

TEATRO COLON

ITALIAN OPERA. Funchionas de las Mañanas. 4. P. 8. P. 9. 10.

Teatro-Franco Argentino

The French Opera will be performed at the Teatro-Franco Argentino. Will be published. The Program of the Day of Performance.

Subscription to Concerts.

Subscription to the Concerts. The Local Committee, Gentlemen;

COLONIAL MUSEUM.

Mr. Reinhold begins his intention to give during the months of June and July three lectures on the history of the great nations, aided by some of the principal Professors and Amateurs of this country.

Subscription to "Standard."

Subscription to "Standard," \$30 per annum. ADVERTISEMENTS. Not exceeding five lines inserted three times.

TO CORRECT MISAPPREHENSIONS.

No notice can be given to any person who is named in the Standard, unless the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

The Standard.

SUNDAY, MAY 27, 1866.

GREAT SOUTHERN RAILWAY.

We have had occasion to examine curiously the accounts presented by the Southern Railway Company, which cannot but be satisfactory to the shareholders of that line.

One of the greatest elements of success in all industrial enterprises is economy in the working and administrative expenses, and it is to this point that we wish particularly to direct the attention of those of our readers who may be interested in the Southern Railway.

The board in England might be limited to say a chairman, with a salary of £500, three directors at £300 each, a secretary at £500, and the necessary staff of clerks, together with office rent and expenses should not exceed £500, making the total expenses in England £2,400.

We feel assured that the Directors, both here and in England, directing the interests of the Southern Railway at heart, would acquiesce in this measure of reform, and as we understand that Mr. H. A. Green, the original Concessionaire of the line, leaves for England by this packet, furnished with power from shareholders here, representing

4000 shares, we earnestly urge upon him, for the welfare of all concerned, the necessity of phoning this matter, in its proper light, before the Directors, and we trust that he will use all his influence to break down a system of extravagance, which appears to be a vice inherent in Public Companies in England.

How often are Directors of Companies compelled to present an unfavorable report, when a close attention to economy on the points we have referred to might have enabled them to show a very different result.

BUENOS AYRES GREAT SOUTHERN RAILWAY.

FULL ACCOUNT OF THE LOSS. Buenos Ayres, May 20, 1866. The Local Committee, Gentlemen;

I beg to hand you the following report of the damage done to this line by the late severe flood:— Between San Vicente and Donsellaar, at the large laguna, the bank is slightly damaged in places by the washing of the water on the east side, but the line is perfectly safe for traffic.

The drain cut by the contractors at that point seems to be efficient, as during the heaviest of the rain (the water did not rise so as to endanger the works. I notice that the water is higher on the east side of the bank, and that the culverts are not in proportion to the rest of the drainage works.

I would suggest the construction of another culvert, which will place that part of the line (unless we have a very much greater flood than the last) in perfect security.

The Campo bridge is perfectly secure and fully large for all the water that was flowing through it.

At the iron bridge next Donsellaar Station there was a large river running at great rapidity from east to west the water had slightly cut into the embankment on the east side behind each abutment, this was, however, quickly remedied by driving in a few piles and filling up the cavity with stone. The bridge affords ample water way, and the danger of the embankment being cut away in future can be prevented by facing it for a few feet on either side with large stones.

About 2 kilometres south of Donsellaar station, the water was washed over the line for about 200 metres, making five gaps in the embankment of about two metres wide and one metre deep, and washing away the ballast in places.

This damage is entirely owing to insufficient water way of the one culvert at this point of the line, the water standing two feet higher on the east side of the embankment than on the west.

We are now putting in two more culverts, each double the size of the original one, giving now five times as much water way as formerly, which will, I think, prevent any further chance of flooding at this part of the line.

From this point to within one kilometre north of the Samborombon bridge, the line is perfectly secure; here the embankment has again been washed away in two places on either side of a double culvert, one gap being ten metres wide and two deep, and the other 8 metres wide and 1½ deep.

The damage here has again been caused by insufficient water way in the culvert, the water having been dammed up more than two feet higher on the east than on the west side. I propose putting here two large culverts.

The Samborombon bridge and embankment have stood well and proved that they are all that is necessary at that portion of the line. The water rose to within ten inches of the girders of the bridge and extended in width to nearly two kilometres and a half, but with the exception of a very slight washing in one or two places on the west side of the embankment, no harm of any kind has been done.

From Samborombon bridge to within five kilometres of Facia station the line is perfectly secure; from there up to Facia station on the east side is one large laguna, the water standing about one foot higher on the west side than on the east side of the embankment. The two culverts on this portion of the line being totally insufficient the water has cut away the bank in four places, one about two metres wide and the others three metres wide.

At least three culverts will be necessary here. Between Facia and Gandara the embankment has again been cut away in five places, but to no very great extent at either point.

About 8 kilometres west of Chascomus the greatest damage has occurred, the bank being washed away for about 30 metres. This damage has again been caused by insufficient water way in the culvert. At the time the embankment was being washed away

here was a large river running from east to west.

From Buenos Ayres to San Vicente no damage of any kind has taken place. The heaviest rain fell between Donsellaar and Chascomus; it commenced on Friday evening about 9 o'clock and rained heavily without stopping till Tuesday morning about 8 o'clock; accompanied constantly by severe thunder and lightning. The wind from Friday to Monday was from N.E. by E., it then shifted and blew heavily from the N.W. on Tuesday.

On Monday, near Chascomus, the camps were almost entirely under water, many ranchos looking like ships at sea, in several places there were lagunas of miles in extent with large waves on them.

The damage done to the railway is entirely for want of sufficient water way in the culverts, and if now new and larger culverts are put down wherever the banks have been destroyed there will, I think, be little to fear in future from such inundations.

Many people have given us their opinion that the embankments are not high enough. I have given my full attention to the matter, and was over nearly the whole of the line during the worst of the flood. Everywhere there would have been ample drainage if sufficient water way had been given to the culverts; and, I feel assured, when this is done, there will be no need to increase the height of the embankments, and no damage will happen to the works in future, unless we have a far more severe flood than the last, which, from what I can learn, has been a most unusual one.

I am happy to say that at all the culverts and bridges the masonry has received no damage.

We have now a large number of men employed repairing the damage, and in FOUR days from this I hope to have the line in running order to Jeppener. The repairs between this point and Chascomus are in the hands of the contractors, and are much more extensive.

I am, Gentlemen, Your obedient servant, (Signed) EDWARD BANFIELD. 18th May.

P.S.—By a further inspection of the large laguna near San Vicente I notice that there is still a large quantity of water on the east side of the line, and although it is still running off, yet it does not seem to lower much now that the laguna about one mile to the west of the line, in which the drain has been cut, is full, and something more may yet be required to make the drainage in that point complete. E. B.

THE WAR IN THE NORTH.

ARRIVAL OF THE VIPER. TERRIFIC FIGHTING.

ADVANCE OF THE ALLIES. On Friday night the steamer Viper arrived in port, with dates from Paraguay to the 22nd inst.

The steamer has brought us the following letter [but not from Sinbad]. (Special correspondence per Viper.) Corrientes, May 22th.

Gentlemen, The Paysandu has just arrived from Itapiru with a sick freight. I regret to say that there is a great percentage of the allied troops upon the sick list. A little incident occurred here yesterday that made me feel proud. It took place on board the Italian gunboat Ardit.

A highly respectable few (your friend Mr. Puente was of the number) were gathered at the house of Mr. Washburn. It was noon. Two boats from the Ardit were in waiting to carry the company on board. The object of the visit was to christen a child under the Italian flag. Mr. W. and his lady were of the company. The ceremony was performed upon the quarter deck draped with flags. The Delegado Ecclesiastico the highest church authority in the Province officiated. Your renowned correspondent Sinbad was the Padrino!!! One of the prettiest girls of Corrientes was the Madrina. No search was made for weeds where roses grew. The ceremony over, a table was spread loaded with champagne, beer, confectionary, cigars, and fruit all first rate articles.

In compliment to his visitors Capt. Ravache had the crew to go through the exercise of small arms and great guns. He, as well as the most part of his officers, spoke English I need not tell you of the kind treatment we received from them. As we leave the gunboat an American flag was run up at the fore, and the customary honors were paid to the Envoy. As this was the first salute that has been fired for time out of mind, it made quite a stir, the washerwomen packed up and ran, men came hurrying to the beach out of breath to know the cause. Sinbad's health was toasted, nor did Mr. Puente forget the 'Standard' which was drunk with 3 times 3.

8 a.m. a heavy firing is going on at the north, and Sinbad has gone up to report; there is a rumour here that an awful hand to hand fight is going on, result as yet unknown.

It was known at the time of the leaving of the Viper that the great battle had taken place, and the allies on Monday the 21st had stormed Lopez's encampment at the point of the bayonet, carrying everything before them, and the enemy falling back on Humaitá.

Artega has sent the following important despatch to Hector P. Varela, Esq.: Corrientes, May 20, 1866. "At noon to-day a whaleboat from the Tres Bocas arrived, bringing the following news; The Brazilian iron-clads are bombarding since daylight the fort of Curupati; the firing has been even heard here. It is probable that the army has already moved and that soon all the land and sea forces will be before Humaitá. If I hear anything before the steamer leaves I will tell you. L. ARTEAGA."

"May 22nd.—A Chasque has just arrived from the Paso de la Patria, who says that on the 21st the allies attacked Lopez at the Estero Bellaco at the point of the bayonet, and with trifling loss drove the enemy into Humaitá. E. Mitre and Osorio led the assault. The allied infantry fought like heroes. I could not speak with the chasque to find out further news, but I believe his statement. At this moment we all hear a fearful firing apparently on land. A passenger who came in the steamer confirms the news."

The following is Col. Palleja's correspondence, received yesterday from Montevideo:

11th of May. Nothing new, hardly half a dozen shots have been fired. In my opinion Lopez is either withdrawing his heavy material, prior to his making a final retreat, or he has some other very serious object in view; in any case he is daily losing prestige, a little more delay and he will give no further trouble. In a council of war held to-day in General Flores tent, the attack was postponed to the 14th unless the enemy thought proper to anticipate it. Since yesterday the Oriental troops have received their pay up to the close of the present month. The meat is at present good and plentiful, but is brought at the sacrifice of our lives. Theague is general, more than a thousand men are sick with it; it generally lasts 8 days. The best remedy is quinine. The Paraguayans in the first symptoms take a cold bath, an effective remedy according to them, Our men dare not try it.

12th. Field exercise of the Oriental troops. The enemy throws out skirmishers; a few shots are exchanged; one or two men retire wounded. Two of our principal Generals are reconnoitering the Paraguayan line. All quiet. A great scarcity of horses exists, notwithstanding I see the San Martin regiment of cavalry pass in good order and well mounted. The beasts of burden are so weak that they are fit for nothing; this is due to the want of maize and alfalfa, a great oversight, and which may cost us dear in the day of battle; without them the artillery will be useless. This country is exhausted. The probability is, that famine will follow the war. The attack is to be postponed. News has come of the arrival of 700 oxen and 400 horses, all from Entre Rios; the President is in great want of them for the proper advance of the artillery. More horses are on the voyage.

13th. The Paraguayans are quiet, and have not even fired six shots all day. Our troops are killing cattle; meat and farina plentiful, but won't keep owing to the excessive heat.

14th. One or two shots heard about two in the morning. All a quiet again, and the day passes without further disturbance. A deserter comes in, a very intelligent youth; he said he was attacked by a tiger on the way, defended himself with a small dagger, and got off with a slight scratch on the arm; declares Lopez to have 21 battalions of infantry, which he has to recruit continually, from his repeated losses. Our Government should take note of this. The enemy's cavalry is mounted and unmounted. The camp is fortified with a great many pieces of artillery, just on the same plan as the camp of Santa Anna, in the Paso de la Patria.

It is reported that the number of horses is 2000, were it not for this delay the deciding battle must have taken place.

Colonel Pallejas maintains his assertions respecting Don Francisco Artega, and cites in proof of them the respectable names of Colonel D. Federico Alben and Julio Herrera y Obes. The Colonel says that had he been in the wrong, he would have humbly begged the aggressor's pardon, but such as it is, after the gratuitous insults offered him by Don Leopoldo Artega he reserves the right of chastising him the moment the war is over, and in case of his death he leaves that duty to his friends D. Eduardo Olave or Dn. Desiderio Cuevas.

Here closes the excellent correspondence of Don Leon Pallejas, undoubtedly after 'Sinbad' the most interesting, truthful and detailed correspondent of the many in this war.

THE WAR IN THE WEST

COLUMBIAN PROVINCES REFUSE TO JOIN CHILE AND PERU. COSTA RICA AND PERU.

As we anticipated, Costa Rica has in an official despatch from her Minister of Foreign Affairs to that of Peru, declined to join the Chile-Peruvian alliance against Spain, giving as a principal reason the treaty entered into with Spain, in 1850, which prohibits

either of the contracting parties committing, under any circumstances, acts of hostility against the other, without first representing to the offending party the grounds of offence, and being denied the corresponding satisfaction. The Government Costa Rica cannot see in the act of Spain against Peru any thing that she can assume as an offence to herself, and quotes the statements made some time since in the Spanish official despatches that it was not the object of Spain to acquire territory on the coast, but merely to obtain the consideration and respect which she acknowledges to other nations. For this and other reasons Costa Rica considers herself obliged to observe the strictest neutrality, although she acknowledges the sympathies which she has in favor of her sisters and friends, and hopes most fervently that the disagreeable question will soon be settled in the most honorable manner.

This sympathy and these good wishes are precisely what we predicted would be the amount of aid which Chile and Peru might expect from the United States of Columbia and all the Central American Republics, a formidable array of fair words which neither cost nor avail a dollar. Nor can we see what special aid Costa Rica could have rendered by a formal declaration of war against Spain so long as she had neither the men, means nor ships to offer assistance, and would only be subjecting, her ports to be blockaded and her commerce broken up, whilst by remaining neutral she may, if disposed, lend her neighbors a great deal of valuable aid without really compromising herself.

TERRIBLE DISASTER AT ASPINWALL.

EXPLOSION OF THE STEAMSHIP EUROPEAN. FRIGHTFUL SACRIFICE OF LIFE. GREAT DAMAGE TO PROPERTY.

By the Chilean mails yesterday we learn the following awful catastrophe:— It is our painful duty to record to day one of those terrible accidents which throw a gloom over the whole community, and which occurred at Aspinwall on Tuesday morning, the 3rd April, by the explosion of some of the cargo of the British steamer 'European,' causing the total destruction of the ship and the loss of the lives of her captain and the majority of her officers and crew, as well as of several persons resident in Aspinwall, besides doing an immense amount of damage to property on shore.

The 'European' arrived at Aspinwall on the morning of the 2d instant, and on the afternoon of same day came alongside the Railroad Company's wharf, generally used by this line, and commenced discharging her cargo. Nearly, if not all the local freight had been delivered, when about 7 o'clock on the morning of the 3d, a terrific explosion occurred on board, which tore away the upper parts of the ship and blew several large plates off the side. The wharf at which the vessel was unloading and which was some 400 feet long, was literally torn to pieces; the superstructure was completely demolished to within a hundred feet of the freight house, and hardly a plank remained in the entire length of the structure that was not wrenched from its fastenings. Immediately in front of where the vessel lay a gap was cut through the wharf, piles, planking, &c., all disappearing. The ship and wharf both caught fire and the latter was saved from entire destruction only by the exertions of several citizens, who got the fire engine to work, and after a few hours extinguished the flames, regardless of the risk they incurred from another explosion of the burning ship. The P. R. R. Co's splendid freight house is left a pile of ruins. The force of air caused by the concussion seems to have raised the roof— which was constructed of iron and plate—upwards, a few feet, its own weight bringing it down with immense force into the building, and carrying with it both the end walls, leaving the house, excepting the side walls which appear but little, if at all injured, a mass of ruins. It would be difficult to imagine a more complete wreck than that presented by the freight house and wharf.

Scarcely a building in the place escaped without more or less damage, those of a substantial nature suffering most; nearly all the brick and stone buildings were badly injured, but the freight house is the only one we have heard of which has been rendered uninhabitable. Hardly a whole window of glass remains in the city, and the destruction of glassware, crockery and such like is really wonderful. Although many vessels were lying in close proximity to the 'European' at the time of the disaster, none excepting the 'Caribbean' of the same line, sustained any serious damage.

The most awful part of the catastrophe was the dreadful loss of life and suffering attending it. Of the number of killed and missing it is impossible to give a correct estimate, but from present data the number may safely be put down at fifty, and is, we fear more likely to prove over this number than under it. Of the 41 men comprising the crew of the 'European,' 9 have

been killed and 12 are missing. Two clerks engaged on the wharf—Mr. Swainson, of the W. I. & P. Steamship Co., and Mr. Calvo, of the Panama Railroad Company, were both instantly killed, and of 13 native or Jamaicans employed on the wharf, and in the freight house, none are supposed to have been saved; besides it is believed a small gang of native laborers who had gone on board the unfortunate steamer have met the fate of the others. It will be several days before a correct estimate can be made of the loss. Many bodies were no doubt thrown into the water and picked up by sharks, whilst others are still buried beneath the ruins of the freight house and wharf, or went down with the ill-fated ship. The scene in Aspinwall after the first explosion cannot be described—it was harrowing in the extreme. Whilst the ruins gave an air of desolation to the place the mangled and lacerated bodies or pieces of bodies to be met with in every direction for a great distance around the ruin of the disaster were heart rending, and the suffering of the poor mortals crushed and bruised, in whom life was not extinct, was really dreadful.

Fears being entertained that a second explosion would occur, and as the cause of the disaster was still unknown, and none of the officers or crew of the ship were left who could give any explanation of its cause, it was thought best to have the burning ship towed into the stream. The Royal Mail Steamship Tamar, Capt. Moir, which had arrived the evening previous, immediately got up steam and prepared to tow out the burning ship, but before this could be accomplished another explosion took place, though not of sufficient force to cause any injury. It was supposed to be the magazine, which contain a small quantity of powder for ship's use. The Tamar then made fast to the burning hulk and towed her out. The two vessels had barely reached the opposite side of the bay when another explosion more terrific than the first occurred, but fortunately the ship being far from the city and in deep water no harm resulted. The last explosion is supposed to have broken up the hull, as in less than half an hour after it occurred the unfortunate ship went down. The top of her smoke stack is the only part now visible.

At first the cause of the explosion was wrapped in mystery, and as no one was saved from the wreck who could give any satisfactory explanation all was left to conjecture. A boiler explosion was impossible, as there was no steam on the main boiler, and there was no necessity to use the engines, as the ship had been lying at the wharf over eighteen hours discharging cargo. Gunpowder seemed most plausible, but there was none known to be on board, excepting a few pounds in the magazine for ships' use, which could not possibly cause so much destruction. If any were on board it must be under a false bill of lading, as none appeared on the ship's manifest. Besides, it seemed impossible that powder could explode in such immense quantities without creating a cloud of smoke, and leaving its marks on everything around, whereas in this case a few minutes after the explosion no traces whatever were visible, excepting the general ruin. It was then discovered that some seventy cases of Glonoino or Nitro Glycerine, one of the most powerful explosive agents known at the present day, was on board under an ordinary bill of lading. This at once cleared up the mystery. This compound is used for blasting purposes, and was shipped from Liverpool for California. It is, we understand, of a similar composition, if not the same, as a barrel or box of oil which exploded in Greenwich street, New York, a short time ago. It will be remembered the package was accidentally dropped on the street, and immediately exploded, tearing down two or three large buildings and damaging many others.

The amount of damage caused by the explosion is roughly estimated at \$1,000,000, which is about the lowest figure at which it can be placed.

THE KILLED AT ASPINWALL.

We have received from Aspinwall the latest report of the killed, wounded and missing by the late sad accident.

There have been buried up to the present time:— 26 Missing from the ship:— 12 Missing from the shore:— 8 Seriously wounded in hospital, of whom 5 will probably die:— 17 Besides these there are a number at their own homes slightly wounded.

We may infer from the above that our first suspicion of fifty being the number of unfortunate persons killed is about correct.

EDITOR'S TABLE.

The dinner at the British Legation on Thursday evening was one of the grandest ever given in this city on the Queen's birthday. Mr. Ford, the British Minister, proposed, in the most graceful terms, Her Majesty's health, which was drunk with all the honours. The banquet was magnificent; the feast of reason and flow of soul held sway until after 11 o'clock, after which most of the party adjourned to Colon, which was crowded to overflowing, it being one of the May festival nights.

The fireworks in the Plaza on the 25th passed off with customary grandeur: the weather being fair the Plaza was crowded all day. In the morning the children from the schools sang the National Hymn around the Pyramid at noon the Cathedral was thronged. It was remarked that neither the Vice-President nor the Governor were present at the Te Deum. On inquiry we learn that the Vice-President is very unwell and unable to go out, and the Governor caught cold the other day when laying the foundation-stone of the Piedad Church, and is suffering from a severe attack of rheumatism. The Ministers, however, were in their places, and the whole centre aisle of the Cathedral was lined with general officers, foreign ministers, and members of Congress. The Brazilian Ministers Srs. Octaviano and Leal were there "on grand tenue."

Olivero's illuminated cigar establishment was the great attraction in the Plaza, he seems to have spared no expense in decking out the new house for the great Argentine holidays. His cigars, the finest in town, were in such demand that all the young men in the establishment were insufficient to despatch the customers. The crowd at one time was so great that the police, we hear, had to be called in.

Yesterday was another civic holiday. Colon was crowded: all the fashion of town was there to witness the annual distribution of prizes amongst the children of the State Schools, a ceremony the most interesting in Buenos Ayres.

The lecture at the Coliseum passed off very well; the Polish priest, dressed in red stockings, was the great object of attention. The audience was fashionable and crowded. The nett proceeds are put down at \$7,000.

On Friday night the Viper, with four days' later news, arrived, bringing us a letter from a special correspondent in Corrientes commissioned by Sinbad to keep us posted up during his absence at Curupati, where a fearful fight is going on. The great battle took place on the day mentioned by the 'Standard,' the 21st, and not the 19th, the day fixed by our colleagues. As yet no details are at hand, but it appears to have been a fearfully glorious day. The enemy were driven back at the point of the bayonet with great loss. The allies, it appears, did not suffer much. It is not probable that we shall receive full details of this memorable battle until Tuesday per Esmeralda.

The Ibicuy arrived on Friday, bringing us the Chilean mails so long looked for. Affairs on the west coast look bad; 600 Spaniards have been arrested and all their property is about to be sequestered. The news from Panamá is of a melancholy importance; a magnificent passenger steamer laden with cargo and passengers blew up, causing frightful loss of life, and to add to the misfortune a band of gauchos entered the town and raised a bloody revolution. Full details will be found in another column.

More silver has come down in the Ibicuy from the very thriving mining establishment of Messrs Klappenbach, probably the best paying mining concern in the Argentine Republic. We understand that at the mines there is a weekly newspaper written by the employees.

We glean from a Montevidean paper that the deficit in the Provincial Bank caused by the Diaz swindle is now found out to be nearly four millions currency; it is high time that the bank should publish full particulars about this.

Great fears are entertained that the presence of the Peruvian iron-clads in the Montevidean waters will ultimately lead to a rupture between the Spanish and Montevidean Governments. We hope that such will not prove the case, as Señor Creus ought to be aware that the Government however anxious to preserve a neutrality has to contend with the unmistakable sympathy of the people.

Mr. Alfred Ramball, the Engineer of the Buenos Ayres Great Southern Railway, leaves to-day in the packet for England. We salute him on his departure and hope he will soon return to continue the road to Dolores. Respecting the late damage done the road by the storm we learn on high authority that it would have been much greater but for the foresight of Mr. Ramball, who insisted on the contractors making 74 culverts and bridges, when according to the contract only 39 were required. The late storm has been of unexampled severity; the oldest Estanciero testify to this—1857 was the wettest winter ever experienced during the present century; a steamer then actually left Buenos Ayres, ascended the Salado, and discharged her cargo at Chascomus. Yet even then the waters were not so high as at present. Against so unlooked for a flood of course no reasonable precautions would have proved of avail. Probably for years to come we will not have such rains again. The very slight damage caused by the storm to the railway is a striking proof of its great solidity, and we compliment the distinguished Engineer who superintended the road, and who now leaves us upon the successful termination

of the works.

We hear from Montevideo that the Government has discovered that an attempt on the life of General Caraballo was being prepared; it was to be carried into execution at some races which were to take place yesterday the 25th.

A certain Romero, a Paraguayan, one of the Oribe's old officers, has been committed to prison.

Yesterday the horrors of war were full upon us nearly the whole day. The sad procession of sick and wounded from the steamer to the hospital, down Calle Defensa, lasted nearly all day.

To-day the steamer Pollux will leave the mole-head for the packet to take some friends on board, at 2 o'clock sharp.

Don Andres Rivas has been appointed Oriental Consul in the city of Corrientes.

Colonel Aparicio, said to have invaded the Banda Oriental with troops, is sick in Entre Rios, from two stabs which he has received.

ARRIVAL OF THE CHILIAN MAILS.

ALL SPANISH PROPERTY EMBARGOED.

TERRIBLE EXCITEMENT.

On Sunday the steamer Ibiyca arrived at the Tigre, bringing the long expected Chilean mails. The diligence from Mendoza could not convey all the passengers, mostly Spanish emigrants, that have come across the Cordillera. The Ibiyca was crowded, and if we are to believe a statement of one of the passengers, several thousand Spaniards are already crossing the Cordillera, about to settle in the Argentine Republic. They all have more or less capital.

Our dates from Valparaiso are to the 28th April.

Pera has taken the initiative against the Spaniards. On the 14th ult. a decree was published in Callao, summoning all the Spanish residents to present themselves within twenty-four hours or be arrested. As a matter of course this caused the most extraordinary excitement amongst the Spaniards, who fled by every coach, steamboat, and sailing vessel. All Spanish property is to be embargoed, and the Chilean Government is about to imitate the Peruvian Government in this respect.

The Peruvians have fortified Callao, and at Sotavento a very formidable battery has been erected.

A boat 150 Italian residents assembled in Callao and organised a fire brigade. Mr. William Higginson, a member of the Municipality, gave 8 fire-engines. The whole city is on the alert, awaiting the bombardment, but the probabilities are that the town will not be bombarded, as it is said the Spanish Government, at the request of England, has countermanded the order to bombard the cities in the Pacific. Nevertheless the greatest preparations are being made. The Custom-house is empty, and all inflammable goods have been removed from the city. All the women have left Callao for Lima, and the trains and coaches cannot contain all the passengers. Sunday is no longer a holiday in Callao. Every one is at work removing goods.

The Captain of the Port of Callao has issued the following decree:— "All ship captains, the moment they see the Spanish vessels, shall weigh anchor and run up to the north of the bay, leaving the batteries free, as the Government will not be answerable for any damage caused by the guns of the batteries."

A sad accident has occurred on the Valparaiso Railway, it happened at a place called Paso Honda, resulting in the death of the conductor and some half dozen passengers.

The Oldenburg brig Neptune has been wrecked near Valparaiso—captain and all hands saved.

At half-past 2 p.m., on the 27th April, there was a very severe shock of earthquake experienced which threw the whole of Santiago into the greatest alarm.

About 200 Spaniards have been arrested in Peru, they are all poor people, and the Government allows them 40 cents per day to support them.

All Mr. Henry Meigg's property in Santiago, valued at \$1,000,000, is to be raffled.

The fortification works in the harbour of Valparaiso are progressing rapidly, and the Chileans boast that they are going to make another Humaita there.

Lopez has sent a Minister, with 100 men as escort, to Chile and Peru, both Governments seem to have strong Paraguayan sympathies.

A terrible gas explosion has occurred resulting in the death of one or two persons.

Mr. Edward Fay, an American infernal machine maker, has applied to Government to lay down infernal machines on trial; as yet the Government has not given him permission.

The Spanish squadron has not gone to the Chinchas, but were hourly expected at Callao. It is said that they will all make for Manila when the Peruvian ironclads make their appearance in the Pacific.

The news of the arrival of these ironclads at Rio Janeiro had caused the most unexampled joy, and a law

was about to be passed in Chile sequestering all Spanish property in Chile and banishing all Spaniards.

A murderer named Marcos Acosta was publicly executed on the 25th April; assassins find great difficulty in escaping, the Government is inexorable and allows none to get off.

The Chilean Government is about to sell the railways which it owns, as it is considered the best mode to raise money to meet expenses.

Cotton planting is now all the rage in Chile: a basket full of cotton was placed on the Bolsa which came from a neighbouring chacra.

Canon Saloo, one of the oldest priests in Santiago, died on the 23rd, aged 70 years.

The Peruvian Government has seized a small vessel which was being towed out of the harbour of Callao laden with 16 large trunks filled with comestibles, &c., for the Spanish fleet. The owner of the vessel has been arrested.

The French barque Sarouf has been seized by Government.

The English ship Britannia has arrived at Valparaiso in a very bad state, and will have to tranship her cargo.

The American ship Hattie E. Tapley has arrived from Montevideo in ballast.

Telegraph wires are now being put up all over Chile. Concepcion and Chillan are now connected with Santiago and Valparaiso.

A rifled cannon made by Henderson in Valparaiso burst when the trial firing took place, luckily no one was killed, as every one kept a good way off.

By way of New York, intelligence has been received of the total loss of the fine steamship Granadian, of the West India and Pacific Steamship Company's Line, on her passage from Liverpool to Aspinwall. All persons on board were saved. No particulars have yet been received as the news only reached Liverpool in time to be telegraphed to Queenstown for the steamer which conveyed it to Portland.

By the steamer European we learn that a destructive fire recently occurred at Port-au-Prince, destroying almost the entire town. About a thousand houses were consumed.

The Frigate of the Ganges which left Canton on the 8th instant, with emigrants for British Guiana, came into Panama, and makes the following report:—When off Hainan, the coolies suddenly and unexpectedly rose and killed the master and the purser. The officers fled to the cabin and shut themselves up, the crew seeking refuge in the rigging. A party was called, which resulted in the coolies agreeing to spare the lives of the officers and crew provided the ship was taken to the coast of Hainan. This was done, when and where all the coolies left the ship, after which the chief officer brought her to this port.

A slight shock of earthquake was felt in Panama about half-past two o'clock on the morning of the 1st April.

ANOTHER SOUTH AMERICAN REVOLUTION.

FULL PARTICULARS.

REBELLION IN PANAMA.

On Saturday, April 2nd, about 10 1/2 a party of about 150 men, under one Segurbia, entered the city in small squads, armed with machetes, and proceeded to the barracks with the intention of seizing the arms there, and afterwards capturing the guard at Las Monjas, and finally possessing themselves of the city. Their movements were well known to the authorities, and the rebels were intentionally led into a trap where many of them were killed and the rest taken prisoners. This revolution, it appears, has been in contemplation for some time past, and from what we can learn, was directed by a Venezuelan, General Level de Goda. This person had made overtures to Colonel Villareal, in charge of Las Monjas, and promised him promotion if the rebels succeeded. The latter appeared to agree to the proposition, and it was arranged that two hundred stand of arms and ammunition should be placed in the barracks, and the place left unguarded, so that when the revolutionists came into the city they could go direct there and arm themselves. Meanwhile Colonel Villareal informed the authorities of what was going on, and to encourage the rebels into the snare set for them, sent the arms to the cuartel in day-light. General Olarte in command of the troops stationed at Campo Alegre, was also notified of the movement, and at dark had his troops moved into the outskirts of the town to await the movements of the enemy. The plans of

and everything kept so quiet that all suspicion was removed from the minds of the insurgents, who, as we have stated, entered the city unopposed, in the confident expectation that Colonel Villareal and his men would join them, and the Government fall an easy and bloodless conquest into their hands.

On reaching the barracks and taking possession of the arms, they soon discovered that the cartridges furnished them were too large for the muskets, and whilst they were engaged in the attempt to hammer the bullets into the barrels, Gen. Olarte's troops pounced upon them, and as they tried to escape

from what proved to be their prison, shot down a number of them.

Six of the rebels and one soldier whose head was cut open in a fearful way were killed on the spot, others fell over the wall into the sea, and were either washed away by the tide or carried off by their friends, and some twenty were badly wounded, besides about one hundred taken prisoners. Outside the walls also where a Government guard was stationed several persons were shot, among them an unfortunate Jamaica woman, who, whilst sitting at her door, had a ball pass right through her head, killing her instantly. So far as we can learn, about seventeen persons, all colored people, were killed altogether, though there may be many more who have not been heard of. Among them are Seguriva and Buril, both ringleaders and very troublesome people who are well out of the way. Among the prisoners is General Level de Goda, who was captured at the time of the outbreak whilst in the act of asking Colonel Villareal to hand over the keys of the barracks and magazine to him, and Mr. Tomas Casis, Editor of 'La Cronica' of that city. We learn that the latter gave as an excuse for being found in company with the rebel leaders, the fact that he was rather inebriated. On the following morning Mr. Victor Plis and Mr. Cajar were arrested on suspicion of being promoters of the revolt, and Doctor Manuel Morro was also to be arrested, but it is reported that he succeeded in making his escape to Central America on the 'Guatemala.'

Great credit is given to General Olarte for the shrewdness and energy displayed by him in quelling the uprising with such promptitude and quietness, the whole affair not occupying over twenty minutes; and it is said that had he not interfered, the whole of the rebel force would have been slaughtered in the barracks by his enraged soldiers, and they were perfectly helpless, being armed only with knives.

The official account published at a late hour gives no information of importance regarding the revolution.

THE WAR IN THE WEST.

EXTRAORDINARY NEWS FROM ENSENADA.

PERUVIAN IRONCLADS DONE UP.

Yesterday a special dispatch arrived from Ensenada with the astounding news that the Peruvian ironclads had put into Ensenada in distress, the crews having mutinied. We hardly know what importance to attach to this intelligence, which was held up to last night as a great secret at the Spanish Consul's office. The moment the dispatch arrived here, it is said, a special despatch was sent down to Mr. Creus, the Spanish Minister at Montevideo, and it is supposed that the Spanish fleet will at once weigh anchor and bear down on Ensenada.

Many however are of opinion that it is a trick of the Peruvian Captain to get the Spaniards out of a neutral port and then sink them.

Up to the hour of going to press there was little known about the matter, but we heard that it was known at the Government house relief, aid or assistance having been applied for by the Peruvians.

It is probable that to-morrow shall know something more about it, as parties in town sent a special messenger last evening to Ensenada.

NORTHERN RAILWAY OF BUENOS AYRES COMPANY LIMITED.

Traffic returns—Miles Open 19.—For the week ending January 27, 1866, £800 10s. 6d.; February 3, £920 18s. 4d.; February 10, £825 6s. 5d.; February 17, £638 4s. 10d.; total for four weeks, £3,185 6s.; showing a weekly average per mile of £41 18s. 2d. For the week ending January 23, 1865, £732 3s. 2d.; February 4, £804 18s. 2d.; February 12, £758 13s. 4d.; February 18, £778 9s. 7d.; total for four weeks, £3,164 4s. 3d.; showing a weekly average per mile of £40 3s. 8d.

ON CHANGE.

May 26th, 1866. Paper price of ounces, 4412 Do. Sovereigns, 126 First price of patacons 25 75 Second, 25 80 Third, 25 70 Last, 25 75 Cash sales, 218,425.

There was a large business done in specie to-day, owing principally to the feast days, this being Saturday patacons fluctuated greatly; they rose to 25.80, and in the afternoon fell to 25.70, at which price they ruled until the closing hour, when a great effort, on the part of the 'bulls,' gave five centimos more to their price.

The news from the seat of war convulsed the Bolsa. The greatest and most sanguinary battle in South America was going on when the steamer

from their position. The brokers have no advices, and the greatest anxiety reigned to hear what 'Sinbad' said. To-day being a half-holiday, the attendance on 'On Change' was less numerous than usual, as many of the brokers were engaged in the Plaza and at Colon. Money was felt tight, and collections as usual very poor. Paper money discounts to-day 2 per cent. very best names. Gold is abundant and not much looked for.

In Exchange there were some bills done to-day on England at 61d., and on France at 5.30. The time sales of specie were as follows: For Monday, 13,000 25 75 Wednesday, 63,000 25 80 June 30, 37,000 25 90 July 21, 31,000 25 65 In National Bonds not much doing. We note one sale to-day for end of May, 5,000 at 99.

Another meeting of the creditors of Burono Hermianos was held on Thursday night, and the committee appointed to examine the books of the concern made their report. It appears that the last balance sheet was made up on the 31st January, 1865, and showed that date a deficit of about 16,000 hard dollars. At that date Capurro carried on the concern and Durone continued to carry on business on capital taken up on the market at high rates of interest, and since then has actually paid 42,000 hard dollars for interest only. Such a system of carrying on business which, in cities where the standard of commercial morality is higher than here would be called fraudulent, could only produce the result now shown, and the estate is calculated to show 46 1/2 per cent. deficit. A capitalist has offered to join Burono in business and to guarantee the payment of 46 1/2 per cent. of his liabilities in 3, 6, 9, and 12 months, and the committee strongly urged the creditors to accept the offer in preference to allowing the affair to be wound up in the expensive and dilatory Tribunal of Commerce. May creditors express themselves very strongly against Burono and the parties who advanced him money, enabling him thus to victimize so many of his present creditors by making large purchases while he was hopelessly insolvent, and it is difficult to say whether there will be sufficient unanimity to enable the bankrupt to incur himself at the public expense by carrying out the proposed arrangement. The unsecured debt amount to \$9,000,000 currency. We have only to observe that for the general commercial interests of Buenos Ayres it would be far better to avoid these friendly windings up of insolvent estates. It is a rather humiliating circumstance that the delays attending the Bankrupt Court in this city form a pretext for entering into such proposals as the one in question. Far better to sell off everything and wind up a concern respecting which we decline making further comment.

In the list of barracas and barraqueros published on Friday there appeared some inaccuracies, which we now correct: Messrs. Hughes & Peters, instead of 1,000 bales, have baled 3,200 bales. Messrs. Fudchee & Brown, 1,210 bales. Mr. E. Scharr, about 1,000 bales. Messrs. Cairo & Duclos, about 2,000 bales.

GUINNESS'S Celebrated Extra Stout

in quarts and pints at BARRY & WALKER'S, Sole Agents, 97-Calle Defensa—97. 155—xp m24

Bass Ale, ON DRAUGHT AND IN BOTTLE. THE CASINO. NORTHERN RAILWAY. Notice.

The train which leaves the city for Barracas at 9 1/2 a.m., will, on Sunday holidays, go on to the Lomas de Zamora, arriving there at 10 a.m., BY ORDER.

Bank Notes—Bank Notes.

The gentleman who some months ago borrowed from the undersigned a package of specimens of American Bank Notes is requested to return them immediately. By doing so he will receive the thanks of the lender. E. H. FOLMAR & Co., Reconquista 117. 44—6p m22.

REMATE Por MARIANO BILLINBURST.

Do la pintoresca Isla denominada Colon, en el Riacho Carapachay, de la Esperanza como 14 cuadradas mas adelante. Do orden de su propietario, D. Jose Vila. El Domingo 6 de Junio proximo a las dos en punto de la tarde se ha de rematar la expresada Isla en 16 lotes como mejor convenga, siendo de facil subdivision, quedando los lotes con limites naturales, tales como peñas, arroyos, Estaca de la Isla, compuesto de terreno de 7 cuadradas de frente por una legua de fondo, con cuatro buenas casitas techos de paja y pisos de madera, todas ellas cultivadas con rica fruta injertada, manzanas, peras, ciruelas, perales, damascos y cuanta variedad de fruta exquisita se conoce, perfectamente limpios los arbolados; grandes parcelas de riego, 3 montes de duraznos silvestres forman un conjunto agradable para recreo y de gran lucro, rodeado su arroyo y cultura con la celebre jamaica Sor Lacross que esta en flor. Los licitadores tendran que partir por el tron de los ochos hasta el Tigre y de allí seguir en un camino que hacen hasta la Isla, donde estar preparado un almuerzo campesino. En seguida. Do regreso se vendera otra Isla situada sobre el rio de Lujan, frente a la propiedad del Sr. Don Juan Milberg, con diez cuadradas y cuarto de frente por cinco cuadradas de fondo con gran cantidad de plantio, terreno muy alto y a 45 minutos de distancia desde la Estacion del Tigre. 141—xp m20

To be Let. A furnished well-aired room, No. 182 Calle Paraguay, esquina Suipacha. 48—15p m9

Wet-Nurse. Wanted a situation as Wet-Nurse. Address M. B., 'Standard' office. 161, 3pm23

ENGLISH GRAMMAR SCHOOL. Colegio Comercial de Santa Lucia, Al pie de la Barranca de la Calle Buen Orden, Buenos Ayres.

A thorough English education, comprising the study of French and Spanish. Particular attention paid to foreign languages and the arithmetic classes. Comfort, discipline, and order strictly maintained. Grounds are situated in the most picturesque and most healthy suburb of this city. Per Month—Boards, \$500 m. Day Boarders, 350 m. Scholars, \$100 m. 80, xp a18

TEETH WITHOUT PAIN. OSTEO OIDON PATENT, MARCH 11, 1862.

Messrs. GABRIEL'S invention for supplying Artificial Teeth with soft and elastic gums, and especially adapted for those in great pain in warm climates. 21, Harley Street, Cavendish Square, and 4 doors from the Railway Bridge, Light House Hill, London. W. & J. BIRROW, Valparaiso, England. Telescopes, Opera Glasses, Aneroid Barometers, &c. BURROW'S GLASSES bear their Name and Address. 1525

ALUMINIUM GLASSES. EXTREMELY LIGHT, \$10, 10s., \$14, 14s., 16s., 16s., and \$18, 18s.

The Large Glass at \$18, 18s., (6 by 5 inches) is one of the most powerful yet made. GABRIEL'S PATENT, MARCH 11, 1862. W. & J. BIRROW, Valparaiso, England. Telescopes, Opera Glasses, Aneroid Barometers, &c. BURROW'S GLASSES bear their Name and Address. 1525

MACHINERY. PORTABLE ANGINA STEAM ENGINE. Pumps for Irrigation, and all classes of Machinery made to order, and repaired. Catalogue and prices and particulars. London Wm 37, Cornhill St. 6.

HOWARD'S CHAMPION PLOUGH

At the last Trials of the Royal Agricultural Society of England, at Newmarket, the FIRST and ONLY BEST WHIRL PLOUGH FOR GENERAL PURPOSES. TWO FIRST PRIZES. THE BEST HAYMAKING MACHINES, and THE BEST HORSE RAKE. These Machines have won every First Prize at every competitive trial, both at home and abroad.

Howard's Champion Plough has received the highest award of the Royal Agricultural Society of England, being the Largest Number of Prizes awarded to any kind of Plough ever exhibited.

More than Sixty Thousand are now in use At the Plymouth Meeting of the Royal Agricultural Society of England, July, 1865, J. & F. Howard won every Prize for the most perfect Plough, and TWO FIRST PRIZES. THE BEST HAYMAKING MACHINES, and 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. & F. Howard by the Royal Agricultural Society of England: For the best plough for light land, best plough for heavy land, best horse rake, best haymaking machine, best steam cultivating machinery, which is specially adapted for laying down grass, and best horse rake. Full particulars may be had of their Agents throughout the Colonies, or will be sent free on application to JAMES EARL PATERSON & CO., 110, Broad Street, Liverpool. Office:—19, Sweeting Street, London. W-10-25.

ELLWOOD'S Patent Air-Chamber Hats and Helmets.

The Patents have established the validity of their Patent in an action tried on the 25th and 26th of June, in the Court of Common Pleas, in which Ellwood & Co. were the plaintiffs, and Messrs. Bickford, Bickford & Co., in the Borough of Southwark, Wholesale Hat Manufacturers, were the defendants. The Court found in favor of the plaintiffs, and the defendants were ordered to pay the costs of the plaintiffs, and to be liable for the plaintiffs' expenses in taking out the patents, and to be liable for the plaintiffs' expenses in defending the same. The plaintiffs' attorneys are Messrs. W. & A. G. Scott, Solicitors, 11, Abchurch Lane, London. Dated this 17th day of November, 1861.

DAY AND MARTIN'S Real Japan Blacking.

97, HIGH HOLBORN, LONDON. For affording Nourishment and Durability to the Leather of Boots and Shoes. Sold by ALL THE FIRST CLASS HOUSES IN LONDON AND THE COLONIES. In Bottles and Tins at 6d., 1s., and 1s. 6d. each.

WELLINGTON KNIFE POLISH

JOHN OAKLEY & SONS, MANUFACTURERS OF EMERY, BLACK LEAD, MARBLE, GLASS PAPER, EMERY AND GLASS CLOTH, India Rubber Knife-Boards, Silver-Plating Soap, For Cleaning and Polishing Silver, Electro-Plate, and other articles. SCOTCH, FRENCH, LONDON, RUSSIAN, AND OTHER GLIVES. Wellington Mills, Blackfriars Rd., London, S.

MACHINERY.

MR. A. F. YARWOOD will furnish full particulars of every description of machinery on receipt of information of requirements. Prices and specifications of the Office of this paper, or by return mail—11p, m-139 Cornhill, E.C.

BENSON'S WATCHES.

Clocks, Jewellery, Silver and Electro-Plate. J. W. BENSON, LUDGATE HILL, LONDON, E.C. (Established 1749). Watch and Clock Maker by Warrant of Appointment to H.R.H. the Prince of Wales, has set up an extensive Workshop with steam machinery for the production of Clocks and Jewellery of every description.

adapted for every class, climate, and country. Wholesale and Retail. Chronometers, Duplex, Levers, Horizontal, Repeating, and other Watches, and Chronographs, at £2 10s. to 200 Guineas.

"The movements are of the finest quality which the art of horology is at present capable of producing."—Illustrated London News 'Nov 1865.

Some of them are of great beauty; and if the English watch-trade only follow up with the same spirit and success this first attempt to compete with the Continent, the watches, there can be no reason why we should not get the trade entirely into our own hands."—Times, June 23, 1862.

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Any one can use them.

A basin of water in all that is required to produce the most brilliant and fashionable colours on Silks, Woollens, Cottons, Ribbons, &c. in ten minutes.

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Feathers, Fibres, Grasses, Seascapes, Ivory, Bone, Wood, Willow, Shavings, Paper, &c. Tinting, Photographs and for Illuminating. May be had of all Chemists throughout the World. Wholesale Depot—14, COLMAR STREET, LONDON. * Liberal Discount to Dealers.

THE NORTHERN RAILWAY.

DEPARTURE	WEEK-DAYS	RETURN
25 de Mayo	7 25	10 10
Belgrano	8 10	10 20
Olivero	8 30	10 30
R. Lido	8 45	10 40
S. Fernando	8 55	10 50
Tigre	9 10	11 00

DEPARTURE	SUNDAYS & HOLIDAYS	RETURN
25 de Mayo	8 10	10 10
Belgrano	8 30	10 20
Olivero	8 45	10 30
R. Lido	8 55	10 40
S. Fernando	9 05	10 50
Tigre	9 20	11 00

SAVINGS BANK.

BARRA MAUA AND CO.

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The immense... of Accounts Current are now so generally felt and appreciated... The Bank will... at any time to withdraw the whole or part of the sum deposited...

CONDITIONS.

First—The credit... at interest any sum from Twenty-five Dollars currency... Second—The interest... is six per cent. (6%) per annum, which is liquidated... Third—The deposit... at any time to withdraw the whole or part of the money deposited... Fourth—Once the... exceeds twenty thousand dollars currency, or one thousand dollars silver...

RIVER PLATE STEAM-SHIP COMPANY.

LIVERPOOL AND RIVER PLATE DIRECT.

MAKES OF STEAMERS. CORDOVA, UNGUAY, ULEDA.

One of these Steamers will leave Liverpool for Montevideo and Buenos Ayres on the 10th of each month.

NEW WINTER GOODS.

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

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GERMAN BURMEISTER, Consignatario de frutas del pais.

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Board, private dining rooms, beds and sitting rooms with a variety of drinks prepared to suit every taste.

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Train Time Table from 7th May, 1886.

From Rosario	7.48	7.51
" Belgrano	8.10	8.13
" Tucuman	8.30	8.33
" Salta	8.50	8.53
" Cordoba	9.10	9.13
" Mendoza	9.30	9.33
" Bahia Blanca	9.50	9.53
" Mar del Plata	10.10	10.13
" Montevideo	10.30	10.33

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