

MAUA BANK, 101-103 CALLE CANGALLO.

The Offices 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...

MAUA BANK, 101-103 CALLE CANGALLO.

INTEREST FOR CURRENT MONTH, IN ACCOUNT CURRENT, SPECIE. For balances in favor of Customers 8 per cent. For balances in favor of Customers 4 per cent.

The Argentine Marine Insurance Company.

Established in this City, insure at moderate premiums all risks at sea or on the river. Office—118 CALLE PIEDAD.

BILLS OF EXCHANGE.

Drafts at Sight, for large or small amounts can be obtained from WANKLYN & Co. No. 104 Calle de San Martin.

MERCEDES.

THE CENTRAL HOUSE OF TORROBA BROTHERS. Has just received a Large Assortment of READY MADE CLOTHING.

F. Sprunck & Co.

103-CALLE ZAVALA-103. Agents for the 'Standard', have constantly on hand, Plates of Steel, Wolf & Co., Paris.

JUDSON'S ANILINE DYES.

In Crystals, Powder, or Liquid. Packaged in Bottles of 1/2, 1 and 2 lbs. each. DANIEL JUDSON & SON.

La Bienhechora del Plata.

MUTUAL LIFE ASSURANCE AND SAVINGS FUND ASSOCIATION. Guaranteed by National Bonds at 6 per cent. consolidated.

Edward Jones, M.D.

Member of Royal College of Surgeons, England, and Licentiate of Apothecaries' Society, London. CONSULTING AND OPERATIVE SURGEON.

Nissen & Parker.

ENGRAVERS, 43 MARK LANE, LONDON. BANK NOTES, CHICKEN CUTS, SHARE PLATES, BANKERS' AND MERCHANTS' ACCOUNT BOOKS.

The Standard AND RIVER PLATE NEWS. per French Mail. CIRCULATION 2500.

BUENOS AYRES, SATURDAY, MAY 11, 1867.

LONDON AND RIVER PLATE BANK (LIMITED).

80-CALLE DE LA PIEDAD-80. Authorized Capital £2,000,000 sterling. Subscribed Capital £1,500,000 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:

THE QUEEN FIRE AND LIFE INSURANCE COMPANY.

Capital, £2,000,000. Income, £160,000. LIVERPOOL AND LONDON. Insurances against loss or damage by fire may be effected with this Company.

GUINNESS'S Celebrated Extra Stout.

in quarts and pints at BARKY & WALKER'S, Sole Agents, 97-CALLE DEFENSA-97.

WATSON'S HOTEL.

BELGRANO. TWO SQUARES FROM THE STATION. One of the best Breakfasts and Dinners can be had in the Country.

ENGLISH TAILOR.

39-CALLE DEFENSA-39. JUST RECEIVED, A GENERAL ASSORTMENT of Spring and Summer Goods.

Edward Jones, M.D.

Member of Royal College of Surgeons, England, and Licentiate of Apothecaries' Society, London. CONSULTING AND OPERATIVE SURGEON.

Nissen & Parker.

ENGRAVERS, 43 MARK LANE, LONDON. BANK NOTES, CHICKEN CUTS, SHARE PLATES, BANKERS' AND MERCHANTS' ACCOUNT BOOKS.

On Sale.

Champagne, Verzeaux, G. H. Mumm & Co. Rhine Wine, Johanneberger Cabinet, P. A. Mumm & Co.

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Champagne, Verzeaux, G. H. Mumm & Co. Rhine Wine, Johanneberger Cabinet, P. A. Mumm & Co.

Blackberry Brandy!!!

MADE OF THE PURE FRUIT AND PURE BRANDY. A Specific for Diarrhoea, Dysentery, and similar ailments.

Provincial Bank.

The Public are hereby informed that in future specie-paying notes for the sum of fifty pounds will be circulated, dated July 1, 1867.

THE CENTRAL ARGENTINE RAILWAY.

Train Time Table from 1st September, 1866. From Rosario to Bahía Blanca, 7.0 a.m. departure.

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LA ESTRELLA.

ARGENTINE FIRE INSURANCE CO. AT FIXED PREMIUM. Authorized by decrees of the National and Provincial Governments.

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THE ARGENTINE BANK, 31, 33, and 35 San Martin.

BANKING HOURS FROM 10 A.M. TO 4 P.M. On Tuesday, 1st May, this Bank was opened for the dispatch of business, on the following terms:

THE ITALIAN BANK.

109-115 CALLE RECONQUISTA. Until further notice the rate of interest will be as follows: gold, 6 per cent. allowed.

THE LONDON & LANCASHIRE FIRE INSURANCE COMPANY.

CAPITAL, £1,000,000. INCOME, £110,000. LONDON. Insurances against loss or damage by fire may be effected with this Company.

RICH BURGUNDY WINES.

Rouhier Chaussonot. Several Hotel Proprietors have requested us to publish a list of our Burgundy Wines.

SOUTHERN RACE MEETING.

Under the Patronage of George Buckley Mather, H.B.M.'s Minister. To be held at the establishment of Mr. William Randall (known as La Posta de Sutton) on the 17th and 18th of May.

THE SOUTHERN RAILWAY.

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RIVER PLATE TELEGRAPH COMPANY (LIMITED).

BUENOS AYRES AND MONTEVIDEO.

On and after the 1st JANUARY, 1867, the Tariff will be as follows:—
Names and Address, with 1/2 Nat. Dol. Ten Words) or \$50mp.
For every additional Ten) 1 Nat. Dol. Words) or \$25mp.
To and from Colonia, and other parts of the Line, the same Rates will be charged.

In the above Tariff
NO REDUCTION CAN BE MADE ON PRESS OR OTHER MESSAGES.

On and after the 1st of April the hours of business of the Company will be as follows:—
Week Days 8 A.M. to 6.30 P.M.
Sundays and Feast 9 A.M. to 10 A.M.
Days,) 5 P.M. to 6 P.M.

By Order,
JOHN OLDHAM,
Superintendent and Engineer

THE "STANDARD"
Sent to Subscribers in Europe by each fortnightly mail.
SUBSCRIPTIONS.
Weekly Standard, £1 per Annum.
Daily Standard, £2
AGENTS.
Mr. G. Street, 30 Cornhill, London.
Mr. J. C. Sharpe, Reuter's Telegraph office, Southampton.

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

The Standard.
"Nil infaid andeant, nil veri non andeant dicere."
CICERO.

SATURDAY, MAY 11, 1867.

LATEST FROM MONTEVIDEO.

(BY ELECTRIC TELEGRAPH.)
Montevideo, May 10.
The packet expected to-night or to-morrow.
Copernicus arrived.
Tevere and Montevideo leave to-day.
Consecration of the new church to-morrow.

REVIEW FOR EUROPE.

The last mail for Europe left us plunged in the horrors of a cholera epidemic; thanks to a kind Providence that fearful scourge has left us and the health of the city is restored, but during its prevalence it raged with the same virulence as in Europe in 1832, and in a few days swept from our limited population over two thousand and the inhabitants. Had the epidemic pronounced itself somewhat earlier in the season the mortality must have been considerably greater owing to the shockingly neglected state of the city; but the cold weather had already set in, and the bracing winds from the Andes, known here as Pampeas, effectually purified the atmosphere, and acted as a most powerful and natural disinfectant. Public attention has, in consequence of the disclosures made by Sanitary inspecting Committees, been directed to the filthy condition of Buenos Ayres; the poisonous water supplied from the river to the poorer classes, the utter absence of sewers, and the unhealthy system of repairing the streets and roads with the refuse and filth of the town: there are some prospects of Municipal improvement in these branches. The Baron de Campy has proposed a most comprehensive scheme to pave, water and sewer the city; it is a mighty enterprise and will throw millions into the English market, for pipes, tanks, &c.; but our public men are so tedious and incompetent for any grand or comprehensive project, that we fear we must wait some time before the Baron's schemes will be entertained. The Government of Buenos Ayres yielding to the universal outcry against the saladero establishments, published a decree suspending them temporarily, a measure difficult to excuse on any plea, since the only spot of all others which escaped from cholera was Baracas, the real saladero region. This edict has caused a general disturbance to trade and commerce, and we are happy to say has been rescinded, but the Exchange market in Europe has already shown the effect of the paralyzation, and for the first time for years we have exchange on England and France below par, and heavy shipments of specie, as a necessary consequence, going on. The Liverpool steamer Copernicus has taken no less than £50,000 sterling in specie to Rio Janeiro, where Exchange rates at present very high; this specie has been shipped by the London and River Plate Bank, one of our most flourishing banking institutions. French and German importers have declined to take exchange at such low rates, and it is thought the majority of them will ship gold in the packet. The whole routine of trade has been seriously disturbed by this saladero prohibition and also by the unprecedented blockade established by the Provincial Government at the different river ports. Montevideo has been totally closed and shut to every Argentine port, and drafts for millions on the Brazilian paymaster in Montevideo have remained for weeks in this city. We

are however gradually emerging from the stupor caused by the epidemic. Governor Flores has at last opened the port of Montevideo, but still maintains a five days quarantine. The saladeristas here have recommenced working, and we trust by next mail to be able to give our foreign readers a more sunny picture of the commercial state of things in the River Plate.

Political affairs in this Republic we are happy to say show a remarkable improvement. The upper Provinces are quiet, the revolution has completely succeeded, and peace and order restored everywhere. The revolution which so recently caused so much alarm to us all collapsed on the advance of the National troops. The leaders of the revolt have been chased across the Andes, and taken refuge in Chile. All apprehension as to the stability of the National Federal league are now removed, and if people could only see their way out of the Paraguayan war, which still drags on, the political aspect of affairs could not be better.

From Paraguay we have little of importance to communicate; things are precisely in the same state as at the leaving of the English mail. The Marques Caxias we hear by each mail from Corrientes is preparing for a general engagement, but when this fight is to take place none seem to know. Cholera has invaded the allied camp, and for some time committed great ravages, but our last advices are to the effect that the epidemic has passed to the enemy. We have received some late Paraguayan papers which give an insight into the state of that country; the crops have been remarkably good, and the spirit of the people patriotic in the extreme. Notwithstanding all the rumors current about starvation and disaffection, the Paraguayans seem determined to fight to the very last and die rather than surrender. At the iron mines of Ibicuy immense siege mortars have been cast, and from the whole tone of the papers in question we gather that the allies have nothing to expect save the most indomitable and merciless hostility. The last steamer down from headquarters has brought advices of the arrival of Marshal Osorio on the banks of the Parana with fresh recruits for the Brazilian army. It is generally believed that the division under Osorio will invade Paraguay at a North-westerly point on the river Parana, called the Tranquera de Loreto, which is considered by experienced officers as the most vulnerable part of Paraguay, and the spirit of the Paraguayan people is so hostile to the Brazilians that this new campaign will be attended with increased dangers.

The extraordinary quarantine regulation at present in force up the rivers has in a measure paralysed the whole river trade. In Entre Rios the sala, deros are still, but all the salted hides are sold, and in Buenos Ayres there is not a single hide to be had. From the country districts we have agreeable advices, the sheep farmers have never had a more favorable season, the lambing season is now nearly over, and the flocks show an increase of over thirty three per cent. The estancia lands were never in better condition the grass high and the rivers and lagunas full; the price of sheep is still low but is beginning to improve owing to the increased number of parties arriving by each steamer for the estancia business, some fifty thousand sheep have been sold during the fortnight at prices varying from 18 to 28 paper Dollars each.

A joint stock native company called the Argentine Bank, has just been started in this city, as most of the native dealers and merchants have subscribed for the stock, it is thought that it will do a remunerative business, the managers are gentlemen of wide connections and lengthened mercantile experience.

National Bonds have shown but slight fluctuations during the fortnight, the interest and amortization are paid so regularly that they have become not only a favorite investment but the sole subject of speculation on the Bolsa. The decline in the rate of exchange and the sudden export of gold, have an unfavorable effect on these securities, which are at present quoted at 53.

Exchange on England 48 1/2 to 49.
do. do. France 5, 10 to 5, 14.
do. do. Rio, 33.

EDITOR'S TABLE.

The French packet Anis leaves to-morrow for Europe. She takes an unusually large number of passengers, many of whom are English and American residents. As yet we have not heard how much gold has been engaged.

The Rural Society has requested Messrs. Parkes, Anderson, & Co. to ship per French mail some barrels of their beef to be placed at the Paris Exhibition.

A very terrible escape from the grave is mentioned by one of our colleagues. Some day occurring in the interment the coffin fell, lid knocked off, and to the astonishment and horror of all the dead came to life. Such an awful escape makes one shudder.

The city is recovering a little from the late depression. People are returning from the camp, and the streets

are decidedly gay and more frequented. The Government has ordered a brass band to play in the Plaza twice a week, on Thursdays and Saturdays. Before the war these performances took place nightly, we hope the day is not distant when such will be the case again.

Great complaints are made about the Government allowing the troopers to drive their cattle over the Barracabra bridge; scarce a day passes without an accident, we hope the minister will put a stop to it and compel the drovers to pass their cattle over the Paso de Bugosroad.

The Tedcum in the Cathedral will not take place to-day as announced, owing to the Archbishop having been obliged to leave last night for Flores.

Yesterday we were again without any steamer from Montevideo, although the Tevere had been posted to leave. We learned by telegraph that she was to have left last night, as also the steamer Montevideo. Two steamers leaving the same night—it only shows how badly our Oriental friends manage their affairs.

The Copernicus arrived yesterday at Montevideo; she had several passengers, and was to proceed at once to Rio Janeiro, where, it is believed, she will land her gold.

Yesterday the trial trip of Messrs. J. P. Boyd's new steam-launch took place at the Boca, with the greatest success. These steam-launches are now coming greatly into vogue, and found to be a great convenience when the export trade rules brisk.

The two bakers of Belgrano were fined yesterday \$500 each for selling light bread. The English residents have good reason to thank the ceaseless efforts of the Municipales in their behalf.

Yesterday an English gentleman arrived who gives the most terrible description of the horrors of quarantine. He states that he was ten days shut up on an island, and obliged to live on salt codfish. A Montevidean pilot also states that he experienced four days' imprisonment on Rat Island, and that nothing can equal the hardships endured by the passengers incarcerated in that gloomy spot.

The fine steamer Kepler leaves to-day for England. We understand that she takes a full complement of passengers, and is so full that she was unable to take all who offered.

From Chascomus we hear that the trains are now each day crowded with parties returning to town. The streets are less thronged, and the houses in some of the principal streets are empty. The Southern Railway is doing a most splendid business, as also the Western Railway.

It is rumored that the Provincial Bank is about to sell some of the 9 per cent. provincial bonds which they hold. This would be a good move, as the bonds would command par.

The Nacion has published a very extraordinary proclamation, which it says is widely scattered amongst the Argentine soldiers, calling upon them to desert their colours and fight no longer for the Brazilians; as we have heard nothing of this before it has taken us somewhat by surprise. We suppose however that the proclamation in question, have been scattered amongst the outposts by the Paraguayans.

Notwithstanding the ruinously low price of cattle at present at the corrales, we notice that the butchers still charge the same for meat, this goes to show the miserable municipal arrangements of our markets; fat cows have been sold at \$50 each, and yet the price of butchers meat in the market is nearly \$50 per arroba.

Several parties left this week for Rosario, with the intention of purchasing estancia lands in Santa Fe and Frayle Muerto, which latter place we are pleased to learn is now in a most flourishing condition.

Mr. Billinghurst will shortly sell a square league of land in the district of Loberia, adjoining the estancia of Sr. Saenz Valiente, the land will probably sell for about \$200,000.

Messrs. Iturrrijo have just received some magnificent scotch carpeting, which they are selling at extremely moderate prices. The carpets are not showy, of neat small patterns and the finest we have seen in Buenos Ayres.

Thanks to the exertions of those gentlemen who have interested themselves in our old English sports the English races, although not held at Belgrano, promise to be a great success at Sutton's. As we said before meetings of this sort are a step in the right direction. Nothing induces more to the improvement of the breed of horses, and when we see well-known estancieros putting their shoulders to the wheel we may be sure of good results. We advise our friends (although every accommodation possible has been made by Mr. Randall) to take their ponchos, in case of twenty bales of blankets not being to hand.

We have on exhibition a sample of long English wool, taken from rams recently imported by Mr. Welshman; the wool measures about nine inches, and we believe this class of wool is after all the best adapted for this country. This is Mr. Welshman's second importation; the first proved a great success.

THE APPOINTMENT OF SR. CASTRO

Government-house, B. Ayres, May 4, 1867.
Experience having demonstrated that the Directors of the Western Railway require such a constant supervision as could not be expected gratuitously, and it being no less evident that the Government should have a voice in the management of those lines to which it has extended a guarantee, not so much to protect its interests, as to avoid the unpleasant difficulties and misunderstandings which up to the present have almost invariably characterized the settlement of accounts. In view of these considerations the Government therefore decrees—

Art. 1. The management of the Western Railway shall be conducted by a Director, who shall be invested with the same powers as those conferred on the Directing Committee by the decree of Dec. 26th, 1862.

2d. The Directors shall be assisted in the management of the line (Western) by a Consulting Committee, composed of four members, and termed the Executive. It shall be the duty of this body to assemble whenever required, and give their advice on whatever subject may be necessary.

3rd. The Director shall likewise act as Government Delegate to inspect the accounts and look to the economical working of all the lines enjoying the Government subsidy.

4th. The managers of the various railways shall be careful to treat with said Delegate in everything as relates to the guarantee.

5th. The managers shall present their accounts, properly checked off, to the Government Delegate, who, after a careful examination of each, shall transfer them to Government.

6th. The attributes and duties of the Government Delegate are the following:

1st. To receive, examine, and note the accounts of the various railway committees, and having duly approved of them, passing same to Government.

2d. To arrange a regular system for the preservation of said accounts by the managers.

3rd. To overhaul the chief account books of the Company. Without this revision Government could not think of paying the guarantee, therefore said books should be kept carefully posted every day, and always at the disposal of the Government representative.

4th. To inspect the various lines regularly, at short intervals, and in every case of accidental stoppage of traffic, whether from natural causes or neglect.

5th. To employ an experienced engineer in every case where professional judgment may be required.

6th. To lay before the Directors such innovations or improvements in the working of the line, as experience or judgment may suggest.

7th. To supply the Minister of Hacienda with a regular quarterly report of the financial position of each company, together with a statistical table of passengers and goods, receipts and expenses of working, repairs of line, &c. These reports shall be preserved and bound in one at the end of the year.

8th. To present the state with a project for the security of railways.

9th. To keep the Government well-informed of what occurs on the lines.

10th. The Government Delegate, and such engineers as he may require the assistance of, shall be carried free.

11th. The Delegate shall appoint the staff requisite for the working of the inspection office.

12th. Assigns to the Director of the Western Railway and Government Delegate, the monthly salary of twelve thousand dollars currency.

13th. Dn. Emilio Castro is appointed Director of the Western Railway and Government Delegate.

14th. Nominates as Consulting Council—Dr. D. Benjamin Gorostia, Dn. Eduardo Olivera, Dn. Francisco B. Madera, and Dn. Juan S. Fernandez.

15th. Let this be communicated, published, and entered on the Official Register.

ALSINA.
MARIANO VARELA.

THE WELSH COLONY.

The colony of Carmen de Patagonia is situated on the frontier of Patagonia, on the River Negro, and is, on account of its remoteness, and the great difficulties experienced in communicating with it, by far less desirable a settlement than the others above-mentioned.

The Welsh colony in Patagonia is the one that possesses the greatest amount of interest to Englishmen, and will be described with more minuteness.

The original promoters of this colony had been induced, from previous descriptions of the country, to look upon the banks of the River Chupat as a spot eminently well adapted to the establishment of a colony; but they appear to have lost sight of the fact that there are many hundreds of miles of rich virgin soil in the Argentine Republic lying uncultivated, and which the Government would gladly have conceded on terms equally advantageous as those on which the isolated lands in Patagonia are grant-

ed—lands, too, that are connected with the great centres of population by the tributaries of the River Plate.

Why, then, it may reasonably be asked, was Patagonia selected as the future home of our countrymen, and why was a preference shown to a region inhabited only by tribes of Indians, and which is cut off from all contact with the civilized world? In addition to an obviously ill-chosen locality, an error of judgment was committed in the period fixed at which the emigrants were to reach their destination, which was after the season for sowing had passed. In the absence of crops the Colonists have hitherto been entirely dependent for the necessaries of life on the charity of the Argentine Government, whose only engagement to them consisted in a bare concession of land.

Great, indeed, have been the hardships and privations to which these Colonists have been exposed; but it is to be hoped that the worst is passed and that their first crops, which are looked for in January or February next, may be full and abundant, and may compensate them for the numerous misfortunes they have met with.

Sixty acres have been cultivated and sown by the Colonists, and calculating, 1,680 lbs. of wheat to the acre, they will have for the consumption of the ensuing year twice as much wheat as they will require, and will thus be enabled to dispose of the surplus, it is estimated at a rate of 12s 6d to the 100 lbs.

The Colonists are in possession of 50 cows and 30 calves, and from the produce of the dairy and from the cultivation of wheat their future chief sources of wealth must be derived.

The Welsh Colonists reached the River Chupat on the 28th of July, 1865, having sailed from Liverpool on the 25th of April of the same year.

Their number, from 153 at starting, was raised by seven births and by three persons who joined from Buenos Ayres, to 163; but 20 deaths, and the desertion of 12 of their party, had subsequently reduced their total number, on the 30th of June, 1866, to 130 souls.

There are 62 adult males in the colony, and 41 adult females; also 16 males and 11 females under 12 years of age;—making 90 families in all.

Nine marriages have taken place in the Colony.

According to the Government contracts 100 acres of land are conceded to every three adult emigrants, two children under age counting as one adult. The freehold title deeds of the land are to be delivered up after a residence of two years on it, and individuals can purchase as much more as they please at the rate of £40 the 100 acres.

Five hundred lots, of 100 acres each, have been measured out by a Government surveyor, and it is calculated that the region on which the settlement is placed is capable of supporting 20,000 souls. The ground at present occupied by the Colonists extends on each side of the River Chupat over an area of twelve miles.

The climate is very good, a little colder, but drier, and more bracing than that of Buenos Ayres.

The Bay of Bahia Nueva, which is in the vicinity of the settlement, abounds in fish; and in the adjoining country game is very plentiful.

Seals are met with in great numbers on the coast, and inland there are numerous herds of guanacos or wild Llamas whose skins are highly prized, and are used by the Indians as their only garment.

Stone in great variety, gypsum and salt are met with, the latter article in great abundance.

It is also reported that coal exists in the neighbourhood of the settlement. The success of this Welsh colony may be said to rest on the future support it will meet with in regard to an augmentation in its number.

It is almost superfluous to remark that any new batch of emigrants would not encounter the same misfortunes that befell the original settlers. Too great stress, however, cannot be laid on the following points as a guide to emigrants who may contemplate joining their countrymen:—

1. That they should come out with some capital.
2. That they should bring with them ploughs, hand-mills, seeds, and lumber, for the construction of huts as there are few trees in the country.
3. That they should sail from England in the month of March, in order to arrive at the Chupat in time to prepare the ground they will be called upon to cultivate, before the season for sowing, which in this country is in the months of May and June.

It would be very ungracious to close the foregoing remarks on the Welsh settlers without rendering a just tribute to the humane and liberal conduct of the Argentine Government towards them.

Ever since their arrival in Patagonia a regular supply of provisions has been forwarded from Buenos Ayres to them.

They have thus been able to tide over the serious difficulties with which they were surrounded, and that they have been able to do so is mainly due

to the exertions of the Argentine Minister of the Home Department.

His Excellency, Señor Rawson, is a true friend to English settlers, and is an ardent promoter of every undertaking and enterprise calculated to redound to the credit and welfare of the Argentine Republic. Indeed, were the liberal views of this enlightened statesman more generally seconded by the governing Powers of the other different Provinces composing the Argentine Confederation, more certain marks would be shown of improvement in the prosperity of this country.

THE CALIFORNIAN COLONY.

'A VOICE FROM THE GRAN CHACO.'

An American gentleman just arrived has favored us with the following:—"I left San Javier on 3rd inst. and on my way down took soundings of the Arroyo Verde, which I am convinced is navigable for small vessels of light draft; it is true that at this season the river is at its highest and what its depth would be at low tide has never yet been ascertained, however this is of little importance, as it is only at this time of the year that the colonists would be shipping their heavy crops.

Our crops have at last become in a fit state for gathering, and everything that has been planted has reached our entire satisfaction, proving to us that the land is capable of producing any kind of vegetable to the first state of perfection. The average size of Indian corn on the ear is about eight or nine inches in length, and it would have been much larger had the seed been good, but like all other seed of the country it has run out. Recent letters from California bring news that their have started from that place 50 or 60 families, and with them well brought saw-mills and all kinds of farming machinery; we are all well contented and satisfied with our new homes in S. America."

ARGENTINE COLONIES.

The introduction of foreigners into the Argentine Republic is regarded as a question of vital importance to the future welfare of this country, and the Government, with a view to stimulating immigration, expends annually a sum of £ 3,000.

It likewise displays a great liberality in the terms on which it grants public national lands for the formation of colonies.

There are ten colonies established in the Argentine Republic, composed almost entirely of European families, of which the aggregate number is 1,394, containing 7,550 individuals.

The names of the four colonies situated in the Province of Santa Fé are Esperanza, San Geronimo, San Carlos, and Helvetia; the two situated in the Province of Entre Rios are named San José and Villa Urquiza; one colony in the Province of Salta is called Rivadavia; and two in the Province of Buenos Ayres are respectively named Baradero and Carmen de Patagonias; and in Patagonia, on the banks of the River Chupat, a colony consisting exclusively of Welshmen has recently been established.

The colony of Esperanza (one of the first formed in the Argentine Republic) occupies an area of 36 square miles, and was established in 1858. It was organized by a private contractor, who had obtained a concession of land from the Government for the purpose; owing, however, to adverse circumstances, the concession was up and reverted to Government. The colony is composed of 355 families, with 1,627 individuals, who are partly Swiss and partly German. Each family received a grant of 80 acres of land. The colonists met at first with many serious disasters, but are now, after eight years' residence in the country, in a comparatively flourishing condition. Their crops and other produce consist principally of Indian corn, wheat, butter, cheese, and eggs.

A Protestant church has been erected in this colony, complete liberty of worship being a right acknowledged by the Argentine constitution. San Geronimo was a settlement of later creation to that of Esperanza, from which it is situated at a short distance. The members of it came out of their own accord, bound by no engagement, and were, moreover, possessed of some little capital.

The colony musters 157 families, with 753 individuals, principally Swiss from the Canton of Valais, each family has received from the Government a free concession of 80 acres, which they are cultivating with marked success.

The colony of San Carlos was founded by a commercial house at Basle, and is composed of 138 families, with 735 individuals.

These settlers received 80 acres of land, and were bound by agreement, under penalty of forfeiting all their acquired rights, to deliver up to the Administration of the colony the third part of their harvested crops during a period of five years, at the expiration of which time, in the event of their having discharged all their liabilities to the Company, the land became their own. As an instance— and it is not a solitary one—of the

successful working of this colony, the following case may be cited:—

The Sigel family, of German origin, consisting of husband, wife, and five children, arrived at San Carlos in the year 1859, having received an advance of money to defray their voyage, and also other sums to meet incidental expenses on their first arrival in this country.

By habits of industry and by hard labour this family had succeeded at the end of four years in discharging their debts to the Company, and are now in possession of a good revenue, and own, in addition to their farm, 94 head of hounded cattle and 21 horses, and had laid down last year many acres of wheat and of Indian corn; they possess besides 5,000 fruit trees.

One third of the San Carlos colonists are Protestants; and there are many lots of land on the settlement which are at the disposal of new comers.

The colony Helvetia, as its name implies, is composed of Swiss, and consists of 40 families with 167 individuals. Though of recent creation, it is in a prosperous condition.

The colony of San José is situated near the River Uruguay, and consists of 394 families, chiefly Swiss, with 2,280 individuals. This colony is an exceeding flourishing one; the concession of land to each family was 64 acres.

The colony of the Villa Urquiza occupies an area of 9 square miles, and is situated in the vicinity of the River Parana. It numbers 71 families German and Swiss, with 355 individuals. The tobacco plant is successfully cultivated in this settlement.

The colony of Rivadavia, situated on the River Vermejo, is composed of 50 families, with 550 individuals. Breeding of cattle is their chief industry, of which this colony is placed is eminently adapted and to the cultivation of tobacco and cotton.

The colony of Baradero is situated at a distance of 120 miles from the city of Buenos Ayres, and is composed of 150 families, with 873 individuals, principally Swiss. Land is freely granted on this settlement, with the sole condition of its being cultivated.

Some of the Swiss families who arrived at Baradero in 1856 are now in possession of 4 capital of £ 1,000. The cultivation of potatoes is their principal branch of industry. There is much unoccupied land on this settlement, and the Municipality; with a view to promoting immigration, offers to lodge and board all new comers until they shall have settled on their respectively allotted portions of land.

In addition to the colonies at present established, numerous schemes and projects exist for the formation of other ones.

ON 'CHANGE.

	May 10, 1867.
Ounces,	\$400
Sovereigns,	122 1/2
Patacons,	25
National Bonds	63

National Bonds opened very flat this morning at 63, but improved about noon. They closed weak at 63. It was thought that prices would have given way to-day, but although the bears sold heavily, there was no lack of buyers at current rates. The business of the day amounted to 440,000, of which 165,000 was for cash. In the liquidation some sales were made at 63.

In Exchange there was something done at previous quotations. On England at 48 1/2, and on Franco at 5.12. On Antwerp there were several drawers offering, but no takers. It was said on 'Change that the Kepler and French packet will both take gold, and a carpenter close to the Bolsa, a keen observer of the market is at present making a number of boxes for the shipment of specie. The export, however, may not be so severe as is anticipated, as possibly the Provincial Bank may begin to draw to maintain the rate.

In the wool markets there was increased activity to-day, and large sales both in the plaza and in the deposit. Two carls of fine merino sold in the South Plaza at 80. Some lots of mixed wools at from 58 to 65. The total stock of wool in the river Plata is estimated at 250,000, and about 100,000 nr. out in the country that has yet to come in.

Messrs. Parkes, Anderson, and Co., have, at the instance of the Rural Society, prepared two cases of beef to ship, per French packet, to the Paris Exhibition.

Bond sales to-day:—

For cash	98,000	53 1/2
Do.	40,000	53 1/2
Do.	20,000	53 1/2
May 31	154,000	53 1/2
June 30	65,000	53 1/2

The steamer Georgia Belle has not been sold yet, although there have been several offers.

The telegram from Montevideo announces the packet expected to-night or to-morrow. Exchange on England 50 1/2 to 51, on Franco 5.30.

The Government of Montevideo has not as yet declared the port open, but the vessels are allowed to enter and the mails delivered.

The French packet leaves on Sunday—every berth is engaged.

In Gas Shares there were some sales—we heard of 60 at 63 per cent. premium.

SUMMARY FOR THE FORTNIGHT.

THE PARAGUAY MAILS.

TWELVE MONTHS LATER FROM ASSUNCIÓN.

Yesterday, through the ceaseless activity of a diplomatic friend, we stole a march upon all the papers in Buenos Ayres, having received three numbers of the great Paraguayan organ—the Semanario, dated 25th and 30th March and 6th April. We doubt even if Casias has seen Semanarios so late a date. Of course from all we heard and read, we supposed this newspaper was printed on old brown paper, or possibly the leaves of the trees; nothing of the kind, the type is good, the printing excellent, and as for the paper it would seem as if Benitez had purchased the very best at Loedel's.

Asunción, March 23, 1867. Leading article.—The opening of the Amazon by Brazil achieved solely by Paraguay—the canons of Curupaity burst the Brazilian bonds at the mouth of the greatest river in the world. Article well written, slightly bombastic, and very strong.

Feminine meetings at Villa Rica, Pilar and San José, and the ladies' breathing apparatus and praying for the success of Francisco Solano Lopez and his invincible army. Speeches remarkably stiff.

A list of forty-three battles is given, from the storming of Coimbra to the battle of Curupaity, in which in every single engagement, according to our colleague, although greatly outnumbered by the enemy the Paraguayans gained the day. This list is called the Great Warrior's Crown of Lopez.

A long letter from Paso Pucir gives little army news, being full of details of the Argentine revolution. The writer says that 2,000 fresh recruits from Villa Rica, &c., have just arrived, and that Casias has all the steamboats in the squadron running from Curuzú to Paso de la Patria, and vice versa, moving troops. Mr. Charles Guisler, a German, died on the 14th.

Asunción, March 30, 1867. Leading article.—The offerings of the fair sex—the great patriotism of the Paraguayan women—the war against the invaders carried on more by the women than even men, for they fill the soil and keep up the supplies—Roman matrons—unexampled sacrifices—shortly will we have heroes for their victorious sons and husbands.

President Mitre's proclamation on assuming the reins of Government in Buenos Ayres—harsh review of the proclamation. Terrible article on the Brazilian Admiral, Sr. Ignacio, and his official account of the last bombardment—Mitre's description from the Nación also given.

Letter from Paso Pucir dated March 30, sent to Asunción by telegraph, three columns long. Two Englishmen, an American, and a Transmanzanian, had passed over to the Paraguayans, and as a matter of course give a monstrous description of the allied army.

Asunción, April 6, 1867. A monthly review.—Total inactivity during the month—a small serimmg occurred at a place called Villa Diego, in which the Brazilians got beaten—long account of the Argentine revolution and state of Entre Ríos—the crops have been magnificent and the weather favorable—two enormous guns have been cast at the iron works at Yguayú—the enrolment proceeds and hundreds are arriving at Humaitá.

The defeat of Pampero occupies a column, and long extracts are made from the Chilean papers, which prove that Paraguay is in communication with our transandine cousins.

A long letter, three columns, from Paso Pucir, sent by telegraph, gives a description of the Paraguayan view of the allied army—on the 3rd April an attack was attempted on Curupaity, and the ironclads came within range, but all of a sudden they dropped down the river, and Alegre's men were called back to quarters.

The people of Itapúa have sent to the army a large supply of shirts and 'calzoncillos' made from the fibre of the cocoa plant, very excellent articles. The Bolivian Government maintains a regular mail between Santa Cruz and Curupaity. The distance from the Bolivian capital to Asunción is now done in 28 days.

We gather from these papers the determination of the Paraguayan people to fight to the last, and not the slightest sign of national exhaustion.

THE WAR IN THE NORTH.

ARRIVAL OF THE ESPÍGADOR.

CHOLERA DECLINING.

CONTINUED BOMBARDMENT.

The steamer Espigador arrived in port, bringing later dates. The war news is, as usual, of a most important character. The Paraguayans are as busy as ever in the trenches and night attacks, and the Allies head and ears in Buenos Ayres, Rosario, and all the small ports along the Paraná.

The Argentine army has about 3,000 horses, and the Brazilians 30,000, besides some 6,000 bought in Entre Ríos. People can have some idea of the magnitude of the forage business, when they consider that the horses are rationed with as much regularity as soldiers; each horse is fed on maize and hay. The maize costs, put at Itapúa, ten patacons the fanega; each animal consumes half a canchilla daily. The monthly cost for forage for the horses is over two millions of patacons. Characters along the river have risen from the absolute poverty of the last year, to the point that that of the sheepfarmer, cows are neglected, sheep are despised all along the banks of the Paraná, and nothing is now thought of, save raising corn and hay, for as they say the Brazilians. The stupendous expenditure in forage alone gives an insight into the colossal cost of the present war.

Cotemporaries seem to despise the task of reflecting on the fearful consequences of this unprecedented expenditure upon Brazilian posterity; indeed it is difficult to say what Brazilian posterity will be concerned of, for the mortality returns from wounds, sickness, and cholera are also very severe, and some of the flower of the land sleep in infinitely graves beneath the gloomy cypresses of Corrientes.

Verily, the war seems to be carried on as if the end of the world was to ensue on the fall of Lopez. Day follows day with the same unbroken monotony. Millions upon millions expended, the bone and sinew of the country, dying off away from home and friends; thrown into the river or buried in a foreign soil, does it re-

quite the presence of the wizard to foretell the grand wind-up? If Brazil produced as much gold as coffee, or silver as tobacco, such tremendous extravagance must entail a debt which will make posterity bankrupt. Casias has a fine army, a powerful navy and yet though time in the present case is more than money, it is little credit an existence. He strolls listlessly through the palaces day after day, waiting mails from Rio and men of arms from Osorio. Time was when we were told, and over-believed, that the real motive of this inactivity on the part of the Allies was to exhaust Lopez; but we have survived that delusion, rather is it the other way; Lopez is trying to exhaust the Brazilians. Lopez pays nothing to his men, he is in his own country; everything that it yields is at his command; the crops this year have eclipsed all former seasons; the women of the country are the fairest in their husbands and brothers, and fighting at head-quarters. The war over-to-morrow, Paraguay suffers only in population, for even supposing the conclusion of hostilities in the most favorable light for the Allies, it is a dream an illusion, and a madness to suppose that Paraguay can ever repay the Allies the cost of the struggle.

The bombardment of Curupaity, the Troy of the River Plate, is now and then carried on; that is to say, a few rounds are fired each day before sundown; the Paraguayans sometimes reply.

The dispute about the hospitals has subsided, the Corrientinos themselves are to blame for the hospitals being in their city. The row was a most unmeaning one. When Casias first arrived he ordered all the hospitals to be removed to Corrientes. When this was known in Corrientes it caused a 'bona fide' row, and a deputation waited on the Marquis, requesting him to rescind the decree, as the hospitals maintained a very excellent trade in the town. The Marquis, anxious to keep the Corrientinos on good terms, yielded, so the row about knocking them down, &c., is solely caused by the Corrientinos, and not the Brazilian authorities.

Itapúa has sprung into a large thriving town, and such is the conviction of the army sutlers, that the present campaign will last for ever, these army merchants are making handsome shops, counters, &c., but the days for making have passed, and a camp pulperia in B. Ayres is about as good a speculation as a cartouche at Tuyuti.

At Corrientes there is great activity. Ships' guns, mortars, &c., repairing at all possible speed. Cholera has struck down a number of mechanics, and it is very generally rumored now that the cholera has passed from Tuyuti to the enemy's lines, and is committing ravages, although the latest arrived deserters state that the complaint which is prevalent there is called 'carneal' and easily curable.

All affairs are turned at present towards Candelaria. A Council of war has been held; the junior officers are all for marching with the whole army up there, and leaving the fleet in the Paraguay rivers to blockade Paraguay, by far the most sensible move; but the old fogeys are opposed to this, and, as a matter of course, they gain their point.

The whole country around, from the Paraguay to the Uruguay, are found at every estancia and puesto, Brazilian deserters. An English estanciaero, from near Nogoya, states that they make poor peones. Buyers of horses for the Brazilian army are in Entre Ríos.

Another steamboat company is talked of in Corrientes, and subscriptions to the new stock canvassed amongst the dealers, but it is much doubted it will ever succeed.

WAR ITEMS.

On the 9th of last month a 'chacque' arrived at the allied camp announcing the march of Osorio through Misiones with a force of 4,000 men, of whom almost all are cavalry. The Marquis anxiously awaits his arrival, and has dispatched the Battalion 14th of the Line under Colonel Vandele Lins to incorporate with the Marshal's forces in their descent on the enemy's flank. As this point is believed to be destitute of those natural defences, whose gigantic proportions at Tuyuti form the great bulwark of Lopez's power, great faith is placed in this new movement, and it is necessary more men will doubtless be detached from the grand army.

The cholera has spread to the Island of Cerrito, where it has caused much alarm among the operatives. Should it continue there is no doubt it will greatly affect the 'morale' of the army; already much discontent is being manifested at such delay, and Porto Alegre earnestly urges a general attack along the whole line; he does not appear very sanguine of success, but he argues with truth that, come what will, they cannot be much worse off than at present.

Mr. Gould, H.B.M. Secretary of Legation, appears to have had a narrow escape from his trip to headquarters. The Republic's correspondent says: "Whilst this gentleman was admiring some of the allied outworks, the enemy opened fire, and the shots went whizzing round Mr. Gould, killing a luckless soldier hard by. It would seem that Mr. Gould's visit was purely a pleasure excursion and in no wise appertaining to diplomacy.

A strange occurrence took place the other day at the outposts. A stag whilst quietly strolling in front of the enemy's line, was assailed by a horde of hungry Paraguayans who having discharged their pieces rushed eagerly forward to secure the prize; finding himself hotly pressed the wounded animal charged madly at the nearest assailant, knocking down the commander, whose cap struck on his neck; it made straight for our lines, Ayres, by the sight of the hostile colors, and receiving no reply to his challenge, the sentry raised his piece and the animal fell with the Brazilian bullet. The leather helmet was torn from his head, and in a few minutes the whole company were feasting on his ribs.

The army correspondents are loud in their demands for the return of President Mitre; his successor however active is not very popular, and the state of the army has not bettered since the General's departure. The pay-masters must have been carried off by disease, as the men are now several months without pay.

On the 10th ult. a grand high mass was celebrated in the Marquis of Casias tent in memory of the valiant Commanders Sampaio, Wolf, and Cabrita who fell in the Island fight on the 10th of April, 1866. Generals Emilio Mitre and Gelly Obes attended with full staff.

THE CENTRAL URUGUAY RAILWAY.

OFFICIAL INAUGURATION OF THE WORKS.

On Thursday, 25th inst., took place the interesting ceremonial of turning the first soil of the first railway in the Banda Oriental. The day was kept as a half holiday by the citizens of Montevideo, and the place of rendezvous was the city. At 1 o'clock the members of Government, public officials, military men, directors &c., started from the Casa de Gobierno, in fifty carriages; while the leading native and foreign merchants, and a general mixture of all classes of society, proceeded on horseback or in coaches, in the same direction.

The day was remarkably fine, but very cold; the horses along the route were decorated with flags, the shipping in port also hung out bunting, and the whole of the village of Paso Molino was found all the inhabitants turned out to welcome us with rockets, music, and hearty 'Vivas.' The bridge was surmounted with a triumphal arch, and crowds of people lined the road as far as Mr. Hughes's quinta. Ascending the hill a little further, we turned from the high-road, in direction of the Cerro, and reached the site chosen for inauguration of the works.

Nothing could be more picturesque, passing under a triumphal arch adorned with the flags of all nations and bearing mottoes about 'Peace,' 'Progress,' and 'General Flores,' we alight from our carriage and take a view of the beautiful panorama. On the right is the Cerro with its cloud-capped top, and on our left the bay of Montevideo with its forest of shipping, further off rise the white walls of the city, glittering in the sunshine; while the middle distance is occupied by the lovely quintas of the 'Paso del Molino,' and on our extreme left are Buschenthal's mill, Mr. Le Hir Barnett's country-house and that of Sr. Castro. The intended line of works down to Paso Molino is marked by a double row of flags, and two hundred navvies pick in hand are awaiting the signal to begin.

At 2 p.m. His Excellency the Governor, attended by the official cortege arrived on the ground, and the band struck up the National anthem. There were over 2,000 persons present, including a large proportion of foreigners and a fair muster of ladies. Mr. John McCall and the other directors, aided by the engineers, Messrs. Hansen, Kealy, and Robinson, directed the proceedings.

Sr. Zorrilla, chairman of the Co. conveyed the wheelbarrow and shovel to the foot of the platform, where Gen. Flores and his Ministers stood. Hereupon the Minister of war, General Bittler, turned the first soil, the other Ministers followed, and Gen. Flores taking the barrow wheeled it along the platform to the far end. Then the engineers gave the signal to the navvies who began to work with energy, and the artillery fired a *feu de joie*; the bands struck up a spirit-stirring strain, and a thousand enthusiastic Vivas rose from the crowd.

When silence ensued General Flores advanced, bare-headed, and addressed the concourse as follows:—"Gentlemen, the inauguration of the works of our first railway is an event that will fill with joy the hearts of all natives and foreigners who wish well to the Oriental Republic. Too long were the sport of destructive civil wars, but today we have changed the industry and lance into the spade and shovel of the navy, to commence the great work which is destined to carry life and prosperity into the heart of the Republic. It is only necessary for the success of this enterprise that all classes of citizens, of whatever political color, should forget the past, should sacrifice party and prejudice for the sake of patriotism, and unite in the noble purpose of advancing the country and fostering the beneficent arts of peace. Look to the nations of Europe, and let us follow in their footsteps. Let us be in support of this enterprise which promises a new era for our country. With peace and progress we shall have emigration from Europe, increased trade and commerce, prosperity at home and good repute abroad, and our country will rapidly rise to rank among the list of nations." (Loud cheers.)

General Bittler next spoke—Gentlemen, in all countries it is usual to celebrate the inauguration of a railway with popular festivity, as such enterprises are most calculated to develop the resources of a country. The present occasion is for us doubly important, since this is the first railway begun in the Republic of Uruguay; this line will, doubtless, increase tenfold the value of the lands it will pass through; it will bring to light mineral treasures at present undeveloped owing to the difficulty and expense of transit; it will cause agriculture to flourish in our most central departments; it will open new branches of industry and offer splendid inducements to European emigrants; it will put an end to our civil wars, by spreading colonies of industrious foreigners throughout the country; and in a few years we may expect to see the territory of Uruguay, everywhere intersected with railways, and civilization. I am happy to learn that, after a careful comparison of estimates the Directors have reason to think that the line to Durazno will cost only 25,000 per mile, instead of 100,000 as in the concession, which will amount to a saving of 2,400,000 in the whole distance. The prospects of the enterprise are most auspicious, and it is with heartfelt satisfaction and earnest hopes that I take part today in this function. May the anticipations of all upright patriots be realized in this matter, may General Flores be spared to see the completion of the great work he has so nobly fostered, and may the blessings of the Almighty attend the enterprise to a happy termination.

The Minister of Finance said—Gentlemen, the history of all nations presents us with great events, and Montevideo is now passing through one remarkable for its rapid and public development of great enterprises and improvements, which have begun to spring up around us during the last two years. In this short interval we have made marvellous roads to Union, and the city of Corrientes has entered the city with elegant public buildings, the Post Office, Museum, Exchange &c.; we have commenced similar labors in the chief departments; we have displayed our love for the fine arts in the handsome column of Liberty. In this manner we have pushed forward with surprising rapidity, and still animated with the genius of progress we have now undertaken, entirely relying on our own resources, to carry out the gigantic work of the Central Uruguay Railway. This will be the climax of

the rest, and it is for this that we are now here assembled—Many obstacles and difficulties have arisen, and have been overcome; many greater still shall we have to surmount ere we finish the undertaking which even now is called chimerical by men of little faith and grovelling ideas. It is not flattery, but simple justice on my part, to testify that in view of so many difficulties the Directors (of whose number I have the honor to be) could never have persevered in their labors but for the strenuous co-operation and unremitting patronage of General Flores. It now becomes the duty of natives and foreigners to come forward manfully and lend their aid towards the realization of the Central Uruguay Railway, which is of alike importance whether viewed as an element of national prosperity or agent of industry and progress. It will moreover serve as the model for many other railways in this country which are now in the air, and the civilization of the 19th century consists in schools and railways, and if we want to go forward like other nations it is only by means such as these that we can ensure the blessings of justice, equality, and fraternity, for all classes in the Oriental Republic.

Dr. Senen Rodriguez, Secretary of the Company, said—After six years, the dream of my life commences to be realized, and my beloved country will soon be endowed with a railway. I meet with every opposition, so I must have detested most men pursuing the idea, but firm in my own pursuit, I persevered, and it is now the happiest moment of my life to be allowed to say a few words on this auspicious occasion. It would be superfluous for me to speak of the utility of railroads, seeing that the face of the civilized world has undergone a complete change, in commerce and political economy since the invention of George Stephenson saw his first locomotive on the road to Killingworth. In imitation of that great genius, who awoke a sleeping world, we are here today to begin the works of a high-way for the steam-car, which will take us to Durazno in a couple of hours. The centre of the Republic will be brought within the range, as it were, of our suburbs. Peace will be firmly consolidated. Orientals of every political denomination will be engaged in the great task of laboring for the advancement of their country. The line of railway will pass through Las Piedras, the cradle of our national independence, and here the new era of civilization will also dawn upon us. Habits of industry will become general through the rural classes. The public revenues will increase in an amazing degree, and more than suffice for the extra expenditure in favor of railways and schools. Not only townfolk, but peasants, will become railway shareholders, all classes will feel the benefits of such enterprises; and posterity will cherish with gratitude the memory of the present Governor, to whom is due all the praise of so glorious an industrial innovation. At the same time, I beg to offer my warmest congratulations to the Board of Directors, who have overcome every difficulty and inaugurated a railway that was long deemed impracticable.

It is impossible to say how long these efforts of rhetoric might have continued had not General Flores very opportunely hinted that it was now time to proceed to the refreshment tent. About 700 persons were admitted, and there was an abundance of champagne, brandy, and confectionary. General Flores occupied the chair, having on either side the Ministers Flangini, Marquez, and Battle, Monsignor Estrazulas, D. Pedro Varela, Colonel Regules, Mr. McCall, Mr. McKinnon, Mr. Hansen, &c. Over the chair was a trophy of the illustrious Triple Alliance, with the appropriate motto, 'Prosperidad.' Over a drawing of the new locomotive, 'General Flores,' shortly expected from England.

The hand played a number of select airs. The company comprised a very cosmopolitan collection, among which we noticed the French Admiral, several American and other foreign navy officers, English merchants, estancieros, &c.

Several toasts of a convivial and personal character were exchanged by the various gentlemen at the head-table, none having any reference to railways, politics, &c. Finally, Mr. McCall rose, and proposed his usual festive motto, 'Health of the Ladies,' which was drunk with all the usual honors.

Mr. Hansen next treated us to an Essay on Railways in general, with remarks on the Durazno line in particular. It may be proper here to observe that the estimated length is over one hundred miles, capital one million sterling, in twenty thousand shares of £50 each; the Government subscribes for one-half of the whole stock.

At half-past three General Flores and suite retired, and the business of the day was concluded. The whole affair passed off admirably, and the attendance was even larger than expected.

MONTEVIDEO.

The occurrence of the week has been the rupture between the Junta, Geffe Politico, and Government, with reference to certain sanitary regulations prohibiting the sale of fruit and vegetables. Some twelve days ago the Health Committee, in view of the increasing number of cholera cases, judged it necessary to forbid the sale of pears, tomatoes, cucumbers &c.; but, as too often happens, the decree was considered a dead letter; on the 25th inst. we had no fewer than 100 cases of cholera, and, next morning early, Mr. McCall, as chairman of the Health Committee, repaired to the Market seized all the forbidden fruit and carted it off to the Plaza Ramirez, where it was destroyed. The firmness of Mr. McCall overruled all opposition, and he executed in half-an-hour what the Ministry or Police would have perhaps hesitated to attempt. It is well known that market huxters and Italian gardeners exercise a sort of terror in this city, having twice before obliged the authorities to retract their decrees. It is also a remarkable coincidence that since last week Gen. Flores keeps a guard of honor at his house. Past self-respect the authorities should have continued to resist, but the Government, under Mr. McCall, but from one cause or other, the Chief of Police gave permission to the fruit-vendors to disobey the prohibition. Hereupon the Junta and Ministry, declared their intention to resign office unless Sr. Aguiar were removed from the post of Geffe; the ultimatum had its effect, and Sr. Bustamante, editor of the Tribuna, was named to succeed Sr. Aguiar. Nevertheless, painful to relate, the prohibition against fruit has not been carried out, and the decree of the

Health Committee is treated as a matter of joke. It is ascertained that 68 persons died of cholera here since its first appearance six weeks ago; the first victims were Major. Albornoz and Dr. Saldaña. On the 2nd inst. one case proved fatal, and none, thank God, since then. It is more than probable that if this city were in the same condition as B. Ayres and no precaution had been taken to close the port, we should have suffered as heavily as you.

The new French packet, Anicé, caused serious inconvenience to the commercial public by going on to B. Ayres without the mails (although specially bound to wait for them), and this at a time when communication is almost suspended. If I gave expression to the strong language which I have heard on this subject the French people would charge the Standard with hostilities to the Mensageries Impériales.

The subscriptions for the survivors of the cholera-victims in Buenos Ayres continue to pour in freely, and might fairly challenge Rotten Row, or the Bois de Boulogne, or La Chispa, or anywhere else. The new road to Union is not yet finished, but the work is on a superior scale and reflects great credit on the contractor, not half the year, but now there is a causeway wide enough for one carriage the whole way. Arriving at the village of Union, so remarkable for windmills and pretty girls, we turn to the left, passing the old bull ring (now happily out of use), and strike out by a green lane which leads over a rising slope and brings us in full view of the race ground. The course is circular and nearly level, marked out with red flags, and crowds of carriages, horsemen, and pedestrians surround the grand stand. To the right is seen the Libertad battalion, Colonel Flores having given his men a holiday, and they are cooking 'carne-con-cuero,' while their band is playing select airs from the *Bulle en Maschera*.

The first race was at 12.15: the Progress Stakes, half-round, four horses being entered—

Forastero Saino. Porsal-nasno Malacra. Adios Saino. Rayo Moro.

There was not much betting, the attendance being as yet comparatively thin; but the favorite was Mr. Tonkinson's Malacra, which was freely backed against the field, and came in winner by 4 lengths. Second Race, Oriental Stakes, one round, three horses entered:—

Si Pucdo Doradillo. Doctor Saino. Porsal-nasno Osoro.

In this case the favorite again proved the winner; the betting was for the field against Tacuarembó, and although the Doctor ran well, the former won in a canter, over £1,000 changing hands in this race.

By this time the race-course was densely thronged, and there must have been over 4,000 persons present. Gen. Flores was on the Grand Stand, and a great number of foreign and native gentlemen, but most of the ladies, perhaps owing to the cold, remained in their carriages.

About two o'clock lunch began, and this was the best part of the day's business; the most unbounded hospitality prevailed on all sides, and cold meats and the rich wines of French, Spanish, and Rhenish vineyards were done full justice to.

Third Race, Saxon Stakes, two rounds—

Juan Manuel Tordillo. Tortuga Malacra. Esperanza Picazo.

There was very heavy betting, mostly in favor of Juan Manuel, although some people say Tortuga ought to have won. The horses came in as their names stood on the list, the winner belonging to Mr. Tonkinson.

4th Race, Victor Stakes, half-round. This race did not come off, there being some objection to the Saino, Hispano-Americano, which was withdrawn. The other horses reentered were Torro and Guerrilla.

5th Race, Particular Stakes, two rounds. This was the best race of all:—

Feo Bayo. Venado Saino.

There was very heavy and even betting, but the Bayo was perhaps the favorite, and won the first round. In the second round, however, the Saino got ahead and won by a couple of lengths. The winner belonged to Sr. Vittori. The excitement during this race was intense, and a great deal of money changed hands.

Nothing could exceed the admirable order and arrangements of the Committee, and the stewards did not require the assistance of the police in any instance. Although many were in a highly convivial state of mind, there was not a case of drunkenness or disorder during the whole day. It was generally admitted to be the best function of the kind yet seen in the country, and must have favorably impressed General Flores and the other Oriental visitors.

It is only proper to return thanks to the many kind friends who wound up the day's proceedings by drinking "Success to the Standard," the day being the anniversary of our paper. On the 25th inst. the races were concluded, but only the veteran hunters attended, as the day was raw and rainy; there was indeed heavy betting, but nothing else worth note.

It is gratifying to see our countrymen uphold so worthily the reputation of Englishmen as lovers of sport, and we heartily wish long life and prosperity to the spirited and gentlemanly English racing community of Montevideo.

The day was moreover a holiday, being the festival of St. Philip and James, patrons of Montevideo, and by good fortune the weather turned out remarkably fine. The new racecourse being close to Union, and much nearer the city than the former one of Puntas de Miguelete, it is secured to invite a much greater attendance. About 11 o'clock the various outlets towards Cerrito, Figuerita, and Union were thronged with carriages, hack-coaches, dog-carts, and troops of horsemen, independent of the 'buses,' which conveyed numbers of passengers all the morning, and groups of agile Englishmen and others who started on foot, the distance being about five miles. The day was delightful, the quintas looked charming, and after the recent blizzard it was peculiarly enjoyable. The least interesting feature of the occasion was the number of pretty girls on horseback, in sky-blue riding-habits, galloping along and laughing and chatting in exuberance of spirits. These Montevidean girls sit their horse elegantly, and might fairly challenge Rotten Row, or the Bois de Boulogne, or La Chispa, or anywhere else. The new road to Union is not yet finished, but the work is on a superior scale and reflects great credit on the contractor, not half the year, but now there is a causeway wide enough for one carriage the whole way. Arriving at the village of Union, so remarkable for windmills and pretty girls, we turn to the left, passing the old bull ring (now happily out of use), and strike out by a green lane which leads over a rising slope and brings us in full view of the race ground. The course is circular and nearly level, marked out with red flags, and crowds of carriages, horsemen, and pedestrians surround the grand stand. To the right is seen the Libertad battalion, Colonel Flores having given his men a holiday, and they are cooking 'carne-con-cuero,' while their band is playing select airs from the *Bulle en Maschera*.

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QUARANTINE IN CORDOVA. The full particulars of the Cordova quarantine we have received by this mail, and really we must say that the Governor of Cordova should be made to answer for such outrageous conduct. It seems that the diligence with the passengers from Rosario arrived on Tuesday, the 16th, and just as the passengers were getting out at the coach office, and about to proceed to their hotels, Dr. Warcalde made his appearance, and stated that they should be all put in quarantine. In five minutes a 'picquet' of soldiers surrounded the coach, and ordered them to take their seats, notwithstanding the shouts and expostulations of the passengers, they were all marched off to the open camp, about a league from the town, called La Huertilla. Here they were told to get out and amuse themselves for three days. About two hours after their arrival Dr. Cuestas made his appearance, and when within a few yards of the group, ordered the passengers one by one to step forward to be examined. Dr. Cuestas took up his position a few squares from the passengers, and ordered an immense fire to be lighted pre-

vious to inspecting the passengers. After inspecting the crowd one by one, and finding that they all suffered from one complaint—hunger, Dr. Cuestas started for the city to hold a consultation. A few minutes after the guards round the hungry passengers were doubled, all with loaded carbines. As it was coming on night, and as the unfortunate passengers had eaten nothing whatever that day, and very little the day previously, it was necessary to do something. Beds there were none, and if they had to pass the night there, they must necessarily sleep in the grass. One of the passengers asked the commanding officer if they were prisoners, or if they were only prohibited to enter Cordova; the officer replied that his orders were not to let them stir from that spot. They asked leave to send for something to eat, as they had neither breakfast, dinner, nor supper, but it was denied them. Dr. Gutierrez, the editor of the *Nacion Argentina*, one of the passengers, sent a polite note to the Chief of Police, but no reply was sent till the following day, and hungry and famished the passengers passed the night in the camp. Dr. La Torres' father at last got permission to send the passengers to a puesto of Rio Achabal's, which was full of fleas and destitute of furniture. Here the unfortunate people remained until the next day, when the Governor gave them permission to return to Rosario. Mr. Wild and Dr. Gutierrez at once returned, the others remained to push on for the provinces. Mr. Charles (Gowland) may be said to have saved the lives of the passengers by the timely provisions which he sent off to them—a few hours more and they would have succumbed from sheer starvation. Such a monstrous quarantine arrangement is without precedent, and beats even the treatment of passengers on the steamers in the Uruguay. The plain fact of the matter is that the authorities make a pretext of this quarantine business whenever they have a grudge against any of the passengers.

SHIPPING SPECIE. As our merchants are about making specie remittances to Europe, we hasten to give below an exact account of the par value of sovereigns in England.

The expenses incident on shipping £1,000 are—

Freight, 4 per cent. 5 10 Insurance, 4 per cent. 7 0 Petty expense 1 0 Allowance for light sovs. 2 0

Total expenses £15 10 Which would give 2954 10s. as the net of £1,000 shipped, and as this latter sum represents here 4,900 patacons, it gives an exchange of 48.27 pence per patacon, to which rate the current interest in England, should be added for the days the bill has to run, thus for a 90 days' bill—

If the rate be 5 per cent., per an., add .0035, giving a par of 48.57; do. 4 per cent. do., 48.27; do. 3 per cent. do., 36.55; do. 48.03.

MISCELLANEOUS. We record another of those terrible accidents which now and then occur at sea. The Star of the Teign, a vessel bound from Liverpool to the West Coast, took fire on the 12th of April, in lat. 21 south and 30 west. Immediately the fire was discovered every effort to extinguish it was made, but it proved impossible, partly from the combustible nature of the cargo, which consisted of spirits, sal

