposed President Diaz, and on Sunday the 5th ult., proclaimed Gen. Ponce, then commander of the forces, as provisional President. No bloodshed took place; the co-p took every one by surprise, and resistance would have been unavailing at the time of the 'deposition' of the plot. The usual decrees have been issued, among others—one preventing all coasting vessels from leaving the port without a permit; preventing the ferry-men at the Rio from permitting any persons to pass the river, and preventing all meetings or unions of individuals in the public streets; another declares the Sovereign State of Panama in a state of war, and suspends all constitutional guarantees. The Judges of the Supreme Court have suspended its sessions, declaring their intention not to become 'particeps criminis' to the offences committed against the majesty of the Constitution. Business is, of course, at a standstill, and the natives generally are keeping out of the way in order not to be pressed into the "Ejército Libertador."

Yesterday, a native merchant received despatches from Chile, with dates to the 12th: the letters came by the same chasque who was despatched across the Andes to announce the fall of Humaita. The Chilean tobacco growers have taken flight, owing to the near wind up of the Paraguayan war, and are offering their tobacco to the Government.

EDITOR'S TABLE.

The news from the camp yesterday morning was to the effect that the rain had come down in torrents in all quarters, the pasturage good, and no longer any fears of drought; but the news from Mercedes is of rather an alarming nature; the bridge has given way in the middle, and passengers, diligences, and bullock-carts, are all brought to a stand-still on the banks of the river. One of the guards of the diligence had really a most miraculous escape: hardly had the poor fellow got his coach and passengers across, when down tumbled the centre of the bridge. One minute sooner, and he would have gone to the bottom. The sufferings of travellers, owing to this bridge disaster, are indeed severe; the poor people have to sleep on the open bank, exposed to the inclemency of the weather. The river is greatly swollen, and sweeps past with a terrific current. The Municipality of Mercedes have been called on to repair the bridge, but, as usual, the old story, no funds. Application to the Government, as a matter of course. What becomes of the Municipal revenue? The Municipal taxes of every description are collected, but where does all the money go to? Meanwhile, as nothing can be expected from the town corporation, we trust our active Governor will at once despatch an engineer to make the necessary repairs.

The 17th inst. will be commemorated by the inauguration of the City Water supply. We have to thank Mr. Coghlan for an invitation to this interesting ceremony. In no better way could we commemorate the victory of the Unitarios. Great as was the victory of Pavon, still more lasting is the triumph achieved by Mr. Coghlan, who, notwithstanding all the impediments, is at last about to supply the city with water.

We have received our Chilean Exchange. The passes in the Cordillera seem to be in a bad way. We extract the following from a Chilean paper: "The Meteor of Chile relates a narrative of a man who died in the Cordillera. A merchant named Pradel started for the other side of the mountains, taking with him a quantity of goods to barter for stock, but a heavy snow-storm coming on, he and his two sons were blocked in. They were compelled at length to abandon their goods, and endeavor to retrace their steps, but one of Pradel's attendants perished on the road, and the others had lain down to die, when they were encountered by a party of Indians, who took them to their tents and assisted them to the utmost of their power. Here, the other attendant also died, and great fears are entertained that Pradel will share the same fate, as he is frost-bitten in a frightful extent."

Respecting the recent coal discoveries in Brazil, we have to thank a casual correspondent, for the following remarks: "I notice in this day's 'Standard,' that my old friend, Mr. Robert Hunt, identifies the Cauduti coal, as 'good.' Before leaving the States, I was assured by eminent geologists that 'coal' would be found here in abundance. I propose to examine the country during the coming year, for the purpose of testing its geological and mineral resources, and I have no doubt, judging from mere casual observation, that the people have no idea of the wealth lying under their feet. Be pleased to say to your friend in the Camp, that mineralogical specimens left in your office, will be examined with pleasure."

So great have been the rains in the camp district, that the current of the Riachuelo is at last changed; from the valleys of the Matanzas, this little stream comes now rolling down, a great river; as the current is so strong it will prove rather beneficial than otherwise, inasmuch as it will sweep away the mud from the mouth of the 'arroyo,' saving Congress and the Executive, the trouble of cleansing the only entrance to the port of Buenos Ayres, if it would always keep raining outside, the mouth of the Riachuelo would be kept tolerably clean.

The damage done by the late storm to the Boca Railway, demonstrates the absolute necessity of the Company to build part of the line on strong piles. Last year, when half the line was all but swept away, we heard that it was Mr. Wheelright's intention to do so, but since then, we have heard nothing more about it. This little line pays well, and we think that money laid out in permanently laying the line on piles, would be capital well spent. The travelling public in that neighborhood, complain bitterly of the inconvenience caused by the constant stoppage of the line, by these storms.

We suppose the steamer Kepler has kept back the steamer Kepler is a fast-sailing and favorite steamer; as she had to call at all the ports, she could not be expected sooner. We fear, however, that she may have been caught in the same storm on the coast of Brazil which did such damage to the America.

President Mitre and all the National and Foreign Ministers have called to pay their devotions to Mr. Sarmiento, the President elect. We are surprised to see the bitter political articles of some of our colleagues. They lead to nothing good; to attack President Mitre now that he is about to leave office, is about as bid taste as to keep lampooning Sr. Sarmiento, because he carries an English Grammar in his pocket.

Mr. John E. Hughes, auctioneer, will sell, by order of the Court, next Friday, 18th inst., the entire stock appertaining to the Romea Theatre, 371 Potosi. Owing to pressure of space, we hold over the 'avisos' till to-morrow.

The French mail steamer Anis leaves to-morrow for Montevideo and Rio. Mr. Rom requests us to say that his commercial review in French and Spanish, with price current in four languages will be on sale at Loedel's. We think there is great room for improvement in the Bolsa circular; it is really the worst attempt of the kind we know of, and hope the Bolsa Directors will see to have it improved.

Governor Torrent of Corrientes, we hear, has at last taken the field in person, and heads the National Guards in pursuit of Caceres. It is high time that a stop should be put to those wretched troubles of Corrientes.

We understand that to-day the American Minister, Hon. Mr. Worthington, will present his credentials, when the usual addresses will be interchanged. The American residents here speak very highly of the new Minister, who is every way qualified to represent the Great Republic.

The Mineral Water establishment Calle Rivadavia, is now one of the evening attractions for the young men of our English public: the piano, club-room, and reading-room are great inducements.

Mr. Archibald Craig's capon salad at the Fortin is doing a large business. Yesterday Mr. Craig sold a large consignment of mutton fallow at \$45 mte, which gives a very fair

SUMMARY FOR THE FORTNIGHT.

THE WAR IN THE NORTH.

On Friday, the Brazilian transport Charruá, lashed alongside an ironclad, and accompanied by three others, ran the gauntlet of Fort Timbo, receiving a heavy fire of artillery. The transport was nearly sunk by a ball which tore away two of her plates; but the injuries were repaired, and she took up her cargo of troops safely from Tayi, in company with the other exploring vessels.

Next day, Saturday, the enemy abandoned Timbo, leaving five guns spiked, which have fallen into the hands of the Allies. It is supposed the rest of the guns (says the Nacional) have been either carried off by the enemy or thrown into the river. This is manifest.

The Allies, after occupying Timbo, marched several divisions into the town of Pilar, and, according to the Tribuna correspondent, sent a strong column inland, which had already crossed the Arroyo Nembucú, 8 leagues south of the Tebicuarí river. After the ironclads had bombarded Port Timbo on the 16th, it was rumored the garrison surrendered, but this was incorrect. On the same day the transport Joinville, being lashed to the ironclad Brazil, forced the passage under a hot fire, losing some men and sustaining certain injuries. The República states that there are a lot of torpedoes and a chain across the river above Timbo. A small garrison is left in Timmita to defend the stores of the Allies, while the gunboats are carrying up troops to make a diversion at the mouth of the Tebicuarí.

Pilar, the present headquarters of the Allies, is a pretty town about a mile distant from the River Paraguay; it had 10,000 inhabitants, being the third city in Paraguay, and was the commercial emporium in the time of Francia, when it was called Port Nembucú. It has fine gardens and olive groves, and a neat church. The Tebicuarí river rises in the Yerbales of Misiones, and, after a course of 400 miles, falls into the Paraguay some 30 miles above Pilar. It may be reckoned the southern frontier of Paraguay proper, as all the country south of it is marshy.

ARRIVAL OF THE PARANA.

The mail steamer from Paraguay has brought news of much importance and advice of the most afflicting character. At first we refused to believe the accounts of the wholesale butcheries in the Paraguayan camp, which our colleagues published. We had hoped, for the sake of common humanity, that the stories from the mouths of deserters and prisoners of war were but a tissue of falsehoods; but we deplore the fact that subsequent advice confirms the sad narrative; and this desperate war is about to wind up with one of the bloodiest chapters that has defaced South American history.

The onward march of the Allied Army seems unchecked by a single contending force. General Osorio at the head of the vanguard has crossed the Tebicuarí without meeting the enemy.

It appears that the Commander-in-Chief ordered the squadron to pass up the river, enter the Tebicuarí, and bombard the enemy. To this mandate the Admiral replied that it was impossible to enter the Tebicuarí for want of water; but Caxias consulted with some skilled Paraguayan pilots, who insisted that there was sufficient water for the ironclads—whereupon Caxias repeated the order, informing the Admiral of what the pilots said. The Admiral at once weighed anchor and got up to the appointed place and commenced his march; but soon he was acquainted with the fact that the enemy had long since fled, and had marched to the headquarters at Villeta. Upon Caxias being informed of this, he at once ordered Osorio to advance with the vanguard, swim the Tebicuarí with his troops, and establish his quarters on the right bank of the Tebicuarí, all which this brave officer did without a moment's delay. A general order for the whole Allied Army to advance on the morning of the 8th was then given, and all the steamers in the river—even the transports—were ordered up to ferry the troops across the river.

Timbo is razed; it never was a place of any strength; but the little fortress which the Paraguayans had constructed has been dismantled, and will not be occupied by the Allies.

The little town of Pilar is now crowded with shipping. When the Allies entered the place they found the inhabitants were all fled, and every thing of worth or value carried off. A kind friend who, it appears, would stop at nothing to help the Standard, entered the church and carried off one of the figures for the Standard Museum. Although most anxious to enrich our Museum, which has cost us many years to get to its present position, we confess that we lament any subscriber of ours should presume in this way to obtain an article of pious vertu; and we receive the gift only on the strict understanding that when the war terminates we shall be at full liberty to restore it to the little chapel in question.

Humaitá will soon be deserted: the Argentine troops under Gelly have received orders to march, and the few dealers who had temporarily established themselves there now move up in the wake of the army. Lanuz and Lezica, the army contractors, keep a remarkably small stock on hand; they seem to think that the war may collapse at a day's warning, and they wish therefore to be on the right side; all their stores are kept afloat. Mr. Kiestra keeps almost nothing on shore. The supply of forage has fallen off of late, and arrivals of hay and corn are now looked for.

Gelly Obes has obtained very important advice from a Paraguayan officer who has been taken prisoner by the Brazilian forces whilst marching along the left bank of the Tebicuarí. He stated that the picket which he held was stormed and taken by the Brazilians on the 27th, and that on the 28th ult. the remnant of the garrison swam across the Tebicuarí to the opposite bank, where hoaxes were in waiting to convey them to Lopez's encampment. That some 10 or 12 days previously Lopez with the bulk of his army had marched for Villeta, where

according to all accounts Lopez intended to make a stand, having fortified the place. That his whole force numbered 9,000 men, with a 'parque' of light artillery, numbering over 60 pieces. That Lopez had rewarded all the troops that had escaped from Humaitá with a medal. Some soldiers with these medals have been taken prisoners.

That the battle in the Chaco is claimed by Lopez as a splendid victory, over 2,000 Argentines having perished according to the Cabichiquy. That Gaspar Campos is alive, but Colonel Martinez de Iloz was killed in the fight; his body was recovered and sent to Lopez, who had it buried with military honors on the lonely banks of the Tebicuarí. The grave has since been identified.

This officer fully confirms the Report about the revolution, which, it appears, was got up in Asuncion, and most of the principal men took part in it. On the 1st of July Lopez got information of it. He at once ordered the arrest of Captain Gomez, the Commander of Asuncion, who was sent prisoner to head-quarters. It is stated that this unfortunate man was tortured in order to make him divulge: he died in torture. Colonel Denis, Commander of Cerro-Leon, was next arrested with all his subordinates. They were all shot. On the same day Venancio and Benigno Lopez, brothers of President Lopez, and Captain Hermosa, Venancio's aide-de-camp, arrived in the city of Asuncion. Hermosa was at once shot.

For several days prisoners from Asuncion kept arriving by steamer. Amongst these were Carreras, Rodriguez, Telmo Lopez, Pereira, and all the Argentines and Orientales in Asuncion. All shot: Laguna, Garay, Costa, and Lucero, also shot. Sinforoso Caceres also shot. Two Correntinos made their escape. Whilst this lasted it was indeed a reign of terror in Paraguay. Men feared to speak even to their most intimate friends. Several parties took refuge in Mr. Washburn's [the American Minister's] house, but the rude soldiery rushed into the rooms and dragged the unfortunate out, beat and abused the wretches. Mr. Washburn, as a matter of course protested against the outrage, and notes have been interchanged.

There is now positive evidence that Berges has been shot. He had been arrested and removed from office. Guendino Benitez, the editor of the 'Semanario,' was named his successor, as Minister of Foreign Affairs; but Benitez has been arrested since, and will be tried for treason. This same officer declares that Lopez, having reason to believe that the Bishop and some of the clergy were implicated in the conspiracy; a guard was placed on the Bishop's residence, and three clergymen arrested; some of them, he states, were put to torture. His descriptions of the executions, indeed, too horrible to relate. The first batch numbered nearly 50, amongst whom were General Bruguas, Colonel Nunez, Majors Miesla and Ilaedo, and Captain Rojas, all the first and best names in Paraguay. The family of Rojas is one of the oldest, and was the richest in the country, and we deplore the fate of this talented young man.

These wholesale executions lasted for eight or ten days. The ruthless soldiery vying with each other in heaping insults on these unfortunates. But their hour is fast approaching, and blessed be the hand that shatters at a blow, the accursed and savage despotism of a roused and senseless soldiery.

We throw down the affidavit of this prisoner of war, too shocked to continue such a chapter of horrors. But the details would be repugnant to our readers. Whatever sympathy the heroism of the Paraguayans may have secured from an impartial public, the awful butchery which surrounds the impotent throes of their tottering ruler, calls for execration. Common humanity shudders at the picture which this officer discloses. It may be that such terrible episodes are necessary to uproot the power which Francia planted; but the lesson should not be lost sight of, and the Allies should push on at once to finish the chapter.

IMPORTANT FROM PATAGONES.

ENGLISH WHEAT-FARMS GOING AHEAD. A subscriber from Patagones has brought us interesting news from that remote part of the province. The English settlers are going on very prosperously, and are planting wheat in large quantities, at the same time they have sheep and cattle. Messrs. Frazer and Co. have a league of land [7,000 acres] on the banks of the Rio Negro, in a 'rincón' formed by a bend of the stream, about 13 leagues above Patagones; they have sown 50 fanegas of wheat, which at present looks beautiful, and next year they intend having the whole of their land under the same crop. Three families formerly of the Chubut Welsh colony, are settled about twelve leagues higher up than Frazer's; their wheat is also in excellent condition. In fact the whole country looks blooming with corn-fields, at greater or lesser intervals, and the Rio Negro is rapidly becoming a wheat country. Englishmen arrive at Patagones by every steamer, to lay down wheat, as land is very cheap, and there is no fear of Indians. Government grants of land may be had higher up the river, and Messrs. Aguirre and Murga are sending down, next week, for the navigation of the Rio Negro. Messrs. Knecht have also a fine estancia, 19 leagues from Patagones, where they are also planting wheat, and have some sheep and cattle, besides a splendid quinta.

The Government has resolved to place 1500 men on the Rio Negro frontier, and the first batch of 150 goes down next week. This shows that our legislators attach due importance to the rising colony, in which Englishmen are becoming the chief settlers.

We understand there is a project before the Chambers, for a railway from Patagones to Salinas for the conveyance of salt to the seaboard. The flour-mill now building on the banks of the Negro, about 5 leagues from Patagones, will be concluded before the end of the year, and will prove a great boon to the town, as hitherto the wheat had to be ground by hand.

EXPORT OF LIVE STOCK.

MEN who have kept their eyes on these countries, and have perceived the growing necessities of England for increased meat supply, have foreseen that the River Plate was destined to be the great source of this supply. The habits of the cattle of our plains, and the condition and quality of their meat, have heretofore proved a primary impediment to the production of meat for conservation and preparation

so as to be acceptable in the English markets. Now the pressing necessities of these markets have forced on the attention of the British public the project of transporting our cattle alive. This is quite practicable and comparatively easy in large steamers, which think the can believe doubt. A sufficiency of water—most important point—is obtainable on steamers by evaporation; and a point not much inferior in importance is the facility for cooking the food of the animals on board by steam—vats of sufficient dimensions can easily be created, into which chopped hay and some other feeding substances, such as oil cake, grain, &c., can be put, and a jet of steam introduced. With such appliances of feeding and water supply, cattle and sheep shipped in good condition should arrive with little deterioration, and in many cases improved in condition—the general health of the animals being attended to, ample ventilation, the use of carbolic acid as a purifier, &c., &c.

The native cattle are the least suitable animals for the purpose, and the cross-breeds from the shorthorns, Herefords, &c., the best. They make very much more beef, and of better quality, and they lay on flesh and fat very much more rapidly. It will easily be understood that estancieros who had the foresight to improve their stock by crossing on it with the English breeds will reap the advantage, whether it be by the shipment of live stock or cured. It is, therefore, highly probable that the present move will, as it ought to do, initiate on an extended scale the improvement of the horned cattle of the country, under a system of great domestication.

The form in which the proposition for the opening of the cattle export trade is put before the Government is a matter for serious consideration. The Company asks for an exclusive privilege over a term of seven years—that is, to restrict the scope of the trade to the capacity of a single company, which estimates itself at about 5,000 head of horned cattle, and 5,000 head of capones per annum, and, of course, disposes of all competition for the purchase of the animals, as well as to put into the requisite condition for shipment. This monopoly would naturally tend to deter breeders from taking the risk of putting their animals into that condition which it is highly desirable they should have attained before shipment; and it would react to the prejudice of the monopolists.

It is necessary to weigh well this application to the Government before it binds itself to restrict a trade which might attain to great development in the course of seven years, when it is free from trammels. It is a question whether or not some other advantages—such as remission of all duties, tabladras, &c., together with a premium given for every head exported to Europe, might not suffice to bring about this trade and content the Company, without saddling the nation with a restriction on the most promising of its industries. However, it is to be borne in mind that there is more than one 'State' in the River Plate, and that while our side of the river was under restriction the other side might open a free trade!

On such an important subject, it could not be otherwise than very difficult to the Government to have the advantage of full ventilation, and an expression of opinion.

LATEST FROM ROSARIO.

THE FRAYLE MUERTO SETTLERS. (FROM OUR OWN CORRESPONDENT.) THE progress of this town at this time is the more remarkable as the stagnation of most branches of trade is unusual. During the past few days the amount of incoming and outgoing railway freight has been comparatively small. Business men of all kinds, except hotel-keepers, are alike suffering from this temporary relaxed state of affairs. As mentioned in a previous letter from Rosario, the limited amount of shipping in this port is striking. This marked commercial quiescence may be considered to proceed from many causes—the unsettled state of the Northern Provinces; the suicidal Paraguayan War; the possibility of this province becoming involved with Urquiza in any future political movement antagonistic to the Government, and the probability, in that case, of this city becoming again the theatre of such scenes as we have witnessed in the early part of the year; the drought so injurious to the agricultural population, and consequently hurtful to town interests; and the new law relating to Bolivian money which may cause men to hang back until the decree is in force, which will facilitate banking and commercial transactions generally. Whatever be the solution of this question, it is to be hoped that the time is not far distant when there may be no reason for such speculative disquisitions; and that this repose in mercantile affairs may, as bodily rest, be but a cessation of activity, which gives a greater zest for putting forth one's powers and making greater exertions.

The river, unusually high this winter, has during the past fortnight attained its greatest height; the large extent of beach now visible is a proof of the great fall of the Parana waters within the last few days. The Yi, the comfort and tastefulness of whose accommodation is so deservedly admired, left this port on the 19th inst.; on this day the United States gunboat Wasb, commanded by Captain Kirkland, arrived here, took coal from the Poptoon Caroline, and left the following day at 8 a.m., on a diplomatic mission, well known to the readers of this journal, concerning Mr. Washburne, the American Minister.

The return of this vessel is anticipated in a fortnight; the writer may presume to prophesy the result of the expedition will be satisfactory to the Government represented by this War-steamer.

A batique of about 500 tons, named the Eagle, now nearly seventy days out from the States, is shortly expected here with a general cargo consigned to Mr. Zulavsky, and as a ready sale of the merchandise of the young and flourishing firm of Wheelwright and Co. has taken place, similar success it is hoped will attend this venture.

The other shipping intelligence that has come under this writer's notice during the past week refers to a Belgian barque Emilio, which left this port in ballast for Montevideo, to be loaded there with bone and bone-ash for Europe; the Spanish barque Pepita and the Prussian schooner Doranna, each loaded with beef, by Davidson and Co., at the Saladero 10 de Setiembre, respectively bound for Havannah and Rio Janeiro. All these vessels are chartered by Pedreros and Co., and dispatched last week.

The want of rain is severely felt here—sheep and cattle dying in all directions. The readers of this letter can form an idea of the effects of the drought in these parts when they read that a sheepfarmer of this province lately offered his diminished and diminished flock for sale at the rate of 1/60 rather less than a league southward of this town is being enclosed—by an Englishman—a quinta of about 14 squares in extent; the land proposed to be used for growing maize and alfalfa.

Major Hall, one of those rare instances of foreign settlers who have made money out of the land in the neighborhood of Frayle Muerto, has lately sold his share of the estate to Mr. Marsden, his former partner. Some time since the property of Mr. Francis, situated eight leagues to the north of Frayle Muerto, was said to be for sale; it now appears that it has been purchased, as the owner is about to enclose a hundred acres of land for the cultivation of wheat and maize.

The Rosario readers of the Standard with satisfaction the remarks of 'XX.' on the letter of Sr. Riestra concerning the Argentine Loan.

THE NEW TARIFF. The stroke of a penny annihilates an industry, but it can never create a staple. Buenos Ayres is now 333 years old. It boasts of an export of wool valued at one hundred and twenty-eight millions of lbs., and yet with this gigantic production, there are only half-a-dozen wool-washing establishments in the province. Such astounding facts prove that, in a commercial point of view, this place is as yet in the most infant infancy. We can produce millions of lbs. of dirty wool, because nature is beneficent; the sheep roam at will over the Pampas, increase, augment, and yield plenty of wool, when the scab is not prevented; the wool is then sent to town, tumbled into the Plaza, sold at the highest price the buyers think proper to give, bought in the grove, baled in the-groves, shipped to Europe at the highest price it will fetch, and thus the chapter closes.

For years and years this sort of business has been going on here. A few enterprising foreigners tried to improve the staple, by washing and cleansing the wool; but Congress 'mailed their ears to the pump at once,' by pouncing on the washed wool, increasing the valuation, and thus rendering almost abortive all efforts to improve the wool staple. Happy land where such legislation is tolerated. Congress men retired to their distant homes at the conclusion of each session, satisfied that they had done their duty to their country, in raising all the wool-washing establishments in the Province, by the inexpressible word of taxation, the tremendous prosperity of trade, as proved by the Custom-house receipts of one million of paratecos per month, of the gigantic increase of dirty wool, and the continued flow of immigration. All this is a sarcasm on the ruling Powers of the country, for if we have such an immense rental of Customs, how many millions are sucked from our struggling staples? and if our dirty wool goes on increasing, it is in spite of Congress and Legislation. As for emigration, we think it but right to say, that the town is this day crowded with young men of intelligence and capacity, who will be forced to return to Europe, from the sheer impossibility of finding anything to do, in this country. The first signs of a new industry are at once nipped in the bud, by some flagrant tax or violent valuation. We are now beginning to turn our attention to grain-growing. Down with it at once is the motto; and 2 1/2 per cent. tax is levied on the threshing, mowing, and subsiding machines. 'No man in Congress is a farmer'; all are lawyers, soldiers, and politicians, who know little, study little, and will learn little respecting such matters, their erudition not soaring beyond the miserable, interminable politics of this far-famed South America.

Count out Congress to-morrow—and we deny that there is a single member who knows how much land is under wheat in the country, or even what given quantity is sufficient for the home consumption. Blind, willfully ignorant our legislators; the country is crowded with these dignitaries, their very name is Legion—yet we challenge the River Plate to produce a single 'statesman.'

Is there no man to stand up in Congress and tell the whole house that 29 sheep imported into Australia within the memory of many of the present settlers, have by care, industry and a proper system of legislation proved the nucleus of the stupendous wool trade of that country, which accord to last dates amounted to some thing over one hundred and twenty millions lbs. of washed wools.

The new tariff bill is now under discussion, and, thanks to the very excellent and successful efforts of that most useful body, the Rural Society, the shackles which so long oppressed the wool-washing trade are about to be removed. Washed wool will henceforward be valued the same as dirty wool, which will be a gain to the farmer and the wool-washer, of a very handsome percentage. Had we a voice in Congress, we would say—'Declare all washed wool free'—but we must be satisfied with small mercies; and when Sr. Sarmiento and his Cabinet assume power, we hope to see washed wools exonerated from all export tax.

The wool washing industry in the Plate is at present in its infancy; we only know of the following establishments:— F. Younger, Barracas. W. Kelsey " Gen. Temperley " J. Rich " Robert Hunt, Boca. M. Ryan, Once Setiembre. Tigre Lavadero.

These establishments are not on a very extensive scale. At Younger's about 250 tons of sheepskin and 300 tons of wool are washed daily. At Kelsey's about 100 tons of sheepskins daily. At Temperley's 200 doz. At Hunts 100 doz. At Rich's about 100 arr. wool. At Ryan's 150 arr. wool, and at the Tigre 100 doz. skins and 60 arr. wool daily.

We believe this is the sum total of our wool washing and sheepskin facilities, and what a show for a country that produces 128,000,000 lbs. wool yearly. We ask our readers to bear in mind that we pay freight and insurance on fully seventy-five millions lbs. of dirt annually shipped in our wool. And Congress—the benighted Argentine Congress—is solely to blame for all this.

DEATH OF DR. CONYNGHAM.

Our English community was startled on the 28th ult. by the announcement that our esteemed fellow-citizen and physician, Dr. Conyngham, had died suddenly on the previous night. It seems he was just retiring to bed when he complained of cold and called for a blanket, then suddenly dropped dead, either from apoplexy or heart-disease. Although the doctor had appeared in excellent health up to the moment of his death we learn that he had a premonitory attack on Wednesday evening, when he complained of a choking feeling in his chest. Dr. Conyngham was a native of Enniskillen, Ireland, and made his medical studies in Dublin. He served for some years as a surgeon in the British navy, and subsequently settled in Montevideo. During his long and successful career of physician, first in Montevideo and afterwards in this city, he has gained for himself a high professional name and the esteem of a large circle of friends. His services during the terrible cholera, that recently devastated this city were untiring, generous, and most successful. The British community sustain in his death a loss that is not easily made good. Our little band of English physicians has been considerably reduced of late, and we regret to learn that Dr. Brown was, also, given over yesterday.

Apart from his professional capacity, Dr. Conyngham will be much regretted for the civility of his character. He had also a fund of anecdotes about his early years, and he delighted in recalling the associations of his boyhood. His eldest son is one of the leading physicians in Entre-Rios; we sympathize with him and the other members of the family on so sudden and severe a loss.

DEATH OF DR. BROWN.

Another of our English physicians—and, perhaps, the oldest practitioner in the country—has passed away from amongst us. The name of Dr. Brown was a household word in Buenos Ayres for many years, and although of late he had almost given up practice, his death has caused another gap in the medical staff of our city. It is remarkable that, of nine English physicians whom we could count ten years ago, only two remain!

Alexander Brown was born in Scotland, of Irish parents, in the year 1805. He came to the River Plate in 1825, with some knowledge in medical science, and entered the Argentine naval service, under the flag of Admiral Brown. During the war with Brazil—1826-27—he was made surgeon-general to the fleet, and shared in the honors of the campaign which covered the Argentine flag and the Admiral with such glory. He subsequently settled in Buenos Ayres, and, during a lengthened career of over 30 years, obtained a reputation for skill and experience, equally by his large fortune which he steadily and industriously accumulated. His name was sometimes spoken of in connection with local charities, and we learn that he has bequeathed some £300 to charitable institutions. His large fortune falls to a brother and two sisters—resident in Scotland; the former, in his early years, served as a captain in the British army.

The deceased had been in failing health for more than a year, but preserved his faculties up to the day before his death. He received last week all the rites and consolations of the Catholic church, and died on Sunday morning, aged 62 years.

THE LATE MR. EDWARD TAYLOR.

A long days' dig, and an respected English resident, whose name is associated with many of our public buildings, and who labored for nearly half-a-century as architect in the city of his adoption, Mr. Edward Taylor was a native of London, and came to this country at the early age of 23 he married a Buenos Ayres lady in 1830, and steadily rose in his profession, obtaining a large share of public and private practice. The Club Progreso, Paseo Julio, moles, and Custom house, were all built by him, and for the last mentioned work he was presented by Government with a gold medal. In 1853 he erected the German church, a neat Gothic structure, which earned him the Red Eagle of Prussia. Mr. Taylor suffered a stroke of paralysis last year, and was always in failing health until the 1st inst., when he died in the bosom of his family, aged 67 years; he leaves a widow and 3 children.—R. P.

HANDBOOK FOR THE RIVER PLATE.

EDITION FOR 1869. 1000 PAGES OCTAVO, WITH MAP.

Six years have elapsed since we published the first crude edition of our Handbook and Directory. It had many defects, both in the method of compilation and in the get-up of the work; nevertheless, it was of some utility to the public, especially to newcomers. We should have long since published an improved edition, but for the Paraguayan war and other circumstances, especially the great outlay such a work involves. Small and imperfect as the first Handbook was, it cost us over £500 sterling.

The new Handbook will be a great improvement on the last, in fact a work of quite different dimensions and matter; it will form a volume of 1,000 pages octavo, with map, and the edition will be of ten thousand copies. We intend to spare no labor or expense with the view of making the work as complete as possible, and the price (50¢ m/c) will be much less than is usual for so large a book. To give a synopsis of its contents we may mention the principal chapters or sections, viz:— I. Description of Buenos Ayres, its buildings, institutions, and suburbs. II. Directory of Foreign Residents (in town). III. List of principal native houses, shop-keepers &c. IV. The Province of Buenos Ayres and its sheep-farms. V. Directory of Estancieros and sheep-farmers.

VI. The various partidos, North, West, and South. VII. Abstract of Customs and Municipal laws. VIII. General view of the Argentine Republic. IX. Sheep-farming in Entre-Rios. X. The Central Argentine Railway, Santa Fé and Cordoba. XI. The Provinces of the Andes. XII. The upper Provinces, the Rio Vermejo, and Gran Chaco. XIII. General sketch of Paraguay. XIV. The Republic of Uruguay; sheep and cattle farms. XV. Description of Montevideo, city, Directory, &c.

We intend to make special notice of all Foreign establishments, companies, institutes, and so forth: as these matters will be particularly interesting

to readers in Europe, we beg of the managers of all such companies and establishments to favor us with what they can. They can conveniently afford. For the city, we shall require such information within 15 days from date, and for the camp districts within the current month of September.

Advertisements will be received to the 20th inst. at the rate of 500¢ m/c per page. The edition is intended for circulation during 1869 and 1870; it will appear on Dec. 1st. of the current year.

ASTRONOMICAL MAIL LINE.

There has just been issued, in the form of a Parliamentary paper, a copy of the contract entered into, on the 8th ult. by the Treasury with the Liverpool, Brazil, and River Plate Steam Navigation Company (Messrs. Lamport and Holt's line), for the conveyance of a monthly mail from this port to Brazil and the River Plate. The agreement, which is to continue for one year from the 20th of next month, provides that the contractors shall despatch a steamer on the 20th day of every calendar month [save when such 20th day falls on a Monday, and on the following day] as soon after as her Majesty's mails have been embarked as the state of the tide will permit, from Liverpool, and, on arrival at Rio de Janeiro, Monte Video, and proceed direct to Buenos Ayres; and the Company shall convey in such vessels from Liverpool, and cause to be delivered at Rio de Janeiro, Monte Video, and Buenos Ayres all such mails as shall or may be tendered or delivered to, or received by, the Company or any of their agents, officers, or servants, by or from the Postmaster-General or any of his officers or agents.

The company may cause their steamers to put in at Lisbon, Cape St. Vincent, or Bahia, on giving two days' previous notice to the Postmaster-General. The Postmaster-General may, if he think it necessary for the public interest, delay the departure of the steamers for any period not exceeding 24 hours.

For the efficient performance of the contract the Company is to receive 25¢ for every ounce of letters conveyed by them, 3d for every pound of newspapers, and 5d for every pound of book-packets or packets of trade patterns conveyed by them. The Company are bound to convey the mails from Liverpool to Buenos Ayres in 34 days, including stoppages at Rio de Janeiro and Montevideo for the purpose of the delivery of the mails, and if the Company fail to provide an efficient vessel at Liverpool, in accordance with the terms of the agreement ready to put to sea on and at the appointed day and time, then and so often as the same shall happen the Company shall forfeit and pay the sum of £300, which shall be considered as stipulated or ascertained damages, whether any damage or loss have or have not been sustained, and shall and may be retained by the Postmaster-General out of any moneys payable or which may hereafter become payable to the Company, or the payment may be enforced as a debt due to her Majesty with full costs of suit, at the discretion of the Postmaster-General, provided, however, payment by the Company of any sum of money, by way of penalty, shall not in any manner prejudice the right of the Postmaster-General to treat the failure, in any of the parts of the Company to provide a proper vessel at the appointed day and time as a breach of the agreement. The contract contains the usual clauses as to the equipment of the vessels, the delivery of the mails by the masters to properly authorized officers, the prohibition to carry letters other than the mails the non-assignment of the agreement, &c.

MONTEVIDEO. September 3, 1868. We are anxiously expecting news from the seat of war. We are also expecting the great 'tragelionne,' Ristori, who is at present in Rio, en route for La Plata. An unlucky incident happened yesterday at the Pantanos: the workmen of the Fomento Co., as denounced by the Commissary, laid some iron bars across the railway line, and the locomotive running against the obstruction was much injured; fortunately no lives were lost. The men denied all knowledge of the affair, and an investigation is being made into the circumstances. The parents of the youth Manuel Maza, whose remains were found near Baza's bathing place, have petitioned the Criminal Judge, asserting that the youth was murdered and offering some circumstantial evidence. It seems we are to get some of the guns from Humaitá for the Government museum; the steamer is daily expected.

It is rumored that Postalardo is getting out a grand Opera Co. A committee has been named to inspect the saladeros, composed of Dr. Alecchi, and Messrs. Isola and Dupard. The crew of the Italian barque Egitto wrecked off Maldonado, escaped safely to land. The neighborhood of Maldonado, is now almost fatal to shipping, as Bab-el-Mandeb.

It is going the round of the papers that the Brazilians are going to cut up the great Paraguayan cannon 'Cristiano,' into medals for the soldiers. The gun was cast at Asuncion, a 12-inch mortar, and was the gift of the Brazil Commission of the Banks has passed its first report to Government, which is too lengthy a document for translation, but of which I will endeavor, in as few words as I can, to give the substance. Owing to the readiness with which the Directory of the Uruguay Central Railway ceded a part of their offices, with the necessary furniture, for the use of the Commission, the latter was enabled to begin its operations at once. It took the 28th July, working hard ten hours a day, feast days included, to get through the examination of the books and securities of the various banks. The Commission devoted special attention to the examination of the various securities offered by the five banks that accepted the provisions of the decree of the 16th July. It added at their disposal all the securities that appeared unquestionably good and of any realisation, it lowered its value those that appeared doubtful, and rejected all those that were unsatisfactory or of difficult realisation.

In accordance with the provisions of art. 7 of the decree of the 16th July, the Commission called upon each of the banks to place in its offices an iron safe, where all the emission in excess of each bank, and the implements for making new emission were deposited and locked with two keys, one of which remained in the hands of each Bank.

The Italian Bank had in circulation, besides the amount it guaranteed, the large sum of 953,858 dollars distributed among its country branch offices, which could not at once be delivered to the Commission; but this difficulty was got over by allowing said bank to sign an engagement, with the security of four good signatures, to deliver said amount within thirty days, on an engagement which they fulfilled in ten days.

The Montevideo Bank exceeded by 254,000 dollars, its limit of emission, instead of withdrawing monthly the three per cent. prescribed by the decree of the 16th, it has agreed to withdraw monthly 41,740 dollars, and by this means, at the end of the twenty months its emission will be within the fixed limit.

With regard to the Bank of Maua & Co., a difficulty arose at first as to whether it had, or had not exceeded its limit of emission since Baron Maua insisted that the reserve fund of 500,000 should be considered as part of the realized capital, and this being done as 2,500,000, in which case there was no excess of emission. The point was referred to the Finance Minister, who decided in favor of the Barou's view; but even so, the amount of the effective circulation of the bank was such that even by withdrawing the monthly 41,740 dollars fixed for all the banks, at the end of twenty months the Bank of Maua would have an excess of emission of 873,318 dollars. This difficulty was however overcome by the Bank agreeing in not withdrawing the guarantees corresponding to the first four months, depositing at the same time in the chest of the Commission, a sum of 861,995 dollars on account of the above mentioned excess, so that at the expiration of the twenty months, this bank would like the rest be within the limit of 40 per cent. of the double of its capital.

The Commission has determined that every Monday, each bank shall receive from the other banks its own notes in exchange for any of their it might hold, furnishing a weekly return to the commission, according to a form furnished by said commission, of all the notes it had exchanged, and those that remain in its possession. With regard to the Commercial Bank, and the London and River Plate Bank, the first having refused, for the present, and the second definitively, to comply with the provisions of the Decree of the 16th, the Commission had no alternative but to declare as it has declared, that the calculating emission of the Commercial and London and River Plate Banks cannot be a legal tender, since it is not guaranteed, as is that of the other banks, but leaving to said two banks full liberty to continue other kind of operations.

The general statement of the emission of the banks, and of the securities established, gives Navia and Co. 1,420,956 registered, 920,000 deposited, and 500,956 guaranteed emission. Maua and Co. 7,809,181 registered, 625,885 deposited, and 7,183,296 guaranteed emission. Italiano 6,552,705 registered, 4,333,414 deposited, and 2,119,291 guaranteed emission. Oriental 715,000 registered, 573,000 deposited, and 142,000 guaranteed emission. Bonaerense 2,368,541 registered, 1,133,738 deposited, and 1,234,803 guaranteed. The total guarantees deposited by each bank in marketable securities, public funds, and titles—debt to property, are as follows:—Navia and Co. 519,110; Maua and Co. 7,351,813; Italiano, 2,119,291; Oriental, 142,449; and Montevideo 1,234,803.

Although I have given you but a condensed outline of this report, you will see that it is highly satisfactory; and judging from the high standing and honest efforts of the members of the Commission, it may be possible that the Decree of the 16th, which was so much criticised, may prove a great boon, and be the means of restoring the equilibrium in our financial relations. Great complaints are made of the objectionable practice that is gaining ground every day, more, of the issuing of private valés instead of small change. Some people propose the adoption of postage stamps for this purpose, which would certainly be an improvement upon the present system. Monday, Sept. 7. A daring and wholesale robbery was committed last night at the Custom-house deposit, called Serna's, in Calle Piedras, near the Mercado del Puerto: about £4,000 worthy of goods was carried off, the property of Messrs. Shaw Bros., Mallmann, and Bates, Stokes & Co. M. Barallie made no ascent yesterday, the collection of funds to pay his expenses having turned out a failure. He is, however, in treaty with the Bull-fighting Co. to make ascents by a cord to a height of 100 feet, taking up passengers for a small fee. A party was made on the Railway last Friday, from Arroyo Seco to Tablada, a distance of six miles; the run was made in 10 minutes. It is thought the first section, from town to Las Piedras, will be opened to traffic on the 4th Oct. The tramway from town to Paso Molino will have a branch to the Cerro: the timber is being cut for the line. The port presented a gay appearance yesterday, no fewer than 22 foreign vessels putting out to sea for various ports as the wind was favorable. The Brazilian vessels fired a salute and hoisted bunting to-day, in honor of the anniversary of Brazilian Independence. The Cricket Club have a match to-day on the ground near the Union. A physician named Arostegui, much addicted to intemperance, committed suicide last week at Paso Molino. Commissary Pintos writes to the Stgo, defending his conduct in the alleged forced marriage of a youth named Forte; he insinuates that he only aided to protect the honor of a girl of respectable family. Rev. Julian de la Hoz declares that he was not the clergyman implicated in the matter. The Government is going to turn the old cannons to good account, cutting them up into brass money; thus the Parque is now become a Mint. The English vessel 'Ocean Belle' from

LIEBIG EXTRACT OF MEAT CO.

VISIT TO FRAY BENTOS.

BUENOS AYRES, FRIDAY, SEPTEMBER 11, 1868.

THE LIEBIG'S EXTRACT OF MEAT COMPANY.

HISTORY OF THE INDUSTRY.

It is a significant fact, that the people in Europe know more about the Liebig Extract of Meat Company at Fray Bentos than even the residents of the River Plate, and it speaks for the general turn of the public mind, that a nation so remarkably wide-awake on all the grand political topics of the day should be completely in the dark respecting an industry which, whilst it has astonished the whole scientific world, has achieved a commercial success hitherto unexampled.

Who in Buenos Ayres knows that the money operations of M. Liebig, the general manager of this Company, rival any monetary institution in this place.

Who in this city is aware of the fact that this celebrated Manufactory affords a livelihood not only to 1,500 human beings on its premises, but supports a rising town of about 2,000 inhabitants; keeps a large pottery establishment in Europe solely at work to supply earthen jars; allows employment to a staff of 40 operatives at the head office in Antwerp, where the packing is attended to; holds regularly paid agents in every corner of the civilized globe, from the Cove of Cork to the Sandwich Islands, from Hong-Kong to New York, and maintains a fleet of mercantile shipping, freighted with the rudest staples, outwards, and homeward-bound with the richest, the best, and the most important staples, which as yet South America can produce.

With a wizard's wand M. Liebig has touched the sleepy sands of Fray Bentos, and eclipsed Aladdin with his success. Could the Old World boast of such an establishment, we would doubtless read of the crowned heads of Europe visiting the place; but here, in this blessed South America, the stray Gaucho and the rude tropero are the sole visitors.

We, however, who have watched this industry from its infancy, and kept a fixed attention on its career, waited only for the proper moment when the new machinery had been sufficiently tried, to visit the place and make our report.

The history of an industry so grand, so new, and so important, must indeed prove an interesting chapter for our reading public.

Our great London colleague, the "Times," published in 1855 the following succinct sketch, which gives some details of interest:—

"In the year 1847 Professor Liebig, who had been prosecuting inquiries into the nature of meat, described a process by which an Extract of beef and mutton may be prepared which will neither become rancid nor mouldy, even when kept long in a warm or damp atmosphere. His Extract, to which the name of 'Extractum Carnis Liebig' has been given, by Mr. Liebig contains the soluble matter of 30 times its weight of fresh meat from all fats. It is admirably suited for making soups. One pound of it, if boiled with a few slices of bread, potatoes, and a little salt, suffices to make broth for 128 men, and of a strength which is not to be obtained in the best hotels. The Extract is stated by Professor Liebig to contain the essential and important ingredients of meat which are lost by salting. Hence, if added to salted and smoked meats, it imparts to them all the nutritive qualities of fresh meat. It has been introduced into the Bavarian pharmacopoeia with great success, and has proved of great efficacy in cases of want of nutrition, indigestion, and bodily weakness. In the Royal Pharmacopoeia of Munich 5,000 lbs of meat are employed yearly in its preparation. 'In the supplies of a body of troops,' says M. Parmentier, an eminent French authority, 'the Extract furnishes the wounded soldier with a restorative which, with a little wine, immediately renews his strength wasted by loss of blood, and enables him to support removal to the nearest field hospital. It may be kept unchanged in casks, and in moist, warm atmospheres. Professor Liebig 17 years ago earnestly drew the attention of his correspondents in Podolia, Buenos Ayres, and Australia to the manufacture, and offered his advice and assistance to those who were desirous of being acquainted with the proper method of preparation. It was not until the last four years that there appeared a prospect of his wishes regarding it being carried out. Mr. Liebig, of Hamburg, who had spent many years in South America and among other places in Uruguay, where thousands of oxen and sheep were slaughtered merely for their hides and fat, had resolved to ascertain among scientific men in Europe if this meat could not be saved and turned to profitable account. Having seen an allusion to the Extractum Carnis in 'Liebig's Letters on Chemistry,' he went to Munich early in 1862 where he was introduced to the Laboratory of the Royal Pharmacopoeia, and made acquainted with the minutest details of the process of preparation. He returned to Fray Bentos, in Uruguay, and there established a manufactory, with the object of putting his project into execution.

In a country without industrial resources he encountered many difficulties in constructing and adjusting his machinery, and it was only at the end of last year that he forwarded the first results of his manufacture to Europe. It was carefully examined by Professor Liebig, who agreed that it should not betray the slightest trace of fat, the presence of which would cause it to become rancid, or prevalence of

gelatine, such as is to be found in the ordinary soup tablets, or *consommé*, which would render it liable to become mouldy, and consequently change its properties in a high temperature or moist atmosphere. He stated, at the same time, that if it did not possess these qualities he would be the first to proclaim its worthlessness. He found however, that the samples far exceeded his expectations, and, from having used the extract ourselves, we are prepared to assent to this statement."

The "Times" published the foregoing on the formation of the present company. We now give further details.

In 1861 M. Liebig, after a lengthened residence in Brazil, where he held posts of high trust and importance, visited the River Plate. He inspected the various saladeros at work, saw the lazy, slovenly manner in which the business was carried on, the immense loss of valuable food, piled such wanton waste, and turned his attention to devising means to better the condition of the great staple of human food—beef.

He saw Fray Bentos, then a town boasting of two mud ranchos. The place suited him. He left for Europe, visited Baron Liebig, remained there two months practising and studying, after which he put all his own capital into the scheme, got the necessary machinery made in Berlin and Westphalia (near Krupp's famed establishment), formed the new firm of M. Liebig and Co., in Antwerp, capital, 1,200,000 francs, and then left for South America.

In May, 1863, he arrived in the Plata, and found, to his horror, the Banda Oriental convulsed by the Flores revolution. Nothing daunted, he pushed on to Fray Bentos, at once closed with Messrs. Lowry, Erasquin and Hughes for their splendid estancia adjoining Fray Bentos, for which he paid 75,000 Nt. dollars, obtained from Mr. Rich. Hughes a lease, \$120 per annum for one square of land at his saladero, which was then worked by Sr. Benites, commenced on this small piece of ground to build and put up his machinery in January, 1864, and on Aug. 25th, 1864, commenced at last to work by killing ten animals per day.

The first experiment, after the most tedious labors and reforms by Mr. Liebig, gave satisfaction, and the regular manufacture of the extract of beef thus, in this humble manner, commenced.

The first shipment arrived in Antwerp in Nov., 1864, 260 lbs. consigned to Mr. Bennett. Scientific Europe was astonished; it was pronounced by Baron Liebig as superior to even his most sanguine expectations; samples were sent to the various industrial exhibitions then going on in Europe, and gold medals, testimonials, &c. rained down on our friend M. Liebig.

The little factory in Fray Bentos under the care of M. Liebig went on regularly working and increased its power to 15 animals per day, giving the most entire satisfaction. The demand for the article each day increased in 1865. The agent in Europe made a very contract for 500 lbs. per month, whilst the demand from the general market was for 15,000 lbs. monthly.

After one year's trial M. Liebig had sufficient experience; he saw at last all obstacles removed, and that the home market called for increased supply. The real secret of the success was M. Liebig's extreme care to follow the strict and exact instructions of Baron Liebig, whose fame as a chemist stands the highest in Europe. The works at Fray Bentos were now found too small, M. Liebig determined to visit Europe, and to form a new company with increased capital.

On the 15th July, 1865, he left for Europe and arrived in London in September; his intention was to proceed at once to Antwerp, but he found his name already established in London. Mr. Chas. Gunther, of the firm of Messrs. Cornille and Davis, came forward and offered to launch a new company, capital half a million sterling. In November all the preliminaries being arranged, the new company was launched, and on the 3rd January the share list closed.

Mr. Liebig at once proceeded to Glasgow to order the machinery, where he spent six months designing and superintending it. Never before did the Scotch manufacturers get such an order for that class of machinery—£25,000 sterling, besides freight. All Scotland asked—"Where is Fray Bentos?"

In April, 1866, the machinery began to be shipped, and concluded the same year; it took six large vessels, of about 600 tons each. Mr. Liebig left England in June, 1866, and arrived back in Fray Bentos on the 14th July, precisely one year less a day since his departure. All this time the little factory worked on regularly. He at once commenced to make buildings for the new machinery. The first ship with the machinery arrived on the 24th Sept., 1866, and subsequently the other five. In November he began to put up the machinery, and finished the new factory in May, 1868; about three millions of bricks being employed.

On the 28th May, 1868, the new factory commenced working—killing for the first days at the rate of 150 animals, and soon after worked up to 350. When we visited the establishment, they were killing at the rate of 420 per day. On and after the 1st of November, when cattle will be better and cheaper, this new factory will kill at the rate of 600 per day, whilst the little factory will probably work up to 100.

When Mr. Liebig, in 1865, saw the problem once solved, and his dreams realised, he determined to buy Mr. Hughes's saladero, and, proceeding to it to Gualaguay, concluded the bar-

gain for £13,400 sterling, including Benitez's contract, the place being then rented to Sr. Benitez for £3,500 per annum; but before the lease expired Mr. Benitez gave up the contract; we suppose the saladero business then was not very remunerative.

The immense success of Mr. Liebig, and the triumph of Baron Liebig's scientific discovery, in so useful a branch as human food, as a matter of course, has brought others into the field, and for the last two years or so, we have had cropping up on all sides, beef-extract enterprises on every scale; we regret indeed, to say that up to the present nearly all these meritorious efforts, with the single exception of the Fray Bentos company have proved signal failures, still in the interest of society at large, we do not wish in the least to dishonour all those toilers in beef and mutton, rather let us hope that by perseverance and industry they will yet obtain the success of Mr. Liebig, whose success is not only tributary to his strict observance of Baron Liebig's method, and the confidence the public repose in the article when once inspected, tested, and approved by the Baron, but also to his own superior scientific and mechanical experience, and the excellent and proper organization of the commercial and financial department. The great difficulty all others have to contend with is the want of the Baron's signature. The ports of Europe are this moment stocked with every specie of jerked, preserved, canned and extracted beef, none of which can be sold, as so much charlatanism has been going on of late years that the consuming public in Europe regard with abhorrence all spurious extracts and preserved South American meat—piles of extract of beef, at present exist in some of the English ports; they cannot be even sold to coast freight, whilst on the other hand the Fray Bentos Company is unable to fill the orders which come out by each packet.

DESCRIPTION OF MANUFACTORY.

The description of so large an establishment as the one in question is no easy task, for, in truth, the whole country around is subservient to the industry. Fray Bentos owes its rise and progress solely to the Factory, as was proved in the terrible tide of the cholera, when the Factory was brought to a stand-still for three weeks, the town might be said to be shut up.

The Factory is situated on a high baranca which overlooks the river, about one mile south of Fray Bentos, and is connected with the town by a fine turrupike road, built by the Company. A large bridge spans the Arroyo Laureles, there are several small bridges over the culverts for draining the road, which is exclusively for the use of the Factory, and the gate on the bridge closed each night; this road cost 4,600 National dollars.

All the land between the town and the Manufactory belongs to the Company, and on this ground are now regularly laid out streets for the new houses and future dwellings for the native peones, who are kept apart from the Europeans.

As we enter the spacious gate, we notice the large wholesale store just concluded for Messrs. Fribolin and Co. Here the great fences commence, and runs round one square league of land, which is kept for the exclusive use of the Factory. The wires are four, and called twisted galvanised rope wire, the posts standing at every 150 yards a large iron post, of peculiar construction, for tightening the wires. There is no ditch on either side of this matchless fence, which although very expensive, is the best we have ever seen.

Along the avenues leading from the gateway to the Factory are large cattle corrals on one side, for 5,000 head of cattle at once, and on the other side, neat, commodious dwellings for 15 families, married mechanics and foremen.

The first place we enter is the tinsmith's shop, 100 by 30, where all the tins for the 'extractum' are made. Mr. Stolker, who is in charge of this department, showed us everything. At present he turns out daily 40 large cans, for 100 lbs. extract each, but in a few days will increase his staff, and make at the rate of 100 per day. Mr. Stolker is from Glasgow, and has given the greatest satisfaction to the Company. His shop is replete with every description of new machinery for cutting, bending, and punching. The tin comes from Scotland, and at present 400 boxes are used in a year.

Beyond the tinsmith's shop is a large iron tank, 97 feet above the river, of cast-iron plates. This tank is built on 147 arches, and the place underneath is used for deposits or stores. The tank contains 5,000 pipes water, filled once a day by a 14-horse-power engine, which pumps water up from the river.

This water, by pipes, is conducted all over the premises, for filling boilers, washing the killing-ground and the Factory premises, supplying water to each house, and at every quarter of the premises, in case of fire. The tank is never allowed to run dry. It cost in Glasgow £700, and with freight, charges, masonry, &c., stands at £2,000 sterling. The water, piping over the premises is on the most extensive scale, affording a complete water-supply of over 2,000 yards. Water for the factory is as necessary as air. Even in the 'corrales,' where the cattle are shut in, M. Liebig is about to erect cast-iron troughs. The water of the Uruguay is peculiarly adapted to 'extractum,' being very pure, and giving no incrustations to steam

We proceeded now to the killing-ground, which lies to the left, and to the tallow manufactory and salting-yard for hides. These premises cover over 100,000 square feet, and are on European style. The animals for killing are driven up a gang-way from the 'corrales,' to a large box capable of holding 50 animals at a time. At the opening of the box a large railway wagon runs in, and by means of a 'lasso' the bullock is caught by the horns, and two horses pull him close up to a beam, which is above the wagon, the butcher then, with a small, double-edged knife, separates the vertebrae from the cerebrum, and instantaneously the animal drops dead on the wagon. The whole operation takes less than a minute. Eighty animals per hour is the rate of killing. The animals are conducted by wagon to the skinning place, and there skinned, cut up in six pieces, where meat is dressed for the Manufactory; 150 men work here at the skinning and dressing.

The meat being thus secured, the hides and bones are next attended to. The hides are placed for 24 hours in great cisterns of strong brine, 12 feet deep, each cistern holding from 500 to 600 hides; from thence they are passed to the hide depot, salted and placed in piles. We counted three piles, one made and standing, worth 30,000 patacons, one in course of making, and one in course of shipping.

The regularity of the proceeding is like clock-work. The hides are kept in piles for at least a fortnight, to drain by their own pressure. Each fresh hide contains from 15 to 20 lbs. water, this is taken away by the salted pressure.

At this hide depot there are trucks and railway cars to convey them to the mole, where the hides are shipped direct on board sea-going vessels, no lighters being necessary.

Now as to the bones and intestines. These are flung into twelve large vats and steamed. These vats are 1 mense. Each vat contains bones, heads, intestines, &c., of 350 animals, and are kept 70 hours in the vats. The fat is refined by steam, cooled, and put into pipes, and then shipped.

The steam boilers for steaming the vats are fired by the refuse of these very vats, which is great economy, and the refuse of these fires is called bone-ash, which sells in the English market for about £5 per ton.

This establishment is still connected with the old saladero business, so that surplus cattle can be killed in the season at the rate of 500 per day; but the object of Mr. Liebig is to eliminate this business, as it is a wasteful trade.

The meat which is not required for the extractum, and intended for jerked beef, is conveyed to the salting yard, where it is cut in the cakes, with great dexterity, salted and placed in piles of immense size; we saw four huge piles of about 1800 tons. M. Liebig requires 9 vessels to carry this away, and yet it is only half of what has been produced since January last; but the jerked beef trade is miserable compared with the noble trade of extractum. Hard by are piles of bones and bone ash, about 800 tons, last month about 800 tons were shipped from the manufactory in one vessel.

We next come to the poison pond, for poisoning hair, bullock-tails sheepskins, nerves and hide cuttings, previous to shipment; at the rear of this are the drying racks for sheep skins which cover an area of 60 acres.

We are now at the southern extremity of the manufactory, and here on a hill the plans have been drawn by Mr. Marx, the architect of the manufactory; it is in a fine position and has a commanding view.

In this locality, in a vale are a number of old ranchos in process of removal outside the premises to the new streets, between the Manufactory and Fray Bentos. We now come to the place where the jerked beef is loaded on trucks and sent to the Mole for shipment, passing the weighing house where there is an English weighing bridge; here also, is the tallow Depot, where pipes are stored, waiting for shipment. We saw about 500, ready for the ship. Here, there is a powerful water-supply; the building is of iron and masonry, and the tower on the level ground, every precaution being taken against fire.

Proceeding along the railway we escape from the old saladero establishment, and come on the new Extractum manufactory; first we have a large coal depot for protecting coal from sun and rain; it is constructed solely of iron 180 feet by 30, and 40 feet high, capable of storing 1500 tons of coal by means of a travelling crane overhead. Facing the coal depot is the Boiler house; eight immense steam boilers of peculiar construction for saving fuel; the collected force is 740 horse power, tested up to 200 lbs. per square inch; built in Glasgow; they are constantly at work, day and night to perform the factory work, partly driving different steam engines, and principally performing the evaporating process. The boiler house adjoins the new factory which is a building that covers about 20,000 square feet, is roofed in iron and glass. We proceed from the boiler house to a second double track railroad, which connects the butchers department with the new Extractum factory. As we follow the railroad wagons we enter a large hall flagged with the best Scotch flags, kept dark, cool extremely clean where the meat is weighed, passed through apertures to the meat cutting machines. We leave the meat, and pass to the entrance of the great factory. On the stately

doors we find the following notice, in English, German, and Spanish; "NOTICE.—None are permitted to enter save those employed on the premises."

To the left of the entrance is the engine-room, newly painted, and spotlessly clean. The engine is Wolff's patent high and low pressure, with condensation of 120 effective horse-power, driving all the shafts which perform the mechanical work of the factory. We pass from the engine-room, to the beef-cutting hall, paved with the splendid Scotch flags, spacious, airy, and lighted. Here are four powerful meat-cutters, designed by M. Liebig; each machine can cut the meat of 200 bullocks per hour, fed by four men and discharged by six. The meat being cut is passed to the generators, made of wrought-iron, each one holds about 12,000 lbs. beef. There are nine of these, agitators, and three more have to be yet put up. Here the meat is 'digested' by high pressure steam, of 75 lbs. per square inch; from this the liquid which contains the extract and the fat of the meat proceeds in tubes to a range of 'fat-separators' of peculiar construction, designed and adopted by M. Liebig and Prof. Pectenkofer; here the fat is separated in the hot state from the extract, as no time can be lost for cool operations; otherwise decomposition would set in in a very short time.

We passed downstairs to an immense hall sixty feet high, where the fat separators are working; below them is a range of five cast-iron clarifiers, 1,000 gallons each, worked by high pressure steam, through Fallet's tube system. Each clarifier is provided by a very ingenious steam-trap, patented by Schaeffer and Buddenberg, in Magdeburg; in the monstrous clarifiers, the albumen and ferrous and phosphate magnesia are separated. From hence the liquid extract is raised by means of air-pumps, driven by two 30-horse-power engines up to two vessels about 20 feet above the clarifiers; from thence the liquid runs to the other large evaporators, also provided with Fallet's tube system, and worked by high pressure steam.

Now we ascend the staircase reaching the hall, where two immense sets of four vacuum apparatus are at work evaporating the extract by a very low temperature. The importance of these vacuum apparatus can be known when we say that they cost placed on the ground £5,000; these were adapted by M. Liebig. Here in this department the liquid extract passes several filtering processes, before evaporated in vacuum. We now ascend some steps and enter the ready making hall, separated by a wire gauze wall, and all windows, doors, &c. guarded by the same to exclude flies and dirt. Here again we notice the splendid Scotch flags. The ventilation is maintained by patent fans, and the place extremely clean. Here are placed five ready making pans, constructed of steel plates, with a system of steel discs, revolving in the liquid extract a cooling accelerating evaporating process, invented exclusively by M. Liebig. These five pans by medium of the discs, 100 in each pan, effect in one minute more than two millions square feet evaporating surface. Here concludes the manufacturing process, the extract is now withdrawn in large cans and deposited for the following day. Ascending a few steps we enter the decrystallizing and packing hall, where two large cast iron tanks are placed, provided with hot water bath under their bottoms; in these tanks the extract is thrown in quantities of 10,000 lbs. at once, and here is decrystallized and made a homogeneous mass, and of uniform quality. Now samples are taken and carefully analyzed by the chemist of the establishment, Mr. Seekamp, under whose charge the chemical and technical operations of the factory are performed. If the samples prove of the required quality the extract is packed at once in large tin cans of 8 lbs. to 100 lb. each, two tins for each box, and thus shipped per steamer to Europe, each box worth at present prices £100 sterling, wholesale price.

We noticed an improved plan for carrying off the vapors from the factory, by means of conduits, partly under ground, collecting in one large chimney built on purpose. The vapor is something enormous, as at least 20,000 gallons of water are evaporated daily. This invention or application of M. Liebig has relieved the factory of all surplus steam, and keeps the place both airy and cool. We witnessed it in the afternoon, when the digesting process was performed, and the cleaning of the establishment begun, water cocks in all corners; torrents pouring in from all sides—in an instant the whole place was cleansed, the water washing down into large drains built of brick and cement, which empty beneath the mole; cleanliness being one of the chief objects of M. Liebig in every department of this splendid factory.

We leave the packing department, and come to the new office entrance; facing the steps will be a small paragon, in front of which will be the bust of Baron Liebig; aloft is the belfry, topped by a golden cock pointing to Aurora, emblematic of early rising. The offices are on the most commodious scale, and we saw the great tons for books, papers and specie, 3½ tons, the largest in the Banda Oriental.

We cross the yard and come to another block of buildings where we find the Engineer's office, Mr. Fribolin. Architect's office, Mr. Lanigan. Engineer's office, Mr. Marx. Dining-room, where we saw fifteen young gentlemen at lunch.

Also lodging houses for the clerks and others. Kitchen for these premises. Large vegetable garden. Office or counting house, where we saw Mr. Coppenrath in charge of the engine-room, the largest we have seen in South America; and on all sides piles of sovereigns and Brazilian gold.

Next we proceeded to the store-room, where we were astonished by a novel time-keeping apparatus on the floor. The store-room was replete with everything, and rivals Foussou's, in Buenos Ayres.

We proceeded from the store-room down to the first little factory which gave birth to the industry, and founded the establishment. Here Mr. Seekamp, aided by Mr. Ilioman, showed us the working of the large, which is identical with the large factory, but working on a smaller scale. In this place in 1864, exactly four years past, operations were begun with 10 bullocks per day, enlarged subsequently to 80, while the new factory is now able to work 500 per day. Here we found two other powerful boilers at work for this factory, which also drove shafts for carpenters' shop, engineer, or mechanical shop and lathe.

Opposite the little factory is the shop where the boxes are made for shipment, and in front is an immense plate cutter and punching machine. Behind the little factory is the engine-house, which pumps up the water for the establishment, and hard by the railway station, and blacksmith shop. Proceeding along the railway track we come on the mole, where Mr. Edmundson holds sway with his steam crane and donkey engine, which is ever busy, from sunrise to sunset discharging and loading vessels. We found the Belgian barque Maria discharging coal, and the British barque Lavinia loading tallow, hides, horns and sheepskins. This vessel had recently arrived out with cargo of French tiles for the factory at Gualaguaychu, 160,000. The German brig Reichstag discharging salt. Also the schooners San Telmo and Anna Catalina, discharging coals and timber.

Foreign vessels come and go in the year. Last year 16 cargoes were imported, exclusive of the extractum, which is always shipped in steamers. This year the shipping will reach at least 50 vessels. Freight is so high from Fray Bentos to Buenos Ayres—higher than from Buenos Ayres to Antwerp by steam; also attended with great delay and uncertain despatch—the Company has been obliged to have a steamer of its own.

The Meta, screw steamer, 50 tons, was built in the ship-yard, Glasgow, and put up in Fray Bentos, where all fittings and woolyork have been made; she cost in Glasgow £300, and stands here at £1500; she is able to take each trip 150 boxes, and tow the schooner Joven Anita; Company's vessel, built in Barracas, of 60 to 70 tons, laden with 500 boxes. The Meta is a nice little steamer, neat cabins, &c. We must not omit the carpenter's shop, where we saw the great general joiner at work, also the endless saw, and Bogardo's American grinding mill, driven by a shaft; can crush anything; immense power; will grind bones to advantage.

M. Liebig purposes in the course of the year turning the refuse ment from the digestors, and other animal matters, into animal guano, of present value; it will be dried, pressed, glazed, and baled, and will give from 15 to 20 tons per day, worth about £8 per ton. The greater part of the machinery requisite for this is here; it will prove an immense saving. Facing the great tank is the large hot water pond, 50 ft. by 80 ft., of masonry and Roman cement, holding about 3000 pipes; the object is to cool the water already used for condensing by the big engine. The water comes from the great steam engine, and is cooled in the pond, and turns back for the condensing of the waste steam from the big engine. By this means fuel and motive power is economised, as otherwise it would be necessary to keep pumping up equal quantities of water daily.

The gas apparatus, for making gas from the refuse of the saladero, has arrived, and is now about to be put up.

There are from 600 to 700 hands employed, who, with their families, number in all over 1500 souls.

The average consumption of coal is about 6,000 tons per an., and about 6,000 fanegas of salt, solely used for salting hides.

Owing to the extreme length of this chapter, we cannot now speak of the magnificent estate owned by the Company, under the charge of Mr. Specht, the house captain, who receives the cattle, Dr. Jose Feo, who 40 peones constantly employed. Troops of cattle from Brazil and the frontiers of the B. Oriental are ever arriving. The estancia grounds comprise an area of over 60,000 acres; rather a good-sized farm. The staff of the Manufactory is as follows:—

E. G. Liebig, General Manager, C. Fribolin, Sub-Manager, E. H. Lanigan, Chief Engineer, F. Marx, Architect, F. Coppenrath, Book-keeper, Crawford, Draughtsman, W. Weikand, Shipping, J. Quinn, Head Carpenter, J. Dunlop, Foreman Engineer, Stolker, Tinsmith, M. Seekamp, Chemist, O. Traun, Manager of Gualaguaychu Works, P. Denis, Slaughter and Tallow Foreman.

The same Company is now busy erecting another factory at Gualaguay chu; buildings begun and all machinery, &c., at Fray Bentos. In conclusion, it is only necessary to remark that by the old saladero system cows only yield 1½ pats., whilst by the Liebig system they give 8½ at least. Navillos give in the saladeros about 8½; Mr. Liebig gets from 16 to 20 pats. each out of them. Capones in the saladeros only give the grease; Mr. Liebig can get from the meat, besides, 1½ pats. Thus, of the ten million capones to be killed in B. Ayres, fifteen million patacons worth of meat are thrown away. Our readers need not wonder, therefore, that the only article which, amongst 75,000 exhibitors at the Paris Exhibition, obtained two gold medals was M. Liebig's Extract of Beef.

THE ARRIVAL OF SARMIENTO.

AS SOON as it was known that the Anis was entering port, the little steamer Beaulieu, specially chartered for the purpose, weighed anchor and went to meet her in the outer roads, to bring ashore Sr. Sarmiento. He landed at the Mole at 8.45, and by that time a considerable crowd, composed chiefly of respectable persons, were in waiting at the end of the Mole, accompanied by a military band, which struck up the 'National Hymn' the moment Sr. Sarmiento stepped on the Mole, amid a loud and enthusiastic cheer from the crowd.

The President of the Republic had sent his state carriage to be in waiting, but Sr. Sarmiento declined making use of it, and proceeded on foot, followed by a crowd of people, that kept increasing at every step, and preceded by the band, playing lively tunes, to the residence of Dr. Augusto Carré, nearly in front of the Standard, where he has taken up his abode.

On arriving at the street-door of Sr. Carré's house, at 9.20, he addressed the assembled multitude, straw-bath in hand. After thanking his friends for the touching demonstration of which he had been the object, he expressed his delight at finding himself once more among his fellow-countrymen, spoke of the good feeling that had been shown to him in the U. States, as the Representative of the Argentine Republic, and made some feeling allusion to the great distinction conferred upon him by the choice of his fellow-countrymen; and concluded his short allocution amidst the most tremendous cheering.

MISCELLANEOUS.

Capt. Bossi with a splendid American steamer for this river, has arrived at Fray Bentos, we hear, eclipses the far-famed Mississippi. Madame Risori, the renowned tragedian, has arrived in the America; she will visit the Plata. The America was all but lost in the late storm.

We have great pleasure in announcing that Captain Bruce, who embarked yesterday in the City of Brussels, intends to return with materials for erecting a floating dock in the Tigre. This great want has long since been foreseen, and it shows a lack of energy in the community that it has not been supplied. The Tigre is destined to be the basis of the shipping trade, and navigation of these rivers. Already there are several establishments for the building and repairs of vessels on its banks, the best is that of Messrs. Stevens & Kay, and soon the domestic steamships which have been built in the neighborhood, and the stray tigers which occasionally visit it, will have to give way to the carpenter's shed, the furnace, and the anvil. The indigenous physical aspects of this country are rapidly retreating from Buenos Ayres. The moral aspects will experience a corresponding change under the guidance of President Sarmiento.

Messrs. Paris and Sloper have left for the Uruguay. They will call at all the ports, and inspect the estancias. We are pleased to hear that their neat preserved here gave complete satisfaction in London. These gentlemen represent a new company formed in Belgium and England to develop this new industry. We wish these pioneers of progress every success.

The Rev. Mr. Schmidt, of Fray Bentos, has taken his final leave of that town, and goes to permanently reside in Salta. The Rev. Mr. Shields leaves the Bichadero, and settles at Fray Bentos to superintend his new church and schools.

We received a visit yesterday from an Irish sheepfarmer at Tapalquen, possibly the most remote sheep station in the province; he gives a glowing description of the camps, &c. He sees his neighbours the Indians daily; they are not so bad as painted, and less troublesome than the idle gauchos.

The newly arrived first-class tramway carriages of the Southern Railway were put on the line for the first time on Sunday. They are comfortable and elegantly built, having 30 convenient seats each, and able to carry as many as 60 passengers. The price from the Lima Station to Constitucion is five paper dollars. The old cars continue to be run for second class passengers at the reduced rate of three dollars.

Señor Frias, the Senator in Congress for the province of Buenos Ayres, insists upon the resignation of his post, although the Senate has twice refused to accept it. In view of the vacancy thus likely to occur, several names are mentioned to fill it up, and among them those of Dr. Rawson and Dr. Ugarte.

We proceeded now to the killing-ground, which lies to the left, and to the tallow manufactory and salting-yard for hides. These premises cover over 100,000 square feet, and are on European style. The animals for killing are driven up a gang-way from the 'corrales,' to a large box capable of holding 50 animals at a time. At the opening of the box a large railway wagon runs in, and by means of a 'lasso' the bullock is caught by the horns, and two horses pull him close up to a beam, which is above the wagon, the butcher then, with a small, double-edged knife, separates the vertebrae from the cerebrum, and instantaneously the animal drops dead on the wagon. The whole operation takes less than a minute. Eighty animals per hour is the rate of killing. The animals are conducted by wagon to the skinning place, and there skinned, cut up in six pieces, where meat is dressed for the Manufactory; 150 men work here at the skinning and dressing.

The meat being thus secured, the hides and bones are next attended to. The hides are placed for 24 hours in great cisterns of strong brine, 12 feet deep, each cistern holding from 500 to 600 hides; from thence they are passed to the hide depot, salted and placed in piles. We counted three piles, one made and standing, worth 30,000 patacons, one in course of making, and one in course of shipping.

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We are now at the southern extremity of the manufactory, and here on a hill the plans have been drawn by Mr. Marx, the architect of the manufactory; it is in a fine position and has a commanding view.

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Proceeding along the railway we escape from the old saladero establishment, and come on the new Extractum manufactory; first we have a large coal depot for protecting coal from sun and rain; it is constructed solely of iron 180 feet by 30, and 40 feet high, capable of storing 1500 tons of coal by means of a travelling crane overhead. Facing the coal depot is the Boiler house; eight immense steam boilers of peculiar construction for saving fuel; the collected force is 740 horse power, tested up to 200 lbs. per square inch; built in Glasgow; they are constantly at work, day and night to perform the factory work, partly driving different steam engines, and principally performing the evaporating process. The boiler house adjoins the new factory which is a building that covers about 20,000 square feet, is roofed in iron and glass. We proceed from the boiler house to a second double track railroad, which connects the butchers department with the new Extractum factory. As we follow the railroad wagons we enter a large hall flagged with the best Scotch flags, kept dark, cool extremely clean where the meat is weighed, passed through apertures to the meat cutting machines. We leave the meat, and pass to the entrance of the great factory. On the stately

Also lodging houses for the clerks and others. Kitchen for these premises. Large vegetable garden. Office or counting house, where we saw Mr. Coppenrath in charge of the engine-room, the largest we have seen in South America; and on all sides piles of sovereigns and Brazilian gold.

Next we proceeded to the store-room, where we were astonished by a novel time-keeping apparatus on the floor. The store-room was replete with everything, and rivals Foussou's, in Buenos Ayres.

We proceeded from the store-room down to the first little factory which gave birth to the industry, and founded the establishment. Here Mr. Seekamp, aided by Mr. Ilioman, showed us the working of the large, which is identical with the large factory, but working on a smaller scale. In this place in 1864, exactly four years past, operations were begun with 10 bullocks per day, enlarged subsequently to 80, while the new factory is now able to work 500 per day. Here we found two other powerful boilers at work for this factory, which also drove shafts for carpenters' shop, engineer, or mechanical shop and lathe.

Opposite the little factory is the shop where the boxes are made for shipment, and in front is an immense plate cutter and punching machine. Behind the little factory is the engine-house, which pumps up the water for the establishment, and hard by the railway station, and blacksmith shop. Proceeding along the railway track we come on the mole, where Mr. Edmundson holds sway with his steam crane and donkey engine, which is ever busy, from sunrise to sunset discharging and loading vessels. We found the Belgian barque Maria discharging coal, and the British barque Lavinia loading tallow, hides, horns and sheepskins. This vessel had recently arrived out with cargo of French tiles for the factory at Gualaguaychu, 160,000. The German brig Reichstag discharging salt. Also the schooners San Telmo and Anna Catalina, discharging coals and timber.

Foreign vessels come and go in the year. Last year 16 cargoes were imported, exclusive of the extractum, which is always shipped in steamers. This year the shipping will reach at least 50 vessels. Freight is so high from Fray Bentos to Buenos Ayres—higher than from Buenos Ayres to Antwerp by steam; also attended with great delay and uncertain despatch—the Company has been obliged to have a steamer of its own.

The Meta, screw steamer, 50 tons, was built in the ship-yard, Glasgow, and put up in Fray Bentos, where all fittings and woolyork have been made; she cost in Glasgow £300, and stands here at £1500; she is able to take each trip 150 boxes, and tow the schooner Joven Anita; Company's vessel, built in Barracas, of 60 to 70 tons, laden with 500 boxes. The Meta is a nice little steamer, neat cabins, &c. We must not omit the carpenter's shop, where we saw the great general joiner at work, also the endless saw, and Bogardo's American grinding mill, driven by a shaft; can crush anything; immense power; will grind bones to advantage.

M. Liebig purposes in the course of the year turning the refuse ment from the digestors, and other animal matters, into animal guano, of present value; it will be dried, pressed, glazed, and baled, and will give from 15 to 20 tons per day, worth about £8 per ton. The greater part of the machinery requisite for this is here; it will prove an immense saving. Facing the great tank is the large hot water pond, 50 ft. by 80 ft., of masonry and Roman cement, holding about 3000 pipes; the object is to cool the water already used for condensing by the big engine. The water comes from the great steam engine, and is cooled in the pond, and turns back for the condensing of the waste steam from the big engine. By this means fuel and motive power is economised, as otherwise it would be necessary to keep pumping up equal quantities of water daily.

The gas apparatus, for making gas from the refuse of the saladero, has arrived, and is now about to be put up.

There are from 600 to 700 hands employed, who, with their families, number in all over 1500 souls.

The average consumption of coal is about 6,000 tons per an., and about 6,000 fanegas of salt, solely used for salting hides.

Owing to the extreme length of this chapter, we cannot now speak of the magnificent estate owned by the Company, under the charge of Mr. Specht, the house captain, who receives the cattle, Dr. Jose Feo, who 40 peones constantly employed. Troops of cattle from Brazil and the frontiers of the B. Oriental are ever arriving. The estancia grounds comprise an area of over 60,000 acres; rather a good-sized farm. The staff of the Manufactory is as follows:—

E. G. Liebig, General Manager, C. Fribolin, Sub-Manager, E. H. Lanigan, Chief

