



## MAILS FROM CORRIENTES

## LATEST FROM PASO LA PATRIA

## DARING ATTACK OF THE ENEMY

**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 Paraguayans 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 Martín 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. Hornos 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 headquarters 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. Hornos, 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 headquarters is in a pleasant country-house surrounded with trees, on the bank of the Laguna at Ensenadita, 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. Oliver and Doctor Figueroa have died, much regretted.

The Libertal, 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!

## INTERESTING FROM HEAD-QUARTERS.

The 'Tribuna' correspondent writes from Corrientes, under date 12th inst. as follows.

Everything is at a stand-still. The belligerent armies maintain the same positions. The Brazilians under Generals Osorio and Netto have their tents stretched over a great extent of ground, about 3 leagues from the city. The only force at Paso la Patria is that of Gen. Hornos, the bulk of the Argentine army being at Ensenadita, about 5 miles this side of the Pass. Gen. Cáceres is stationed about a mile from the village of San Cosme. Gen. Flores is about the same distance from Itati, at a place called Yaguari, and has been joined by Col. Garcia's San Martín regiment: it is said Gen. Mitre recently saluted this officer as General Garcia;

he is much liked in the army, and his corps has not had a single desertion since the outset.

The Paraguayans maintain the same position on the other side of Paso la Patria, and shew themselves every day with 8 or 10 canoes full of armed men. We have recently put guards all along this side to prevent their usual midnight visits.

The Brazilian fleet is here still at anchor, anxiously awaiting the arrival of Admiral Tamandaré to commence operations. The officers and sailors are full of enthusiasm, and burning for the signal to advance against Humaytá; but, as the operations will probably be combined both by sea and land, our friends in B. Ayres need not expect any news of importance for a month or six weeks. Those who say anything else talk mere 'bosh,' for the carpenters are only now building the first of the 'balsas' ordered for passing the army over the Paraná.

On the night of the 10th a great alarm was raised in the Argentine army. A cavalry picquet was bringing in a deserter of the Nat. Guards, when the fellow tried to escape, and the soldiers, set off in pursuit shouting "kill him! kill him!" The Cordoba Libre batt. took alarm and turned out, which spread like wild-fire through the camp, and in ten minutes the whole Argentine army was under arms. The alarm was soon discovered to be unfounded, and the author of it put under close arrest.

The Chacabuco arrived on the 10th with the Tucuman contingent and 5th batt. of the Line, the Pavon having brought a few days before several forces from Rosario: all these corps marched out on the evening of the 11th for headquarters at Ensenadita.

The Brazilian transport Yaguarebe left on the 12th for Montevideo, taking down some hundred Paraguayan prisoners of General Flores's army. The Mearin has not yet returned from La Paz. The powder-explosion in the Brazilian camp was a trifling affair: only 4 or 5 killed and a few wounded; the powder which blew up consisted of the charges of some guns that got wet in crossing the Riachuelo, and which were drawn in order not to lose the balls. We are still landing ammunition for rifled cannon and siege mortars in large quantities.

The only local topics are President Mitre's letter to Somellera, which was at first believed a forgery but which His Excellency now admits, only condemning Somellera for publishing it, and the agitation about the new Gov. who is a poor clod-hopper of little promise or pretension. Pampun renounced the post of Vice-Governor in a very insolent note, and Dr. Vidal has been chosen in his place: the Doctor is a general favorite. Governor Evaristo Lopez has invited Dr. Benitez to act as Minister of Government, and he has only accepted on condition of being allowed to name his colleague for the Finance Department.

Another letter dated, Camp at Saladas, Jan. 14th 1866 says:—

There is nothing at all stirring in the way of battles, skirmishes or military movements. We are still awaiting events, till preparations be concluded for crossing the Paraná. Pay no attention to those who pretend they know where the passage is to take place; for Pres. Mitre will not even let Gen. Paunero know his intentions. The carpenters in Corrientes are busy making rafts and canoes for the army, and we are looking up provisions &c. of every kind, as the Paraguayan territory is utterly bare and we shall have to take with us even fodder for our horses. The work before us is not that of a day, and however impatient people may be in Buenos Ayres, they need not expect any news for at least a month.

A profound impression has been caused here by the publication of Gen. Mitre's letter to Somellera, and still more so by the terrible attacks in the 'Nacional' on this subject. The first paper that reached here was the 'Nacion Argentina,' after reading which the President threw it aside in disgust, and taking two or three turns up and down his tent went out without saying a word to anyone. We knew at once there was something wrong. Shortly afterwards, Lafuente entered the tent, took up the 'Nacion,' and after reading it, folded it up and put it in his pocket. My anxiety was to get a copy of the paper and on procuring one I read the letter bearing Gen. Mitre's signature, which explained all. The General feels the most supreme contempt for Somellera, but he is also much annoyed with Gutierrez, and will never forgive him for publishing his letter.

Although the President is generally imperturbable, he is greatly vexed about this letter which was only signed by him and written by Lafuente.

The mails arrived from Buenos Ayres in 4 days, with the newspapers, and after General Mitre had read the 'Nacional' and thrown it aside, he said "I will never write another line except to my wife." Notwithstanding his attempt to appear serene, he was very vexed on reading the papers, seeing the bad impression his letter must cause, and he ordered Lafuente to write a tremendous letter to Gutierrez. The 'Nacion' is by no means interpreter of his views, either in the Chilean question or in many others.

Tribuna Correspondent.

## MAILS FROM THE INTERIOR.

## CONFLAGRATION AT LA HUERTA MINES.

**HEROISM OF MR. EDWARD KLAPPENBACK.**  
We have dates from Mendoza 30th ult., San Juan 31st., and Cordoba 14th inst.

The 'Zonda' says—"On the night of the 17th a fire occurred in the Klappenback mining works at La Huerta, which shows the proprietors must have been under a lucky star. The cook at first gave the alarm of a column of smoke coming from the pantry, but the workmen after a short examination pronounced it nothing and returned to bed. In half-an-hour the sky was lit up by the flames, and as it was known there was a quantity of gunpowder in the deposit no one dared to lend assistance. Young Mr. Edward Klappenback, resolving to risk his life, dashed into the burning sheds, through fire and smoke and succeeded after superhuman efforts in getting the flames under."

A respectable old gentleman named Pedro Lima was murdered close to the police-barrack. An awful accident has occurred in Col. Quiroga's family: three of his children playing with gunpowder were blown up.

A great drought prevails in the province of San Luis.

The only news from Cordoba is that the Governor has suspended the Municipal Elections.

## THE TACUAREMBO GOLD-FIELDS.

## SCOTCH MINING EXPEDITION.

Fray Bentos, Jan. 15th, 1866.

Messrs. Muhlhall: Gentlemen,—  
Some time ago, in 1863, I sent you a sample of gold, or what was thought to be gold, to be analysed, and you gave it to the Government. Please to inform me, if possible, if it really was gold? As the person that gave it to me was killed about a year and a half ago, and I find that none of his family knows anything about it; now if it was gold the place is easily found, as we know where it is within a league or so.

On the 18th of last month three Scotchmen and one Englishman left this for Cuñapirú, and on the 8th of this month two more Scotchmen left this for the same place, provided with letters of recommendation to the owners of the ground, and instructions, with information requisite, to go to the spot, and all that is wanted is expert hands to extract it. The person that heads this party is an expert miner from New Zealand, besides another from California.

Gold filled California, Australia and New Zealand with a laborious population, and you may depend that gold will fill this part of the world also, and in the course of a month or two you will find that Cuñapirú is worth changing or fighting for. The Brazilians are well aware of this, for some years back, and at present they are not only private owners of the ground, but the local authorities are all Brazilians, and all questions at law are taken to Santa Anna. Moreover, the police of Santa Anna runs over the whole district: mind you, no one has told me this; I have seen the whole thing with my own eyes, gold included. Therefore, I conclude that Cuñapirú, or, I may say, a great part of the country of Tacuarembó, will bring the Orientals to their senses—gold is a great stimulant!

ROWLAND.

## THE NEW MUNICIPALITY.

Cathedral (North)—D. Juan Anchoarena.  
Cathedral (South)—D. Miguel Azcunaga.

Montserrat—D. Vicente Letamendi.  
San Nicolas—D. Manuel A. Aguirre.  
Balvanera—Dr. William Leslie.  
Piedad—D. Francisco G. Villa.  
Pilar—Samuel B. Hale Esq.  
San Telmo—D. Juan Lanuz.  
San Miguel—Dr. Ventura Bosch.  
Socorro—D. Jorge Drabble Esq.  
Concepcion—Dr. Sinforoso Amodeo Barracas (North)—D. José Herrera.  
Terna for President—Messrs. Juan B. Peña, Vicente Cazon, and Juan B. Molina.

## PETROLEUM EXPLORATION IN JUJUY.

## LIGHTING UP THE LEGISLATIVE CHAMBER.

The papers from Jujuy state that on the 4th ult. an exploring party comprising the manager and several shareholders of the Jujuy Petroleum Co. and the eminent geologist Mr. Host, started from that city for the petroleum beds in the eastern part of the Province. Their march was long and troublesome, as well owing to the rainy weather, as to the difficult country they had to traverse, there being no roads and their way lying across mountains and rugged defiles swarming with reptiles. On the morning of the 8th they arrived at an immense mass of granite, beneath which is the principal source of petroleum, which they christened the 'Concepcion' in honor of the feast of the day. The site was surrounded with majestic woods. Having made the necessary survey and procured a small quantity of the bituminous matter existing here in large deposits, they set out to return to Jujuy, and on their arrival Mr. Host made a scientific analysis of the samples from which it was found to yield Kerosene of a much purer and brighter quality than that of the United States, possessing the additional advantage of being entirely free from any offensive odour.

The surveys show that the petroleum territory extends for about 25 leagues from east to west, but no idea can be formed of their depth until proper boring-materials be obtained, and for this purpose Mr. Host and the manager of the Co. will shortly start for Buenos Ayres. Besides procuring the necessary machinery they will engage numbers of foreign artisans and laborers for the various branches of the enterprise.

To-morrow night (continues our Jujuy colleague) there is to be an extraordinary meeting of shareholders, to hear the report of the exploring committee and take steps accordingly. The Hall of Sessions will be lighted up with our native Kerosene, which we have no doubt will cause universal jubilation, as the first token of the realization of this splendid industry which promises to inundate us with wealth, enterprise and immigration.

## THE READY RHINO.

The descendants of the Pilgrim Fathers cherish with peculiar affection the name of the May Flower, the first English vessel which arrived on the shores of New England. In the same manner the inhabitants of the Boca ought to preserve the tradition, in future years, of the Ready Rhino which entered the Riachuelo on Thursday, being the first English vessel, with cargo, that has ever visited that port. It was indeed a cheering novelty, yesterday, to see an ocean-trader, with the Union Jack astern, moored alongside the station of the Boca Railway, having on board two locomotives for the Western Railway.

The Ready Rhino is 127 tons register, and commanded by Capt. Strike, a nautical-looking little man, who chanced to be a fellow-passenger with us in the train. Instead of requiring a whaleboat to go on board his vessel, we had the satisfaction to see him put a ladder from the gable end of the railway-station and jump on deck with the same ease and non-chalance as if he were in dock at Liverpool. Ye who have suffered the trouble and adventures of going off from the mole-head a distance of 7 miles, to a vessel in the roadstead, can fancy what a convenience it would be if all ship-masters could do like Capt. Strike and vault from Argentine soil to the deck of an English brig in this port of B. Ayres.

Mayhap the Ligurian navigators in their small coasting craft moored to the river's side, regarded the Ready Rhino as an intruder, although Jack seemed well pleased with his neighbors as he leaned over the gunwale, only lacking the language of Dante to enter into familiar conversation with the boatmen, facchini, sawyers, washwomen, &c. of the locality. But there can be no doubt that Capt. Strike fully appreciates the facility for discharging or taking in cargo, which such proximity to a railway station affords, and it is only necessary to clean the mouth of the Riachuelo for many others to follow in the wake of the Ready Rhino. Only a few yards ahead of her bows lay the Drag, which has been this long time rotting in the mud, perfectly useless; and yet it cost Government a large sum of money and we suppose, might be repaired at a trifling outlay, for the very useful purpose we indicate.

When Captain Strike goes back to England, he may fairly claim a testimonial from the Royal Geographical Society for having opened a new port to British commerce, and we have no doubt those friends of Buenos Ayres who may meet him on the Liverpool

Exchange flags will warmly congratulate him on his success in landing the locomotives without the troublesome intervention of lighters. We believe the Ready Rhino will be shortly ready to receive cargo for England, and we hope to see her on her return hither at the same moorings, with, perhaps, a few other ocean-traders discharging bales of goods into Mr. Wheelwright's trucks, for immediate transmission to the city by steam.

On behalf of the commerce of Buenos Ayres we declare Capt. Strike and his posse well-deserving of the country, and salute the pioneer of Boca navigation with a hearty greeting—Hurrah for the Ready Rhino!

## SCOTCH MISSION IN B. ORIENTAL.

Every day a step forward. Last week we had to mention the progress of the American congregation at Rosario; a few days before it was the concursus of the Irish College at Flores, and now we have the pleasure of recording a notable move by the Scotch community in the River Plate to establish a mission in Banda Oriental. All these are unmistakable signs of the growing prosperity of the various classes of Englishmen in these countries, and of their zeal for the proper education of their families.

On Saturday last the Rev. Mr. McNeill left this city for Paysandú, on a missionary tour through the Banda Oriental. He will visit the various departments wherein there are Scotch settlers, and on determining the most central point for his residence will there establish himself for the religious care and attendance of his countrymen. The want of a clergyman of their persuasion has long been felt by the Presbyterian community of the neighboring Republic, and it speaks highly for their liberality, that the Scotchmen have made up an income of £300 per annum for the reverend gentleman above-named. Although our Scottish brethren in the River Plate are comparatively few, barely numbering 3,000 altogether, they have already three clergymen in the Province of Buenos Ayres with distinct missions, representing as many flourishing communities.

We believe the successful establishment of the new mission is due in great manner to the labors of our esteemed friend the Rev. H. Smith, senior pastor of the Scotch congregation. In congratulating him upon this occasion, we beg him also to convey our best wishes to the Rev. Mr. McNeill, hoping he will gain the same popularity in the Banda Oriental as the Scotch clergymen on this side deservedly enjoy.

## THE PROGRESS OF MONTEVIDEO.

Some time since we took occasion to remark the notable progress of Buenos Ayres within the last few years, and it is now no less pleasing to see by the eloquent statistics contained in the 'Siglo' packet-review that the sister-city, Montevideo, has made unparalleled strides within the brief interval of the last 10 months, since the establishment of peace under the new Government. The returns of the Custom-house, National schools, and Public-works shew a state of rapidly increasing prosperity and fully justify our recent appreciations of 'Montevideo regenerated,' which by some were regarded as fanciful illusions or flattering figures of speech.

The Customs revenues for the 10 months ending December 31st amount to \$2,595,023 which is over £50,000 sterling per month, or 50 p. cent above the medium average in the 4 preceding years. During the year 1865 the number of foreign vessels entered with cargo was 719 (besides 10 in ballast) with a gross tonnage of 259,000 tons: of these, 166 were English, representing 94,498 tons. Vessels cleared with cargo for foreign parts numbered 397, not including many others cleared direct from ports on the Uruguay, for Europe. The coasting trade has also been considerable, amounting to 1,463 vessels arrived from the rivers, including the steamboats on the various routes. The enormous quantity of 37,447 tons coal was imported during the year; this is partly due to the demand caused by the war, and also to the difference of coal being taxed in Buenos Ayres and admitted in Montevideo duty-free.

The Municipality returns of the Comisión Administrativa shew that in last March the city possessed 14 free schools, attended by 1,820 boys and girls; on the 31st ult. there were 17 male and 13 female free schools, counting no fewer than 1,597 boys and 1,486 girls; and shewing a net increase of 16 schools and 1,263 pupils. Within the last two months have also been established night-schools, for adults, in four districts of the city, which already boast an attendance of 84 foreigners and 27 natives; and this

branch of popular instruction promises to attain a great and speedy development.

The more material progress of Montevideo, as evinced in the item of Public Works and house-building, is on a par with the splendid tables of figures above cited. In the 10 months since March, licenses have been issued for erecting or re-building no fewer than 338 houses, and notable improvements are being pushed forward on all sides in street-pavement, road-mending, &c. The Comision Administrativa seems bent on making Montevideo one of the handsomest and most commodious cities in this continent, and the list of public works already in hand is so great that artisans and labourers cannot be found in sufficient number. The new Bolsa is nearly finished; the new Hotel Nacional is a sumptuous edifice and will shortly be ready to receive guests; the Post-office has been begun and the plans are on a magnificent scale; the new Philharmonic theatre inaugurated last Saturday is a handsome saloon lighted with 60 gas-jets; the San Francisco church is also rising from its foundations and will be pushed on rapidly; the Bovedas are about to be demolished to make room for a market-place, and a second market is spoken of to be erected behind Solis theatre, for which site the Comision is already in treaty; a Cabildo or town-hall is projected; the site has been chosen for a Lunatic Asylum; and to wind up this long catalogue a number of street-fountains is spoken of, as it is felt to be of primary importance to have a good water-supply.

The improvement on the port is also being attended to; Sr. Hausen of the Durazno Railway having submitted a project for laying down three light-houses—one at the Ortiz bank, another off Cape St. Mary, and a third at the Panela, to stand some 140 feet high and have lights visible 20 miles out to sea.

Such are the principal items of interest we have copied from our Montevidean colleagues, and we are happy to find such progress in the trade, education, and city-improvements, during so very brief an interval as ten months. Verily, Montevideo is regenerated since our visit last February, and if we could once get well done with the Paraguayan war it would be difficult to set bounds to the advancement of the S. American Tyre.

LATEST FROM MONTEVIDEO.

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

The Paloma from Corunna 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. Salvatierra, his brother, and Sor. Zipitria who surrendered at Uruguanayana, 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 Riccardi's squadron took place; it was attended by naval officers of all nations, and the number of cocked hats and uniforms was unprecedented. The remains were interred with the usual honors in the cemetery.

We have been requested to thank the commander of the U. S. monitor Monadnock 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'. It is thought the Blancos will refuse to assist in the review of Nat. Guards on the anniversary of Quinteros.

The Minerva, to Getting bros. arrived from London; the Constatino, Brilliant, Unrestricted, and Auray from Cadiz with salt, the British gunboat Linnet, and American war-steamer Powhattan from Rio Janeiro.

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

LATEST FROM PATAGONIA.

A gentleman just arrived from the Rio Negro brings news to the 6th inst. of a cheering character, everything going on well, and the crops promising to be magnificent. No locusts had shown themselves anywhere; the wheat crop is estimated at 25 to 30 thousand fanegas. Much attention is being given to cultivating the grape; a German settler has laid down 6,000 feet of vines, and Sor Murga 8,000 feet, which are coming on well. The camps are in good condition and the Indians have recently given no annoyance. The Summer has been very cool, and in the evening people found it necessary to wear cloth paletots. There is no great progress or improvement observable in the town of Carmen, but the traders are much annoyed with the new Custom-house regulations: it seems the place was a free port until last November, when a receiver of customs was sent down there, and the change is found very inconvenient.

A terrible occurrence took place on the 6th inst. in the most public street of Carmen; two soldiers undergoing penal servitude, named Peraltu and Chaves, fought with knives until one killed the other, the neighbors not interfering, although there were some 50 spectators. Both the combatants were noted assassins, no less than 5 or 6 murders being imputed to each.

THE PACIFIC MAILS.

IMPORTANT FROM CHILE.

Custom-house Duties re-established.—The Blockade of Valparaiso and Caldera.—All other ports free to commerce.—English vessels seized at Callao and Coquimbo.—Recal of Mr. Nelson.—General Kilpatrick, new American Minister.—Fugitive Spaniards caught near the Andes.—English Merchants and Peruvian coins.—Provisions from Mendoza.—Visit to Spanish prisoners.—English and American Sympathies.—News from Bolivia and Ecuador.

We have files of the Valparaiso papers to Dec. 30th., and the chief news of importance is with reference to the re-establishment of import and export duties which had been abolished on account of the blockade of the coast. The successor of Admiral Pareja having raised the blockade of all ports except Valparaiso and Caldera, commerce began to flow as freely as before, and the Government found its exchequer sadly in want of the Customs-revenues. A meeting of merchants was called at the Bolsa of Valparaiso on the 28th, by the Finance Minister, to consider the question, and much discussion turned on the resolutions proposed by Mr. Brown: it was finally agreed to re-impose the import-duties on condition of a reduction of 15 per cent. in the tariff, and the export duties on copper &c. would be also reduced.

The Blanca, Madrid, and Vencedora continue to blockade Valparaiso, the Numancia, Berenguela, Marques de Victoria and Matias Cousiño cruising about Caldera. The Resolucion went on an expedition northwards, object unknown. The authorities of Coquimbo seized the British barque 'Marshal Pelissier' for having sold coal to the Spaniards; they also intercepted the brig Valenzuela Castillo from Callao with supplies for the blockaders.

From Callao we learn that the Peruvians embargoed the British barques Palatine and Gloriosa and three other foreign vessels on a similar pretext. This may lead to complications with G. Britain as they were not carrying contraband of war.

Mr. Nelson has been recalled by the American Government, and his successor, Gen. Kilpatrick, is daily expected. The former has gained golden opinions in Chile, and his departure is much regretted.

Three Spaniards, named Mandiola, Urtebi, and Aramburo were arrested at a place called Hacienda de Las Condes, on the highroad to Mendoza, endeavoring to escape from Chile; they have been put in prison.

A number of English merchants, headed by Mr. Edwards, have come to a resolution to take Peruvian and Bolivian coins at a fixed valuation.

Several convoys of provisions arrived from the Argentine Republic, but the speculators lost heavily, as they found the market over-full when they fancied the Chilians dying of hunger. The festivities of Christmas were kept with great spirit at Santiago.

The Pacific Steam-boat Co. publishes a notice that owing to the blockade of Valparaiso their vessels will land and receive passengers at the port of Papudo. No fresh incidents have occurred on the coast, but the Chilian papers repeat the false story of Admiral Pareja's suicide with an effrontery little creditable. Meantime the Spanish prisoners are well treated, and on a recent visitation by a special commission their only complaint was, getting grease instead of oil on their food.

President Mitre and the 'Nacion Argentina' are severely censured as being friendly to the Spaniards, but great hopes of sympathy from the U. States are entertained, and Admiral Godon's fleet is anxiously expected. Sor Vicuña McKenna has published a pamphlet at New York defending the conduct of Chile. The meeting of Liverpool merchants was also received as a good omen, but fanatic writers continue to fill the Chilian papers with inflammatory articles against all Europeans, which will do Chile much harm.

The new Peruvian Government has not yet made a rupture with Spain, and will think twice before doing so. In Ecuador the Government has declared itself neutral, but supplies of all kinds are freely given at Guayaquil to the Spaniards. From Bolivia we hear that Gen. Melgarejo has declared the port of Cobija under state of siege. The Cholera has made its appearance at Parana. Latest dates from Australia, to Nov. 3rd, say the drought continues in New South Wales.

MISCELLANEOUS.

The sister steamer of the Porteña was to be launched on the 1st of Jan. Her name is the Oriental, and not the Montevideano, as our colleague states. She is much larger than the Porteña, being 230 feet long, and will draw 7 feet of water: very fast, fitted up with the most gorgeous magnificence, far superior to the Porteña or Mississippi. She will leave the States about the middle of February, and may be expected here about the middle of March. McKay and Aldus, the builders of the Porteña, are also the builders of the Oriental. She has been built expressly for the Montevideo route, and although of light draught, will be very steady in the water, and without any perceptible shaking or rocking. We may add, that every defect which the acute penetration of those connected with the Porteña discovered, has been expressly cared for and removed in the new steamer, so that she will be, beyond all question, the floating palace of the river Plate. The Porteña and Oriental belong to the New York and River Plate Steamboat Company, of which Mr. George Savory is President.

Admiral Godon, U. S. Admiral for the River Plate station, has at last come up. We salute the gallant Admiral on his arrival in these waters. We hear that the United States' monitor Monadnock, which is at present in Rio Janeiro, is one of the most extraordinary vessels afloat. There is positively nothing of her over water but the turret, and crew, soldiers, and officers, 75 in number, live under water. As she draws 17 1/2 feet water, she cannot come to Buenos Ayres.

Dr. Thomas West has been heard of, he is in Cordova; a subscriber in Rosario sent him the 'Standard.' He may be expected shortly, as he will leave for England, where he inherits a magnificent estate.

From the Rincon de Pichinango, B. O., we hear that a large fire took place between the Swiss and Piedmontese Colonies. The fire did immense damage, and continued burning for two days. The drought is now being felt in the camps, and all the estanciaeros are praying fervently for rain.

Entre Ries wool nearly all comes to Buenos Ayres now instead of Montevideo, this being regarded a better market; the last sale of Entre-Riano wools from the Estancia of Sr. Jorge at the very high very high price of 37 rs.

A Scotch farmer availing himself of the very tight state of the money market has purchased half a league of prime land in the Guardia del Monte in three hundred thousand dollars: last year this land was offered for sale and at the rate of one million dollars for a square league declined.

During the last fortnight the total receipts of wool from the camp in both plazas is 420,000 arrobs, of which 235,000 arrobs were sold. The shipments to the States during the same period slightly exceed 6800 bales.

During the last year the bricklayers seem to have been pretty busy, 649 new houses erected, and 260 repaired and altered. This is the truest sign of how this city is progressing. It is much to be regretted, however, that the streets are so narrow, and the new houses so high; what will posterity do when all the houses will be five stories? The new Municipality ought to make an effort to widen the streets a little.

Great enquiries are made as to what about the new American steamers between this Port and Rio to connect with the New-York and Rio line. We are not in a position to give our readers any information on the subject, beyond the fact that a gentleman connected with the Company has arrived from New-York, to make preparations; the subsidy, however, granted by the Argentine Government is thought in New-York to be too small.

The people in Europe seem to have a very exaggerated idea of the strength of the allies, for they keep shipping to the River Plate soldiers' shoes, pantaloons, jackets, etc., in enormous quantities. In Montevideo and Buenos Ayres there are soldiers' boots enough for Napoleon's army; swords, muskets and bayonets arrive in almost every vessel, but as the battles are few, though the campaign is long, the supply of arms first given to the regiments lasts longer in Corrientes than the Liege merchants suppose.

The Italian steamer Clementina has at last arrived with a some three hundred emigrants. She will leave this port on the 24th of February next, bound for Marseilles. It is a very remarkable fact that these independent lines of steamers meet with good public support, and are doing much good for the country. It is really a shame that Congress has not voted a small subsidy to each line, which could be reimbursed by the Government getting out some of Ascasubi's recruits.

Mr. Burgess, the renowned Australian traveller, who left per Cordova for Europe, has taken passage in an American clipper in Montevideo, bound for the West Coast of Australia.

The Chilian war it seems has played out the postal contract between Government and Sr. Sauze. It seems that the number of letter-bags was so great that an extra coach was necessary. Sauze very naturally applied to the Government for a further subvention. Posadas declined, and the consequence is that the contract has been rescinded. We suppose the mails now will be carried through the country on horseback.

An Australian capitalist who has come out here purely to buy land, has left for Azul, and purposes crossing the pampa down there to the Bahia Nueva Colony.

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

On Sunday the Liverpool steamer Ada arrived with 24 passengers, mostly Irishmen, who inform us 150 more were about to leave Liverpool, per La Zingara. They are all welcome.

The railway row in Quilmes still continues. There is nothing doing in the way of railway works the other side of the Barraca bridge, to the great annoyance of our friends in Quilmes. A meeting is talked of, which will probably wake up the Government to the wants, wishes and requirements of the free and enlightened citizens of Quilmes.

We hear that Messrs. Green, Drabble and Armstrong presented a magnificent tea service to Governor Saavedra on the occasion of the opening of the Southern Railway, which his Excellency most peremptorily declined: what became of the tea service we have not heard. A rather amusing communication has been sent us, entitled, Brown, Jones, and Robinson, which of course we declined publishing.

People who were so very anxious to know what it was that detained Admiral Tamandaré so long in Buenos Ayres, will learn with pleasure that the gallant Admiral was busily occupied in arranging about supplying the army with preserved beef. He has been to all the establishments and witnessed the process of curing. He had made a contract with Olden, and has now gone down to see Biraben and arrange for a supply.

The Government, we hear, has received an offer from a Portefo gentleman, on behalf of an English Company, for the Western Railway. The price offered is two millions two hundred thousand patacons, which is some three hundred thousand patacons under the Government price. The best thing decidedly the Government could do would be, to take the offer and with the money redeem the paper-dollar. The works of the road are progressing so rapidly that we have no doubt it will be finished before May, to Chivilcoy. The Concepcion church is rapidly approaching completion: it will be, when finished, one of the finest temples in this city.

We hear great accounts about the crops in the Islands this year: potatoes have yielded splendidly, maize and tobacco done very well also, but in rice there is none done, notwithstanding that we have the opinion of the Government engineer that the Islands in the Parana would make the finest rice-growing fields in the world.

On the 1st February a new native paper called 'La America' will be started, the editor, we understand, Dr. E. Carriego; the politics of the paper will be exclusively indigenous and purely South American in every sense of the word. There is very little probability of the paper holding out longer than a month at farthest.

The topographical map of the province of Buenos Ayres is at last finished, and it is, without exception, the best map extant of Buenos Ayres. The Topographical Department has conferred a decided benefit on the public of Buenos Ayres by this work, which shows every estancia in the province. Copies of this valuable map are being sent to Europe to the different academies, although we think that the most useful place to send whatever surplus copies of the map exist would be to our office, where each day we receive visits from parties newly arrived in the country, with capital both to buy land and sheep.

H. B. M. gunboat Linnet left Rio Janeiro on the 10th inst. for the River Plate. We understand the British Government intends to strengthen considerably the Brazilian and West-coast stations in view of the great number of American vessels ordered to these waters.

The 'Nacion Argentina' agrees with us on the impropriety of shifting the light on Lobos island: we believe the reason alleged is that it formerly injured the fishing by frightening away the fish, but the duties on lost cargoes will more than equal the revenue accruing to the Montevidean Government from the fisheries, not to take any account of the manifest injury to commerce and the risk to human life.

Latest advices from Matto Grasso to Nov. 30th, state that the Paraguayans have not taken Cuyabá, but maintain their old positions at Coimbra, Curumbá and the San Lorenzo. The President of the Province is still a close prisoner at Asuncion.

A Prussian frigate called the Venus has arrived at Rio Janeiro from Teneriffe, en route for Montevideo: it is a long time since we have seen a Prussian war-vessel in the River Plate.

The Italian squadron will shortly be reinforced by the frigates San Giovanni and Princess Clothilde, the former to relieve the Principe Umberto now at Valparaiso and ordered home. A scientific corps, comprising Senator Filippi, Professor Pigioli and other eminent men, has arrived in the Admiral's flag-ship Regina, but will tranship to the Magenta bound for Japan on a commercial and exploring mission.

The Italian Admiral's ship Regina is a 36 gun frigate and carries nearly six hundred men on board. She is a very fine vessel but is too large to come up here.

The French steamer Carmel will go into the earneing dock at Rio next month. She will therefore leave earlier than usual, namely on the 4th of Feb. instead of the 12th.

Mr. Wheelwright has addressed a letter to the Governor of Cordova, informing him of his being about to enter with his 'navvies' into the province of Cordova. The Governor has instructed M. Laverge, the engineer, to commence surveying the lands on either side of the railway, and the 'mojones,' or land marks, are being made, to erect on the lands when surveyed. The Governor of Cordova, although much abused, seems more willing to comply with his part of the contract than his Excellency the Governor of Santa Fé, who, as yet, we believe, has not delivered one rood of land, which according to the terms of the concession belongs to the company.

The Capitania of Montevideo will shortly be provided with a steam-launch, instead of the ancient 'saluas,' for service in port.

**THE "STANDARD"**  
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**NOTICE TO EMIGRANTS.**  
**WANTED**—One hundred capitalists with a capital of £1000 sterling each; annual profits, 60 per cent.  
**WANTED**—Five hundred good female cooks and housemaids; wages, £3 10s. per month.  
**WANTED**—Ten thousand labourers; wages four shillings per day.  
**WANTED**—Twenty thousand good shopkeepers; wages, including board, lodging, horse-hire, and washing, £1 10s. per month, with a certain prospect of getting a flock of sheep, in a few years, on shares.  
**NOT WANTED**—Commercial clerks or shopboys.

**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 audeam, nil veri non audeam dicere."  
CICERO.

THURSDAY, JANUARY 25, 1866.

**REVIEW FOR EUROPE.**

Notwithstanding the great expectations of those who positively informed us that the Paraguayan question was to be wound up in January, the month has been utterly barren of events in the way of military movements. The allied armies, some 50,000 men, are still in the same positions, between the city of Corrientes and the Paso de la Patria; the Brazilian fleet has not yet passed up the Tres Bocas; the enemy has his watch-fires lighted on the far side of the Paraná, and, in a word, since the evacuation of Corrientes by the Paraguayans, in last October, things may be said to have remained in *statu quo*. But President Mitre has not been idle, nor have his soldiers found another Capua in the recovered city of Corrientes. Here, at a distance of 1,000 miles we can form only a faint idea of the numberless difficulties to be overcome, means to be provided, and preparations to be made, which the Generalissimo of the allies has experienced, before undertaking the last great step that is to decide the fate of these countries. It is even surmised that everything will not be in readiness, to invade Paraguay, before another month, and then with the approach of Autumn, the campaign will be robbed of half its terrors and difficulties.

Here in Buenos Ayres the feverish state of the public mind in its thirst for novelty develops itself in minor matters, and after 'a tempest in a teapot,' about a letter from President Mitre censuring the intrigues of election-clubs, we have a grand pitched battle in the front-parlor of the town-hall between the parties appointed to choose the Municipality for the current year. The only interest of the Municipal squabble lies in the question, whether we are to have any Corporation before 1867 which is exceedingly problematical, since the minority sooner than let their adversaries be elected absent themselves *en masse* to prevent the possibility of a 'quorum,' and the municipal wants of the city are, meantime, wholly unattended to.

A significant occurrence took place last week at the Boca del Riachuelo, the Ready Rhino having gone in there to discharge some locomotives &c. for the Western Railway: it is the first instance on record of an English vessel with cargo going into the Riachuelo, and if this place could be converted into a port it would be an invaluable gain to commerce, as the Boca is only 2 miles distant by rail from the city.

Our railways are going on very well and doing rather a brisk business. The engineers of the G. Southern began last week to survey the projected extension line from Chascomus to Dolores: apropos of the opening of this line Messrs. Green, Armstrong and Drabble have presented three tasteful *Epergues* of rock-crystal mounted on silver, to Pres. Mitre, who has graciously accepted this memorial of the work. The tramway of this line from the terminus to Plaza Mouserrat is finished, the coaches running every day to train the horses, but it is not yet opened to traffic. The Western prolongation from Mercedes to Chivilcoy is far advanced, and we are enabled to state officially that it will be open the whole way by April.

As an instance of the demand for labor we may mention that the Western Railway at present pays 700\$ (£5—13s. British) per month, besides board, lodging and wine, for 'navvies,' and still sufficient hands cannot be got. The news from the upper provinces is unimportant. In Cordoba the people are discontented with their Governor. From San Juan a good deal of silver has lately come down, and copper from Catamarca. The petroleum-discoveries of Jujuy are most favorably spoken of, the new Co. being about to commence operations actively. The workmen of the Central Argentine Railway have already invaded the Province of Cordoba, and the line will be completed half way (as far as Frayle Muerto) by June: it is not yet opened for traffic in any part.

By last Pacific mails we have a confirmation of the death of Admiral Pareja, who succumbed to an attack of dysentery: this event will however nowise alter the condition of affairs, except so far as the limitation of the blockade to the ports of Valparaiso and Caldera.

Business in Buenos Ayres is brisk, and Money dear, all the importers are doing an excellent trade. Produce from the Interior provinces keeps steadily increasing and the receipts of silver and silver lead are now becoming so important as to attract especial attention to that industry. This packet takes to England probably the largest shipment of silver ever made from the River Plate. In the country parts, sheep are offering so cheap that it is a most favorable time for beginners; great fears were at first entertained about the drought, but the rain has at last come and the camps are beginning to look well. The Echegaray land scheme in Cordoba has proved but a dream, the concessionaire having failed to pay the money within the stipulated period; all eyes are now centred on Messrs. Wilcken and Ruding, in the hope that they will succeed in their colonization scheme, which we have no hesitation in saying is the best and most practicable that has as yet been brought before the public.

**MONTEVIDEAN REVIEW.**

The event of the fortnight has been the arrival of the American squadron under Commodore Rogers, bound for the Pacific. Never before has the River Plate had such wonderful visitors: the magnificent steamer Vanderbilt divides public admiration with the terrible monitor *Monadnoc*, and the respect for the power and mechanical skill of N. America has augmented considerably in these parts. The streets of Montevideo are thronged with American officers who take no pains to conceal their natural pride at the great naval power they represent. At the same time the new Italian flotilla under Admiral Riccardi has arrived, but the *Magenta* and *Regina* will not be able

to lionise it until the departure of the American leviathans, which was fixed for to-day.

In another column will be found a detailed account of the progress made by Montevideo since the pacification of February 1865, and the statistics therein cited will give an idea of the elasticity and vigor of these countries during even a brief interval of peace.

Respecting the Cuñapirú and Tacua-rembó gold-fields we have only to report an expedition of Scotch Australian miners recently from Fray Bentos, and we much regret that Mr. Jehu Hitchens has not wished to give us any information about his scientific enquiries, previous to his return to England.

Two disastrous fires are reported from the camps near Colonia, and most of the departments are suffering more or less from drought. In Porongos we understand there is at present a gang of free-booters which causes much anxiety. The sheep-farmers find their flocks so much increased and hands so scarce that we understand over half a million sheep are offered for sale.

In the Department of Paysandú we have just heard that it has rained three days consecutively, and the fears of a drought are now dispelled.—The Brazilians are the best customers for cattle and pay from 10 to 12 patacones per head—but in the North eastern districts cattle are selling much cheaper. The *Suladeristas* are doing a very active business and cannot kill fast enough. Business, in Monte Video is good, money plenty: wool has declined somewhat; last sale 50,000 ar. to Echegaray for washing at from 32 to 35 reals.

**NEWS FROM THE FLEET.**

**ARMY AND NAVY ITEMS.**

Corrientes, January 19.

To the Editors of the 'Standard' Gentlemen,

It is now some time since I last wrote to you, and my reason for doing so has been not of the most pleasant tone, and that is, 'our shameful inactivity.'

What could I write you interesting, when there has not been a single movement? I detest patched up letters. I shall always give you good substantial news, when there is any to be had.

The only thing new around here, in the last week and at present, is, that great and hurried preparations are being made, in the shape of 'chatas,' for crossing the grand army at the Paso de la Patria.

Several 'chatas' have already been concentrated at the pass. These 'chatas' will hold 500 men (infantry.) The Brazilians have landed several pieces of heavy ordnance, with all the necessary accoutrements, and about 200 rifled guns, 68lb. shot.

Most of the Brazilian troops that came up in transports have gone to join the main army at the Laguna Brava, all finely fitted out, but a miserable set, as far as looks are concerned.

Since the Brazilians went away, the *Correntinos* have not found anybody else to torment, consequently the town has partly returned to its former state of quietness.

There are but few Argentine officers now skulking around here, as 'old much-to-do-about-nothing' Gelly, has made a clean sweep of them, packing many off to the army [a distance of from 12 to 15 miles] on foot and under a broiling sun.

The enemy is in the same position, waiting patiently for our crossing to give us a warm reception. It is rumored here that twenty Paraguayans have crossed over and delivered themselves to our troops, under Caceres, bringing a tale of pestilence, famine, &c., existing amongst their countrymen on

the other side. It is also rumored here that several of our officers have passed over to the enemy; this, I think, is a 'bola.' Still they may have passed over, I agree, but I am perfectly sure with some advantageous object for our cause.

The river has risen tremendously, and continues doing so. We have 'agua de sobra,' but we shall not move before Tamandaré makes his appearance. When such a long-wished-for day will turn up is more than I say. We can only shrug our shoulders, hang our heads, and mutter 'paciencia.'

The Brazilian gunboat *Araguary* went down the river yesterday, with the object of assisting a transport loaded with troops, that had run aground above Paraná somewhere.

I have already given you every particle of news I have: I shall add something respecting our navy.

The *Libertad* is on the way up, loaded with troops, and will arrive here to-day or to-morrow. As soon as she arrives there will be an advantageous change both in her captain and some of her officers. The command of said vessel will be given to Major William Lawrence, an officer well appreciated and of distinction in our service. Captain Lawrence well deserves the title of a just commander and a brave officer. The *Libertad*, under his orders, will rival the *Guardia Nacional*, when the day comes again for 'doing,' and not 'palavering.'

My old friend, 'de penurias,' Lieut. Obligado, will also, I believe, pass to the *Libertad*: the old 'cascaso' will certainly lose a good officer, for a finer and braver young sailor never served under the Argentine banner. Several other officers, with whom you and most of our friends in Buenos Ayres are well acquainted belonging to the *Guardia Nacional*, will also solicit a pass to the *Libertad*. Amongst them, it is rumored, appears the name of our friend, Lieutenant Lowry.

What is up on board the glorious old ship I cannot imagine, but I shall strive to find out, and sooner or later let you know: something must have gone wrong.

The *Libertad* has just arrived, 4.30 p.m. with a 'pallebot,' a 'remolque,' both vessels completely loaded down with troops. I shall find out what regiments, and from where.

I have just found out by our 'ajudante' of the captain of the port, that the troops that have arrived, per *Libertad*, are from the provinces of Salta and Rioja, and number in all about 800 strong, and fine looking men.

Our army is certainly composed of a large number of fine looking men, and we have hopes of glorious 'hechos' on their part in this war: so far, at least, 'los Argentinos llevan la palma.' It was they, and not the Orientals, who won the battle of Yatay. It is true, the Argentine forces were more numerous than the Orientals, a still greater injustice on their part to claim the victory entirely to their exertions.

Another Brazilian transport with troops has arrived. River still rising with great strength. Nothing more for the present.

As ever, yours truly,  
CUEVAS.

**THE WAR IN THE NORTH.**

**SINBAD GOING TO THE SEAT OF WAR.**

Esquina, Jan. 20th 1866.

Gentlemen,

In reply to your favor of the 6th., I much regret to tell you a succession of untoward events have prevented me from doing as I intended to have done. In the former passage upwards of the *Esmeralda* I had taken a ticket meaning to have gone with her. She arrived at the Boca three hours before her

time, making a stop of four minutes there. The passengers were in the way to join her, yet were not within a mile of her when she steamed northwards: this put an end to their intentions I am now on the 'qui rive' to slip on board the first steamer that stops here bound north. On the 18th., I passed the day at the Boca: in the course of that day six steamers passed upwards, to my great vexation, none of them touched. I fear you will be disappointed when you learn I am not upon the spot. There will be on Monday a chance if no other offers in the meantime. I will endeavour to be at the Paso de la Patria as soon as possible when I will make a last effort to give you some truthful matter worth reading. I need not tell you I feel as great interest in the welfare of the "Standard" as if it were my own.

As you observe the *Esquina* is very remote from the scene. Anything known here is communicated by run-aways not very reliable and always out of date. It will be another affair to be upon the spot. I have at least in one respect the advantage of the correspondents from your city, I understand the Guarani which none of them know a word of, possessing also the confidence of many persons who hold distinguished posts under this Government, and being personally acquainted with many of the Argentine officers both military and naval some of whom I have known since their boyhood.

In fine, gentlemen, if I cannot portray as well as many of the confresos, I flatter myself the injunction "nothing extenuate or ought set down in malice" is never lost sight of. Some of Mr. Le Long's statements as well as those of others are strongly at variance with truth. Biassed as they are by strong antagonistic political feeling it could not be otherwise. It now remains to be seen if there is one capable among the allies to wield an army whose numbers have no parallel in the annals of S. America. It is to be hoped such a chief may be found, one able to control the masses and make them act in concert, when the day comes to venture the chances of war upon the battle-field. To force the passage of the Parana may easily be effected, it ought to have been done a month ago, when those who are devouring our very entrails should have been living upon the enemy disseminating there the pestilential tevers, small pox or other loathsome cutaneous diseases, to say nothing of the rapid disappearance of all that is virtuous from amongst us. If the Brazilian fleet had advanced against Humaitá, long since the Paraguayans would have succumbed. It should be kept in mind the enemy is one people commanded by one man, that all are deeply imbued with strong religious feelings, and every pains is taken to instil in the mind of the soldier the righteousness of the rapine and devastation he is made the wicked instrument of to execute.

SINBAD.

**EDITOR'S TABLE.**

The only mails arrived yesterday were from the Uruguay, bringing intelligence of the departure of Urquiza's infantry for the seat of war. The Captain-General arrived at Concepcion, from San José, at 8 o'clock on Saturday morning and by 10 o'clock there were embarked 730 men in the steamer 'Uruguay' and 120 in a pilot-boat in tow, but there was not room for the artillery. Colonel Gonzalez conveys them to Paso la Patria and will then return: on his way up he will stop at Paraná to take on board 150 more waiting there. The men shew no signs of mutiny. The public-school exami-

nations have terminated. The legislature was to assemble on Tuesday.

Yesterday was published the Vice President's decree appointing Dr. Juan Torrent as Envoy Extraordinary and Minister Plenipotentiary near the Court of Brazil, in room of the poet Marmol resigned. Dr. Torrent is quite a young man, and as deputy for Corrientes has displayed much talent in the National Congress.

We have great pleasure in saluting Captain Mantle who has just arrived from the United States; to establish a careening dockyard and tramway close to the port of Montevideo. This gentleman and his brother are owners of three steamers at present used as Brazilian transports, and we believe can command a capital of a million silver dollars.

According to latest advices from Corrientes the Paraguayans made another surprise in the camp of General Caceres, and killed six of his men, whose heads they carried away as trophies.

The 'España' states that the Duke of San Fernando, formerly Spanish consul in this port, has been removed from his subsequent post of Charge d'affaires at Costa Rica.

The same paper informs us that 2,000 Basques may be soon expected to arrive from Spain.

We read that the mate of the Italian vessel Alfieri has gone crazy, from a violent affection which he conceived for a young lady who came out as a passenger on board.

The 'Tribuna' states that Mr. Canstatt has purchased the Italian war-steamer Principe Odone.

The lad recently murdered at Ranchos was named Spur [not Pierce, as we incorrectly reported]: he was only recently arrived in the country, from England.

The 'Tiempo' of Sta. Fé publishes the following returns of the Swiss colony: there are 40 families, counting 167 souls. Besides large plantations of cereals they have put down 15,000 plants of tobacco, 10,000 of cotton, 1,000 orange, and 10,000 fruit trees. Their stock amounts to 400 sheep, 80 pigs, 88 horses, and 750 head of horned cattle.

To-night will take place at the Victoria theatre the benefit in memory of the deceased poet Ventura de la Vega.

On Monday night a man was drowned bathing off the mole,

It is a singular coincidence that there are at present three British barques in port with the same name—Falcon. Some confusion has, we believe, occurred in sending them cargo.

We are happy to announce a signal triumph for our agitation about the holes in the Mole: they are now completely repaired, and people may walk up and down with safety. It is complained, however, that the wreck of the Pampero is likely to cause disaster, in hazy weather, to vessels entering port. Why not blow her up at once?

The Paysandú arrived yesterday from Corrientes, but having left the day before the Esmeralda she brings no letter news.

The Arno leaves to-morrow evening with mails for England, the mail closing at 10 a.m. Our Weekly and Packet Editions are on sale, the former containing a full account of the Excursion to Montevideo to visit the American Squadron.

The French mail, it was thought in Montevideo, would be anticipated by some Brazilian transport from Rio, with troops.

On Monday last, 100 Paraguayan prisoners were landed in Montevideo from the Brazilian transport which so nearly ran down the George Wilks in the harbour.

THE MONTEVIDEAN EXCURSION

RETURN FROM THE MONADNOCK

Mr. Ziegler the Engineer showed us a mast which for the purpose of making the voyage to California, had been put into the 'Monadnock' at St. Thomas, and which has proved so great an improvement that the sailing qualities of this submarine vessel are beyond all question: she beat one of the Italian war vessels in the run down from Rio to Montevideo. On each of the iron turrets the Engineer has constructed a large look-out house, and on the summit of which is the compass these wooden turrets higher than the funnels and capped with a conical roof all nicely painted white give a still more extraordinary appearance to this vessel, and impress the casual observer with the idea that, the Monadnock is a large iron float upon which two light houses have been constructed.

Gangways from the turrets have also been constructed but in the moment of action all these wooden improvements are cut away, there is nothing visible or exposed save the two iron turrets and the two funnels—the funnels are made of iron eight inches thick. There are small sky lights which, when the water which washes over the decks is clear, afford good light, the officers' quarters are commodious and well furnished. Captain Bunce's own cabin we had a peep into, but the gallant Captain did not show himself. The helmsman steers within the tower, and peeps through slits which would not even admit a rifle ball, and are cut through the solid iron, the iron plates are 18 inches thick. Within the turrets is a lining of Indian rubber cloth padded with wool, to deaden the shock caused by the balls of the enemy striking the turrets: when in Wilmington river in a desperate engagement Mr. Ziegler informed us that the cannon balls fell around like hail stones and the turrets were struck every moment: it was then found necessary to keep the men in charge of the guns from touching the sides of the turret, as those who leant against the plates, received a sort of electric shock each time a ball hit the turret. The reverberation caused by firing these monstrous guns is but slightly felt in the turret, as it goes with the discharge outside. By means of a block and tackle the enormous balls, iron 520 lb., steel 480, are placed in the gun, and the work of firing each shot occupies but a few minutes: the turrets have two windows which when desirable can be closed by iron shutters 18 inches solid. These windows are never exposed to the enemy save whilst the guns are run out and in the act of being fired, the Engineer for each tower stands beneath and the turret revolves by means of a steam engine for that purpose. The Monadnock carries ammunition only for 3 days heavy fighting, but in one hour properly handled she could destroy any port she enters, and Mr. Ziegler informs us that not even the most powerful iron-clads, save those like herself which offer no target and are completely under water could withstand her.

In the ship below, the decks extend from stem to stern, the machine room is unusually large and, hard by is the black-smiths shop nearly as capacious as Marshall's workshop in Barracas. Vulcan reigns supreme in the Monadnock: everything on board is iron. The rudder is invisible: we looked everywhere for it, but could find it no place: probably it is in the top of the tower; we should not be at all surprized to hear so, for verily the Americans have disobeyed all precedent and custom in the construction of this Leviathan of the deep. As it was getting late

and the storm was growing worse we bade farewell to those Yankee Jonahs.

Sed revocare gradum Sed evadere ad superas auras Hic labor, hoc opus est.

To get out of the tower and into the George Wilks was an ugly business for us all: whilst below inspecting everything, the wind had kept still rising and now an easterly gale blew which threatened to drive our little boat up to Buenos Ayres the moment she loosed her mooring. Some of our Once de Setiembre friends were for waiting on board, and even going round to the Pacific rather than risk their lives again in that horrid little craft, the George Wilks—but shame triumphed over fear, and after paddling through the waves which beat over the deck we gained the boat, with a small jib about the size of a caubric pocket handkerchief we kept up to the wind and made for the shore. The waves beat mountains high, the most deathlike silence prevailed, folks who never prayed before in their lives prayed at that fearful hour: Evans could hardly manage the boat; an inch more and the boat was gone to that historic locality called "Davy Jones' locker": it was not the spray now that wet us but the waves that came rushing into our pockets: wet to the skin, drenched from top to toe, our editorial white hat like to wet brown paper. Walker asked how far we were off from the shore, for the waves frequently hid the city from our view: Evans' reply frightened us.

"And froze the genial current of the soul."

Suddenly a new danger presented, in the shape of a Brazilian transport bearing down under full steam, on top of us; shouts from the steamer; shouts from Evans; tacking under the wheels of our ally, pulling ropes and guzzling down salt water, the danger was frightful! the dilemma awful! one of our Once Setiembre friends who was lying in the bottom of the boat, said it was better to let the Brazilian run us down and then we should all get picked up; by the steamer and escape from the horrid George Wilks, but Evan's marine voice shouting "now gentlemen hold fast" silenced all discussion on the subject. We were under the bows of the French store ship—we tacked again and again and again and at last Evans shot us into the little cove between the two moles, and we all offered up a fervent prayer to the almighty for again touching terra firma: the mole was crowded and as we walked up by the Custom House cheer after cheer followed us until we reached Evan's.

At a past five the storm had somewhat abated and we again got together to make our Hegira. The Portea lay close in and we found ourselves all on board laughing and chatting about how we had escaped. Mr. Green, of the River Plate Bank, Mr. Buschental and other River Plate dignitaries were on board; at dinner the greatest hilarity prevailed although it was fearfully rough and of the 90 who sat down to dinner only 20 remained for dessert. Mr. Livingstone in his accustomed flowery style proposed the health of Mr. Evans, who had rescued us all from a watery grave. Drank with the most boisterous cheering and three times three.

Mr. Mulhall gave "The Monadnock and success to her." (Applause.)

Mr. Folmar proposed "The health of all those who returned to B. Ayres without boarding the American ships." (Drunk with great cheering, and Mr. Raggio of the 'Tribuna' and 'Nacion Argentina' called on to respond.)

But the night was too rough for much conviviality. Neptune seemed angry, and at ten o'clock almost every passenger on board was in his berth; at daybreak the roaring of the whale boatmen around the ship awoke us. The river was very rough, but nothing in comparison to what we had experienced in Montevideo; still it took us a full hour to land, and at ten minutes to seven o'clock a.m. we at last jumped on the mole stairs, having accomplished one of the most memorable trips on record, and gained an editorial triumph which deserves to emblazon the pages of Argentine history.

HEALTH OF THE CITY.

The same complaints are prevalent as in the previous fortnight, gastric affections, diarrhoea &c. Among children we note diarrhoea and indigestion both proceeding from the use of improper food, also diphtheria and throat disorders often attended with very acute symptoms and ulcers which impede swallowing. Females have been suffering much from hepatitis. The excessive heat and want of rain produce as usual among us a number of acute diseases.

The report of the Men's Hospital for December is as follows:—

No. of patients on Dec. 1st... 389 Admitted during month... 177 Left cured... 218 Died... 42 In hospital on 31st Dec... 306 Of this last, number only 93 (or 30 per cent) were Argentines, no fewer than 143 being Europeans and 70 from the sister-republics: the number of Englishmen was 14. The military ward shews the following:—

Officers and soldiers on Dec. 1st. 162 Admitted during month... 24 Left cured... 88 Died... 4 In hospital on Dec. 31st... 91

Dr. Teodoro Alvarez performed a delicate operation on the 11th inst. at the Women's Hospital: the patient was an unmarried woman, aged 30, who suffered from an aneurism of the left sub-clavial artery, caused by a fall some months before. The tumor was about the size of a goose-egg. The operation lasted an hour, the patient displaying wonderful endurance, as she had refused to take chloroform. Some difficulty, was found in binding the artery, with Descamps's needle. The patient improved until the 3rd day, when she was seized with violent pains, her pulse going up to 130, the left arm growing cold, and on the morning of the 7th day she died: a post-mortem examination was made 12 hours after.

The Lunatic hospital shews—Admitted from April 1st to Dec. 31st—140; Left cured—109; Died—23; Remaining on Dec. 31st—107. Of this number 89 were Europeans, including 9 English.

NEWS FROM THE CAMP.

LAS HERAS.

On the morning of the 22nd it commenced raining, continued all day and all night, and in fifteen days hence we hope to have an abundance of green grass. We did not suffer loss from the 'seca' owing to the care and attention paid to the sheep in time by giving them water. We have an abundance of dry grass still in this neighborhood, and would have good crops of all kinds were it not for the locusts, which have stripped our peach montes, eaten our maizales and alfalfa, and destroyed everything that was green.

There are sheep of superior quality for sale, with puestos to rent for a limited number of years—a good opportunity for new beginners to settle near the metropolis, where life and property is secure.

We know nothing about the delay of the new town. My opinion is, if the place for its commencement was measured out it would be raised to a considerable extent in a short time, as there are any quantity of mechanics anxious to hear of its beginning. It would be a great accommodation to people here, as Lobos, Navarro and Cañuelas is out of their reach.

WRECK OF THE STELLA.

DECLARATION OF THE SURVIVORS.

Respecting the loss of the pilot-boat Stella, the following declarations have been made before the Captain of the port of Montevideo—

Montevideo, Jan. 18th 1866.

I, John Poppens, a Dutchman aged 22 years and upwards, hereby declare that up to the 9th inst. I have been seaman on board the pilot-boat Stella wrecked on that day. On the 7th inst. we left Maldonado, under the command of Mr. Charles Emerson, to make a cruise, and on the 9th at 10:30 p.m., the weather being calm but a high sea on, we ran on the reef east of Lobos Island, and the vessel began to make much water. Mr. Emerson threw himself overboard, and we took to the boat, but some who remained were drowned. About 9 p.m. we had seen the Gorriti light, and on my telling Mr. Emerson he took his observations and turned in, directing me to call him at 11 o'clock. Shortly afterwards I went below, myself, to sleep and was soon awakened by a cry of "all hands on deck," and just then the vessel struck.

I, William Dash an Englishman aged 26 years and upwards, declare that up to the 9th inst. I have been seaman on board the Stella, under Capt. Emerson. While we were cruising on the night of the 9th, about 9 o'clock, I was just going to sleep when I heard all hands piped on deck. It was fine weather, but the sea ran high and we ran on the reef east of Lobos Island, the water making so fast on us that we had to escape for our lives. We looked for Emerson but could not find him aboard, and then taking to the boat reached Lobos Island. The Stella struck at 10.30 p.m. and in the confusion we did not see the Gorriti light, but when we reached land we saw it plainly enough.

OUR TRADE WITH THE U. STATES.

We have received the following from Messrs. Tay and Upton, American shipbrokers:— Exports to United States for month ending January 25th:— [24 vessels] 87,738 hides, 11,639 bales wool. 195 bales 12 chgs hair, 14 bales nutria skins. 5 bales 2 boxes feathers, 5772 hog skins. Exports to United States from December 25, 1864, to December 25, 1865: 607,561 hides, 417 bales goatskins. 28,468 bales wool, 91 bales sheepskins. 1,474 chgs wool, 8 bales deerskins. 728 bales hair, 50 bales feathers, 21 chgs hair, 44 boxes feathers. 9 bales nutria skins, 33,180 hogskins.

VESSELS ON THE BERTH.

For New York.

American ship B. Aymer. Italian brig Sligo. Dutch brig Wilhelmina & Eliza. American brig Faustina. American barque Damon. British barque Czarina. " " Pacific. " " Eugenie. " brig M. A. Herrera. American barque Tallavera: British " Flor del Mar. " " Cyrene. For Boston. British brig T. A. Darrell. " barque Richard Irving. Arg. " Charlotte. " " Manuela. British " St. Dominique. " " J. M. Churchill.

Freights to the States—Bales, \$6 a. and 5 per cent. gold; hides, 3, and 5 per cent do.

ON 'CHANGE.

Table with exchange rates for various currencies as of January 24, 1866. Includes Paper price of ounces, Do., sovereigns, First price of patacons, Second, Last price, and Cash sales.

There was very little done in specie to-day. Patacons declined five centesimos. Under the impression that specie would be required for army purposes and shipped in the steamer to-morrow, the market improved somewhat in the afternoon.

The march of Urquiza's army across the province of Entre Rios, from Concepcion to Parana, was discussed on 'Change. The brokers look with distrust on these marches and counter-marches of the Entre Riano army, and all agree that it would have been far better to have embarked the troops in the regular way. Some of the brokers confidently assert that Admiral Tamandari has at last left for Corrientes, and that on the 1st of February the allies will cross into Paraguay. The great delay of the army at the Paso de la Patria has given rise to the severest comments.

The sales of specie on time were as follows:— For Wednesday 21,500 25 70 Saturday 39,900 25 60 February 28th 29,500 25 00 Do. 3rd 2,000 25 70

Probably the most important feature in the money market to-day was the sudden fall in the rate of discounts in paper money. Last week currency could hardly be got at 2 per cent. per month. To-day several bills in paper money were discounted at 1 1/2. This sudden fall in the rate is solely attributable to the quiet state of our wool market, the demand for paper money having ceased in a great measure.

The arrivals of wool during the month have been 660,000 ar., and the rates for the same period 300,000.

The total arrivals of wool from the 1st of November are estimated at 2,265,000 ar., and the total sales of the season 1,665,000, and the total in deposit, 600,000. The general state of the wool market is dull. Good wools are scarce, but common lots abundant. The prices range as follows:—

Table with wool prices: Superior wools free of Lurr 87 to 95, First quality 77 to 84, Second do 69 to 75, Mixed do 62 to 67, Common and criolla 45 to 60.

In National Bonds there was nothing whatever done to-day. Some buyers at last quotation offered, but no sellers. Last price 39.

An Exchange there has been about £250,000 passed. The closing rate is 51 1/2, although some days previously about £12,000 passed at 51 1/2.

The barque Flor del Plata, from Liverpool, arrived to-day, also the steamer Corrientes, but with no particular news.

In dry hides classified we heard of one sale, 1000, at 41 rs; matadero ox, 29lb.

In saladero produce—8,000 salt hides at 31 1/2 rs. 19,000 qq jerked beef for the army; reserved price.

Messrs. Tay and Upton have placed on the berth the Cyrene, to load for New York.

Messrs. H. A. Green and Co. have chartered the Dutch brig Concordia, to load at Rio Grande for New York. Dry hides, 110 shillings and 5 per cent.

In the plaza very little done. 700 @ good wool, burry 70 500 do do 78 2000 do mixed lots 60 to 72 1300 do 78 1800 do 65

1000 do from deposit; private terms.



DIED.

On the 20th inst. at the residence of her father, near Villa Mercedes in the province of B. Ayres, Eliza Mary, daughter of Mr. James Kavanagh, estanciero, Leonora, who had only attained her 13th year, fell an early victim to consumption, and is deeply regretted by a large circle of friends. May she rest in peace.





SHIPS IN THE PORT OF BUENOS AYRES.

Table listing ships in the port of Buenos Ayres, categorized by nationality (English, American, French, Spanish, Dutch) and type (Barque, Brigantine, Schooner, etc.). Columns include Name, Tons, Captain, Arrival, and Consignee.

RIVER PLATE STEAM-SHIP COMPANY. LIVERPOOL AND RIVER PLATE DIRECT. NAMES OF STEAMERS. CORDOVA, ADA, URUGUAY, UNA, LEDA.

One of these Steamers will leave Liverpool for Montevideo and Buenos Ayres on the 1st of each month. Cargo will be received on board of the steamers 48 hours after their arrival...

Specie and Parcels will be received until the day before the steamers leave. In order to facilitate immigration to these countries the rates have been reduced as follows—

1st Class.....£35. 2nd „.....£25. 3rd „.....£16.

Return Tickets will be issued for six months at the following rates— 1st Class.....£65. 2nd „.....£45. 3rd „.....£30.

These boats are excellent opportunities for families visiting Europe, more especially when consisting of Ladies and Children, having large ladies' cabin, and carrying an experienced stewardess.

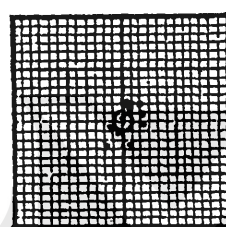
H. A. GREEN & CO., 85 RECONQUISTA.

Vessels Loading in Port, &c.

HENRY A. GREEN & CO., Shipbrokers, Calle Reconquista No. 65.

- FOR LIVERPOOL, The British Steamer, "ADA," 967 tons, Captain J. Carter. The British Barque "PARAGUAY," 304 tons, Captain Harris. The British Lugger "NAVIGATOR," 207 tons, Captain Lefevre. The British Barque "I.O.," 252 tons, Captain Collier. The British Barque "ISABEL," 351 tons, Captain Hewson. The National Barque "MARIA," 376 tons, Captain Buraley. 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 "HELVETIA," 223 tons, Captain Knudsen. The Belgian Brigantine "CORCORANT," 285 tons, Captain Couch. The Austrian Schooner "MARIA," 128 tons, Captain Ctoh.

AMMUNITION.



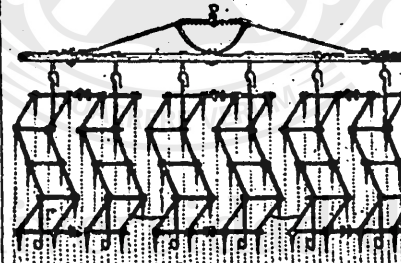
TARGET 12 FEET SQUARE. Represents average shooting at 500 yards, with ELEY'S BEST ENFIELD CARTRIDGES.

Eley's Ammunition OF EVERY DESCRIPTION For Sporting or Military Purposes.

Double Waterproof Central Fire Caps, Felt Wadding, to prevent the leading of Guns, Wire Cartridges for killing Game, &c., at long distances, Breech-loading Cartridge Cases of superior quality for Shot Guns and Rifles, Pin Cartridges, for "Lefaucheur's" Revolvers of 7, 9, and 12 millimetres. Jacob's Rifle Shell Tubes, Cartridges and Caps for Colt's, D'Arne's, Tranter's, Adam's, and other Revolvers. Ball Cartridges For Enfield Rifles, also for Westley Richard's Terry's Wilson's, Mont Storn's and other Breechloaders. Bullets of uniform weight made by compression from soft refined Lead. Mechanically fitting projectiles for Rigby's and Henry's Rifles. ELEY BROTHERS. Gray's-Inn-Road, London, W.C. (Wholesale only.)

HOWARD'S ZIGZAG HARROWS.

Gained at the Last Trials of the Royal Agricultural Society of England, at Newcastle, all the Prizes for Harrows in all kinds of cases; for the last Ten Years J. and F. Howard have won every First Prize for Harrows in every class.



Howard's Zigzag Harrows have received SIXTEEN FIRST PRIZES from the Royal Agricultural Society of England, being the largest number of Prizes awarded to any kind of Harrows ever exhibited. Forty thousand sets are now in use. At the Plymouth Meeting of the Royal Agricultural Society of England, July, 1865, J. and F. Howard won every Prize for which they competed, viz.— TWO FIRST PRIZES FOR THE BEST HAYMAKING MACHINES and the FIRST PRIZE FOR THE BEST HORSE RAKE. These Machines have won every First Prize at every competitive trial, both at home and abroad. The following Prizes have been awarded to J. and F. Howard by the Royal Agricultural Society of England. FORTY FOUR FIRST PRIZES. For the Best Plough for Light Land, Best Plough for Heavy Land, Best Harrows for General Purposes, ALSO THE GOLD MEDAL, AND OTHER PRIZES, FOR STEAM CULTIVATING MACHINERY, which is specially adapted for laying down land in permanent pasture. Full particulars may be had at their Agents throughout the Colonies, or will be sent free on application to JAMES AND FREDERICK HOWARD, Britannia Iron Works, Bedford, England. London Office: 4, Cursitor Street, Liverpool Office: 19, Sweeting Street.

LA ESTRELLA. ARGENTINE FIRE INSURANCE CO.

AT FIXED PREMIUM. Authorized by decree of the National and Provincial Governments. CAPITAL 2,000,000 HARD DOLLARS. DIRECTORS. Sr. D. Tomas Armstrong, President. Samuel B. Hale, Vice President. Eduardo Lumb, José Martinez de Hoz, Ambrosio Demarchi, Jorgo Drabble, Manuel S. de Zumaran. MANAGER—Sr. D. FRANCISCO F. MORENO. Inspector-General—A. Schmidt. Co.'s Office, 118 Calle Piedra, Altos.

The Company insures on equitable terms, and at a fixed premium, every description of property. The Company is solely and exclusively responsible for losses occasioned by FIRE which may be suffered by insured parties. The Insurance may be effected for periods ranging from one month to ten years. The total premium is payable in advance, in cases where the Insurance is effected for a term of one year or less; and annually where the term exceeds one year. In terms of from 6 to 10 years, payment in advance of 5 years premium, entitles the insured to the reimbursement of one year's premium; or in other words the Company will only charge the premium corresponding to four years. Payment in advance of ten year's premium entitles the insured to the reimbursement of two year's premium; with a further abatement of 10 per cent; on the premium corresponding to the term of eight years; that is he will only be charged with the amount of eight year's premiums—less 10 per cent. The Company furnishes guarantees of the highest character, from the fact of there being no other Fire Insurance Company, at a fixed premium, having its head residence in the Argentine Republic; and also from the circumstance of its large capital. The Company's funds are deposited in the Provincial Bank. Further particulars will be furnished on application at the Company's Offices. 93 xp n15



Royal Mail Steam Packet Company.

The Royal Mail Steam Packet "ARNO," hatched Curlew's, Commodore, will leave this port for Montevideo and Rio de Janeiro, on Friday, 26th Jan., 1866. At Rio de Janeiro the ARNO will meet with and will transfer to one of the Company's Transatlantic Packet Passengers 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, Freight, &c., please apply at the Agency of the Company, 17 Calle 25 de Mayo. ABRAHAM ROBINSON.

Cargo will in future be received on board the ARNO at Rio, Bahia, and Pernambuco, at 25 lbs. per ton of 40 cubic feet.

Lost. A Pocket-book, between B. Ayres and the Barracas. Apply 'Standard' office. 163—6p j26

For New York. The first-class British barque CYRENE Has already a considerable portion of cargo engaged. For balance of freight apply to TAY and UPTON, Ship Brokers, 39 Reconquista. 157..15p j25.

Machinist. Wanted a situation by a foreigner who has thorough experience as machinist and engineer on board vessels, &c. Apply Mr. Gutter, Hotel Calle Cuyo No. 23. 164..j25 3p

Wanted. Wanted a situation by a young girl to do house work or mind children. Enquire any hour at Charles F. Mulvaney's, 32 Calle Cuyo. 160—3p j25

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

NOTICE TO THE LADIES, RE-OPENING OF THE ENGLISH DRAPERY ESTABLISHMENT, 61 CORRIENTES 61.

Mr. THOMAS HOLMES begs respectfully to announce to the Ladies of Buenos Ayres and those resident in the Provinces, that he has succeeded to the business of this well known establishment, the stock of which he has just assorted with a

Magnificent Variety of Fashionable Spring and Summer Goods

Received direct from the London and Paris markets, comprising Cloaks, Shawls, Silks, and Fancy-dress Materials.

Underclothing for Ladies, Misses, and Infants

Ladies, Misses, and Childrens' Stockings and Socks, Embroidered and Plain Petticoats, Cambric Handkerchiefs, Trimmings Valenciennes Lace Collars and Cuffs, Edgings and Insertions, Flouncings, Guipure, Brussels, and Valenciennes Lace, Real Guipure and other Lace Veils.

QUILTS AND COUNTERPANES.

Bramantes, Madapolans, Linen, and Cotton Sheetings.

TABLE AND TOILET COVERS.

Table Linen, Irish Linen, Bretañas, Linen and Cotton Diaper, TOWELS DUSTERS &c.

French and English Prints,

SUPERIOR HABERDASHERY.

The best Pins, the best Tapes, the best Needles, the best Sewing

Silk and Cotton.

ENGLISH BOOTS AND SHOES,

Soaps, Scents, &c.

61 CORRIENTES 61.

LOADING IN THE URUGUAY.

- For Orders, The Italian Barque "FEDERICA," 364 tons, Captain Moglia. The Italian Barque "COGOLITO," 232 tons, Captain Massa. The Italian Barque "FLAVIO," 232 tons, Captain Martino. The Italian Barque "VARAGENE," 293 tons, Captain Ghizzaro. The Italian Barque "ORAZIO PRIMO," 250 tons, Captain Gamba. The Italian Barque "GIUSEPPE FERRAR," 347 tons, Captain Ferraro. The Italian Barque "VITTORIO," 258 tons, Captain Pietranord. The Italian Barque "ABBEY," 221 tons, Captain Hicks. LOADING AT GUALEQUAY, The British Barque "GARLINE," 250 tons, Captain Agiello. LOADING AT GUALEQUAY, The Italian Barque "GORSAR," 345 tons, Captain Sanders. The British Barque "MAY FLOWER," 282 tons, Captain Oty. 139..xp j20