

Teatro Franco-Argentin.

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The Standard. THURSDAY, NOVEMBER 29, 1866.

THE NEW CAXIAS CAMPAIGN.

The Marquis de Caxias has taken charge of the Brazilian army, and the scene-shifters at Curuzú and Tuyutí are busily engaged.

Polidoro, who was to have done such wonders, falls into the back ground as a subordinate commander. Tamandaré has given up the ship and leaves for Rio.

Porto Alegre has also taken his camp. New men, new uniforms, and new faces, have taken command; and, if we are to credit the Brazilian correspondent of the Nación, the whole Brazilian army, with a hop-step-and-a-leap, makes a bound for the Gran Chaco.

It would be alike ungenerous and improper to taunt any of the retiring commanders with their vaunted promises and visionary schemes. As calm observers of this protracted campaign, we may be permitted to observe that these officers have done their best, and if they failed to drink in flowing bumpers on the 25th of March last to the health of the Emperor, in the city of Asunción, it is because the enemy has proved much stronger than they ever expected.

It may be recollected, that in the beginning of the year, Tamandaré for months and months had been making the most extensive preparations to go up the river. At last these gigantic preparations were concluded, and we were all given to understand that operations were about to commence in real earnest, and that Lopez was booked for. We have learned since then to discover how fallacious was this dream. Lopez has checkmated Tamandaré. And now Albin or Gen. Ignacio takes his place at the board to begin a new game with the Paraguayan adversary.

The Curuzú and Tuyutí campaign have become so tedious and sterile, that the new Brazilian Commander, like the Wizard Hermann, thinks the programme should be changed or varied.

We fully concur with the Marquis. Every one, from Pernambuco down to Patagonia, is tired of the Curuzú and Tuyutí performance. A change of scene will not only have a beneficial effect on the soldiers, but also prove to the people, both at home and abroad, that the Allies are going to do something.

The Caxias campaign in the Gran Chaco, even looking at it in the most unfavorable light, will be prolific of much good for the general reader. It will improve our geographical knowledge of that comparatively unknown land; it will bring to light the real state of things inside the Chaco. An expedition to explore the immense highway made by the Indians, and spoken of by the three runaway sailors that escaped some years ago to Asunción, would be of more real interest to us all than the most graphic letters from 'Sinbad,' 'Falstaff,' or 'Mattos,' about the nightly 'guerrillas' of the enemy. There is a tinge of romance about everything concerning the Gran Chaco, which captivates the traveller as he floats on the glassy waters of the Yermojo: visions of extraordinary wigwam cities, ruled perhaps by some bewitching Puchontas. No civil sedition has ever yet penetrated forty leagues inward from the mud banks in front of Ovaña d'Vila Franca. There may be, and we believe there are, remnants of cities and relics of past generations, such as have been discovered in Yucatan; and perhaps it may be on the cards that the Marquis Caxias will prove another Stephens, and bring to light cities, ages, and languages long since extinct. Perhaps in the heart of this unknown land may be discovered Pyramids more stupendous than those of Egypt, and the lasting monuments of an indigenous civilization, which survive the wreck of ages. If 'Sherman's march to the sea' is to be imitated in the Caxias march to Asunción, then the footsteps of the intrepid Brazilian will be watched with wonder and admiration by the world. Besides conquering the Paraguayans he explores a territory which has baffled Humboldt and Bonpland. Whatever difficulty there may be in raising money for the war, there can be none in obtaining funds to explore

land such as the Gran Chaco: we spent millions in seeking the north-west passage, which McClintock and McClure have at last solved. For three hundred years explorations have been the dream of scientific Europe. We can spare to Brazil, therefore, a few contos-de-reis to help Caxias on his journey. Should he fall by the tomahawk of a Guaraní Powhattan or be betrayed by some "minie-la-ha" of those pathless forests, his fame will be the same. Brazilian posterity will raise monuments to him with the same reverential gratitude as the English people have done towards Sir John Franklin.

The Caxias campaign in the Gran Chaco is the event of the age. The Marshal should take with him a select corps of the most distinguished scientific men he can get together. The fall of Lopez, the capture of Asunción, and the opening up of Paraguay fade into insignificance when compared with the scientific conquest of a land looked up for so many centuries, and of which Lopez up to the present holds the key against all competitors.

THE WAR OF THE ANDES.

IMPORTANT FROM MENDOZA. The Nación issued the following bulletin yesterday.— "The National Government has received despatches by special courier from the Governor of San Luis, to the effect that the new revolutionary Government of Mendoza has requested him to advise the National Executive of B. Ayres that the revolt is purely local and the rebels will submit to whatever the Federal Commissioner may ordain on arrival at Mendoza. Major Igarzabal, a few days before, attacked the rebels in the city of Mendoza, and was repulsed, being obliged to fall back towards San Juan, where he remains in observation to prevent a junction of the rebel forces."

The public will naturally be anxious to learn the details of the first engagement between the Federal troops and the rebels. On what day did the battle take place? What was the respective strength of the combatants? How many killed and wounded? How many minutes did it last? Who commanded the rebels? Was quarter given? What rebel forces does Igarzabal intend to cut off, and how? It is not to be supposed that Igarzabal and the Governor of San Luis have neglected to inform the National Government of all these particulars, and we cannot possibly see why they are not made public. Of course the performance may hardly be said to have begun until Gen. Paunero appears on the scene of action, and then we expect to be able to give our readers a glowing and truthful account of the campaign from our special correspondent.

THE NORTHERN RAILWAY.

As we have already mentioned, this line has lately been unlucky, in the occurrence of divers 'contre-temps' and delays to trains, which, naturally enough, have caused much impatience among the public. It is the peculiar task of a journalist to be severe in all cases where inconvenience is caused to the public, but the present admits of much palliation, especially as no injury to life or limb has occurred. Hardly a month has elapsed since the terrific storm which disabled the Northern Railway, and the wonder is that the manager was able so soon to re-open it to traffic. That he labored strenuously and successfully to effect very great repairs in an incredibly short space of time is a self-evident fact; but things done hastily are not generally solid, and we are not surprised to hear of delays and disappointments until the line becomes sufficiently strong. Nevertheless, if Mr. Thompson had postponed opening the line for another month, that such delay was unpardonable. Of course, there is always some body to blame for such occurrences, but we think the fault lies chiefly with the contractors, who made the railway in so very exposed a place, and with the Government for having received the line in so imperfect a condition. As to the locomotives, we are assured that they are now in better order than they have ever been before. Still it must be admitted that the line calls for serious and heavy repairs which will require much time and an outlay of over £10,000 sterling.

The Provincial Government has published the following notes on the subject:— Finance Department, B. Ayres, Nov. 27, 1866. To J. Boyd Thomson, Esq., Northern Railway.

The daily papers are full of articles, not only complaining of the irregularity of the Northern Railway, but also expressing a fear for the lives of passengers. These complaints are addressed to Government, and must be attended to; first, because the State pays a guarantee on the line, and has a right to see that it is properly worked, so as to prevent a prejudice to the Treasury; secondly, because Government is bound to look after the security of the lives of the public. The Government has therefore, ordered the line to be inspected, not

only as regards the permanent way, but also its rolling-stock, materials, workshops &c., and named for this purpose the President of the Western Railway board; who will be aided by competent persons belonging to that line.

May God preserve you. MARIANO VARELA. B. Ayres, Nov. 27th 1866.

To the President of the Western Railway Committee.

The complaints through the press, relative to irregularities on the Northern Railway and the bad condition of the locomotives, oblige the Government to order an inspection of that line; and the Governor entrusts this task to you, on the understanding that you may take the engineers of the Western Railway and other persons you deem competent, to assist you.

The Government wishes to be informed not only as to the condition of the road and its rolling-stock, but also whether the materials of the line and its management are such as they ought to be; seeing that the State guarantees 7 per cent. on the capital therein employed, and we cannot consent that a culpable neglect should involve obligations on the Treasury that are only intended in recompense of a public benefit.

The Government trusts you will faithfully execute this new and important service for the country: May God preserve you. MARIANO VARELA.

EDITOR'S TABLE.

Yesterday morning the invitations to the Telegraphic Dinner at the Coliseum were given round. We believe it will be an unusually grand scale; all the Government Ministers and State dignitaries will be there: the toasts will be telegraphed to Montevideo, whilst in that city another banquet will be given contemporaneously and the toasts given there will be telegraphed to the Coliseum. This will be a post-prandial victory of a new kind. There was nothing else talked of in town yesterday save this grand banquet, but owing to the men being at work at some part of the line near Punta Lara we were deprived of telegrams up to—o'clock.

The Provincial Government, in consequence of the delays of the trains on the Northern Railway on last Sunday, has taken most active measures, ordered an inspection of the road, rolling-stock, etc., and a report to be made as to the real condition of the road. We have no doubt that Mr. Thompson will afford the fullest information, and the Government cannot really be blamed in this matter, since the complaints come from all quarters.

The telegraph wires are temporarily stopped working, and the flaw is supposed to have occurred on the other side. Mr. Oldham started yesterday in a whaleboat for Colonia, and expected to send us a telegram by three p.m. to report progress. If it arrives before we go to press it will appear in another column.

Two new loans are on the tapis to redeem the paper money—one at 6 per cent., 82½ per cent., and another at 9 per cent. at par. Both these loans are intended as home loans, and the bulls and bears agitate the question as to the possibility of their being made. The Committee appointed by the Government gave it as their opinion that no sufficient sum could be raised in Buenos Ayres for the purpose. We agree with the Committee—if the money is to be got it must be by a foreign loan, as the floating capital in the country is too small for such a business.

No greater proof can be given of the very slight interest which all our colleagues take in the Paraguayan campaign, than the fact that the most startling news brought by the last mail from the seat of war, has no even been the subject of a comment. Either our colleagues are so perplexed at the attitude of affairs; that they have not an opinion to advance, or the chances which have taken place have mystified their judgment. The departure of Admiral Tamandaré for Rio was a thing long looked for. The removal of Porto Alegre might have been even anticipated, but the sudden evacuation of Curuzú, after such a waste of blood and treasure to hold the place, has so completely taken us aback, that we find it very difficult to believe the Nación correspondent. That Porto Alegre made a mistake in ever landing there may be urged by some; but we hold the contrary, and had he pushed on the very day after he drove the Paraguayans out of Curuzú, it is very possible, and even probable, he would have taken Curuzú before the enemy had time to make the 'abattis,' which subsequently defeated the Allied army. The evacuation of Curuzú goes to show the very decided military talent of the enemy. Many wondered when President Mitre retired to Tuyutí, why the enemy did not concentrate at Curuzú and fall on Porto Alegre; but it would seem now that the Commander-in-Chief of the Paraguayans knew full well the untenable character of the place, and therefore declined to hasten or precipitate the Allied retreat. The army now moves into the

Gran Chaco, and a complete and total change of the campaign is mooted. But when we hinted at a dash through the Gran Chaco some months ago, the position of the Allies was very different to what it is to-day. Forty thousand men then stood in battle array on the banks of the Paraná, waiting the signal to cross. The men were in the best spirits, the officers panting for glory, and all the subsequent hardships of the Estero Bellico unknown. An order from the Commander-in-Chief to embark for the Chaco would have been hailed with the greatest joy by the soldiers; but the evacuation of Curuzú must have a very serious moral influence on the men, and to attempt a march through the Gran Chaco in the very depth of summer, and with dispirited troops, is a move which requires much pluck to carry out.

Hermann had another full house last night at Colon, and will perform in one of the scenes to-night at the French theatre, in a 'buffo' performance.

The Bishop of Montevideo has been to administer confirmations at Paysandú.

In the list of subscriptions to the British Hospital, the names of Messrs. Gibson Bros. should be \$1,000 mpc.

Another erratum occurs in the date of entry for the Belgrano races, which should be—Dec. 2nd.

The great land auction at Santa Fé is attracting great attention amongst English speaking foreigners: every day there are parties dropping in to see the maps of the lands. There seems to be a complaint, however, about the time of the auction being so near Christmas. We think that time should be allowed for the auction notice to be advertised in the English newspapers.

In Rosario there is nothing now talked of save recruiting: General Paunero and Colonel Martínez de Hoz are there. All the Santa Fé National Guards are to be mobilized.

There is a very strong feeling entertained by all classes of foreigners at Marshall's murderer having escaped the gallows: all parties complain that the law is altogether too lenient in this country. Had the case occurred at home a simple statement by the prisoner would never have saved him. It is really monstrous that such a judicial farce should be tolerated: we cannot blame the Santa Fé judge, however, any more than the judges in our own city, who, in the lottery boy's case, on the strongest and most circumstantial evidence, allowed the criminals to escape.

On Tuesday night we had a most delicious shower, which freshened the atmosphere and laid the dust. In the morning, as a matter of course, there was mud in the Plaza, but the business in wool was not stopped. The arrivals in the North Plaza are now greatly in excess of the South. There are now about 300 carts in the Once do Setiembre, and at the station every depot and shed is crammed full. The buyers are hanging back for the moment until news of the French packet is at hand. Owing to the stoppage of the wires yesterday on the other side of the river we heard nothing about the packet, but we expect her in this morning, with several Brazilian officers on board.

No steamer from Montevideo yesterday, and consequently no fresh Oriental strawberries for breakfast. Steamboat agents ought to take pity on the hotel proprietors. Yesterday there was a most exciting difficulty at one of our most fashionable hotels owing to the very diminutive size of the strawberries, which came from some Beltrio quinta.

We are pleased to be able to assure our friends that very shortly a small steamer will ply in port between the mole and the roads. We believe the public of Buenos Ayres is indebted to an accomplished ship-broker for this great convenience. Owing to the peculiarity of this port it should never be without one of these steam-lighters, which they have in Montevideo, and which are much more required here.

The buoy of the astronomical line of steamers went down after the last storm, and Captain Johnson of the Halley, after the greatest exertions, succeeded in elevating and pumping it; he then closed the leak and now it is all right again: this is one of the finest buoys in the port.

The two English soldiers who fought at Curuzú, and who visited us the other day, state that between English and Americans there are some 400 soldiers in the allied camp. The bulk of these were enrolled in Charlon's division.

The steamers Esmeralda and Guaraní leave to-day for Corrientes, and the Rio Paraná for the Uruguay. On Saturday last they had a race between Equinas and La Paz, which lasted 3 hours, and the Esmeralda won.

The new steam line to Patagonia naturally suggests the question what has become of Captain Harrison's Steamer Company? Money is cheap now in England, great attention paid to the River Plate matters, and the proper season arrived for launching the Company with success.

We have received no report of the meeting of Sr. Terrero's Beef Company at the Rural Society on Monday night; as the matter is of great public interest

we hope the Secretary will send us a copy.

The Rural Code in English is now coming into much greater demand; scarcely a farmer comes to town who does not purchase a copy before he returns to the country. Only a few months ago Mackern declared that he had only two books in his shop which he could not sell; Zimmermann on Solitude, and the Rural Code in English.

The Mole calls for instant repairs. The damage caused by the late storm was very severe: right in front of the Resguardo there is a horrible snare. We saw it the other day. A large plank is laid carelessly over an immense hole. At night-time any of our subscribers might fall over the plank into the hole, and vanish down through the wood work. The Captain of the Port ought to at once attend to this.

We hope the last case of drowning will call public attention to the great want of a public bathing establishment. It is really monstrous to think that in this populous, rich city, a man cannot even take a swimming bath. The Municipality, by giving a grant or charter, can, at no expense to the city, have a large establishment at once made. There will then be fewer cases of drowning.

NEWS FROM THE CAMPS.

WEEKLY REPORTS for 'STANDARD', CARNEGIE, BANDA ORIENTAL. November 20th.

Poonas' wages, and if wanted: An ounce a month may be stated as the average pay of a good peon; and steady men can always find employment.

Price of stock: Capones for saladero 8 to 9 r.s., fat novillos 13 pats; 'gamado al corte' 7 pats., no enquiry for sheep.

General remarks: The shearing may now be said to be finished; and while the hurried departure of estancieros and sheep owners with their wool proclaims that the harvest in the camp is at an end, their appearance at their several destinations as loudly proclaims that the harvest in town is about to commence. The whole province, from north to south, in marching off to town: it is not Belgravia on the move, with its sickly looks and flimsy cabriolets, but ruddy health and sturdy limbs are trooping off from home. Now may be seen pacing the streets of Buenos Ayres and Montevideo the smiling Englishman, the grave Scot, and the rollicking Pat; and were it possible for Mitre or Flores to collect them into one glorious band, and lead them against the Paraguayans, they would drive the 'critters' before them like a flock of sheep, and enter Asunción in less than a week. Now is the busy time in town—old bills are paid, and old goods, very old goods, are sold to commence another year, and many things are bought which in all likelihood may never be required. There is no use for money in the camp! These poor people, standing behind counters and sitting upon stools and easy chairs, have all fine wives and finer children, who require grand houses and gay dresses, and they must get all the money country-people can spare. Then, after the so-called business is done, friends and acquaintances meet, and more money is distributed where it is most needed; till empty in purse and addled in head, the poor campman mounts his Rosinante and steers for home, there to commence the same unvaried round of labor for another year. And then too is finished the harvest in town; and all the while, that which produced all this bustle—the wool of the sheep—is on its way to scores of commercial marts, where it will cause other harvests before it reaches the back of the working man in our native land, or is sent back for ourselves here.

NEW MODE OF MARKING SHEEP IN BANDA ORIENTAL. About five months ago a new law was passed in Montevideo, in consequence of which all sheep must be marked in the ear, and whoever fail to do so with their flocks incur severe penalties.

This law has been made known to us here in the camp only a short time since, having been kept for benefit of the enlightened public of the city of Montevideo. We therefore hastened to buy a 'boleto' and marking apparatus in order to register our camp and the sheep on same, without knowing any exact reason why. The charge was five reales, which is very cheap for ink and paper, not to mention the expense of yerba-mate for the clerks.

For a marking apparatus of very rude construction we paid four reales, getting permission (if we like) to have better ones made in Europe after the same model.

In some manner this new regulation may be considered good, but I only regret not being proprietor of the 'patente,' which would leave me a handsome profit before the many imperfections of the new law render it completely a dead-letter. All sheep throughout the Banda Oriental have to be marked anew, which will take much time and money; besides, with sheep already marked it will be more than difficult. Mr. Jackson and other large estancieros will

require a special mode or invention, such as marking the ear with powder, if they would escape being fined.

Sheep on being sold have to be countermarked with the buyer's number. Sales here are generally made after shearing, in the hottest season of the year, and this will expose the sheep very much to maggots in counter-marking. It will, meantime, be expedient for estancieros to breed for long ears, as with rabbits, so that a four-month-old lamb may have enough ear to admit the mark, and thus escape fine.

It is strictly prohibited to cut off or shorten the ear; we are glad to find this old law renewed, and should like to know before what tribunal we can proceed against offenders.

People who have less than a hundred sheep are exempted from the present law: it is only proper to save these poor persons from this unnecessary expense, which will yield good fruit. Every estanciero has a number of such persons around his land, and fully appreciates their worth: they invariably rescue their neighbor's young lambs, by picking them up on the boundary and rearing them with the most tender care. And if by chance the dam runs over the boundary to follow her lamb, these people can readily cut off the mark and thus save their gringo-neighbors from useless trouble.

I should also ask sheepfarmers if, in case of a mixture, there would be any use in looking for their numbers in the ears?

People who, long before the birth of this five-month law, marked their fine flocks, know how difficult it is after a time to recognize their numbers, when the ears are covered with dirt and wool. Or would any neighbor, on the possibility of some strange sheep being among his flock, allow his sheep to be examined so closely? I hardly think so, and know of no power to oblige him. Or in what country is it customary to make such arbitrary regulations respecting private property? If I lose sheep from improper marking it is clearly my own loss, and no third party has any reason to complain.

A few years ago there was great talk about a new mark for cattle, to be forcibly introduced, but the cattle breeders of San José, etc., opposed the project, and it fell through.

To apply a few leeches to the Gringos will probably offer less difficulty. If the Government wishes to display its energy, let it first respect our old sheep-marks, duly registered, and then turn some attention towards the arrest of robbers and vagrants. Till then many sheep will be lost, which it were needless even to take the trouble to mark.

In the meantime it would be advisable to set a mark on all honest employees and upright public officials, so that they may be known to a VICTIMIZED ESTANCIERO.

COLONIA DEY-DOCK AND ARSENAL.

MR. KING'S CONTRACT WITH THE GOVERNMENT.

Art. 1. The Government hereby gives a concession to Mr. Thomas H. King to carry out at Colonia certain works for building, repairing, loading and unloading vessels as hereinafter expressed.

Art. 2. The Government cedes forever to Mr. King and his heirs the land south of Sta Rita battery as far as the point marked B., if same be fiscal property, but if private property Mr. King must pay for it.

Art. 3. The waters of the port, for 20 yards from the works shall not be obstructed but left for use of the undertaking.

Art. 4. Mr. King shall have the right to build a break-water of stone, iron, or wood, not to extend more than 300 yards from the battery.

Art. 5. The cost of this break-water is not to exceed \$100,000.

Art. 6. To indemnify Mr. King for these expenses a tax shall be levied of 5 cents on merchant-vessels from 20 to 100 tons, and 10 cents on those over 100 tons. This tax will not include coasting-vessels of the national flag, but all that enter Colonia for repairs.

Art. 7. This tax shall be collected by the local authorities and handed over each month to Mr. King, provided it does not exceed 20 per cent per annum on the capital invested. This impost shall be for 20 years, but the Government may at any time buy the works of Mr. King for what they cost.

Art. 8. Mr. King shall have, gratis, the benefit of whatever stone may be public property, in case the Fiscal do not need same.

Art. 9. Government vessels shall have a preferent use of the works, and pay the same for repairs as merchant-vessels. Government shall have no interference in the rate of charges. Industry being free throughout the Republic.

Art. 10. All materials, machinery &c. shall be admitted free of import-duty, and exempted for 10 years from municipal or other tax.

Art. 11. All sea-going vessels entering Colonia for repairs shall be exempt from port-dues, during 10 years.

the country, without interference of any foreign jurisdiction.

Art. 13. The Government shall expropriate for Mr. King's account, as by law of July 1863, any land or building of private parties that may be necessary for the works and situate within 100 yards east or south of the site mentioned in Art. 2.

Art. 14. Mr. King is to begin the works within 6 months from date, or the concession becomes null and void.

Art. 15. All works connected with the break-water shall be inspected by the department of Public Works, or other person named for the purpose.

Art. 16. This concession shall in due time be submitted for approval of the Legislature.

Montevideo, Oct. 14th (signed) F. H. KING, concessionaire. BATTLE, Minister of Marine.

FOREIGN MISCELLANY.

SCIENTIFIC MATTERS.

The great bugbear which prevents the use of proper signal apparatus on railway trains in England is the fear that the train will sometimes be unnecessarily stopped. The latest invention provides a bell-pull in every compartment, which, after it has performed its office of rousing the guard, remains in the hand of the puller, and thus convicts him of his act. The English refuse to copy our simple and effective arrangement, though with all the travel on our roads it is exceedingly rare to have a train stopped unnecessarily.

The sanguine inventor of a submarine boat made two or three trials with the machine in shallow water, and then invited a party of friends to accompany him for another trial further out in the bay. They all entered, and the boat was sunk in ninety feet water, but not making its appearance there began a search for it. It was not found till five days after, and then was so deep that it could not be reached without a diving bell. This happened in the Bay of Valparaiso.

The following are some familiar velocities reduced to metres, the new standard of length, instead of miles and feet, the unit being a second of time:—Electricity, 464,000,000; light, 300,000,000; sound through iron, 3,488; through water, 1,435; and through air, 332; eagle's flight, 35; nerve force, 28; greyhound or racehorse, 24; the arm in throwing a stone, 23; gale of wind, 22; arterial wave, 9; muscular contraction, 1.

The instruments for signalling through the Atlantic cable are so delicate that a length of about 1,700 miles on board the Great Eastern worked, when about a foot of the centre was stripped to the copper wire and lowered over the side till the bare conductor rested on the ground. The signals, in this condition, were so perfect as to suggest the feasibility of raising the first cable ever laid, and making it, at this late day, pay for its cost.

It is a fact that a person may be killed so quickly that no sensation of death will be felt. A rifle ball will pass through the brain in a thousandth part of a second, and a stroke of lightning dart through the body in much less time. This does not leave time enough for the brain to receive the impression of the death-stroke and accounts for the placid countenances of those who have thus died.

De La Rue, with his thirteen-inch telescope, has obtained photographs of the moon so perfect that they bear being magnified to three feet diameter. They are so exact that they furnish correct data for the measurement of the vibration of the moon. They will be of great service in compiling the new lunar map undertaken by the British Association.

Another of the 600-pounder Armstrong guns has burst in England, the accident occurring at the eighth round. This makes the cost about \$2,800 a shot, which is making war at a dearer rate than we did it. The Armstrong guns are now assailed on all sides by military men, mechanics, and inquisitive committees.

The vast multitude of vermin in the world, and the importance of their relation to the human family, are shown in the estimate that there are rats and mice enough in England to eat up 182,232 bushels of corn daily, or enough in a year to keep 2,115,712 persons in daily supply of two loaves of bread.

The Turkish Government has turned its attention to developing the mineral resources of Bosnia. A Prussian engineer has been employed to travel through the country to examine the old mines and look for new ones. Bosnia yields copper, lead, iron, antimony, quicksilver, coal and arsenic.

One of the first important industrial uses of aluminium is to be introduced by the Italian Government in the manufacture of cavalry cuirasses. It is found to be impervious to a musket ball at forty paces, or to the thrust of a bayonet. It is, besides, as light as a coat, and can be made for 25 francs.

Observations on the temperature of the months February, May, August and November, which have been carried on in London for 50 years, in Paris for 60 years, and in Berlin for 110 years, show that the maximum of

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HOTEL BRIGANO

NORTHERN RAILWAY

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Important for Shepherders

The Argentine Republic at the Paris Exhibition

Leopold Casati

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IMPORTANT AUCTION

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RIVER PLATE STEAM-SHIP COMPANY

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THE NORTHERN RAILWAY

THE NORTHERN RAILWAY

THE NORTHERN RAILWAY

BY SANTIAGO J. WILD

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BY SANTIAGO J. WILD

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BY SANTIAGO J. WILD

Monasterio del Comercio

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Monasterio del Comercio

LANDED ESTATES OFFICE

B. HOE Y CIA.

MAQUINAS DE IMPRIMIR

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