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The Standard.

"Nil falsi andem, nil veri non andem dicere." CINCINNATI. SUNDAY, OCTOBER 15, 1865.

ARRIVAL OF THE MERSEY.

NEWS FROM EUROPE.

The Mersey left Rio de Janeiro on 8 inst. at 4 p.m. having waited the arrival of the Arno which left Southampton on 13th, she brings four days later dates and arrived at Rio at 7 a.m. on the morning of 3 inst. just as the Mersey was about to leave but was detained until 4 o'clock p.m. in order to see if the Arno could be got ready to proceed, but as it was found it would detain the mail too long, it was deterred to send the Mersey another trip. The Arno is undoubtedly a magnificent steamer, beautifully fitted, a good model, and all latest improvements, her saloon which is beautifully fitted and very commodious is on deck, her sleeping cabins below, ventilated from the side of the saloon, and are very very cool, she arrived out in 20 steaming days. The Mersey landed at Montevideo £75,000 in sovereigns from Rio, and brings to B. Ayres £100,000 in sovereigns for the Government, from England, and £5000 on private account, jewellery valued at its 92,650.

The Mersey arrived at Montevideo at noon on the 13th, and left at 6 p.m.: she was obliged to anchor off Point Indio through thick weather. Captain Curlew is appointed to the command of the Arno.

The Oneida arrived at Rio on 4th inst. The Co's new steam-ship Rhone was to leave Southampton with the mails of 9th September; she is a magnificent steamer and was built in London by the Thames, Iron Ship Building Company.

Exchange at Rio 25d. to 26 1/2 on England.

FEARFUL ACCIDENT ON BOARD THE FRENCH MAIL STEAMER CAMEL, AT MONTEVIDEO.

At 4:30 p.m. a fearful explosion took place on board the above named steamer by the bursting of her foremost boiler, carrying the foremost funnel and the deck surrounding it, away, and blowing the poor fellows who happened to be in the vicinity of it completely into the air. Up to the time of Mersey leaving, 6 p.m., it was ascertained that three men were killed and seven injured. The cause of the accident is not known, and it is supposed that the above number is far from the correct one. Assistance from every ship of war was promptly rendered, but no further particulars could be collected.

We have the Southampton mails to September 9th, and 4 days' later news brought by the Arno, which arrived in Rio on October 8th.

The visit of the French fleet to Portsmouth was a grand affair, similar to the previous demonstration at Cherbourg: the fête lasted several days, and a grand banquet was given by the Lords of the Admiralty to the French dignitaries, the service being of massive gold. The Duke of Somerset thanked the French Minister of Marine for the splendid reception given to the English fleet at Cherbourg, and alluded in touching terms to the kindness shown by French officers in the River Plate to the sufferers of the Bombay catastrophe: he then toasted the Emperor, Empress, and Prince Imperial. The French Minister returned the compliment by toasting Her Gracious Majesty.

The Haras correspondence announces the Isthmus of Suez now completely opened. The Emperor sent a telegram congratulating M. Lesseps on his success: it went from Chalons to Suez in 3 hours.

The Emperor, Empress and Prince Imperial left Fontainebleau on the 6th Sept. for Biarritz, and on the 9th an interview was to take place at San Se-

bastian between the Emperor and Queen Isabella.

Count Walewski has resigned his post as Senator, and was named on Sept. 1st. Member of the Privy Council and President of the Corps Legislatif. Prince Napoleon is going to pass the winter at Florence: he resigned his chair as President of the Exposition Committee, and left Paris without visiting the Emperor.

The Cholera has made some ravages at Marseilles. Excessive cleanliness is recommended: the disease is pronounced not contagious, and the only remedy a glass of brandy with a 1/4 grain of Morphine.

In Italy, Lanza has resigned the portfolio of Interior, which embarrasses the Government, and the public excitement predicts a revolution. Letters from Rome say that the Pope will return from Castel-Gandolfo on Sept. 10th: a Consistory is summoned for October 21st, relative to the negotiations with Victor Emmanuel. The city of Rome is undergoing great and salutary improvements: an Anglo-Roman Co. is constructing a new aqueduct for the Acqua Maria.

A Ministerial change has occurred at Lisbon, M. Aguiar being the new premier. King Louis is about to visit several European Courts, Dom Fernando acting in his absence.

The Greek Chambers, after voting the Budget, and a new Loan for 4 millions, went into recess. The King is going to spend some time at Corfu. Rarayanis, the chief brigand leader, has been taken prisoner.

The Cholera at Constantinople is declining, but owing to its ravages all business has been suspended, and the shops closed. The panic was so great that even parents abandoned their children.

TELEGRAMS.

London 7th. The Queen's interview with the King of Prussia was only etiquette: no arrangement is possible between the respective Governments. The Times attacks to King of Prussia.

Constantinople 6th.

An awful fire broke out yesterday: 2500 houses and mosques burnt. The fire continues.

Madrid, 6th Sept.

The Chambers will not close till the King returns to Madrid.

AMERICA.

(Per the Belgian, via Greencastle.) New-York, Sept. 2, Evening.

The 'New-York Times' asserts that General Butler, in conjunction with the Attorney-General, will take a prominent part in the prosecution of Mr. Davis.

A meeting has been held of the creditors of Ketchum, when it was voted to accept a dividend of 60 per cent., 50 per cent. to be paid by the 1st. of November, and the remainder in three months. The liabilities are said to be 4 millions dollars; and the assets, 3 millions dollars.

The firm of Thomas Ketchum will resume business; but no provision will be made out of the assets for the payment of E. B. Ketchum's forged cheques.

COMMERCIAL INTELLIGENCE.

New-York, Sept. 2, Evening. Gold, 144 1/2. Exchange on London, 157 1/2.

ANOTHER EDITORIAL VICTORY.

THREE DAYS LATER FROM THE STATES.

ARRIVAL OF THE HON. MR. WASHBURN IN RIO.

Yesterday we learned by special despatch from Montevideo that the American steamer Montana had arrived in Rio with the American Resident Minister in Paraguay, Mr. Washburn, and lady, on board. This vessel brings dates from New York to 5th September. Gold 144 1/2. Hides 20 cts. gold; tallow and wool rising; the panic caused by the failure of Ketchum & Co. had subsided; nothing new in politics. Mr. Washburn is waiting to come down to the River Plate in a small gunboat, which he proposes to take up to Paraguay.

Per Arno we have dates from London to 13th Sept. Money ruled easy; consols going up; trade brisk. A joint stock Co. swindle had been detected; 25,000 false shares issued by the secretary, who poisoned himself. Rumor of a great conflagration in Constantinople. Mr. Riestra about to make a trip to the United States.

TWENTY-EIGHT VESSELS CAPTURED BY THE SHENANDOAH—34 BURNED.

WRECK OF THE BROTHER JONATHAN AND LOSS OF OVER 300 LIVES.

The steamer Colorado, Commodore Watkins, from San Francisco, arrived at Panamá on the morning of the 16th inst.

The news by this arrival is of unusual importance. The pirate Shenandoah was continuing her depredations upon the fleet of whalers in the North Pacific. When last heard from, June 28th, she was in Behring's Straits, and up to that time had captured twenty-eight vessels, twenty-four of which were burned and four bonded. In every instance the officers and crews of the unfortunate vessels were robbed of all their personal effects, so that many of them on arriving at San Francisco were quite destitute. Of the future movements of the pirate nothing definite is known. Many of the officers of the burned whalers agree in the opinion that she will soon throw off the disguise of a Confederate cruiser and turn open pirate preying upon the commerce of all nations alike. The barks Milan and Vernon from Teakaleet, had arrived at San Francisco, and both reported seeing, one on the 22nd and the other on the 23rd July, a large propeller steamer lying in the mouth of the Straits of Fuca, in or near Neah Bah. She had no flag flying, and her description does not answer to any vessel known to be in those waters, while it does answer exactly to that of the Shenandoah. During the night the steamer passed around the Vernon three times, but did not hail, and at daylight she was out of sight. Some importance is attached to those reports, as the captain of the captured whaler Nile says the pirate was headed southward when last seen, and that she may have reached the point referred to is not at all improbable, as plenty of time had elapsed since she was seen at Behring's Straits. The last reports from the Shenandoah say she had about 600 tons coal on board, and a coal-ship from Australia was expected to join her at some point in the north.

A dreadful shipwreck, attended with great loss of life, occurred near Crescent City on the 30th July. The California Steam Navigation Company's steamer 'Brother Jonathan' on her trip north from San Francisco, with over two hundred passengers on board struck on a sunken rock and went down almost immediately. Only twenty of those on board are known to have been saved. Brig-Gen. Wright and lady, who were passengers, are supposed to have been lost. The General was en route to Port Vancouver, to take command of the Department of Columbia, to which he had lately been assigned by the General Government.

CALIFORNIA STEAM NAVIGATION COMPANY.

Steamer 'Brother Jonathan' struck a sunken rock off St. George's Point, eight or ten miles northwest from Crescent City, about half past one o'clock p. m., to-day, and went down about forty-five minutes afterwards, and all on board are supposed to be lost, except seventeen adults and three children, who came ashore with me in the ship's life-boat at this place that went to the rescue. No hopes of saving any one. Two boats swamped alongside of the ship, and there were three boats left on steamer. Passengers cared for by the citizens here.

THE PRESS DESPATCH.

Jacksonville, Aug. 2d—7 p. m.—The last seen of General Wright he was standing on board holding a life preserver in his hand; there were two boats swamped before the one that the fourteen men and the woman and child made their escape in left.

Captain Buckley had men out patrolling the beach all night and the next day, so as to pick up any bodies that might drift ashore, but there was no drift of the ship, nor did any wash ashore up to two o'clock on the 31st nit. The boat fired two guns, but it was thought that it was only a signal from some boat on her way up. There was nothing known of the wreck until it was revealed by those who made their escape in the small boat. The steamer was wrecked by running on a sunken rock off Point Lincoln, near Crescent City.

WHOLESALE DESTRUCTION OF AMERICAN WHALERS BY THE PIRATE SHENANDOAH.

The San Francisco papers received by this mail contain full particulars of the destruction of American Whalers by the Shenandoah, and of the operations of the pirate in the Arctic Seas. The 'Bulletin' of July 20th gives the following interesting account of the doings of the pirate:

The arrival of the whaling bark Milo, Captain Hawes, in our harbor, this morning, brings us news of the most extensive and wholesale destruction of American shipping yet committed by any rebel pirate craft since the beginning of the war. We will commence the story by a chronological account, as near as can be ascertained, of the operations of the Shenandoah. The pirate boarded a Hawaiian schooner on the 30th of March, in lat. 3 deg. 53 min. No., long. 167 deg. W., which was the first news we had respecting her. She inquired of the captain of the schooner the location of our whaling fleet, and it appears immediately steered her course in that direction. Two days afterwards, viz: on the 1st of April, the pirate reached Ascension Island, where she found lying at anchor the San Francisco whaler Edward Carey, Captain Baker, with 275 bbls. of sperm oil; the Hawaiian bark Harvest, Captain Eldridge, with 300 bbls.; the American bark Pearl, Captain Thompson, empty (sailed from Honolulu), and the ship Hector, Captain Chance, with 275 bbls. All of these vessels were burnt, and their officers and crews, with the exception of those men who joined the pirate, were left on Ascension.

The 'Shenandoah' then set sail for the Ochotsk Sea, where on the 27th of May, she captured the whaling ship 'Abigail' Captain Nye, with 30 bbls. of sperm oil. After remaining alongside the 'Abigail' one day and taking from her such clothing, small arms and liquors as were wanted, she was committed to the flames and with the 'Abigail's' crew on board, the pirate set sail for the Arctic Ocean. Soon after the crew of the 'Abigail' went on board the 'Shenandoah' T. S. Manning, who had been her second officer, John A. Dowden, boatsteerer, and thirteen men, mostly Sandwich Islanders, joined the pirates, and are probably still with them. Manning, it may be well to state was last year third officer of the ship 'Hillman', from this port. He has a wife living in New York City. He joined the 'Shenandoah' as pilot, and not only steered the pirate towards our whaling fleet, but gave the rebel commander the first information as to where it lay. The 'Shenandoah' arrived off Cape Thaddeus, at the entrance to the Arctic Ocean, on the 29th of June. Here she encountered the 'Euphrates', Captain Hathaway, with two whales, which was burnt on the 21st of June. The next day she fell in with, and burnt the William Thompson, Captain Tucker, and the 'Jehi Swift' Captain Williams, having four whales each.

Three of the William Thompson, all Englishmen, forthwith joined the pirate. A day or two after she captured the Milo, Captain Hawes, with two whales. The captives had by this time become so numerous that Captain Waddell, the commander of the rebel cruiser, concluded to bond the Milo instead of burning her, which he accordingly did in the sum of \$46,000, and putting all his prisoners who had not deserted their flag, on board of her, gave her a clearance for San Francisco. Just before the Milo set sail for this city (the 23rd of June) the Shenandoah had captured the Susan Abigail, Capt. Redfield, of San Francisco—a trading brig—and was lying alongside of her taking in the booty when the Milo left. The Milo has been nearly 27 days on her passage to this city, and brings Captain Tucker, Williams, Smith, Hathaway and Hawes, and about 180 officers and men of the captured vessels.

Near by where the 'Shenandoah' was last seen was a large fleet of whalers, comprising about 60 vessels, mostly ice-bound, and it is the opinion of the officers who arrived by the 'Milo' that they have all ere this fallen a prey to the pirate. The evening before the 'Milo' left, Captain Nye, one of the captains who had been put on board of her to be sent to this city, left her in a small boat under cover of a dense fog, with the design of going to the fleet of

whalers and giving them warning. Whether he reached the fleet or not is unknown, but even if he did, it is thought to be very doubtful whether the vessels would be enabled to escape from the pirate. It is believed that the commander of the Shenandoah designed to fit out one or two of the captured vessels as privateers, with which to destroy the whaling fleet above spoken of, and also all other American ships that may be found in these waters. He did not wish to risk the Shenandoah by running her into the fields of ice. Capt. Waddell was very anxious to induce the men whom he captured to enlist under his flag, probably for the purpose of getting crews to man the new pirates that he designed fitting out. Very few Americans, however, were persuaded to join him.

From one of the Captains who was twenty-seven days a prisoner on board the Shenandoah, we learn the following particulars about the rebel craft: She has six guns—two rifled guns at the bow, two heavy guns amidships, and two small guns aft. She is a full-rigged steamship, with iron frame, iron masts, and iron lower yards and topsails. Her length is about 250 feet. She is slight built, and could be easily destroyed by the poorest of Uncle Sam's naval vessels, provided she could be got in range—but she is very fast, and few vessels in our navy or any other would be able to catch her in a fair chase. Her crew consists of about 150 men, mostly English and Irish. She has a large supply of shot, shell and ammunition—sufficient to fit out two or three more cruisers like herself. The following is a list of the Shenandoah's officers: Captain, James I. Waddell, formerly lieutenant in the U. S. Navy; First Lieutenant, Whipple, also formerly of the U. S. Navy; Second Lieutenant, Schells; Third Lieutenant, Lee—a nephew of Gen. Robert Lee; Fourth Lieutenant, Scales; Fifth Lieutenant, Miner—formerly second officer of the bark Alice of Clod Spring, Long Island. This Miner acted as pilot of the Shenandoah in the Ochotsk Sea.

During his stay on board the Shenandoah, Mr. Tabor, the mate of the Abigail, became quite intimate with several of the officers and men, and in conversation, he learned that the Shenandoah was to be kept supplied with coal by the English at Melbourne. As confirmatory of this information it is a noteworthy fact that on the 18th of June, the schooner William Gifford spoke a large merchantman which refused to answer the call, and it is believed that this was the coal-supply ship on her way to the pirate from Melbourne.

On the arrival of the Shenandoah at Cape Thaddeus, where she captured the Euphrates, and other vessels mentioned above, Capt. Waddell was informed of the fact that Lee had surrendered, Richmond was taken, and President Lincoln had been assassinated. He replied that he was prepared to hear of the assassination of Old Abe, for he had expected it, but declined to put credence in the statement of the surrender of Lee or the capture of Richmond. On being assured that such was the fact, he still pretended to disbelieve it, and proceeded to destroy the vessels as though the "Confederacy" was still a power in the earth, and he was one of its "gallant naval heroes."

THE FOURTH NATIONAL CONGRESS.

The session of Congress now closed has marked one of the most critical periods in the history of the Argentine Republic. At the date of its assembly, last May, the President of Paraguay was pouring his legions into the Province of Corrientes, and threatened to over-run all these countries before any effective preparations could be made, to stay his devastating career. The first act of Congress was a declaration of war, and to President Mitre was entrusted the tremendous task of organizing an army and vindicating the outraged honor of the nation. Meantime other dangers were also impending: the question with Chile about the Magellan Straits wanted little to provoke hostilities, so acrimonious was the tone of the newspapers in either country; the reign of terror in Cordoba almost caused a conflagration in the heart of the Republic; and the doubtful attitude of Entre-Rios gave reason

for great fears in the turn of events near the seat of war.

The Triple Alliance concluded with Montevideo and Brazil soon brought together a large army and fleet, and the first laurels of the campaign fell to the lot of the allies in the desperate battle of June 11th at Riachuelo. The other difficulties were overcome before reaching maturity, and the Congress was enabled after amicably arranging such matters to turn its attention towards the engrossing subject of the war. The special treaties concluded with Chile and Bolivia assured peace with our neighbors; and the all-important affair of contracting a Loan in London was confided to Sor, Riestra to meet the exigencies of the campaign. Nor was the Congress unamiable, amid such pressing cares, of the material interests of the country. A subsidy was voted for the establishment of a branch Steam-navigation Co. to connect the River Plate, via Rio Janeiro, with the United States. A valuable concession was given to M. Charpentier for constructing a mail-coach road across the Andes. The period for the Salado and Capitan canalization schemes, was prolonged at the request of the respective concessionaires.

The enterprise called the Port Buiz Railway received a liberal support; and measures were taken to have the Republic properly represented at the Paris Exhibition of 1867, besides many matters of less moment, but of a similar tendency. Finally the subject of Immigration has received some attention in the appointment of Commissioners in various parts of Europe, and a new Welsh Colony has just been founded in Patagonia, while the Swiss Colonies of Santa Fé have received a great reinforcement.

The victories of Yatay and Uruguayana have given so favorable an aspect to the course of the campaign, that we may congratulate the members of Congress on the signal improvement in the destinies of the Republic, during the last session, and hold out the hope that before the National Chambers again assemble the peace of the Republic will be placed on a firm and unalterable basis.

THE CLOSING OF CONGRESS.

At one o'clock yesterday a mixed crowd filled the approaches to the Congress-hall, and the Tucuman contingent and 5th batt. of the Line were drawn up at the entrance: the former numbered some 200 men, mostly colored and all very young, under the command of Col. Roeca, a veteran-looking officer, who wore several medals on his breast. At 1.20 the troops presented arms to the Presidential cortege which issued from the Government-house: His Excellency Don Marcos Paz was attended by the 5 Ministers of State, and a dozen General officers in full uniform. On entering the Congress-hall, His Excellency was received by a deputation of the Chambers, and proceeded to take his seat, the whole House rising to salute him, and Dr. Valentin Alsina occupying the chair on his left, as President of Congress. The House was nearly full, and listened attentively to the Message, which His Excellency read as follows:

Hon. gentlemen of the Senate and Chamber of Deputies.

In performing the duty of declaring this 4th session of Congress at a close, I have to thank you, for the patriotism and diligence you have displayed in the public service, and bid you a kind farewell on your return to the bosom of your families in the Provinces. The war into which we have been plunged has commanded your ablest services, and you will now have an opportunity of rendering further aid by encouraging your brethren in the Provinces to continue the noble work. Tell them that the arms of the allies have been already crowned with signal victories, that the gloomy power created amid the virgin forests of Paraguay by a despotism of three generations has been unable to resist the impetus of a disciplined army, that the blood of Argentines of the various Provinces poured forth in the cause of humanity will cement the edifice of our nationality, and that the future of the Republic will be affianced with a solid and fruitful era of peace.

I have now to declare the 4th Session of Congress closed.

There was no sign of applause, and the whole ceremony having only lasted 10 minutes, the assembly quietly dispersed.

ALARMING NEWS FROM ROSARIO.

UNLIMITED INDIGNATION. (Continued from page 1.)

Owing to the lengthy news from the Pacific respecting the war between Chile and Spain, we had no room yesterday for the very appalling intelligence which the Ibjey brought us from Rosario. It would seem that the whole town has been untinged by the proposed change in the locality of the Custom-house, and the place selected for the station of the Argentine Central Railway. It would seem that nothing is easier than to kick up a row in Rosario; not that we mean to say the natural state of that town is turmoil and disorder, but somehow the cart seems to be always before the horse in Rosario. The city seems eternally out of joint: one day there is a pretty kettle of fish, because a lying Indian circulates the most monstrous 'bola,' the next day all the fat is in the fire, because a new railway station has to be built, and the old crumbling Custom-house, which is all but washed away, is about to be removed to a surer footing. The property holders of Rosario are all running helter-skelter about the town, surveyors with long poles and chains are rushing pell-mell through the streets, the towns-people are at sixes and sevens, the 'Ferro-Carril' newspaper is in such a ferment that the editor has no time to read his proofs, and the shout of disorder echoes along the banks of the Parana, from the Rancho Britanico to the Tigre. Without at all entering into the merits of the case, we must say that the Rosarinos display very little good sense in causing such a rumpus about a matter which can be so easily adjusted. Admiral Pareja's ultimatum to the Chilenos is quite a tame document in comparison with the hedge-podge fiat of our colleague, who threatens open revolution if the Custom-house is removed or the Argentine Central Railway station is built in any place save the public square of Rosario. What the National Government may do to appease the wrath of the Rosarinos we are at a loss to say, but our colleague plainly charges the Government with conspiring to ruin the town, and we expect by next steamer to receive an advertisement from Wild and Perkins, offering to rent, sell, auction off, or knock down every azotea-house in the old town of Rosario, as bricks will be required for the new city which our infuriated colleague talks of.

When the steamer left, meetings, speeches, and processions were the order or rather disorder of the day; the feeling of the people was so intense that the news from Chile was forgotten. We apprehend as there is no intention or motive to injure the town of Rosario, the best and most advisable way to arrange the matter is to name a committee to wait upon Mr. Wheelwright and the Government about the matter, but our colleague the Ferro-Carril would consult better the interests of the town, of which he is not only the organ but the champion, by abstaining from such intemperate appeals as those in his last number. Rosario is going ahead, its camps steadily rising in value, business improving, and prospects brightening; we cannot see therefore the cause for such extreme alarm when the Government talks of building a new Custom-house better and more convenient for the rising commerce of the town.

PERILOUS UNDERTAKING.

GREAT EXERTION IN THE SOUTH PLAZA. A GERMAN BARRAQUER IN DANGER. Conversant as most of our readers are with the dangers attending riding or driving in a quagmire or pantano in any of the back streets about town, few perhaps are aware that still more dangerous it is to attempt to repair or all one of these cesspools up, even though the yawning chasm is before one's own door, and impedes all business: but in this country, as at home, ignorance of the laws is no excuse for their violation, and the dearly-purchased experience of our esteemed friend Mr. Bardywick, the leading

wool-buyer of the South Plaza, may be a lesson to some of our intrepid friends who, when the street before their doors is, through municipal neglect, rendered impassable, freely put their hands in their pockets and pay the expense of repairs, rather than trouble the over-worked authorities of the city about the matter. Mr. Bardywick, our readers are aware, has one of the finest barracas in Buenos Ayres, almost within a stone's throw of the South Plaza, and through his unceasing exertions the whole neighborhood of his barraca has risen from a contemptible collection of wigwams to be one of the most European quarters of the city. During the winter months, owing to the break-neck character of the pavements in calle Buen Orden, the cartmen have turned with delight and pleasure round Mr. Bardywick's corner, and driven blithe and merrily down the level and well paved calle Tacuari. Business being dull—buyers in Europe, and farmers in the camp—our enterprising friend permitted, we may almost say with the most criminal heedlessness, a small rut or hole in front of his barraca to assume the character of a yawning chasm. The Municipal History of Buenos Ayres, if our friend Trelles ever publishes it, will probably record the exact number of carts, horses, cartmen and sheepskins that have perished in that fatal gulph; but now the busy season has set in, and Mr. Bardywick discovered to his cost that in order to attend to his business it was necessary either to knock down his barraca and remove to some other, or fill up the abyss which yawned before his door. In vain he rebuked the smiling vigilantes, the crusty alcaldes, the omnipotent tenientes. In vain he hunted after that most mystical of characters, a member of the Municipality. He talked to his friends, he conversed with the neighbors, but all agreed he must wait until the war is over.

Job is reputed to have had the greatest possible stock of human patience, but not even Job would have endured the Plaza alongside to be full of wool whilst his barraca hard by was quite empty owing to the ravine in the street before the gate-way. Bardywick seeing that things were coming to a crisis, each morning reading in the 'Standard' of the new wool coming in, and selling off dead cheap, determined at last to take the matter in hands. The vain-glorious efforts of some municipal fools had resulted in an attempt to continue the Calle Tacuari down through Mr. Pongeraud's college, and out into Barracas; in this Herculean work of folly part of the hill near to Bardywick's premises was being cut away. The instructive genius of the countryman of Goethe beamed on Bardywick's brain one rainy morning that his whole 'barraca' was in a state of siege: though he, I have it! and having by some means escaped from this Tacuari Gibraltar he rushed off to the owner of the hill which was being cut away at the head of the street: he pictured in no measured strain the awful block up at his door, and flinging himself on his magnanimity and generosity, asked permission to cart the clay from the hill to the chasm. The lord of the soil at once gave him permission, and then carts and 'peones' were called into requisition. Mr. Bardywick congratulated himself on his triumph: the fall of Lopez, the victory of the allies, the news from Sinbad were no longer for him such matters of moment; in a couple of days his 'barraca' would be accessible and all difficulties overcome; but, alas! our friend counted without his host. On Thursday, whilst lounging at the club and enjoying the interesting conversation of some of its fashionable members, a 'chasque' arrived with news that poor Bardywick's carts, cartmen, 'peones,' even the very horses, were arrested and coolly walked off to the Policia. Mr. B. heard this distressing intelligence with the coolness of an Irishman, and with the heroism of a true Saxon rushed to the rescue. When he arrived at his 'barraca,' the scene of such suffering and woe, he learned, to his astonishment, the fullest confirmation of the sad tidings. Had the men been drowned in the 'pantano,' had carts and horses perished in the ravine; he was prepared for all this, but to think that the authorities of the city would thus im-

pede a work of public benefit, would thus violate the civil rights guaranteed to all by the Constitution, this was too much, and judgment for a moment tottered on her throne. Something, however, had to be done, for both man and beast were locked up. Mr. Bardywick very properly disdaining to attend in person the puppet authority that dared to commit such an act, sent one of his clerks. When the clerk arrived he was shown into the council chamber of the illustrious officer of the law, who was busily occupied perusing the 'Mosquito.' The affair was only a matter of one hundred dollars fine, which Mr. Bardywick at once ordered his clerk to pay but to get a receipt. The Commissary, when the receipt was demanded, smelt a rat, and coolly replied that as this was the first 'offence' he would pass it over:

Offence for repairing the street!
Offence for filling up a 'pantano'!
Offence for abolishing a nuisance!!!
Mr. Bardywick deserves the thanks of the whole community, and instead of being fined, annoyed, and even, we may say, insulted, merits a gold medal for his spirited conduct in filling up the Tacuari 'pantano.' In justice to the other Commissary we are bound to say that when he heard of the matter he sent at once a sharp note to his official colleague, and apologized in polite terms to Mr. Bardywick for the shameful way he had been treated.

EDITOR'S TABLE.

Notwithstanding the great storm on Friday night the Cricketers met, and a good deal of business was done; we are promised a report of the proceedings by the best bowler in town.

The funeral of Sr. Jacques, yesterday, was the event of the day; our street Calle Belgrano was lined with carriages, we counted over 40: all the leading native and French residents were there.

The rain which very was so much required has at last come down; from a South camp subscriber we learn that it rained in the South much heavier than in town, but the weather continues heavy, and we hope that the summer will be ushered in by a great fall of rain.

The auction at Mr. Thornton's was a great success, the place was crowded with bidders, and everything sold at a premium; there was great competition, every one seemed anxious to get a memento of the popular Minister. The Newton took to Rio Mr. Thornton's horses: we believe they are of Mr. White's celebrated breed. Our day, weather permitting, one of our new barracas is to be photographed; some of the principal barraqueros will be in attendance, and when the artist concludes, a grand déjeuner 'à la fourchette' will be discussed. The weather looks so broken that we think the affair will be postponed.

The Post Master General requests us to say that if the merchants of Buenos Ayres or Rosario desire to have their letters forwarded by the 'Iron King' they have only to mark 'Iron King' on the envelope, and post them at the Captain of the Port's, where a bag will always be made up for that steamer. Correspondence from the Post Office, as it contains Government dispatches, must be sent by the regular subventioned steamers, the Esmeralda or Espigador. We have to thank Mr. Posadas for his kind attention in this matter, and hope he will not forget to send instructions to the Captain of the Port's office, as yesterday a gentleman informed us they refused to take letters there for the iron King when last going up.

Out in the direction of the Villa Mercedes it has rained most copiously; the camps are in splendid condition and the farmers in the best spirits.

The Tevere, from Concordia, is only due to-day, although she was expected yesterday. It is thought the Pavon will also arrive to-day, with Capt. Pelliza and 500 Paraguayan Prisoners.

An Irish sheepfarmer, who has just returned from Rosario, informs us that he counted 500 carts in the plaza of that town the day that he was there.

A subscriber requests us to say that when Mr. Thornton embarked in the French packet the salute that was fired was from the Brazilian corvette Niteroy, and not from the Ouce de

Setiembre battery, as we stated. The French mail-steamers, when Mr. Thornton got on board, hoisted the Union Jack at the main, and also fired a salute. Mr. Thornton was taken to the outer roads in the Lili.

A private letter from a trustworthy party in Rioja has been received, which gives the following important news respecting the 'montoneras' which are causing such a noise in the provinces: The montonera, headed by Zalazar, being defeated in Rioja, invaded San Luis by the Rio Seco, which place they surprised and sacked. On the 29th ult. Commander Irrazabal, at the head of 350 men, came up on two rebels, who numbered 400, and cut them to pieces; they fled in all directions, and he chased them for leagues. The rebels are composed of runaways from the contingents, and some fifty men of Iscas' regiment. Subsequent dates contract this.

Our colleague, the 'Nacion Argentina,' published yesterday an excellent, temperate article on the Chilean war. We fully coincide with our colleague in all his remarks, and hope that the newspapers here will view the matter in a like sensible way. Spain, it would seem, is only seeking a pretext to get up a war with all these republics, and the very best way to avoid trouble is to avoid all remarks against that country.

A Brazilian gunboat went down last night to Montevideo with the supplementary mail for the French packet.

VERY LATEST FROM VALPARAISO.

Extract from a private letter. Valparaiso, 26th Sept. 1865. Our principal object in addressing you at present is to inform you that the fears, expressed in our last, of an immediate blockade of our ports, have only been too speedily realized. Five days ago the Spanish Admiral, who has shewn no desire to use conciliatory measures for the settlement of the differences between the two countries, intimated to the foreign Consuls that all the ports of the Republic were in a state of blockade, the Chilean Government having refused to accept the ultimatum he sent them. War has been declared by this country against Spain, and as the result of the blockade is likely to be entirely fruitless, we fear the Spanish Admiral will shortly have recourse to still more severe measures. So unexpectedly have hostilities broken out that business is completely paralyzed. Government has to-day prohibited the exportation of wheat and flour. The panic here and in the capital is frightful. There has been a run upon the banks, and most of them have been obliged to suspend payment for a time. Notwithstanding the blockade, the mail steamer of the 2nd prox. is to be allowed to leave on that date. This will likely be the last steamer for Europe that we shall have for some time.

FUNERAL OF PROFESSOR JACQUES.

The funeral started at 11 o'clock from his residence, calle Belgrano, the cortege numbering over 40 carriages, in the following order:

Chief mourners, professors of the National College, immediate friends of deceased, students of National College, Professors and students of the University, the Minister of Public Instruction, the Minister of the Interior, directors and students of various private schools and a large number of leading Argentinians and Frenchmen followed by a crowd on foot.

On reaching the cemetery funeral orations were delivered by the Minister of Instruction, Professors Cosson, Larroque, and Peña, and Dr. Avellaneda. We are glad to state that the Minister of Instruction promised on the part of Government to provide for the children of the lamented M. Jacques who died in honorable poverty.

LIST OF PASSENGERS PER MERSEY.

Mr C B Krabbe, Miss Krabbe, Mr W Marsden, Mrs Mary Thompson and two children, M Spellerberg, Mr Rogers, Mr and Mrs Cooper, Mr Perkins and brother; Mr Gould, Mrs Raffe, M C Rouseh, M Stenro, M W Ward, A Reiche, Mr J Hitchings, J N Pereira, J B Bagueudo, J B Preza, Mr J F Pearson, Mr T Carey, D Jose Marmol, Argentine Minister at Brazil, D Pedro Giraldes, M C Fournier, S J

Foto, Sr Leyffert, Revs Luis Queirolo, Folguiero, Paulo Sarda, Messrs W Thomas, G Nuttall, Bland, A Jallo, J Thero, D S A Calzadillo, Captain Stanbury, Sr Lanus, Rev Deleraisiero, Mr C Loog, Sr Maudelnhole, Leon Daguerre, Sr Bernard Aneskey, Mr H Leant, Mrs J Margan, Sr Reinvenabl and wife; Mr P Suro.

Table with 2 columns: Name, Amount. Lists passengers and amounts for the steamer Newton.

Table with 2 columns: Description, Amount. Lists patients at the British Hospital.

ON CHANGE.

Table with 2 columns: Description, Amount. Lists exchange rates for various items like paper prices and cash sales.

This being Saturday, and the packet having at last arrived, there was great animation in the specie market; nearly one quarter of a million of patacons were sold cash, but the greater part of these sales were to close previous transactions.

The case of the Northern Railway continues to attract great attention in London. Mr. Robertson has published another letter in the 'Money Market Review,' which we will publish on Tuesday.

The Argentine loan has not yet been introduced on the London market, but it is much talked of, and when the season arrives will be launched by Baring, Brothers.

In National Bonds, we notice 7,500 sold cash, at 11, at which price there were solicited. River Plate securities in London are at the same quotations as per last packet.

The Liverpool steamer Leeds, 33 days, has arrived in Montevideo. The Newton takes the unfortunate French packet's mails and passengers. The Tevere, which goes down to Montevideo to-morrow (Sunday night), will take a supplementary mail for the Newton.

In the North Plaza there were two parcels of new wool sold to-day, mostly tending the weather and damp state of the ground; one lot realized 75, and the other 80. The wools in question were, we believe, what is termed second class Merino.

THE CASINO.

October 12th, 3 p.m. Betting: The field against Nelly Gray, taken. The Standard against the field, taken. Belgrano against the field, offered. The field against the Chanche, do. 10 to 1 on the Portuñia against any other horse, offered. The Star of the South against the field, taken Belgrano, we hear, will not be entered.

MARIED.

On the 10th inst., by the Rev. Mr. Smith, Mr. George Ellis, of this city, and Miss Mary Ann Watson, of Scotland.

Theatre Franco-Argentin.

BOUFFES PARISIENS. Sous la direction de Mr. D'Hotel. Dimanche 15 Octobre. Une representation de l'acte abonnement: La Médicaine Malgré Lui. La Tasse de Thé. Dans.

BRITISH HOTEL. 96-CALLE PIEDAD-96. The owner of this Establishment wishes to let his favored know, that from this month he has made great improvements in the culinary way, by having engaged one of the best cooks in Buenos Ayres, who will always give the best flavored dishes that may be had in the city, and the proprietor will pay scrupulous attention to cleanliness, and also to good attendance on his guests. 88-20p. 16

Diligence for Lobos, 25 de Mayo, and Saladillo. OFSABORDO and GARCIA. For Lobos—24, 6, 8, 10, 12, 14, 16, 18, 20, 22, 24, 26, 18, 30 of each month. Returning—1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29 of each month. For 25 de Mayo leaves B. Ayres every Saturday. Returns every Wednesday. Agency 182 Rivadavia. 84—1m 015.

Public Notice. The undersigned begs to inform his friends and the public that he has this day transferred the business of the English Drapery Establishment, 61 Calle Corrientes, to Mr. Thomas Holmes, who will in future continue it on his own account. Those persons who are indebted to the undersigned will please pay their accounts to Mr. Holmes as soon as convenient. All accounts owing by the undersigned will be paid when presented. E. J. HASTLER.

Notice. Referring the above advertisement the undersigned begs to inform the Ladies of Buenos Ayres and the public, that no exertions will be spared to merit the same support that his predecessor was favored with during the period he was engaged in the business. Arrangements have been made for a monthly supply of choice fashionable and useful goods, direct from London, Glasgow, and Paris. THOMAS HOLMES. 61—Corrientes—61. 89—6p 014.

To Sheepfarmers. We have to announce that we are daily expecting, ex Catharine from Hamburg, 68 Negro Ram and 29 Ewe, chosen by Mr. Richard Wendelstaedt, from the famous Wollin Establishment belonging to Mr. August Paesmann. Mr. Collins' 'cabruña' is famous throughout Germany, and we doubt not that the quality will be duly appreciated by our intelligent farmers. The vessel sailed from Hamburg on the 10th of August, and we will give notice of her arrival at this port. The sheep will be sold by auction by the undersigned. BENJAMIN NAZAR & CO. 85 8p—016

For New York. The A.I. coppered and fastened first British barque BIDWELL. Is now loading, and will be despatched as above. For balance of freight apply to TAY & UPTON, Ship-brokers, 39 Reconquistap. 77—6p 013

SANTILLAN AND DONOVAN. WOOL BROKERS, 81—Calle Piedad—84. 84—1m d w 07

Messrs. JAEGGLI & DIAVET, Watchmakers. Beg to inform the public that on the 31st of August 1864 Mr. Laidoro Diavet ceased to be one of the firm, Mr. Adolphus Jaeggli takes the responsibility of the house, debts, &c. and continues the business. 62—5p 012

Francis Higgins, Bricklayer. The father and mother of the above have written inquiring for him. If he will call, he will see a letter from them at the office of Messrs. Peto and Betts, No. 183 Calle de Chacabuco, in Buenos Ayres. 40—6p 010

British Hotel. Board &c. \$500 per month. 40 per day. 96—Calle Piedad—96. (Between San Martin and Florida.) 69—1m d w 012

Lost. A silver watch with gold chain and key, in Calle Rivadavia, between Calle Posos and the Plaza St. Seisen: he and from there to the Steam Distillery. The person who finds the same is requested to return it to the Barraca del Ferro Carril, and he will be suitably rewarded. 79—4p 013

La Partera. TERESA BOSCHETTI. Se mudó de la Calle Chacabuco 27 a la Calle Esmeralda 58. 87—3p 012

Mensagerias Argentinas del 25 de Mayo. Sale de la Ciudad todos los Juves en el primer tren, y retorna del 26 todos los Domingos, haciendo sus viajes en el dia. Agencia Rivadavia 98. 73—1m 012

Splendid Opportunity. For sale, in the Partido de Magdalena, 2,500 sheep, with contract for camp for three and a-half years. Good houses, galpones, corrales, &c. Terms very moderate, and contract could probably be extended for five years more. Apply at the Office of Wells, Beckhaus, and Co., Calle Piedad, No. 178. 83—1m 014

Wanted. A situation as Cook or Steward in an English Family, thoroughly understanding his business with first class reference. Apply 308 Calle Defensa. 74—3p 013

Wanted. Good fitters and Boiler-Makers; none need apply but good workmen, to whom liberal wages will be given. Apply Paseo de Julio No. 78—6p 013

Wanted. A Cook, woman, and a servant girl for indoors, Maypa 30. 90—3p 012

Wanted. A good female Cook at 52 Calle Temple. 71—8p 018

Wanted. A situation by a young educated man who speaks and writes fluently the Spanish, French, German and English and has some knowledge of book-keeping, in any establishment in town or camp. Apply a no. 70 Paseo Julio. 69—4p 013

Situation Wanted. A young Englishman, of several years' experience in a first-class English house in the River Plate, wishes to meet with an engagement. References unexceptionable. Address B.D.X., Bernardino office. 13—12p 04

Housemaid. Wanted a young woman with good recommendations to go as housemaid preferred. Apply at any hour at No. 21 Calle Belgrano. 111—1m 025

