

MAUVA BANK, CALLE CANGALLO, Nos 101-103

The Office of this Bank having been removed to the above spacious building, in order to suit the increasing flow of business, the public is informed that the following transactions are carried on in currency and specie in this Bank: First—Bills and obligations with good signatures are discounted on conventional terms.

MAUVA BANK, CALLE CANGALLO, Nos. 101-103

INTEREST FOR CURRENT MONTHS, IN ACCOUNT CURRENT, SPECIE. For balances in favor of Customers 15 per cent. For balances in favor of Customers 15 per cent. For balances in favor of Customers 15 per cent.

Briton and Medical General Life Assurance Association

(Incorporated with the United Kingdom) LIFE ASSURANCE ASSOCIATION. Capital—3,000,000. Sterling. Proprietors for Life Assurances are received, and immediate attention paid to the same under the title of the Company's Agent in this City.

The Argentine Marine Insurance Company

Established in this City, insure at moderate premiums all risks by Sea. Office—118 CALLE PIEDAD. DIRECTORS: Sr. Don Tomas Armstrong, President.

Hotel del Universo

Very recently situated Hotel, the first of its class in this town, has been contracted for four years, by the undersigned, and will be known in the future under the title of HOTEL OF NATIONS.

Sheep to be Sold

To be sold—A Partido of Bergado, three flocks of first-class Merino Sheep, each flock containing from 1200 to 1500. Approved bills will be taken for one-half the amount of purchase, and the other half in cash.

Sheep and Land

A CHANCE FOR YOUNG MEN. An old established Shepherder has 6000 sheep and a troop of cows and mares which he will sell with the contract of a lease of prime land till 1876 either in or out of fractions.

To Sheepfarmers

A SPLENIDID OPPORTUNITY. To Rent Two and a Half to Three Acres of Magnificent Camp, on the south coast of the Rio Negro, Banda Oriental. Ten thousand fine Sheep, on the place, to be sold cheap, and on easy terms.

To Parents and Guardians

An opportunity is offered to those who wish their children instructed in the art of drawing, by Mr. B. W. 122 Calle Bolivar, who will give lessons in the evening at their residences. Apply by letter or otherwise, to the above address.

Casino Nuevo

126—Calle San Martin—126 close to the Imprenta de la "NACION ARGENTINA". The proprietor of the above establishment, while thanking his numerous patrons for the support that they have afforded him, begs to inform them, the public generally, that he has added a

CAFE RESTAURANT

to the already existing billiard and billiard saloons. Gentlemen can always be furnished with private rooms, cards, chess, &c. The most select assortment of Wines, Spirits, and Liqueurs, and Cigars procurable in town, at charges moderate. Buenos Ayres, 7th August 1866. 34—20p. a. 7.

The Central Argentine Railway

Train Table from 1st July, 1866. From Rosario 7.0 a.m. departure. From Buenos Ayres 7.45 a.m. arrival.

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The Standard AND RIVER PLATE NEWS.

BUENOS AYRES, SUNDAY, SEPTEMBER 2, 1866. CIRCULATION 2,500.

LONDON AND RIVER PLATE BANK (LIMITED)

80—CALLE DE LA PIEDAD—80. Authorized Capital £2,000,000 sterling. Subscribed Capital £1,500,000 do. Reserve Fund Jan. 1866 £100,000 do.

LONDON AND RIVER PLATE BANK (LIMITED)

80—CALLE DE LA PIEDAD—80. The rates of interest allowed and charged by the Bank will be as follows, till further notice: On specie deposits on account current, 4 per cent.

THE LONDON ASSURANCE

INCORPORATED BY ROYAL CHARTER, 1720. FOR INSURING BUILDINGS, GOODS, MERCHANDISE, VESSELS IN PORT OR IN DOCK, Throughout Great Britain and Ireland And in Foreign Countries.

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MONTEVIDEAN BANK (LIMITED)

CAPITAL 1,000,000 DOLLARS. 2,000 Shares of 500 Dollars each. Office, corner of Calle Corrientes, in the new house of Dr. Juan Miguel Martinez, Montevideo.

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

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Table with

TEATRO COLON.

OPERA ITALIANA. 1ª función del 4º abono. El Domingo 2 de Setiembre.

FAUSTO.

A las 8. NOTA.—Esta abertura el 4º abono del 2º Funcionamiento en la Boletería del Teatro. En este abono se dará la nueva Opera.

IL SALTINBANCO.

Del Maestro Pacini.

Subscription to the "Standard," \$30 PER MONTH. ADVERTISEMENTS Not exceeding five lines inserted three times for \$5

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

The Standard.

"Mili fidei andem, nil veri non andem dicere." Cicero.

SUNDAY, SEPTEMBER 2, 1866.

THE WAR IN THE NORTH.

ARRIVAL OF THE PAYSANDU.

EXPECTED ATTACK ON CURUPAITI.

We published yesterday a telegram announcing that the Paysandú had entered the Tigre on Friday evening. There is no news, except that it seemed an attack was being speedily prepared against Curupaiti. It is said the last council-of-war resolved on a grand attack to be made on Sept. 2nd, Octaviano urging Tamandaré to undertake something. Thirteen steamers are in readiness and Baron Port Alegre's army is to be landed either in the Gran Chaco or close to the Paraguayan works. At the same time the Argentine army is to move on the enemy's right, being now supplied with 2,500 horses and 1,200 mules in good condition. Octaviano went up to the fleet on the 25th, and approved of the plan of operations designed by Gen. Mitre and agreed to by the other commanders.

General Flores has positively announced that he retires from the war on Wednesday 5th inst. Major Panello attempted to commit suicide. The Julia brings down 200 more wounded. The Gualeguay and Aliado were met by the Paysandú, with 2,500 bales of hay for the army. The Buenos Ayres is laid up at Corrientes, out of repair. There was much activity at Corrientes, shipping guns and material for the army, and it is said Port Alegre began shipping his men on the 27th, Monday. The fleet will have some trouble in passing the stockades placed by the enemy across the river. There is a lack of coal for the steamers. Gen. Mitre sent to Corrientes for all the hay and corn available.

Sinbad continues the guest of Admiral Tamandaré, and will probably see some hard fighting, of which we may expect a graphic account in a few days.

Major Soler and Mr. Allison are among those arrived from the seat of war, having left Paso la Patria on the 26th and Corrientes on the 28th ult.

ANOTHER STEAMBOAT DISASTER.

COLLISION OF THE PAYSANDU AND GUARANI.

On Friday morning at 4 o'clock the Paysandú, with mails from the seat of war, came in collision with the Guarani going up towards Corrientes, at a bend of the river Paraná a little below San Nicolas. The shock was very great and Mr. Allison tells us he at first thought the vessel had struck some unknown rock: all hands rushed on deck, it was a bright moonlight, and two steamers were seen going upwards at great speed; the Guarani and Cisne, both which had left this port on Thursday for Corrientes. It is not clear who is to blame, but the Paysandú stopped her engines shortly before the collision: the 1st pilot had a narrow escape, being at the time in bed, his bunk was cut in two by the bows of the Guarani and yet he got off unharmed; the 2nd pilot was on deck. It was not at first known whether the other vessel was the Cisne or the Guarani, but the bulwark-plates found on board the Paysandú are identified as belonging to the second. The exact damage to both vessels cannot yet be ascertained. The Paysandú continued her voyage and got aground near San Fernando about 4.30 p.m. The passengers lost their way in the swamps and after wading about for some hours, up to their knees in mud, only reached San Fernando at 7.30. The Paysandú is now in the Tigre to make necessary repairs, and Capt. Artega has arrived in this city to give a full account of the disaster.

Mr. Allison reports no news from the seat of war, but represents the plague of flies at Estero Bellaco as something awful: his hands are bitten and lacerated in a most shocking manner.

We learn by latest accounts that the Guarani has landed her cargo at San Nicolas and gone up to Rosario, where she remains in distress; her bows were completely cut away by the Paysandú, which is a much heavier vessel: the latter had landed a cargo of horses in her last trip to Paraguay.

THE MALDONADO WRECKERS.

Public attention is now so much called to the wrecks off the Maldonado coast, that we hope to see the Montevidean government take some measure for the protection of life and property at the mouth of the river. The restoration of the Lobos light to its proper place, necessary and important though it be, would be, comparatively speaking, worthless, if care be not also taken to put a stop to the erection of false lights along the coast, a fact which now seems to be beyond all question. We confess that we find it difficult to believe that such a piratical trade as is going on on the Maldonado coast should be tolerated, almost, we may say, under the very eyes of the government, within a few miles of a populous and civilized city, and within a few hours ride of four printing-offices, 'quien sabe' how many editors, numerous foreign consuls and ministers, and a whole fleet of foreign war-vessels. As we mentioned yesterday, a gentleman who read our remarks the other day, called at our office to assure us that the pilot of the Recife when he stated that there were false lights on the coast but spoke the truth, as the captain of Her Majesty's gunboat Gleaner made a similar statement to him. There cannot be any doubt therefore as to the charge.

We cannot however attach all the blame in this scandalous affair to the negligence of the Oriental government. The man who is paid by the British nation to look after British interests, and who enjoys the sonorous title of British consul, comes also in for no small share of public censure for allowing this matter to escape his notice; and we must say that we cannot see for what a consul is required if not to look after such matters. There are at this moment three or four English wrecks lying off the very coast upon which these false lights are hoisted, and it is but reasonable to suppose that these shipwrecks are mainly attributable to these false lights. The purchaser of the Herschell gave a melancholy description of the plundering of that magnificent steamer by the Maldonado wreckers, to an American gentleman the other day, and he stated that to keep the wreckers off any unfortunate vessel that strikes on that coast it requires a guard of soldiers with drawn swords.

The rapacity of the pirates of Algiers or the Indian Ocean sinks into insignificance when compared with the noon-day outrages of the heartless wreckers of Maldonado. Passengers and emigrants barely escape with their clothes and luggage. These vampires are on the watch day and night, and were beside the vessel that beaches within hail of their bullock-carts.

It is only within the last few days that this nefarious business has been brought under our notice, and we are fully determined not to lay aside the matter until we have accomplished our end.

There is not in the whole catalogue of crimes a more heartless, murderous, diabolical offence than that of placing false lights on a shore, for the sole purpose of alluring vessels on to inevitable destruction; and a country where such things exist, where such crimes are committed with impunity, if at all pretending to civilization, must be afflicted with the most imbecile of governments.

If hitherto the Montevidean government could plead ignorance of the matter, now at least they have no excuse; and to the shame and discredit of our Montevidean colleagues it is to be said that the first paper to call attention to the matter is a journal printed in a foreign language and in a different country. We cannot bring ourselves to believe that the 'Siglo,' 'Tribuna,' 'Opinion,' 'Nacional,' or 'Telegrafo' would wilfully wink at so heinous an offence; corrupt indeed must be the press when open to such a charge, and far be it from us to make such an accusation; but the matter has now become the subject of conversation in all commercial circles, and why do the Montevidean editors hang fire?

We can tell the British consul of Montevideo, and the government of the Banda Oriental, that when this matter becomes known in England it will cause nothing short of a sensation amongst underwriters, shippers of goods, and owners of vessels trading with the River Plate.

With no other interest at heart save that of common humanity, and the honor and credit of the Montevidean government, we call attention to this matter. Not a day, not an hour, not a minute should be lost in putting a guard along the coast to see that no false lights are hoisted. From what we know of the members of the present liberal and free government of Montevideo we feel certain that the authorities will thank us for calling attention to the matter, and at once adopt measures for the suppression of the audacious wreckers of Maldonado.

THE RIVER PLATE TELEGRAPH CO.

Mr. Oldham of the new Telegraph Co. arrived in this city on Friday night after a voyage of 11 hours in a whale-boat from Colonia. He gives a very flattering account of the advanced state

of the works, which are now completed from Montevideo to the Rosario Colony, about 110 miles, and will reach Colonia in a few days. The cable may be expected every day, as the vessel was about to leave England on July 7th, and it will be at once laid down from Colonia to Punta Lara; the width of the River Plate being here 20 miles English. The work of putting up the posts and wires from Punta Lara to this city will be brief, the distance being only 32 miles; and we are assured that the Telegraph will be fully inaugurated and opened to working between the two capitals of the River Plate by November 1st of this year.

We have reason warmly to congratulate Mr. Oldham on the rapidity with which he has advanced the works, sparing no effort to carry out the enterprise in an English and business-like manner. He has able English assistants, and his staff also comprises Germans, Americans, Italians, in all 30 persons. He had recently as many as 45 employed, but the unexampled storms and rains crippled his labors, as the passage of the rivers in Banda Oriental was for some weeks impracticable. He has suffered some campaigning hardships in the last few months, but is happily in rude health: his headquarters are at present stationed near the Colla, a notorious district not far from Colonia, and in a couple of weeks he will cross the River Plate and pitch his tents at Punta Lara. The coast about Euseñada is often frequented by banditti, but even if they cut the wires it will be easy to repair them, and the authorities will be perhaps more on the alert.

We understand the cable will cost nearly £20,000 sterling, and the whole telegraph works over £100,000. The shares are £10 each, and the enterprise promises to give splendid dividends as soon as it begins working.

EDITOR'S TABLE.

The collision in the river between the steamers Guarani and Paysandú was the first heus in town yesterday morning; as yet we have only got a hurried version of the matter, and it is difficult to form an opinion as to which steamer was in fault, but both steamers seemed to have suffered seriously, and the poor Guarani after landing her cargo at San Nicolas was obliged to put in at Rosario, where we believe she will be repaired. So serious a loss not only to the owners of the steamers but to the public at large, as the disabling of two of the best steamers in the river, cannot be passed over without some remark; probably this day ten years the lawsuit which this collision must give rise to will be decided; there is no Admiralty Court in Buenos Ayres, no Trinity-House with tribunal of men who have a maritime experience, to decide the question. A collision case which ought to be the simplest of all disputes is here a sort of pitch-and-toss arrangement which has caused such disgust to all connected with maritime affairs, that most cases are usually arranged by arbitration. The Rio Parana collision we heard was to have been referred to Capt. Campbell of the Narcissus, and if the parties connected with the Paysandú and Guarani take our advice they will do the same. There can be no doubt there must have been the grossest negligence on the part of either of the steamers. As far as we can learn, the Paysandú ran slap bang into the Guarani, and all but sunk her; but we will not take upon ourselves to decide. The Parana, which is now the great highway of traffic owing to the war, is in the most lamentably neglected state. From this port to Corrientes is nearly one thousand miles, and at almost every bend in the river there are shoals and sand-banks. The navigation of the Gauges or the Brahmapootra is a child's play in comparison with that of the Parana: not a single buoy or barrel or empty demijohn is placed in the river to warn pilots of danger, and even the oldest of them are frequently at fault owing to the shifting of these banks. The navigation of the Nile to its source is not more riskful than the voyage from Buenos Ayres to Corrientes. It is really a source of just and continual complaint that Congress does not do something towards improving the navigation of the river; the Parana is a majestic river, but like the streets of Buenos Ayres, neglected. Vessels coming down the river, with the current in their favour, should be most cautious; there are parts of the river where there is barely room for two steamers to pass in the channel when the water is low. Old Judge Betts, of the Admiralty Court in New York, always laid it down as a rule in collision cases between steamers and sailing vessels that, no matter what the evidence might be, the steamer should have kept out of the way, and was consequently to blame. If we had a Judge Betts in Buenos Ayres we have no doubt that he would in all collision cases in the river decide against the steamer coming with the current. Such harum-scarum steaming as frequently occurs in the sinuosities of the Parana is most reprehensible; steamers should proceed with the greatest caution if they want to escape running down an island or a vessel, as the case may be.

The last news from head-quarters amounts to nothing. We are on the eve of taking the mud fortress of Curupaiti, and from all we can glean there cannot be a doubt that some move is intended. Several families are leaving Corrientes for Buenos Ayres, as owing to the sickness in the former city it is thought the place will suffer from some pest in summer. Lopez is still keeping his men busy making new trenches, and it is surmised that on Sunday morning (to-day) a fight will ensue.

Messrs. Coghlan and Simpson leave to-day for Rosario. We hope they will do something for pushing on the Boca Railway to Quilmes, where there is much ill-feeling owing to the continued delay of the works.

The business of the Boca Railway is now, for the size of the road, probably the first in Buenos Ayres. Passenger traffic has increased the traffic of ten thousand passengers for the month of August over July. We hear that the number of passengers for August was no less than 54,000.

Yesterday we had the pleasure of inspecting Messrs. Stegmann's rams and ewes, at present at Mr. Billingham's depot, and which will be sold by auction on Tuesday next. The very splendid condition of these animals, the fineness of the wool, and their general appearance are the constant theme amongst all who have connection with the camp. The last lot of rams from Messrs. Stegmann's sold better and realised higher prices than any other rams ever reared in this country, and it is a good sign when we see the buyers of former lots attending subsequent sales of animals from the same establishment. Yesterday we saw a young ram, the offspring of a ram which Mr. Stegmann sold to Mr. Drabble last year, and it is really as fine an animal as ever we saw imported from Europe. That there are ram breeding establishments in Europe far superior to Messrs. Stegmann's we have not the least doubt, but that there is a better sheep-farm in the Plate we strongly question. The proprietors spare no expense, and carry the establishment on strict German principles—the lambs being taken from their mothers at three months old, and a process of gradual weaning going on from the time they are only 15 days old. The genealogical tables of all the rams on this estancia can be traced distinctly for eight years; and as far as we can gather, the great superiority of these rams consists in not allowing animals of the same family to intermix, so that the offspring are always strong and healthy. We advise Messrs. Stegmann henceforward to hold their ram auction twice a year, at their estancia, which would save the expense of sending the animals to town, &c., and be a decided convenience to the bulk of buyers. We advise all our country friends to attend at Sr. Billingham's on Tuesday next. The Paysandú did her best to get the Brazilian man-of-war Princesa off the bank she is aground on, but failed, the ropes having all cut.

Mr. Watson, of Belgrano, drew half of the large prize this week, so we suppose his hospitalities henceforward will be even on a still larger scale.

We learn with much pleasure that Mr. Herbert Hume of Montevideo has been named special agent for the new American line of steamers from Rio to the River Plate, and also from Buenos Ayres to Corrientes. Mr. Hume at once proceeds to Rio, and will return shortly when he concludes his arrangements there. The continued delay about the American mails arriving at Rio is a constant subject of complaint; now, however, within 48 hours after the arrival of the mail the steamer will be despatched to the River Plate.

Faust has taken such a rage now that even people from Montevideo are coming up to attend this opera. It requires, to fully appreciate the music of this charming opera, to see it at least five times. Every night that Faust is given the house is crowded to overflowing.

The new land project of Santa Fé is at last a law. As we published it previously there is no necessity to repeat it, but the object of the law is to give suertes of estancia to each family that goes there, and also stock to begin with. The law is an excellent good measure, and requires to be only well known to get hundreds of unemployed people, not over from this city but also from the over-stocked partidos in the camp. One of our colleagues states that there are letters in Montevideo from

Rio which positively state that if Tamandaré does not blow up Humaitá in the first fortnight of September he will be superseded.

The steamer Rio de la Plata will leave to-morrow for Corrientes; we believe she takes up hay for the army, but it seems that the steamer is forced to go up or otherwise she would have been deprived of her license as a river packet. The soldiers who were sent down from Entre Rios by General Urquiza and placed on the ponton, were sent up by the Libertad.

There is a story current which we believe comes from the Entre-Rio newspapers respecting an effort made by the Paraguayans to induce the Argentines to retire and leave the Brazilians to fight it out alone; when a regiment of Argentines was drawn up in battle array before the enemy the Paraguayans shouted out to retire and send the Brazilians, as they did not want to fight with Argentines but simply with the Brazilians: we very much doubt this story however.

The allies, we hear, have many men occupied in cutting a road in the Gran Chaco, and that there is already a road 11 miles long in the direction of Humaitá; so our readers can see that the advice we gave the allies some nine months ago is now being adopted.

The French gunboat Decidee has passed up the river with Viscount Beaumont on board, who is now near Corrientes; the object of his mission is kept up as a great mystery.

In Entre-Rios we hear the rains have been unprecedented; two or three flocks of sheep have been drowned in the Clé, and the Nogoya bridge is completely washed away.

THE PRANGE DIFFICULTY.

ADDRESS FROM THE ESTANCEROS.

We the undersigned 'estancieros' of the districts of Dolores, Carmelo and Colonia, beg to address Mr. Prange and express our regret on learning that he was about to be taken prisoner by order of the Criminal Judge of Montevideo and conveyed to that city. The motive for such arrest was a protest against parties named Traviesa and Facio pretending to measure camps lawfully belonging to Messrs. Prange. We consider the strange circumstances of this attempted outrage the more aggravating, since the state of the country is so unsettled, and all authority seems to be placed in the hands of irresponsible parties. The unlawful attempt to measure lands fairly bought and held by Mr. Prange should not be tolerated, but protested against by all of us as an outrage on the rights of property. Nor can we sufficiently deplore these evil times, if any fellow who seeks to measure our lands can get an order from the Criminal Judge at Montevideo to arrest men of such standing as Mr. Prange, who is known to have greatly advanced the interests of this part of the country. At this rate, any man can get an order from Montevideo to measure our lands, bringing forged or stolen documents, assailing us with land-surveyors and getting up a lawsuit that seldom ends in one generation. Of course such a state of things would cause landed-property to go to the dogs, both holders and buyers losing all confidence in the titles. When a mere protest on the part of so upright a man as Mr. Prange, will lead to his arrest, who will have the courage to sink money in a country where such things happen? We consider it our duty to call the attention of all estancieros to such perilous times as are upon us, which threaten extensive injury to the country at large and land-holders in particular. We, therefore, beg to assure Mr. Theodoros Prange of our esteem, and assure him that we will spare no effort to defend our common rights and properties, in which Mr. Prange may count on our fullest co-operation. [The signatures follow:]

FOREIGN SETTLERS IN SANTA FE.

Estancia Leones, Aug. 17, 1866. To the Editors of the 'Standard,' Gentlemen, As I think you may take an interest to hear something about the foreign settlers in this part of the province I avail myself of this opportunity to give you a few statistical particulars. Our estancia is situated 16 leagues to the north of Rosario and six leagues from the River Paraná. When, two years ago, we bought the estancia, there were hardly any foreigners at all in this neighborhood, but now a good many foreign estancias are established. The principal foreigners established here are the following:—

Don José and Don Juan Chavare, Spaniards, estancia Estacaos, 8 leagues of camp, 6000 head of cattle, 5000 sheep.

Messrs. Post & Bleck, Germans, estancia Leones, 3½ leagues of camp, 2000 head of cattle, 9000 sheep, originating from R. B. Newton's estancia, Santa María.

Mr. Charles Brewerton, English, 1 league, only sheep; on the same camp are Mr. H. Scally and Mr. W. Pyatt, both English.

Estancia Germaña, which is belonging to Messrs. Deetjen & Co., Buenos Ayres, Mr. T. Scharf manager,

German, 4 leagues of camp, 500 head of cattle, 10,000 sheep.

Mr. Munroe, estancia Tres Lagunas, 2 leagues of camp, cattle, sheep, and Angora goats. This estancia you mentioned several times erroneously as being part of the Frayle Muerto settlement.

Messrs. Kemmis, Cookson, & Wheatley, estancia Las Rosas, 3 leagues of camp, some hundred head of cattle, are about to stock their estancia with sheep.

Mr. Congreve, English, 1 league of camp, intends to stock his camp with cattle.

Captain T. Tregarthen, English, estancia Las Turbias, is about to bring 1000 head of cattle and 5000 sheep to his 2 leagues of camp.

Besides these, there are in Mr. Gowland's camp, settled, Messrs. Dodds, Fearn, Blake, Cardiff, and several others, all English or Irish. All these came with their flocks to this province about 4 months ago, from the partido of Magdalena, and are all very glad that in proper time they escaped the misfortunes which befel the sheepfarmers this winter in the south of Buenos Ayres.

Further north Mr. Richard B. Newton owns 6 leagues of splendid camp, and we are told soon intends to stock the same from the surplus of his estancia in the south.

From this you see that there is already quite a number of foreign establishments in our neighborhood, and there is abundance of camp for plenty more. Camps for sale are getting rather scarce, at least at reasonable prices. While we paid two years ago \$4000 Bol. per league, for a league adjoining our camp, which is offered for sale, the owner asks already \$8000 Bol., and I have no doubt will soon get it. But this league has already a good deal of soft grass on it, and is fit to be stocked all through with sheep.

Camps which have only hard grass on them may be had at \$5000 or \$6000 Bol. per league; by burning down the long hard grass about a month before bringing the sheep on the camp they become quite fit to keep sheep on them. Sheepfarmers that cannot afford to buy a piece of land will have no difficulty to rent plenty of good camp at a very moderate price.

A great advantage for new settlers here is the lowness of wages and the facility of finding good peons, as constantly peons arrive from the upper provinces who are accustomed to low wages, and stop where first they find work for themselves. Wages for a camp peon are \$3 Bols. per month, and a laborer by the day earns three to four reales per day, or from \$12 to \$14 Bol. per month. At shearing time also we meet with no difficulty to find plenty of good shearers, as the many chacheros who are living hereabout, mostly in camps belonging to natives, at that time are not occupied, and are glad to earn something by shearing. Cartage also is very cheap—we send in our wool to Rosario at one real per arroba. Bricks are made by the bargain, at a much lower price than in Buenos Ayres. Posts for cattle and sheep corrals may easily be got from the montes on the coast at comparatively a low figure. Horses are much cheaper than in Buenos Ayres. Good troppoles can be had at \$10 Bol. a head. Almost everything is cheaper here than in Buenos Ayres or the Banda Oriental, which facilitates greatly the establishing of new estancias. Hoping that these statements are welcome to you, I remain,

Yours truly, P. B.

LATEST FROM LA LAGUNA de los PADRES.

SPLENDID CAMPS.

FARMERS GOING AHEAD.

Laguna de los Padres, Aug. 24. Although not one of the favored few who received your printed form for the 'Weekly Dispatch,' I believe I am amongst the numerous number of your subscribers, whom you invite to send you news from the camp, and although I dub myself 'Special Correspondent,' I do not think on that account my jottings will be less acceptable.

An admirable contributed article in your columns speaks in glowing terms of the Laguna de los Padres and the new mole being erected at the port under the able management of Mr. Robinson, and I am happy to say that the work progresses favorably and in a few weeks is likely to be completed, thanks to the energy and perseverance of the engineer.

We have just passed through one of the severest winters experienced in this locality for many years, but although there have been unprecedented heavy falls of rain and severe storms there have not been any very heavy losses in sheep. A great many of the winter lambs died during the storms, but the camps being in good condition the sheep have been fat all winter. There is no such thing as the camp being flooded here, and as the pasture is abundant there is neither the same chances of 'seca' or 'criciente' as in the camps nearer town.

I think it would be well if young men coming to the country intending to start sheepfarming would take a turn out here before settling elsewhere. The real advantages may be summed up in a few words, viz. first rate camps

at a moderate rental, fine mestiza sheep for sale and medianeros wanted, a port for sending the wool to the city, and the likelihood of a town being soon created at the port, with all the paraphernalia of a chapel, court-house, municipality, etc.

I think when capones are so 'flaco' at present about Chascomus and near town, a tropero might make a good speculation by coming out here, as the camps are in splendid condition.

Yours respectfully, SCOTIA.

IMMIGRATION RETURNS.

(For month ending August 31). The arrivals last month have hardly exceeded half the average figure, only amounting to 674; this is, no doubt, due to the war in Europe. But we remark the secretary has forgotten to put down the French mail steamer, which usually brings a good number of immigrants; the steamer Cordova, with 31 immigrants, is also omitted. The figures (corrected) are as follows, putting down 30 for the mail steamer Carmel:—

Table with 2 columns: Nationality and Count. Includes Italians (229), French (122), English (118), Spanish (24), Montevideo (transhipped) (242), Total (735).

LATEST FROM PARIS.

THE EMPEROR AND THE NEEDLE-GUN.

In and out of Parliament the great sensation of the day is the needle-gun. The astounding successes achieved by the Prussians in the present war have awakened us all to the immense importance of breech-loading-rifles, the possession of which makes King William for the moment virtual dictator in Europe. Details of the terrible battles in Bohemia demonstrate in a most striking manner the dreadful execution done by this deadly arm of precision, against whose fire it is literally impossible for the bravest soldiers to make head, when only armed with ordinary muzzle-loaders. The Governments of Europe, without an exception, are now preparing to place them in the hands of their soldiers, and our own Secretary of War has declared that the present Enfield rifles are being rapidly converted into breech-loaders on the Snider principle—an excellent weapon in its way. In Paris the 'furore' about the needle-gun is even greater than with us; and the latest story is told as follows by the correspondent of the 'Star':—'The Prince Imperial asked his father to explain the difference between the needle-gun and the ordinary firearm to him. Wishing to give example to theoretical demopstration, the Emperor went down to the court of the Tuilleries, and calling the sentinel said to him, 'Mon brave, load and fire to amuse these children,' the children being the young Prince and l'Espinasse. Meanwhile his Majesty, who had a needle-gun in his hand, loaded and fired five times before the private had fired his single shot. The soldier was amazed. 'Hein,' said the Emperor, 'It's quicker work with this gun than with yours; would you like to have one?' 'Certainly, sire.' 'Then so you shall,' answered the Emperor.'

The needle-gun has played so potential a part in the German war that I naturally pass from it to consider the prospects of an armistice taking place. Thus far the endeavours of the Emperor Napoleon have not been crowned with success, and the Prussians have made no pause in their movement towards the Austrian capital, near which they were by last accounts from the seat of war. With regard to the intentions of Prussia, the official 'Staats Anzeiger' of Berlin has announced as follows:—'The assertions of various newspapers that Prussia has demanded the cession of Bohemia and Moravia as a condition of peace are entirely unfounded. A glance at the map shows that the possession of these countries by Prussia would not be a source of strength, but of weakness; national interests also would render such an acquisition undesirable. The aim of the policy of Prussia is directed towards the establishment of a new Confederation, and the convocation of a German Parliament. Connection with countries only in part appertaining to German nationality would place obstacles in the way of the assembly of the Parliament.' Russia looks upon the intercourse between Austria and the French Emperor with undignified dislike.

Despite the cession of Venetia to France, the Italians continue to push forward their operations with great activity, and the French Ultramontane papers seek to construe this into a *casus belli*. The Austrians were massing their forces to defend the Tyrol and Austria. The Federal army has fared no better than the Austrians when brought in contact with the needle-gun, and was defeated with great loss in a sanguinary battle on the 14th inst., at a place called Aeschaffenburg. This town was destroyed by fire. The French semi-official papers assert that France does not contemplate any territorial enlargement whatever in the peace negotiations in progress under her auspices. After all,