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The Standard.

"Nil falid audeam, nil veri non audeam dicere."
Cicero.

WEDNESDAY, JANUARY 24, 1866.

EXCURSION TO MONTEVIDEO.

GRAND NIGHT ON BOARD THE PORTEÑA.

VISIT TO THE AMERICAN SQUADRON.

On Saturday afternoon we hurried off in a little craft belonging to the George Kean squadron, to catch the *Porteña*, which was just about to weigh anchor. The *falua* was leaving with Risso the agent, and the Captain of the Port, but, remembering the recent narrow escape of that officer, we determined to have nothing whatever to do with that boat, and telling Risso to keep the steamer if he arrived before us, we took our seat with Mr. Mitchell and steered straight for *Lezama's* Quinta; the river was low and the wind dead ahead, so we soon tacked about, heading for the Gas House, then again we changed round and headed for the hole-in-the-mole, and very probably would have been still steering about between the outer and inner roads had not the nautical skill of Mr. Mitchell triumphed over the stupid ignorance of the Genoese boatmen. A small boat loaded with English passengers hailed us—she was in the mud and seemed to be in imminent distress,—we noticed, as we shot by, Mr. Livingstone at the bow, with Messrs. Duggan and Unsee holding on to the sheet, and Mr. Walker shouting stentoriously, 'boat ahoy,' but we were in too great a hurry to heed the signal, and, replying 'boat ahoy yourself,' made straight for the *Porteña*. The pennant flying, soon told us that the U. S. Minister, Hon. Mr. Kirk, was on board, and the last whistle was given and the Captain about to weigh anchor when we gained the ladder; meanwhile the *Lili* had got up steam and gone to the rescue of our friends in the whaleboat. As we ascended the hurricane deck we were greeted by a number of friends who were chatting at the wheel.

As we passed out from the inner roads we saw the *Shawmut* and *Wasp*, American war steamers recently arrived, and the disgraceful remnant of the wrecked *Pampero*, lying just in the same position as when she first went down.

Before we got as far as the Ponton the dinner bell summoned us, and notwithstanding that we had 140 passengers on board, all were accommodated, and no second table required. The dinner was superb. Most of the English people on board kept together, which rendered the repast additionally pleasant, and when the champagne began to flow a mirthfulness reigned at the table which would have done credit to *Yorick*. Prof. Murray gave the first toast:

'The *Porteña* and her Captain,' which was duly responded to.

Mr. E. T. Mulhall—'The Stars and Stripes,' coupling it with the dignified representative of the United States in the River Plate, Honorable Robert Kirk. Drank with three-times-three and terrific applause.

Mr. Folmar then gave—'President Mitre and the Argentine Republic,' Drank standing and with all honors.

Mr. Wm. Livingstone proposed, in a very flowery manner,—'The River Plate, our adopted home, and prosperity to it.' We regret extremely that we cannot give our readers a report of Mr. Livingstone's eloquent and feeling speech, but as we have so much to report of 'guns and drums,' we have no room for speeches.

Mr. E. T. Mulhall, asked the company to drink to the health of the 'Once de Setiembre' magnates on board. Messrs. Unsee, Duggan and Cruz.—These gentlemen were rarely found afloat: Mr. Unsee, although born in Buenos Ayres, was never before in the outer roads. 'The once de Setiembre'

magnates.' Drunk with 3 times 3, and a song.

Mr. Unsee responded.

The heat of the dining saloon was such that the company adjourned to the deck, and the evening was spent chatting and smoking at the bows: at about 9 o'clock the announcement of soda water sherry and ice, allured the Britishers from the deck to the cabin, and in a few moments most of the Englishmen on board found their way to the table which was presided over by Mr. Livingstone. Mr. J. H. Green and the American Minister retired early, both apparently having weighty matters on their mind, but the rest of the company remained. Doctor Torres and Sr. Basabe soon joined the party—and the former gentleman rose and in a most eloquent and philosophic address, proposed the following grand cosmopolitan toast:—"To the health of all the nations on the earth, and the rest of mankind"—toast after toast followed, 'Liberty, Equality and Fraternity'—evoked an eloquent response from Mr. Desarnaud—at 12 o'clock the party broke up and we repaired to our editorial couch in the Captain's Cabin—at daybreak we were anchored in the port of Montevideo, Dr. Bourse being the first to board us.

ARRIVAL IN MONTEVIDEO.

At 5 a.m. the *Monadnock* party landed and proceeded through the town to inspect the buildings, &c. Our Oriental friends gazed with astonishment at the procession of strangers who marched like Englishmen just arrived in France, looking everywhere and poking their heads into shop windows and new buildings; the thing was so peculiarly Pickwickian, that we left the party, and started to enjoy an editorial swim at Mr. Richard Wilson's barraca; at 9 a.m. there was no getting in or out of the Oriental Hotel, such was the crowd. Many of the Montevideans who passed, thought there was a row or a fire inside. *Buena*, of the 'Telegrafo Maritimo' opposite, could hardly answer all the enquiries put him; the most ludicrous mistakes occurred as to the 'who's who.' We were addressed at times as Your Excellency, being taken by some for the American Minister, whilst Mr. Folmar was pointed out as the manager of the River Plate Bank; as a matter of course every room, every bed, every chair in the dining room was occupied: the house was completely taken by storm. Breakfast over, there was a rush for the mole as the *Porteña* was posted to leave at 12 precisely for the *Monadnock*, and no less than 658 tickets had been sold at the office; we eschewed the throng and leisurely puffing the editorial weed, wended our way to the Matriz. The *Porteña* left at the appointed hour, but such was the crowd on board that several of the excursionists were obliged to remain on the mole; the sea was rough, the *Monadnock* just at the mouth of the bay, and of the 724 on board many were hopelessly sea sick; the majestic *Porteña* was transformed from a pleasure boat into an hospital; as a matter of course few on board attempted to leave the steamer as the waves were making a clean breach over the *Monadnock*, so the excursion proved a rather sickening 'fiasco.' Our Buenos Ayrean friends complimented us on our shrewd editorial foresight in remaining on shore. At 5 o'clock p.m. having accepted an invitation to join the American Minister in a drive to the far-famed *Buschental* quinta, we started for the suburbs; the full particulars of this Ministerial trip, we reserve for our readers on some future occasion, when news is less abundant.

VISIT TO THE VANDERBILT

Monday morning found our party at Mr. Evans' store in search of a boat. The weather was very rough, the waves washed up the mole stairs and beat madly around the rather shabby limbs of our *Once de Setiembre* magnates, who evidently were suffering from an attack of acute nervous curiosity. Fame ordained that the boat which Mr. Evans so kindly supplied us with, should be no other than the *George Wilcks*. It was blowing so hard and so extremely rough that a crowd of Custom-house peones came down to see us off. It was a sort of forlorn-hope-expedition, we had all come down to Montevideo expressly

to see the snipe, the storm showed no signs of abating, the *Porteña* was to leave in the evening for Buenos Ayres: there was no escape therefore, we should either brave the storm and the waves, or return to Buenos Ayres to be laughed at.

A tall black porter who carried down our editorial mackintosh remonstrated, and vainly sought to dissuade us from the perilous enterprise, but we answered him with Richard—

"Slave, I have set my life upon a cast, And I will stand the hazard of the die."

and jumping into the stern sheets of the *George Wilcks*, we called on Duggan and Walker to follow. Fearing lest the Captain of the Port might stop us, we hoisted sail, and doubled the *Rompe olas*. The party consisted of—Messrs. E. H. Folmar, Murray, W. Livingstone, Rich. Browne, J. Walker, Mich. Duggan, J. Unsee, Jaspas Cruz, Basabe, Evans, Mulhall.

The *George Wilcks* is a good boat, a fast sailer and more deserving a reputation for speed than some of the horses of our sporting friend Mr. Wilcks. After 15 minutes drenching we reached the *Vanderbilt* which lay 4 miles out from the shore and might be said to be anchored in the Atlantic. The waves rolled mountains high, the spray came thick and heavy—it was an awful trip—Evans cool as a cucumber held the helm and kept her up to the wind: now and again we were on the summit of the billow looking down into the terrific chasm beneath. As we turned the bay, the swell from the ocean came full on the poor *George Wilcks*: our *Once de Setiembre* friends were silent. Mr. Walker was evidently alarmed. Mr. Brown and Murray cringing beneath the folds of an oilskin, Folmar and Livingstone pensive and moody, Basabe vainly regretting his having joined the Ingleses, and Mulhall taking notes and recounting the numerous occasions he had been shipwrecked off *Rockaway* when everyone in the boat had gone to the bottom save himself. Human endurance could hold out no longer and we were implored to change the conversation.

When we arrived at the *Vanderbilt* all the officers, soldiers and crew rushed to the bulwarks, such was their astonishment to see so small a boat in such a sea. 'Throw out a rope, for God's sake, before we are all drowned,' shouted Mr. Walker. 'Aye, aye, sir,' replied the quartermaster, and at the same time a wave came from under the bows of the *Vanderbilt*, and swept us clean under the ladder. Mr. Richard Browns expressed an opinion that we were all done for. 'Silence,' roared Evans, 'and mind your heads with the ladder.' This effectually shut up our loquacious friend Mr. Browne. Up and down like a swing-swing we kept for ten minutes, awaiting a favorable moment to gain the ladder. It was a fearful jump; many thought

"We'd jump the life to come."

A kind Providence saved us all from being swamped. We got on board like monkeys clinging to the rigging, and at last we found ourselves safe and sound on perhaps one of the finest steamers in the world: her quarter-deck reminded us of the *Plaza Victoria*. The doctor took us all through the ship; she mounts only 14 guns, carries about 400 men, and is not a fighting vessel, being intended for a despatch boat. Her engines are 2,500 horse-power, and she can run steady from Cape Horn to New York, 16 knots an hour, without stopping for coal. She was built originally for a Bremen liner by *Vanderbilt*, and afterwards, when the war broke out, presented by the princely Commodore to the United States Government. Such a magnificent gift we believe is unprecedented. The *Vanderbilt* has been in several fights, but her monstrous size prevented her entering the rivers, where the sharpest fighting was experienced. The *Vanderbilt* has some 5,000 bags of coal besides her own supply which she takes on board for the *Monadnock*. Amongst the many extraordinary things we noticed on the *Vanderbilt*, not the least surprising was a circulating library for the men.

Some of our party were for waiting on board until the wind died off, but as we determined to push on to Buenos Ayres that night per *Porteña*, we refused to wait. Evans thought there

was no fear, and we all scrambled into the *George Wilcks* again; and ran before the wind making for

THE MONADNOCK.

As we approached this monster of the deep we were dismayed. The waves made a clean sweep over her, and how were we to get on board? To describe to our readers how we entered this Leviathan completely baffles us; probably the most illustrative mode would be to say we got into a house through the top of the chimney. Murray was the first to descend—

"Facilis descensus Averni"

Some of our party thought it was better to remain in the *George Wilcks*, until the engineer of the *Monadnock* pointed to a capsized Italian boat hard by, from which the Americans had just rescued the Italian captain and crew—

"Sicetuntque comas, Vox faucibus hæc."

Some of our *Once de Setiembre* friends gazed with horror on the boat bottom upwards and the great distance from shore. In an instant we were all wading on the briny deck or top of the monitor, making for the top of the chimney to get down into the ship.

Mr. Ziegler, the chief engineer, showed us through the ship. 'Imprimis,' we may remark, that the *Tamandare* and *Brazil*, both 'yelept monitors, might as well be compared to the *Monadnock*, as our editorial white hat to the dome of the *Cathedral*: the one is a monster, the other a cockle shell.

The *Monadnock*, seen from outside, appears to be a sort of double light-house, as nothing but the turrets are seen. She is 274 feet long and 54 feet beam; draws about 12 feet of water. She has eighteen steam engines on board; her turrets revolve by means of steam, their sides 18 inches thick, solid iron, and she is propelled by means of a double screw; engines, 800 horse power, constructed by Ericson, and called vibrating lever. She carries 2 monster 520 pounders in each tower: her steel balls weigh 480 lbs., and it is calculated that every shot fired with a steel ball costs about 500 patacons. The Emperor of Brazil fired off with his own hand one of these monster guns in Rio.

The *Monadnock* was built in the Boston navy yard in 1863, and cost about 800,000 patacons: her commander's name is Bance. She has seen a deal of fighting, having knocked down one of the strongest fortresses on the face of the globe, Fort Fisher. She anchored within four hundred yards of the fortress, and in three days threw 123 tons of iron into the fort, knocking it about the rebels' ears: 76 frigates then formed in line before the fort and rained shot and shell; the next day the place surrendered with five thousand prisoners, but it was the *Monadnock* that destroyed Fisher; she bears the marks of the fight yet. Mr. Ziegler was in the fight, and assured us that at times twenty shells exploded on the decks but did no harm; one ball cut away a part of the anchor and bent in an iron plate, nothing more. The *Monadnock* guns weigh 23 tons each, but are not rifled; she carries 175 men and 27 officers who live like fishes, under water: every convenience however is supplied, two steam fans breathe air through the ship, lanterns hang around everywhere: when the vessel is in action there is nothing to be seen but the turrets, which keep revolving at the will of the engineer; the ship is alive with 200 men all at their post raining death and destruction around, whilst this awful agent of death is invulnerable.

(To be continued to-morrow.)

MAILS FROM CORRIENTES

LATEST FROM PASO LA PATRIA

DARING ATTACK OF THE ENEMY

G. HORROS ASSAILED BY 600, WITH ARTILLERY

AGITATION ABOUT THE NEW GOVERNOR.

We have received files of the 'Nacionalista' from Corrientes to the 19th inst., with latest dates from headquarters to the 18th.

The allied armies occupy the same positions: the Brazilians at Laguna Brava, the Argentines near San Cosme, and the Orientals at Itati. Gen. Flores paid a visit to Generals Mitre, Osorio

and Cáceres, and Gen. Mitre intended on the 18th to make a reconnaissance of the passes of the Paraná, accompanied by the Generals in command of the allied divisions.

On the 15th inst. a force of 50 Paraguaysans came across from Itapirú and caused much annoyance to the vanguard. Animated by the impunity of this attack, an expedition was despatched from the fort on the morning of the 17th, consisting of 11 boats carrying 20 soldiers each, who pushed up the river and boldly landed on the Correntino side of Paso la Patria, after a sharp musketry conflict with 30 men of the advanced picquets of the San Martin regiment.

Shortly afterwards, another batch of 13 canoes similarly armed and carrying also a howitzer and 2 field-pieces, followed and landed in the same place: it was about 8 o'clock when the first landed, and the whole force then advanced to a neighboring wood under a sharp fire from the allied vanguard. About noon the battle was carried on with vigor on both sides, and just then Gen. Horros came up with 250 riflemen, whom he at once dismounted and led to the attack over very uneven ground.

The enemy, being 600 strong, and under cover of the wood, disputed the ground inch by inch, and for over an hour the combatants fought hand to hand. About 3 p.m. the enemy drew off, and if the allies had had any infantry the guns of the invaders must have fallen into their hands. The allies left 6 dead and 9 wounded on the field, the enemy taking off theirs, but it is supposed their loss was severe as tracks of blood were visible.

On the same day at the Argentine head-quarters of Ensenada, Gen. Emilio Mitre reviewed the 3rd and 4th Divisions; after which a court-martial, under Col. Dominguez, was held on two men of the 3rd regiment, for robbery, and it is supposed they will be shot.

On the 12th Gen. Mitre and staff visited Gen. Horros, and, after a sumptuous 'carne con cuero,' bathed at Paso la Patria, in front of Itapirú, the enemy not firing at them.

In consequence of the daring attacks of the enemy, the 2nd corps d'armée and 2nd reg. of the line have been ordered to Paso la Patria.

General Mitre's head-quarters is in a pleasant country-house surrounded with trees, on the bank of the Laguna at Ensenada, near which is encamped the 1st Division, comprising Charlo's men, the *Sandes* regiment, the 2nd and 9th batts. of the Line, &c.

Great discontent is felt with the new Governor and his Minister Dr. Arias: several other public officials have resigned and open disaffection prevails.

The Brazilians had a grand 'funcion' on the 14th in the Plaza, at the battery, and in the theatre. Capt. Olivér and Doctor Figueroa have died, much regretted.

The *Libertad*, towing two vessels with 1,000 men of the provincial contingents from Rosario, arrived on the 18th. It is rumored that Baron Mauá is about to open a branch bank at Corrientes.

The murderer *Podestá* who killed an Italian girl and all her family, and burned the house, at *Bella Vista* has arrived in irons. A petition is made to save him from capital punishment—*Faugh!*

EDITOR'S TABLE.

We regret to announce the sudden demise of our new colleague 'El Plata,' after a brief existence of a few days. The paper was well edited, under the direction of an Italian gentleman, but the truth is, we have too many papers in B. Ayres and are promised half a dozen more for which there is hardly room.

On Sunday Dr. Pardo left for Paraná, with orders to remove the military hospital from that city to Corrientes where it may soon be much needed.

The village of Moreno held its annual *fête* on Sunday, and we learn the Justice of Peace has requested the Bishop to name a chaplain for the locality.

No fewer than 33 felons, including some in irons and 3 women, have arrived from San Nicolas: it will be remembered that a few months ago

the prison in that town was so full as to cause serious alarm to the inhabitants, and on one occasion the prisoners overpowered their guards and got out.

The last diligence which arrived in Cordoba from Salta brought Mr. Mac Kay the dramatist, and a large family named Lopez O'Loughlin, among the passengers: these people are evidently of Celtic extraction.

D. Vicente Cordero of Rosario received last week from Cordoba two invoices of bar-copper amounting to 1,585 arrobes (nearly 200 tons).

The Chilean papers state that Sor Lastarria complained to Pres. Mitre of the manner in which the 'Nacion Argentina' treated the question with Spain, showing a decided hostility towards Chile; and that Pres. Mitre replied by letter that he had no intention to raise any difficulty with Spain, as the Spanish trade with Buenos Ayres was more considerable than that of Chile.

To-morrow we publish our packet-edition, as the *Arno* leaves on Friday. The French packet may be expected on Sunday.

Mr. Pfeiffer the pianist has not yet arrived, and the mistake was caused by a gentleman of the firm of Mantels & Pfeiffer arriving by last mail from Europe.

An accident occurred on the Western Railway on Monday, a luggage train running off the track: the passengers at Moron were delayed 2 hours.

The *Porteña* arrived yesterday with the pleasure-party from Montevideo: our brother-editor takes up a good deal of space with an account of the visit to the American squadron, which presses us for room in local matters.

Although the other papers sent down special correspondents to visit the *Monadnock*, they were afraid to go aboard in the rough weather.

MONTEVIDEO.

Arrivals of immigrants—Mutiny on board the *John Davies*—Visit to Admiral Riccardi—Mmo. Bull's 'cherro'—The prisoners *Salvañach*—Brazilian reinforcement—Return of the *Narcissus*—Serenos and water-supply—Funeral of Italian officer—The Pantheon of Industry—Public funds, shipping &c.

The *Paloma* from Coruña arrived on Saturday with 250 immigrants, and was immediately put in quarantine for the frivolous reason that a child had died on the passage, which lasted 70 days. On the same day the *Pietrino* from Genoa brought 43 passengers. All these people are sure of immediate employment as hands are quite as scarce here as in B. Ayres.

Major Munro of the British consulate sent to the Capitania on Saturday requesting aid to put down a mutiny on board the English ship *John Davies*, and an armed boat's crew was at once sent off, seizing three of the seamen, who are now lodged in prison.

The commander of the Spanish station paid a visit to Admiral Riccardi on board the Italian flag-ship *Regina*: the usual salutes were fired and all the officers were *en grande tenue*, the Admiral receiving his visitor with much courtesy and cordiality.

The Opera Co. published a strange notice on Sunday, to the effect that, Madame Bull having suddenly cleared out to parts unknown, the *Ballo en Maschera* would be changed for *Hernani*. It seems the cantatrice had left for Buenos Ayres per 'Porteña,' leaving *Lelmi* to sing his 'Che Baccano' with the laughing chorus for *Pestalardo's* benefit.

Relative to the Oriental prisoners Dr. Salvañach, his brother, and Sor Zipitria who surrendered at *Uruguayana*, the 'Siglo' complains that it is unfair to keep them locked up in a Brazilian fortress, but Sor. Bustamante of the 'Tribuna' says 'serve them right,' because they refused to surrender to General Flores when he promised them their lives.

The transport *Marcelo Diaz* arrived on Saturday with 543 Brazilian soldiers en route for Corrientes.

As soon as the tedious question between the Comision and Public-works is settled, it is hoped some attention will be given to water-supply, for which two projects have been submitted. A reform of the *Serenos* is also called for as these fellows are charged with two outrages during last week.

On Sunday evening the funeral of a young Italian officer of Admiral Ric-

card's squadron took place; it was attended by naval officers of all nations, and the number of cocked hats and uniforms was unprecedented.

We have been requested to thank the commander of the U. S. monitor Monadnoc for his attention in speedily lowering a boat to rescue the Italian officer and boat's crew capsized on Monday morning.

H. M. S. Narcissus, with Admiral Elliott on board, entered port on Monday at 8 a. m. from the Falkland Islands, and was saluted by the war-vessels of the various foreign nations.

A great 'seca' still prevails and the 'algibes' in the city are all dry. There was another bull-fight on Sunday. Sr. Tavolara has started a new weekly paper called 'Panteon de Industria'.

The Minerva, to Getting bros. arrived from London, the Constantino, Brilliant, Unrestricted, and Aury from Cadiz with salt, the British gunboat Llanet, and American war-steamer Powhattan from Rio Janeiro.

Public Bonds, funded, are quoted at 71, homo do. 43, foreign claims 51, Commercial Bank shares 20 per cent prem. Caja de Prestamos 35 prem. Discount 1 1/2 per month.

NOTES FROM PORONGOS, B. ORIENTAL.

(By a sheep-farmer)

Some six months ago, when the 'arroyos' were 'camp afuera,' and diligences were taking a week or so to accomplish a two days' journey, an old shepherd gravely shook his head, and announced another 'seca' this year.

We laughed at the old fellow's prophecy, and planted and transplanted, dugged and delved, in confident expectation of a good year at last. One month ago, when having struggled through the shearing, we had time to look about us, alas! and alack!

We found the prophecy of the old shepherd had come true. There was no want of pasture, but the hills were all yellow, the 'cardales' all brown, the 'arroyos' were cut into stagnant lakes, and the 'cañadas' were dried up altogether.

The young saplings, which had shot up so quickly in spring, had come to a full stop, and seemed very much inclined to sink back into the ground altogether, while the larger trees, waving their melancholy boughs to and fro, in the hot wind, drooped their parched-up leaves, as though they despaired of ever again seeing a drop of fresh water.

While the pumpkins and melons, huddled together as though they had no intention of stirring from home this season at all. Then the old shepherd spoke out once more: "With the new moon we shall have rain, and the 'seca' will be at an end."

To-day [January 17th] the new moon has come, and rain came two days ago, but not near so much as we require; in fact, it merely wet the surface. The 'cañadas' are as dry as ever, so whether the 'seca' is at an end as yet, 'quien sabe'?

Query: Has the moon any influence on the weather? Shepherds and sailors say 'yes.' Astronomers and philosophers say 'no.' We feel more inclined to trust to the shepherds than to the astronomers in this matter, possibly on account of our ignorance.

But how is it that all, even the wise old countrymen, look to the moon and her changes when they talk of the weather? And how is it that they so generally prophecy correctly? With all due deference to the memory of the late Admiral Fitzroy, we think the matter worthy of investigation.

In spite of the 'seca' the sheep about here are mostly fat, but cattle and horses are beginning to fall off in condition. 'Troperos' have been very active lately making up troops for saladeros, and paying \$10 and \$11 [old cur.] for fat 'novillos,' at which price there are plenty of sellers.

Until lately, 'saladeristas' held out for lower rates. The police are also busy making up troops of 'ugeno' cattle, which will be sent inside for sale on Government account. Whether any attempt will be made to discover the owners of these stray cattle, or whether the entire proceeds will be appropriated by Government, yet remains to be seen.

The majority of those cattle left their

quereñas in the great 'seca' of 1863-4. To stock-farmers generally this measure will be of great service. In every 'rodeo' about here, a large percentage of the animals are of 'marcas desconocidas,' and, of course, the sooner they are disposed of the better.

The shearing this season was attended with greater difficulties than ever before known. From the great scarcity of peons several neighbors were more than a month at work, and, as a rule, the sheep were badly shorn; carts also have been scarce, extravagant rates demanded, and, in some instances, paid.

The scarcity of hands, in every department of labor, is severely felt: brickmakers pay their peons 35 instead of 25 patacons, and the price of bricks has risen from \$12 to \$16 per thousand. Not long since a distinguished householder of Porongos, a public official, was seen discharging a cartload of bricks with his own hands: he could find no one to do it for him.

Quiet shepherds are in a state of alarm just at present, go about armed to the teeth, and are cautious not to leave their wives and families alone for long together, there being one or two bad characters prowling about, who have committed one or two robberies, and threaten to do much worse. The police have got a peculiar knack of turning up just as these gentry have got safe away from any of their favorite haunts; and so much are they dreaded, that many of the 'vecinos' give them shelter and act as scouts for them, by way of keeping on good terms with them.

Thus they prowl about the country as they please, and one of them openly boasts that so he will do, till by some outrageous murder he leaves his 'señal' behind him, then he will cross the Rio Negro, and perchance fall into the hands of Justice Mundell, from whom, if the authorities of this department would but take copy, peaceable 'vecinos' might live in happiness and quiet, and worthless vagabonds could not set law and order at defiance as they are doing now.

[To be continued.]

MINERAL WEALTH OF SALTA.

The Government of Salta has concluded a census of this remote province, and some details under the above heading may be interesting, as not being generally known. We extract as follows from the official statement:

There are abundant mines of gold, silver, copper, iron, lead, and other metals. Those in best repute, and not working for want of hands and capital, are the copper-mines of San Antonio, which are very rich, and near these there are some silver mines. We have also silver mines at Poma, gold-washings on the banks of the Acay, copper mines at Cafayate, lead and silver mines in the defiles of Guachipas, copper and silver in the Cerro de Lumbra.

In the Department of Chichona, about 14 leagues from the city of Salta, some very rich copper mines have been worked, and in 1858 nine new veins were opened with great success but afterwards abandoned during the political troubles which ensued, and never again undertaken, for want of hands and money. These mines are advantageously situated in a country which is well cultivated and abounding in all the necessaries of life, as well as excellent timber, besides enjoying a fine climate.

In 1855, claims were put in for 13 copper and 15 silver mines situate in the valley of Aimacha, copper being found in great abundance. In Cerro Ballo pieces of copper containing an admixture of silver have been found in a bed of quartz. From Oran we have some beautiful samples of silver. In Iruya and Victoria there are minerals of gold and silver, and as this mountain range is a branch of the cordillera of Potosi it is likely the minerals will be of a similar character.

A few days ago Captain Lavarello discovered some silver deposits at Santa Rufina, ten leagues distant from Salta city and the analysis shows a most satisfactory return.

Six leagues north of Salta city we have large deposits of Kaolin, suitable for the manufacture of porcelain, and in the neighborhood is an abundance of quartz, white sand, ochre, metallic

oxides and other materials for making glass and doft ware.

Besides coal and white marble, we have superior lime-quarries. Also a kind of natural pitch suitable for ship-building, which is found in large quantities on the right bank of the Rio Grande and at the confluence of this river with the Vermejo. Salt of a good quality exists in many places in abundance.

LANDS IN ROSARIO.

B. Ayres, January 23rd 1866.

My attention has been called to an article in your popular journal, of the 13th inst., under the above heading, in which you mention that a friend of D. José Maria Ortiz offers for sale sixty six leagues of camp in the Department of Rosario, belonging to Don Nicolas Soto Mayor. I hereby declare that a bond of mortgage on these camps, dated 4th Oct. 1858, is in my power, having been purchased of D. Pedro Carlos Raymond under date 24th Dec. 1864—

And that until the same be satisfied it cannot be cancelled in Rosario, nor can any deed of sale be attempted until the mortgage be first paid.

I make this declaration so that those who purchase said lands cannot plead ignorance, and to notify them that any such purchase will be null in law except as subject to the mortgage incumbency of over two hundred thousand silver dollars.

I remain, dear Sir, Yours truly S. MEADE.

REGISTERED LETTERS.

Lying at the General Postoffice, Buenos Ayres, January 19, 1866.

John Master; Peter Broorell, 2; William Secon; John Harris; John Keenan; Allan Annot; David Romans; Allen McKinzie; Stuart C. Munroe; Miguel Duggan.

ON 'CHANGE.

Jan. 23rd 1866. Paper price of ounces, \$409; Do. sovereigns, 124; First price of patacons 25 60; Second, 25 55; Last, 25 60; Cash sales, 22,316.

Specie ruled very weak to-day until the news from Corrientes was known, which stiffened the market. The bulls spread all sorts of reports about the state of affairs in Entre Rios, and great importance attached to some private letters received from the Paso la Patria, but still patacons found their level at 25.60, and could not be driven higher.

The gentlemen who arrived this morning from Montevideo were the great centres of attraction on 'Change, as various rumors were current in the morning respecting the trip to the Mondock, some of the leading men of Buenos Ayres having joined in the excursion.

Specie sales on time show a slight decline from last week's prices.

For Wednesday, 2,600 at 25 60; Thursday, 3,000 at 25 60; Friday, 9,900 at 25 60; Saturday, 4,800 at 25 65; 31st January, 17,500 at 25 70; 28th February, 42,000 at 25 75.

Some private sales were spoken of as made, but we could not obtain particulars.

National Bonds showed a decided improvement; 1,200 at 39 cash, but they are not much looked for.

In Exchange we could only hear of a few bills passed at 50 1/2 and 51. The latter figure is the rate. In saladero produce nothing done since Saturday. In Montevideo the fear of a drought has precipitated the estancieros to sending their cattle to sell at the best price attainable: the consequence is that the saladeristas cannot kill fast enough and hundreds of animals are dying in the environs of the city for want of sustenance.

A sale of 16,000 salted cow hides was reported to have been done on Saturday at 5 99, but we have reason to believe that this sale has been previously published in the 'Standard.' In-wools in Montevideo, Echagay has purchased within the last few days 60,000 at 32 1/2, for the purpose of washing. One sale of salt has been effected in Montevideo, a cargo ex. at 16 1/2 cash. Salt looks going up.

Messrs. H. A. Green and Co., have chartered the Dutch brig, Nicholas Albert, to load at Rio Grande for New York, dry hides, 110c. and 5 per cent.

The Russian brig Pluto has been chartered to load flour from Chile for Rio at reduced rates.

In Sunday's paper we noticed the failure of Sr. Pellarano. It appears that there are two shopkeepers of the same name, and Mr Manuel Pellarano, of the Calle Tacuari, asks us therefore to state that the bankrupt Pellarano is a shopkeeper in Calle Parque, named Luis, and no way connected with Manuel Pellarano, of the Calle Tacuari, which we readily do.

In the Plaza there are very little wool, and what is in the buyers complain is of very inferior conditions, &c.

400 do burry 65; 600 do good 80; 1200 do mixed 82; 13 waggons of Mr. Oldendorf's wool arrived at the station; a splendid lot, in prime condition. NORTH PLAZA. 200 @ mixed 68; 700 do do 70; 300 do 80; 1500 do mixed, 60; Fow sales.

MARRIAGE.

On the 23rd inst., at the church of Monserrat, in this city, by Canon Fahy, Mary, third daughter of Patrick Keogh, Esq., of this city, to Mr. Myles King, of Chascomus.

DIED.

Suddenly, on the 19th inst. at her estancia in the partido of Giles, Mrs. Robert Nugent, aged 48 years, much regretted by all her friends and countrymen. Deceased was a native of Westmeath, Ireland, and had resided here about 20 years. Her remains were accompanied by a large concourse, on Sunday, to the Cemetery at Mercedes. R. I. P.

On the 16th inst., in this city, Mrs. Anne Bergin, aged 24, much regretted. R.I.P.

REIMATE.

En el Paseo de Julio frente a la Capitanía del Puerto y de órden del Consulado Italiano.

El Miércoles 31 del corriente a la una en punto se rematará a la mas alta postura y dinero de contado todos los artículos y pertrechos de la barra italiana "Massena", como son velas, cadenas, motones, vergas &c., todo lo cual estará a la vista en el parage indicado.

El inventario existe en casa del rematador. Al mismo tiempo—Se rematará el casco de dicha barca en el estado en que se encuentre, anclada en el Tigre de 400 toneladas de porte formado en cobre, y en puerto clavado, de dos años de construcción. Los Sres. Agentes de Seguros podrán intervenir en la venta.

Se previene a los interesados que la venta dará principio por el casco del buque. 149—xp j24

Por MARIANO BILLINGHURST.

En su casa Calle de Potosi No. 70, De Gravados Ingleses y objetos de Cristofite y Libros Impresos.

El Miércoles 24 del corriente a las 11 en punto de la mañana se han de rematar sin falta alguna a la mas alta postura y dinero de contado. 600 gravados ricos Ingleses de variados asuntos una cantidad de cubiertos de mesa, cucharas y cucharones de cristofite fino rico, 516 volumenes impresos en Español, recibidos de Francia, entre los que hay obras de Alimant, Bouthamy, Buffon, Florin, Madame Stael, Samaniego, Fenelon. Muchas obras religiosas como año cristiano, ramillete de dionias flores, mes de maria, meditaciones sobre la pasion y muerte de Jesus, gopidos de la madre de Dios, etc., a mas, costureros, clayers, espejos, juegos de adajerez, mosa de luz, rincónomas, &c. y otros artículos que estaran a la vista. 131—2p j21

Land for Sale or to Rent, In the following partidos: Matanzas, Salto, Las Flores, Lujan, Las Flores, Arcreites, Chacabuco, Navarro, San Nicolas, Dolores, Guardia Monto, 25 de Mayo, Santa Fé, Entre Rios, Banda Oriental. Those who wish Land or Sheep will do well to call and examine for themselves. Apply at Calle Reconquista No. 46. 143—3p j24

Camp Carriage for Sale, New, full turn, very strong, just the thing for a person having a place outside the city. Will be sold cheap. To be seen at the Cochera San Martin, nearly opposite the Bolsa. 146—6p j24

Just Received, Bass's celebrated Beer in kilnkins in superior condition; also Islay and Campbelltown's Whisky in bottles. ROBERT MUIR & Co., 162 Defensa. 145—3p j24

ADDISON DORE, No. 45 Cangallo Street, Has on sale primo lands in the Province of Cordova, 4 leagues square, near Santa Fé, 6 leagues from the Central Railway, and 40 leagues from the Rosario, with extensive alfalfas, large jagualas, permanent waterings and very superior buildings. Partnerships may be formed also with advantageous terms.

ALSO ON SALE, A square league of splendid camp, measured and landmarked, with two large lakes within its area, in the district of Tapalquen. A grand chance to make a good and cheap purchase on the easiest terms, as only a very small part of the money will be required cash, with long subdivisions for the balance. Apply soon at 45 Cangallo. 142—6p j23

FOR NEW YORK, T2o 3, 3 A II British barque, ELOR DEL MAR, is ready to receive cargo and will have quick despatch. For balance of freight apply to the consignees, Messrs. SAK & HALS & Co., or to TAY & UPTON, 147—15p j21 Ship Brokers, 39 Reconquista.

FOR NEW YORK, The first class, fast sailing, American Barque T A L V E R A, Has a large part of cargo engaged, and will have quick despatch. For balance of freight apply to the consignees, Messrs. Zimmermann Fairs & Co., or to TAY & UPTON, 112—2w j18 Ship Brokers.

FOR BOSTON, The first-class British clipper barque ST. DOMINGUE, will positively sail on 13th February. For balance of freight apply to the consignees, Messrs. Samuel B. Hals & Co., or to Tay & Upton, ship brokers, 39 Reconquista. 130—15p j21

FOR ANTWERP, Will leave about 20th of February next, the splendid Prussian barque JOHANN MARTIN, having most excellent accommodations for cabin passengers. Further particulars will be given at Nos. 45 & 46 Paseo de Julio. 140—3j21

Al Comercio, Desde la fecha sigue mi negocio de Corredor en sociedad con el Sr. Dr. D. M. de Mendez bajo la razon social de Walter y Mendez. LOUIS WALTER, Buenos Ayres, Enero 20, 1867. 133—3p 21

To Let, The House in calle Suipacha, No. 446, lately occupied by Wilson Jacobs, Esq., with drawing-room, dining room, 6 bed-rooms, pantry, kitchen, gas and unlimited supply of water. Apply at 120 calle Piedra. 135—6p j21.

To Let, Two Furnished Apartments, with windows to the front, in an English house. Apply at No. 366 calle Mexico, at any hour. 141—3p j21

Public Sale of Negrette Rams & Sheep, On Thursday, the 23rd inst., at 11 o'clock, there will be sold to the highest bidder in cash, 30 Negrette Rams, Pure breed, from the 28 do Sheep, cabsas of the Count Haylonsterna en Rogrow Pomorania, lately arrived in the Hanoverian barque Lutken, and assigned to Messrs. Boetjen & Co.

All these animals have been selected from the above mentioned cabsas, which is known for animals yielding a great quantity of wool of the best quality. The Rams and Sheep may be inspected every day, at No 164 calle Victoria, B. NAZAR & Co., 135—3p j21

TO THE PUBLIC, NO MORE TOOTHACHE, A perfect cure guaranteed. An Argentine led (not understood) offers always her services to such of the public as may be suffering from the above-named disease. Her remedy—for no one else knows how to apply it—is very simple and efficacious. May be consulted at her own house daily from 9 a.m. till 5 p.m. For each tooth cured \$10; \$20m/c. if going to your residence, and if at a distance must be supplied with a carriage. The Argentine soldiers will be, as usual, attended gratis. No. 222 1/2 San Martin. 132—3p j21

To be Sold or Let, A neat little house with eight rooms and kitchen. Calle Defensa No. 611 inquire within. 125—6p 20

For Sale, A handsome shop-counter, suitable for a confectionary, boot-shop, grocery, or silversmith's. Apply at 197 Calle Las Piedras. 125—10p j20

Wanted, A stout young man to deliver Aerated Waters in town and take care of a horse. Apply 182 Defensa. 144—3p j24

Wanted, A competent assistant at the English Store, Montevideo. Apply to Nowham & Co. 128—6p j20

Wanted, A pupil of J. D. Harding, R.A. and graduate of the University of Edinburgh wishes a few pupils and to attend a school; the highest references. Apply A. B., Libreria Inglesa, San Martin. 105—6p j18

Wanted, 70 Men to work on the Railway, between Mercedes and Chivilcoy. Wages, with board, lodging, and wine, from \$600 to \$700 a month. Apply 66 Reconquista. 137—9p j21

Wanted, A good Cook and Housemaid. Apply calle las Artes, 331. 138—8p j21

Wanted, Dry Nurse, A family in Montevideo wants to engage an English or Irish dry nurse. For particulars please apply to Deetjen & Co., Piedra 108. 141—3p j21

Tuition, A gentleman classically educated would accept a tuition in town or country. Terms moderate, but the accommodation must be comfortable. Apply by letter to J. K. L. Lodeel's bookstore, 76 Calle San Martin. Town would be preferred. 127—5p j20.

English, A gentleman who has been disappointed in his expectations is desirous to obtain employment either in a merchant's office or barraca, is conversant with accounts, and Book-keeping by double entry, and can correspond; satisfactory references. Please address to 'Industry,' office of this paper. 100—9p j16

Royal Mail Steam Packet Company, The Royal Mail Steam Packet "Assa" such as Curwita, Comander, will leave the port for Montevideo on 14 de Enero, on Friday, 26th Jan. 1866. At Rio de Janeiro the Arno will meet with and will transfer to one of the Company's Transatlantic Packets Passenger and Freight for the following Ports, viz. Bahia, Pernambuco, St. Vincent (Cape de Verd Islands), Lisbon, and Southampton.

Passengers by this vessel are requested to embark before Four p.m. on the above-named day, as the "Arno" will leave precisely at that hour. For information as regards Rates of Passage, of Freight, &c., please apply at the Agency of the Company, 77 Calle 25 de Mayo.

ABRAHAM ROBINSON, Cargo will in future be received on board the Arno at Rio, Bahia, and Pernambuco, at \$3 10c. per ton of 40 cubic feet.

New Work on the Argentine Republic, Just arrived and on Sale at the 'Standard' Office, in one volume 8vo., with Maps, Illustrations, Appendices, and Statistical Tables. Price 18 shillings, or 120 paper dollars, and 44 patacons.

With Extracts from a Diary of Salado Exploration, 1863 and 1863, By THOMAS J. HUTCHINSON, F.R.G.S. &c. H.B.M. Consul for Rosario; Author of 'Nigro-Tahiti-Biase Exploration,' 'Impressions of Western Africa,' 'Ten Years' Wanderings amongst the Ethiopians,' &c. London: Edward Stanford, 6, Charing Cross, S.W. OFFICERS OF THE PRESS, This is a work of complete character as regards the attractions for European settlers on territories of the River Plate.

The Times, A book crammed with authentic knowledge of all the important facts connected with the Argentine Republic, interspersed with lively descriptions of the aspects of the country, and the manners of its inhabitants.

Daily News, Mr. Hutchinson gives some delightful sketches of scenes in different parts of the Argentine Republic and enters largely into the statistics of trade, products &c.: the book is well illustrated, and has a capital map attached to it.

Morning Star, This is a most interesting account of the South American countries on La Plata. The gauchos and their wonderful control over the horse, their modes of living, manners and customs in Buenos Ayres and other leading towns, as Santiago, Cordoba, Monte Video &c., form the leading features of this volume which is pleasantly and chastely written.

Liverpool Athlon, An elegant most entertaining, and most informing volume, this is a most useful work, touching a country about which so little is known and about which everything appertaining to it ought to be known.

Liverpool Journal, Although the book is full of statistics, the author has taken such care to put them at the end of his chapters, and so to let really interesting description preponderate, that we can recommend the volume even for drawing-room perusal.

Illustrator, This book will be read with great interest by all persons desirous of information respecting the geographical and physical characteristics of the immense regions of the River Plate.

Brain & River Plate Mail, A visit to those countries in 1864, On sale at Messrs. Mackenzie's book-store or at this office.

CHANGE OF TIME FOR MONTEVIDEO, The splendid new American Steamer PORTENA.

This first class steamer will leave the MONTE VIDEO every TUESDAY and SATURDAY evening at 6 o'clock p.m., and will leave Montevideo each MONDAY and THURSDAY. This Steamer expressly built for this route offers the most unequalled accommodation to passengers.

For Tickets and further particulars apply at the agents, ALVAREZ & RISSO, 89 1/2 Calle Reconquista 89 1/2.

Vessels Loading in Port, &c. by HENRY A. GREEN & CO., Shipbrokers, Calle Reconquista No. 85.

FOR LIVERPOOL, The British Steamer, "ADA", 967 tons, Captain J. Carter. The British Barque "P. ABAGUA", 304 tons, Captain Harris. The British Luggur "NAVGATOR", 207 tons, Captain Lafcuvre. The British Barque "J.M.", 282 tons, Captain Collier. The British Barque "ISABEL", 351 tons, Captain Hewson. The National Barque "MARIA", 376 tons, Captain Buraly. The British Barque "CEARA", 309 tons, Captain Lanted. The British Barque "MAGNA CHARTA", 495 tons, Captain Hartigan.

FOR LONDON, The British Barque "SEA BELLE", 207 tons, Captain Hibbert. The British Barque "CORNELIA", 374 tons, Captain Walker.

FOR ENGLAND FOR ORDERS, The Belgian Brigantine "MILVET", 223 tons, Captain Konndson. The Belgian Brigantine "COMORANT", 285 tons, Captain Couch. The Austrian Schooner "MARIA", 128 tons, Captain Ctoh.

FOR ANTWERP, The Belgian Brig "HORTENSE", 242 tons, Captain Beckmann. The Italian Barque "MYRRA ELECTA", 358 tons, Captain Francato. The Dutch Brigantine "LEVEN STERREN", 186 tons, Captain Hommes. The British Barque "MILBRUK", 328 tons, Captain Baron. The British Barque "ONDA", 371 tons, Captain O. Foy. The British Barque "LA PLATA", 393 tons, Captain Blair.

The Italian Barque "ALEXANDRE VOLTA", 376 tons, Captain Valla. The Italian Barque "CONFIDENZA", 284 tons, Captain Pino. The Austrian Brigantine "TIGER", 230 tons, Captain Brandt. The Italian Barque "ROSA", 345 tons, Captain Guglielmo. The British Brig "VATID", 214 tons, Captain Houston. The British Barque "FALCON", 319 tons, Captain Robinson. The Italian Brig "AURELIANO", 285 tons, Captain Doderio. The British Brig "THE BOGAN BRIG", 218 tons, Captain Banning. The British Barque "COLORADO", 645 tons, Captain Thomas. The Italian Barque "TRE FRATELLI", 498 tons, Captain Beverino. The Italian Barque "NICOLA 2", 368 tons, Captain Lerra. The Italian Brig "AMERIGO", 287 tons, Captain Maricano. The Italian Brig "VITTORIO ALPIERE", 244 tons, Captain Ferraro.

FOR NEW YORK, The American Ship "BENJAMIN AYMAR", 435 tons, Captain Sawyer. The Dutch Brig "WILHELMINA & EDIZA", 291 tons, Captain Widema. The Italian Brig "STIGE", 327 tons, Captain Ivorich. The British Barque "CERBER", 414 tons, Captain Roy.

LOADING IN THE URUGUAY, For Orders, The Italian Barque "FEDERICA", 364 tons, Captain Moglia. The Italian Brig "COGOLITO", 233 tons, Captain Blass. The Italian Barque "FLAVIA", 232 tons, Captain Martino. The Italian Barque "VARAGENE", 293 tons, Captain Chissaro. The Italian Brig "ARATIO FREMO", 260 tons, Captain Gamba. The Italian Barque "GUSTAVE FREMERY", 347 tons, Captain Ferraro. The Italian Brig "VITTORIO", 258 tons, Captain A. Potmann. The British Brig "ABBEY", 221 tons, Captain Hicks.

LOADING IN THE PORT OF PARANA, The Italian Barque "GARMINE", 250 tons, Captain Capello.

LOADING AT GUALEGUAY, The Italian Barque "CORSAIR", 345 tons, Captain Sanders. The British Barque "MAY FLOW", 262 tons, Captain Oby.

PARAGUAY AND GUARINITES, A visit to those countries in 1864, On sale at Messrs. Mackenzie's book-store or at this office.

