

ALCAZAR LYRIQUE. 196-CALLE VICTORIA-197. DIRECTOR: MR. CHERI LABROCAIRE. GRAND NEW ENTERTAINMENT. A CARD. LEWELYN L. JONES AND CO. Operative Chemists.

THE AGENCY OF THE ROYAL MAIL STEAMPAKET COMPANY, is now at 84-CALLE PARQUE-85

LONDON AND RIVER PLATE BANK (LIMITED). The undersigned begs to inform the Public that the Establishment of the Bank has been REMOVED to the new premises, Calle de la Piedad, corner of Calle de la Reconquista.

GREAT SOUTHERN RAILWAY. NOTICE. For the greater security of passengers' luggage at the Central Station in the Calle Lima, the Company has granted 'Numbers' to certain street pedons of known respectability, whom it recommends to the Public.

PARA LOS ESPECULADORES.-Se arrojan en un hermoso terreno a una cuadra del Mercado del 11 de Setiembre con 40 varas de frente por cien de fondo los dos costados, está cercado de pared, es propicio para una gran casa de corralon, ocurren calle Moreno 54. 35, 1m, 24

ESTANCIEROS and others are earnestly requested to forward without delay some particulars concerning their Establishments, for publication in the Handbook, specifying when their first settled, what stock they have, what their land is like, and who are their neighbors.

LETTERS. The following are lying at the office of the 'Standard':-Messrs. Lee & Denis Bergin; and Spooner.

SUBSCRIPTION TO THE STANDARD \$30 PER MONTH. ADVERTISEMENTS not exceeding Five lines inserted six times for \$10.

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 falsi audemus, nil veri non audemus dicere." CICERO.

WEDNESDAY, JANUARY 27, 1869.

SPECIAL TELEGRAM FOR "STANDARD."

Montevideo, Jan. 26, 6.45 p.m. Business flat. Fomento Territorial: no change in yesterday's quotations. Great speculation in Bank paper at 7 to 7 1/2 dis.

THE PARAGUAYAN WAR.

The news from Asuncion is again interesting, and it seems now, that the wind up of this Paraguayan business will afford a new chapter of even amusing features.

The sudden departure of Marques Caxias, his arrival at Montevideo, without even calling at Buenos Ayres, can only be accounted for by a praiseworthy desire to present himself before his Royal master; nevertheless it does seem strange that a man whose very name is a household word in the River Plate should decline the honors which awaited him here, and steam past this city at the rate of 12 knots an hour, when everyone was waiting to receive him.

Relieved of the command of the army, time could be very little object with H.E.; a day sooner or later in Rio could make very little difference, now that the one-horse Republic of Paraguay is irretrievably done up. Caxias would have been well received in Buenos Ayres had he thought proper to land; there would have been a welcome for him on the mole head, and it was an error on his part to pass without calling.

The state of things in Asuncion is peculiar; the Allies found in the place when they entered, a cat and a few pigeons. It was hoped that after a week or so some of the families would return, but nearly a month now has passed, and none have come back; what to do with the place therefore, is the question. To establish a Paraguayan Government under such circumstances would be a burlesque on Republicanism. The Allies are in a fix as to what to do with the place; and, in fact, the case suggests the celebrated dilemma of the individual, who drew the elephant in the lottery. Asuncion to-day is a Brazilian town and requires for the present a military government, and any change attempted at present, so long as Lopez is in the mountains and retains the families there, will be a failure.

The heat at Asuncion is so intense that many of the first officers have died from its effects; soldiers, sailors, and sutlers have perished without number. Some say it is cholera, others, heat, but whatever the cause, the

deaths occur. The troops, the officers, the dealers, all are well quartered in good roomy houses, but idleness is the mother of disease, and the excessive mortality is due more to excessive drink than anything else. The carrying trade between Corrientes and Asuncion is now excellent; steamers come and go daily with excursionists of every nationality; as for general business, it is absurd to talk of it; beyond the old army trade there is really nothing. Some four cargoes of prize dryhides have been sent down to Montevideo on Brazilian account. It was said that Gen. Mitre had embargoed in the Parana a cargo of prize dryhides on Oriental account, but how true this may be, it is difficult to say.

It is said that some agents for large Rio houses are about to open branch offices in Asuncion, and it was rumored that amongst others a branch of the Mata Bank would be opened there, but as far as regards the Bank, we can say that, at most, only an agent of that Bank will be sent there at present.

There is nothing positive as to the whereabouts of Lopez, nor do the Allied commanders betray any great anxiety about him. The country from Asuncion to Cerro Leon has been scoured by divisions of cavalry, but not even a hen has been found; all the chacras are deserted, and steamers have gone up the Paraguayan river, and returned with the news that every town north of Asuncion is deserted, in fact every town, village, and hamlet in Paraguay is to-day deserted. Paraguani, Villarrica, and other places formerly of importance, are to-day desolate; we doubt even if they can boast of as much as Asuncion in the way of the cat and the pigeons, even the rats seem to have left the towns.

It is calculated that Lopez must have at least from 30 to 40 thousand women and children up in the mountains, and what is most feared, if the Allies rest too long on their oars, that Lopez will drive the population still further into the Sierras, where further pursuit by the Allies is utterly out of the question.

The Wassimon left Asuncion last week with Caxias and a great staff of officers. The Hegera caused a great stir in the place, and was much hastened, owing to the numerous deaths at headquarters the day before. Lieutenant Colonel Tamborini died, also Caxias' Secretary, Don Sebastian Diaz da Matta, and J. Camaral, Chief of the Engineers Staff.

EDITOR'S TABLE.

The R.M.S. Arno left yesterday at her regular hour. She took a very heavy mail. The La Plata was also posted for yesterday, but could not get away, owing to the detention of lighters at the Boca.

In the neighborhood of the Once de Setiembre many persons have been obliged to leave their houses, owing to the outrageous conduct of the Municipality, in throwing the vasa in hideous piles thereabouts. It is really melancholy to think that we must all bow to this Municipal despotism; we cannot punish the Municipales for such an offence, although even a crime at common law. If a man gallops in the street he is at once fined \$100m, but there is no fine that can be imposed on men who poison a whole parish. Verily there is a screw loose in Argentine institutions. No man should be above the law; from the President to the shoeblick all should be amenable. We require a criminal code against this terrible Municipal Board. The meeting held in the Once will probably effect some good. As for the vasa, we had hoped that the matter was long since settled, and that the Government had made arrangements to send some by rail down to the Riachuelo or thereabouts.

To-day the meeting of American citizens takes place at Mr. Folmar's. It is of a rather important character, and therefore we purpose attending, in order to report the same. The subject of the Cemetery is not without its difficulties, it is wise, therefore, to ventilate it.

Yesterday our brother editor left for Montevideo, to take up the Montevidean portion of the Handbook. Estancieros and others will confer a great favor by supplying him with all useful information for the book, which, we trust, will be the most complete work ever published on the Plate. It will contain two maps, one of the Republic, and the other of this city; also a city directory of Buenos Ayres, Montevideo, and Rosario, and, furthermore, a camp directory. The work entails heavy outlay and immense labor. It will be ready about the middle of April.

The wool market is at last beginning to look better. Sales the other day as high as 72 in South Plaza, and at 60 and 65 in North Plaza.

Mr. Lanuz, the great army contractor, has arrived from the war. Messrs. Lezica & Lanuz have carried the Praveduria to the end of the war, fulfilling it to the very letter. They have amassed a splendid fortune, estimated at four millions of patacons each.

On Thursday January 23, Mr. F. Miro will sell the magnificent pile of building forming the corner of Maipú and Piedad, with a uniform frontage of thirty-five yards on both streets. The

lower part is let out in stores, and above stairs is an excellent dwelling house. It is valued at \$2,400,000 mje, and being only three squares from the Plaza Victoria is decidedly the best site in town.

General Rivas arrived in Rosario on Saturday, putting himself at once at the head of the battalions 2 and 9 of the line, which came down same day from Corrientes in the Pavon. She now lies in the Tigre, but will proceed next Sunday to bring down some more troops for the Interior. President Sarmiento seems determined to protect the frontier, and, if he succeeds in this, he will merit the poor farmers' blessing.

Messrs. Rodriguez, Larraasabal & Co. will superintend the sale of the splendid farm known as Santo Domingo, in the department of Flores. The land is six and three-quarters leagues square, with estancia house and forty-four puestos and corrales; stocked with sixty-seven thousand sheep, one thousand pure rams, one hundred fine ewes, and one thousand horned cattle. The whole is valued at \$3,970,760 mje.

In Las Flores has been discovered a falsification of bills on the Galeaguachú banks. The Justice of Peace, with praiseworthy activity, is looking up the forgers.

From Corrientes we hear of some cases of asphixia.

The Cosmos and Goya came in on Sunday from Asuncion, with dates to 20th inst. The only news of moment is the landing over the command of the allied army by Marshal Caxias to General Souza, who had been named to supersede him. The poor old Marquis is much the worse of the war. He, like the brave Osorio, by whom he is accompanied, is calculated to inspire more respect than fear, the one being entirely done up, the other completely broken down. Both have done their duty, and to them is due in reality the honor of vanquishing Lopez, though private jealousy or base intrigue may rob them of the glory of capturing him. Two Argentine corps, the Catamarqueño and Rioja, are quartered in Asuncion. Last week there were several cases of cholera, but now the mortality has much diminished. The exact whereabouts of Lopez is not known, but supposed to be still in the mountains, having fortified his position there.

On Sunday night, between 12 and 1 o'clock, several pistol shots were heard in the Plaza Retiro; the serenaders ran to the spot, but could not discover the origin of the row.

The brave Major Francisco Costa, of the San Nicolas battalion, has passed away, leaving to his surviving friends and country the memory of his worth. Entering a few years since as an humble ensign, he gradually rose by good conduct and bravery to the rank which he enjoyed up to last Monday morning, when he succumbed, owing to the wounds he received before the Louas de Cumbarity. The remains of the deceased officer were interred next day in their last resting place with all the military honors.

D. Ugarte, in a "short and sweet" note dated 23rd inst., addressed to the Minister of Finance, indicates to that worthy official his willingness to accept the post of Director of the Provincial Bank, now that he has returned from Montevideo.

Proposals for the construction of a small stone breakwater at the foot of the Custom House mole will be received at the Topographical Office up to 3 p.m. on February 2nd; meantime the plans will be on view for public examination from 11 a.m. to 4 p.m. daily.

Next Friday, February 5th, Mr. Billinghurst will sell by public auction Mons. Montravel's splendid finca in the Calle Rivadavia, corner of the Plaza Once; it is admirably adapted for a barraca, being in a comfortable house with large out offices.

The same auctioneer will dispose of a large estancia, situado in the partido of Saladillo, three quarters of a league in extent, with three very fine houses thereon, wired in alfalfas, montes, &c. The ground cannot be surpassed for sheepfarming.

A subscriber from Bahia Blanca has favored us with the following:-

Our letters and papers per Insel, which left Buenos Ayres about 17th December, reached us on the 3rd ult., having been forwarded overland from Patagonia. It is doubtful whether a pilot can be found to bring her into Bahia Blanca, in which case all our building materials which were shipped in the steamer in August last, will still remain in the 'galpones' at Patagonia, and 'quien sabe' when we shall see them. This is a very serious drawback, as we had reckoned on our large estancia house, at least before the commencement of the present year; but now, we shall have all our work before us to get it finished by the winter. Many of us who have not already secured camps are just now being kept back by the indiscretion of the Government, as to how much land they will grant in 'propiedad', for it seems that about double the amount of land has been petitioned for than it was their intention to give. We hear depressing accounts of the damage done to the crops nearer you, by rain, &c., and also that the locusts have visited Patagonia. Hereabouts the wheat is in

splendid condition, and we shall finish harvest in about four days. Until we get our horse up we cannot offer much accommodation to any friends coming down, but at the same time we shall be only too happy to see them.

THE NORTHERN RAILWAY.

To Messrs. Mulhall, Editors of the "Standard." Northern Railway, General Manager's office, Buenos Ayres, Jan. 25, 1869. Gentlemen:

You were pleased to refer in the "Standard" the other day to a difference between the Northern Railway and M. Matti, and the "Tribuna" of yesterday published a copy of a letter written by Mr. Matti to myself on the 15th inst., but without publishing a copy of my letter to Mr. Matti, of the 11th inst., to which his letter is not a reply.

As the public who prefer the Tigre to the Buenos Ayres port are much interested in the matter, and cannot understand the subject without seeing both letters, I send them to you, in order that you may be so good as to publish them, together with the following facts, viz:

Until May last the steamboat agents were supplied by the Northern Railway Company with tickets over their railway between Buenos Ayres and the Tigre, at a considerable reduction on the regular fare paid by other passengers, and made a virtue of the transaction by professing to give such tickets gratis to the passengers using the steamers to and from the Tigre.

Directly the Company declined to supply the tickets at less than other passengers paid, they declined to take them.

If any impartial person will compare the through fare per rail and steamer before May last, with what the steamboat proprietors reduced the fare per steamer to and from the Tigre to afterwards, he will see that, after adding the railway fare, \$20 mje., he effected a great saving.

Couple this with the fact that I never heard a single person save Mr. Matti complain of paying \$20 first class between Buenos Ayres and the Tigre, and I think it will be perceived that the Railway Company unnecessarily lost the difference between what the steamboat proprietors paid them and the regular fare, which of course went into the pockets of the steamboat proprietors.

The steamboat proprietors explained to me that this was done to induce the public to take their steamers to the Tigre, but everybody who has travelled up the river knows the Tigre to be preferable to the Outer or Inner Roads at Buenos Ayres, and that there is no longer occasion to grant any subsidy.

Mr. Matti, having recently got all the up river steamers into his own hands, thinks it a convenient opportunity to revert to the old system of obtaining tickets from us at a reduced fare, but as we cannot afford it, we candidly tell him so, and he tries, in return, to frighten us by advertizing to take his steamers to Buenos Ayres. He is not likely to gain his purpose by this means, and I have only to add that I believe Mr. Matti knows too well what he is about to desert—the Tigre—or, he may be assured, the monopoly he at present has, will not long continue.

I am, Gentlemen, Your obedt. servant, HENRY CRABTREE.

[COPY.] To G. Matti Esq., Calle Cuyo, Ferro Carril del Norte, Oficina del Administrador General, Buenos Ayres, Jan. 11, 1869.

Dear Sir, Agreeably with our conversation of Friday last, I write you definitely as to whether we can make any reduction in the fares of passengers over this railway to and from the Tigre, in connection with your steamers, and as you understand English better than I do Spanish, I address you in that language, in order that I may make myself clear.

With regard to your being furnished with our tickets, we have no objection to this, on your undertaking, so far as possible, to issue them consecutively, according to the numbers printed upon them, to furnish us, within three days of the termination of each month, with a statement of the tickets issued, and to stamp each ticket with the date on which it is available before issuing it to the passenger.

Then, as to the passengers' luggage, you say there is no difficulty as to their booking and paying for their own luggage in going to the steamers, but that in coming from the Tigre you desire to have a waggon for each steamer, and to have it consigned to yourself.

I shall have much pleasure in meeting your wishes in this respect, and charging you the nominal sum of \$200 mje per waggon. This, considering the amount of waggonage of luggage to be carried, is a great reduction in your favor, as from a statement before me I find in some instances a waggon has produced to the Company more than \$800 mje.

Now, when you consider this fact, I think you will see I am inclined to meet you fairly, and offer every facility to your arrangements consistent

with our own interest, and reserving some small profit for the excessive expense of working a railway in this country, compared with others in which coal, laborer, &c., are cheaper, and where there is an abundance of ballast.

This leaves only the question of the fare to be charged for each passenger to be settled. The distance from the Retiro to the Tigre is close upon 20 miles: and in England, where land labor, ballast, &c., are cheap, the companies, by Act of Parliament, are allowed to charge 1st class, 3d per mile, which, for twenty miles, makes 60d, equal to \$30. Now, our charge is only \$20. When you consider this, and that a question of a few dollars to passengers looking through by rail and steamer is of little consideration with them, I cannot think, with your sense of justice, you can reasonably ask me to make any reduction, particularly after the way I have met you with regard to the luggage, and I must add that if we are to have any profit at all for working the traffic, we cannot do it for less. It will not be out of place to say here that I find for twenty miles the Great Southern and Northern Railways charge me more than we do.

You have referred to our return-tickets: I can only say with regard to them that they are not transferable, and are issued only to persons who can return the same day, or by one of the two first trains the following morning, and this privilege it is not possible to extend. If it were possible for any of your passengers to return within the time named, they would, of course, be entitled to the same.

I am, dear sir, Your obedient servant, HENRY CRABTREE. Jan. 25, 1869.

[Translation of Mr. Matti's letter of the 15th.] To H. Crabtree, Esq., General Manager of the Northern Railway.

Dear Sir, I answer your favor of the 11th inst., and the contents do not forward in any way the settlement of the subject of our conversation. I don't wish you to compromise yourself with anything that your predecessors have done to cause me to establish a line of steamers from the Tigre, neither do I want any reduction in the fares or freight of waggons; I only wish you to charge me the same as any other passenger, and according to tariff published, I don't see why I should pay more, taking a large number of tickets, than a single passenger who only takes a return ticket. My object is to economize a small reduction that you could well afford, or otherwise facilitate the conveyance of passengers, and prevent the unfair charges for extra baggage, as you clearly declare in your note.

As I cannot comply with your terms, I beg to state that from the 1st of February, my steamers will leave the Inner Roads instead of the Tigre.

I am, dear sir, Your obedient servant, GUILLERMO MATTI.

[We are happy to say that Mr. Matti, anxious to settle this matter, has agreed to refer the question to arbitration.—Ed.] FOREIGN CARRYING TRADE OF THE UNITED STATES.

We have to thank the Hon. Freeman H. Morse, United States Consul at London, for a copy of his Report on the Mercantile Marine and Commercial Policy of Great Britain, to which we alluded in our last issue, though we confine our remarks to its bearing on the United States. This paper, dated Jan. 1, 1868, was furnished to Congress in answer to a resolution of the House of Representatives, and ordered to be published. The statistics have been gathered with great industry, and the remarks are conceived in a fair spirit, the conclusions being justified by the facts submitted. Although Mr. Morse is evidently impressed with the effect on the shipbuilding of his country—of the change in material from wood to iron—yet he attributes the market decline to the privateers, "which should have been outlawed by all maritime States instead of being protected by some of the most powerful." The total tonnage of all maritime nations, sail and steam, he estimates in 1861 to have been 17,235,940, of which 5,539,813 belonged to the United States, 5,895,309, to Great Britain, and 5,800,767 to all other nations. This showed the English to own rather more than a third, the United States rather less than a third, and all other maritime nations about a third. The United States employed 2,642,683 of their tonnage in international traffic, and Great Britain 3,179,628. In 1865, although the coasting tonnage of the American marine had considerably increased, the registered tonnage employed in the international trade had fallen to 1,602,025, being a loss of 40 per cent., which Mr. Morse attributes, mainly to the devastation of the privateers. In the same period the British tonnage engaged in the foreign carrying trade had increased to 4,500,000, and this disproportion continues and even increases to this date. It is interesting to trace in this paper the rise, the cause and the course of the American Foreign Carrying Trade, and the action thereon of

the Confederate cruisers. The exports of the United States prior to the war gave more employment to shipping than those of any other nation, being mainly composed of the raw, bulky materials, cotton, grain, provisions, lumber, &c. It is clear that the vessels employed in their transport from the States could not all receive return cargoes, considering that what other nations exchanged were for the most part costly manufactures, small in bulk. The ships then sought employment from foreign port to foreign port, and were often thus profitably engaged for years before they returned to the United States. The average annual export taken for the period between 1856 to 1860 of cotton, tobacco, rice, flour, wheat, corn meal, &c., aggregated 1,200,000 tons, calculated to be a seventh of the bulk carried in international sea traffic. Allowing 1,000,000 tons of this to American vessels, there would be left 1,645,628 tons for employment in the Foreign Carrying Trade, transporting cargoes "from foreign ports to foreign ports, for foreigners; to be used by foreigners." At that time American ships were preferred, British merchants often selecting them for employment between ports of the British Empire, for they were celebrated for their beauty of model and construction, and their consequent sailing qualities, and for the order in which they delivered cargoes. The ships of the Union then bore the American flag to all climes and nations. At sea it was everywhere met, and generally flying over a craft of remarkably fine construction. Whenever a vessel passed another in an ocean race it was the Stars and Stripes that floated from the gaff of the swifter, and this marked superiority spread everywhere the prestige of the Republic. Mr. Morse considers that in conceding to the Confederates the belligerent rights of the sea, when they had not a solitary war ship afloat, in dock, or in process of construction, the great blow was dealt to the American Carrying Trade. Commerce is very sensitive, and although the United States could protect its coasting trade, after extra risks were thrown on its international trade, it rapidly sank. "From the appearance of the first corsair in pursuit of their ships, American merchants had to pay not only the marine but the war risk on their ships. After the burning of one or two with their neutral cargoes the shipowner had to pay the war risk on the cargo as well, and even then neutral vessels were preferred." Nothing remained but to take such profitless business as offered, or dock the ship, with the consequent expense and deterioration, or sell them outright, or put them under foreign flags for protection. Besides those destroyed by the privateers many were sold to foreigners, and when sales could no longer be effected, except at great sacrifice, numbers were placed under foreign flags. At the end of the war the diminution already noticed had taken place, while even the export and import carrying trade of the Union was fast passing to foreigners, a transfer aided by a heavy tax on all the materials for constructing ships, which threw an additional burden on the American shipbuilder in favour of the foreign competitor. After remarks which we have thus summarized, Mr. Morse touches on the subject of the application of iron to the construction of ships, and the substitution of steam vessels for freight as well as for the passenger trade. The remark with which he prefaces this portion of his Report leads us to believe that he agrees in no small measure with the cause we lately advanced for the decline, for he says:—"But while the rebellion was the direct and sole cause of our present restricted commercial position, it is well we should now understand and keep in mind the fact that there were causes at work which lay further back, imperceptible to many, yet surely at work before Southern discontent had ripened into rebellion, and which even now are more seriously felt than is supposed, and which will in time, if we do not prepare to meet them, have a more enduring effect on our mercantile marine than even the piratical cruisers which the rebellion brought forth." In our opinion, Mr. Morse attaches too much weight to the work of the cruisers and to the tremendous efforts of Great Britain to maintain maritime supremacy. To these he gives the first place, and next to the change from wood to iron, and from sails to steam, in accounting for the rise of England's mercantile marine and the decadence of that of America. Doubtless the Navigation Laws of the United States told against the nation and aided the Confederate cruisers, for there was nothing of liability in them, nothing whereby a shipowner could secure himself against the temporary derangement caused by the piratical attacks. Those who, unable to sell their vessels to foreigners, transferred them to the protection of a foreign flag, were denounced, as far as we can recollect, a late debate on Congress, as little better than traitors, while they were prohibited from replacing those vessels on the register of American ships. Crude false notions, such as dictated this, prevented the revival of the American Carrying Trade, combined with the change of material in construction and the propulsion of ships.

LAS FLORES. The camps of this district have the name of being low and flat, yet I have seen as dry camps in this partido, during the late rainy weather, as any between here and the city. I left here for Buenos Ayres on the 12th of Jan., and found more water on the camp between the Salado and Jeppener station than between Las Flores and the Salado. On comparing dates, I find that it has rained as often outside as inside the Salado, whether the fall of rain has been more inside or not, I cannot say.

Farmers are always complaining: when we were getting a hundred dollars an arroba for our wool, and fifty or sixty dollars for our fat wethers, we were crying down our brokers; now, we are crying out against the rain, and it is just as useless to get into a dispute with a wool broker, as to moon at every shower.

Sheep and cattle have reduced in condition within the last month; almost every farmer in this locality was about sending in troops of fat sheep, but the rain has told severely on stock; any that go in now must go in much poorer than a month previous. About four hundred thousand sheep were sent to the graserias of Buenos Ayres, Chascomus, &c., from this partido during the last year; this calculation has been made from the 'guías' despatched by the Juzgado. Admitting that an equal number are sent to the slaughter houses this year, we must, in my opinion, restock our lands with sheep from other districts. The partido is now almost exclusively a sheep grazing district, for the cattle have been gradually moved farther out, until scarcely any have remained.

While in the city, I was introduced to a gentleman who is about forming a Cattle Insurance Company; his object is to insure cattle on all the frontiers of the Republic, against Indian invasions, at an average premium of five paper dollars per head per annum. The idea seems to me very good; there must be two or three million head of cattle on the frontiers, which would send, in all probability, fifteen million dollars yearly into the coffers of the Company; on the other hand, capitalists would invest largely in cattle if the risks were not so great. The projected company would embrace many other items of not minor importance, viz: colonizing the frontiers, sending missionaries and schoolmasters to the wigwags, &c. I recommended the gentleman in question to launch his idea under the auspices of the Standard, the Tribuna, and the Rural Society; I firmly believe that the proprietors of these newspapers and the Rural Society will encourage anything likely to benefit the country. On the strength of this recommendation, he requested me to introduce him 'a viva voce' to the editors of the Standard and others, which I would willingly have done were I not pressed for time: this request was made on the day I was preparing to leave town by the evening train.

Our new Justice of the Peace, Mr. Paz, took the oath and possession of office on the 17th of January; if I am not very much mistaken, he will prove to be a very good Justice of Peace; he and I are colleagues of the new church, building committee and others, consequently, I have reason to know his character; I am not in the habit of praising Justices of Peace, because I have generally seen them negligent, but Mr. Paz, in my opinion, will prove an exception to the general rule. I would call his attention to a case which may or may not be done with an unlawful intent:—some parties who frequently buy sheep in points and from butchers passing on to town, are in the habit of countersigning without the presence of a 'teniente alcaldé'; there are always freshly 'sealed' sheep in the flocks of these parties. I need not remind Mr. Paz, who is himself a farmer, that under cover of countersigning a score of lame sheep purchased from a butcher, I could daily countersign a score of my neighbor's sheep; in such cases the Rural Code should be stringently enforced.

There are some very good lots of land to be sold or rented in this partido. Mr. Kelly will be happy to give applicants any information he is possessed of respecting them. Mr. Van Praet's estancia will be sold by auction on the 3rd of February; I have not seen the sale of this estancia advertised in the Standard; no doubt the auctioneer has studied left-handed economy.

Mr. Kelly received a letter from the Rural Society, stating that the Commissioner of Agriculture of the United States had offered the Rural Society a quantity of seeds, roots, plants, &c., new to this country, and hopes to receive in return similar articles not cultivated in the land of the Stars and Stripes. Mr. Kelly is requested to send in, before March 1870, samples of such plants, seeds, &c., as he may think proper. The interchange is most laudable and may in time be of great benefit to both countries. The Rural Society in a quiet way is doing more good to the country than any person not intimately acquainted with its working system would be willing to believe. Any person in this or adjoining partidos, wishing to remit any

NEW GAS COMPANY

PROSPECTUS

CAPITAL

500,000 hard dollars, in 5,000 Shares of 100 hard dollars each.

BOARD OF DIRECTORS:

PRESIDENT: Sr. Dn. FEDERICO TERRERO
VICE-PRESIDENT: Dn. CARLOS SAGUIER
Sr. Dr. YRIGOYEN, Don MAURICIO PENANO, and Don JUAN ANTONIO ARECO.
MANAGER: Sr. Dn. DIEGO BELL
BANKERS: BANCO ARGENTINO.

COMPANY'S OFFICES: 35-CALLE PERU-35

This Company has been formed with the object of applying a want generally felt throughout this great city, a considerable portion of which is still without gaslight, a fact which can scarcely be believed, since it is well known that in many cities of less importance, two and sometimes three Companies are supported, to the advantage of the shareholders and great benefit of the public.

FORM OF APPLICATION FOR SHARES:

To the Manager of the New Gas Company.
Be good enough to allot me — Shares in the New Gas Company of 100 hard dollars each and I hereby undertake to comply with all the conditions contained in the Deed of Association.

SOCIETE GENERALE DE TRANSPORTS MARITIMES A VAPEUR.

LIGNE MENSUELLE DE GENES Y MARSEILLE A BUENOS AYRES.
El Paquete a vapor de 3000 toneladas de primera clase, saldra para Marsella y Genova el 20 de Febrero con escala en: Rio Janeiro, Marsella, Gibraltar, Genova.

ENGLISH DRAPERY ESTABLISHMENT ALEX. FULTON & CO

Corner of Potosi and Defensa. THE "GLYCERINE" DIP, FOR SHEEP AND LAMBS, FREE FROM ARSENIC, MERCURY, MINERAL AND OTHER POISONS DEADLY TO ALL PARASITES INFESTING THE SKINS OF SHEEP AND OTHER ANIMALS.

This PREPARATION is destined to supersede the Compounds hitherto Advertised, and which have a tendency to destroy Animals, injure the Men engaged in Dipping, and weaken the Wool by their caustic and reducing properties.

The "GLYCERINE" DIP can be used with perfect safety at any Season of the Year, and has been found in practice invaluable for the following purposes:
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Cargo will be received on board, 48 hours after arrival at this port, for London or Continent at through rates. Passage money to London, £40; to Antwerp, £40; to Rio Janeiro, \$50 Pata. Freight on Specie one-half per cent payable here.

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THE STANDARD.

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The Bank of Maua & Co. of this city, following the noble example of their firm in Montevideo, now offer the same facilities in this city, and has opened a Savings Bank at No. 103 Calle Cangallo from Nine a.m. till Three p.m. every day, for the reception of the savings of the classes already mentioned, Sundays and holidays excepted.

The Bank of Maua & Co. is sufficiently known to the Public by the benefit derived from the course of its operations, which are regulated on the strictest and soundest principles, and always directed to promote the general welfare.

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And has been allowed by the Faculty to be the greatest discovery of the age. No other Remedy ever sold under the title of PATENT MEDICINE, has ever given such satisfaction to the Medical Profession, it having been acknowledged by all to be a truly genuine article.

It always gives instant relief, and in most cases effects a radical cure. Be sure to always ask for the Original Chlorodyne. May be obtained wholesale and retail at CRANWELL'S, Chemist, 20-CALLE DE RIVADAVIA-30. 216,1md24

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GUALEGUAYCHU ENGLISH RACING CLUB. The annual Meeting will take place on the 1st of April, with the following program: First Race of Three Squares. Entrance, \$30. Premium, \$50. Weight, 150lbs. Second, do. Fifteen Squares. Entrance, \$30. Premium, \$50. Weight, 160lbs. Third Race, Steeplechase of Thirty Squares. \$10. Premium, \$100. Weight, 160lb. Fourth Race, of Ten Squares, \$10. Premium, \$50. Weight, 160lb. Fifth Race, of Five Squares, \$50. Premium, \$100. Weight, 160lb. Sixth Race, Hurdle Race, Twenty Squares, \$10. Premium, \$50. Weight, 160lb. Seventh Race, of Five Squares, \$50. Premium, \$100. Weight, 160lb. Catch Weights.

RULES: 1st. Horses must be named and ridden by Members of the Club, English Jockey costume indispensable. 2d. For the 2d, 3d, 4th, 6th, and 7th Races, none but horses the "bona fide" property of members of the Club, and certified as such by the Nominators, allowed to run. Without such certificate the entry will not be received. 3d. For the First and Third Races any horse may run under Rule No. 1. 4th. Winners of previous English Races handicapped 7lbs, except in Race Nos. 1 and 6. 6th. Entries to be made to the Hon. Secretary on or before the 1st of March.

"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 on Building Houses, Warehouses, Buildings, Stockyards and Goods in the Custom-houses, Bonded Stores, and private ones, Produce in the Barracks or in Deposit Stores, in the Lighters or on Board; and on nearly every description of property. Rates of premium vary according to the nature of the risks, and will be offered as moderate as those of other first-class offices.

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KIRKMAN'S PIANOS. On Sale at the Agents, MOORE, PUNCH, AND TUDOR, 72 RECONQUISTA. 123,sp.17

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OVENIAS—Se compran diez mil Supachá 124 de 7 y 10 de la mañana y de tarde de 4 a 6. ADOLFO M. CORDERO. 288,6p.11

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REMOVAL. GALBRAITH & HUNTER HAVE NOW OPENED THEIR NEW AND EXTENSIVE PREMISES, No. 55, CALLE DEFENSA, (NEXT DOOR TO LATE STORE). xp.0.909

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