



New Advertisements.

REMATE

F. MADERO y Ca.

De Muebles. En su casa calle Bolivar No. 14. El Jueves 30 del corriente y Viernes 1 de Julio a las 11 y media en punto...

Al mismo tiempo. JUDICIAL. Por orden del Sr. Juez Doctor Garcia Fernandez...

CARRUAJES. Un magnifico tilbury norte-mericano de 4 ruedas y guarniciones con solo 3 meses de uso...

WITNEY CLOTH RIDING JACKETS. Witney Cloth Waistcoats. Witney Cloth Great Coats.

EDINBURGH HOUSE. 107-CALLE CORRIENTES-107. Two doors from Florida.

LADIES' KID GLOVES \$20 PER PAIR. Ladies' Lined Kid Gloves 40ps. per pair.

ENGLISH BOOT STORE. 195-Calle Piedad-195. Between Florida and Maipú.

MEDICAL AND SURGICAL PRACTITIONERS. The undersigned beg to call the attention of members of the profession to a few cases of first class surgical instruments...

JOHN D. FAY & SON. 9 & 11-Calle Defensa-9 & 11.

THE QUARTERLY SABBATH SCHOOL CONCERT. Of the School connected with the American Church will be held at the Church, Calle Cangallo No. 26...

COMMISSION AND STEAMBOAT AGENT. RUBIO AND FOLEY, MAYO.

For Montevideo, The National Steamship RUBY, Captain J. O. MORSE.

TARIFF OF PASSAGE. Cabin \$1.00, Steerage \$0.50, Cargo \$0.25, Gold \$0.10, Silver \$0.05.

For Victoria and mouth of the River. The National Steamship AQUILA.

Agents, RUBIO AND FOLEY, Mayo 12.

FOR FREIGHT OR CHARTER. The American Brig FREEDOM, DAMON, Master.

Apply to the Master on board; or to Samuel B. Hale and Co., No. 24 Calle Reconquista.

61 CALLE FLORIDA. ENGLISH BAZAAR.

Per latest arrivals, a splendid assortment of Tea, Hats, Suits, Basket, Breakfast, and Tea Sets.

61 CALLE FLORIDA. The \$350 Electro Plated Tea and Coffee Sets always in Stock.

ADUANACHICA. We beg to inform all Merchants who had Goods deposited in the above Warehouse...

SAGUIER and GONDRA. Buenos Ayres, June 23, 1870.

BOOTS. THE cheapest place in Town to procure a good understanding, is at 308-CALLE FLORIDA.

GOLDFELDER BUCKEL, from Tiefenbach, will find a letter from his brother, at Calle Parqui, No. 85.

UN LINDO cuarto amueblado para hombre solo Calle de Reconquista No. 176.

TUTOR. To his numerous applicants. It is absolutely necessary to be able to speak English from French.

WANTED. By an Englishman, a situation as Cook or Steward. Has good recommendations.

LA LIBRERIA EUROPEA

Has now opened his new and improved STORE. 178-CALLE FLORIDA-178

The Proprietors of this Establishment beg respectfully to inform their Friends, Customers, and the Public in general...

WANTED. The sum of Twenty-five hundred Dollars in gold on the American Brig Fredonia...

STEAM BOATS TO LEAVE. For Colonia, the British Steamer NAPOSTA every Wednesday and Saturday...

For Corrientes, Asuncion, and intermediate ports, at ten a.m. from Montevideo.

For San Nicolas, Rosario, and intermediate ports, at ten a.m. from Montevideo.

For Rosario, Parana, Santa Fe, and intermediate ports, at ten a.m. from Montevideo.

FRIDAY. For Montevideo, at 4.30 p.m. for the National Steamer Rio Paraguay.

THE Steamer TRINUNFO will be always anchored in front of the Mole, ready to take and bring passengers from the Steamers that anchor in the Outer Roads...

FOR Rosario, Parana, Santa Fe, touching at all the intermediate ports, the fast and commodious National Steamship Comercio del Rosario...

FOR Bahia Blanca, the National Steamship Naposta. Receives cargo and passengers.

PARA LA ASUNCION Y PUERTOS INTERMEDIOS el vapor Ingles Rosario, saldra el Domingo 3 de Julio a las 10 de la Mañana...

NOTA. La Compania Saltea Puertos a Montevideo todas las veces que el Vapor America salga en los dias fijados de los vapores de la Compania.

PER ENGLISH MAIL. Turner, R. W. Howie, Louis Jones, Enrique Borland, Enrique Borland, A. J. Sharpe, John Brown, John Hutton, George Parker, James M. Guire, T. Bridgman, or Wheeler...

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...

The Standard. Official and semi-official news.

SUNDAY, JUNE 26, 1870. THE 'CANTERA PORTENA' FACTORY.

THERE are several different points of view from which the true progress of this country might be considered.

From most of them light will be thrown on the resources of the country, and on the persistent industry of the foreigner.

The patronizing contempt of Congress, which holds that industry, trade, and commerce are but useful so far as they increase the revenue, is highly illustrative of the sixteenth, if not of the nineteenth century in the River Plate...

and under less sonorous but more progressive administrations, the fashions of the repressive political economists of the day seem as strange as those of one hundred years ago.

A foreign merchant or European politician can see nothing in the conduct of the Government to foment the national progress which is in each man's mouth and in every newspaper of the day.

The conflict between trade and taxation is as bitter to-day as when the Cadiz merchants called Buenos Ayres their own, and positively there seems more danger to be apprehended from the inroads of the Custom House and the taxman than from the political squabbles in the Provinces, which fire up in a moment, blaze, shine, destroy, and are no more.

However, in spite of everything our trade has advanced. As commerce has defeated the taxman it has not been without an effort, and the very blindest predilection for the Government cannot conceal the fact that whatever progress the country can boast of is due to the ceaseless efforts of the indomitable foreigner, than to the fostering care of a much vaunted administration.

But comparisons are odious, and we should not have been betrayed into these remarks but that on Friday last, when visiting a new industry, a little manufactory just in the morning of its existence, the first thing that met our gaze was the 'patente de mil pesos.'

The Cantera Portena is a flag-stone manufactory seated on the banks of the River Plate, in the Paseo Colon, facing the Lanuz Custom House deposits, and within a stone's throw of the historic Yellow House. Many

years ago Messrs. Billingham, Russell Shaw, and others had a large brick factory on the premises adjoining, but the wind rose, the waves came, and the whole place was washed away.

Towards the close of the year 1868 a joint-stock limited liability flag-stone company, under the name and style of W. Ubbelohde & Co., was started in Antwerp...

But like many other valuable and progressive inventions of the past half century, the addition or suppression of some apparently unimportant piece connected with the machine makes all the difference, and accident more frequently than experience steps in and perfects a once useless apparatus...

Mr. Ubbelohde at once came out to the Plate, took a small site near the gas-works, and in a very humble and small way began the manufacture of his flag-stones.

The first flags he made were at once sold and put down in Calle Bolivar, in front of Anchorena's new house, and facing the Government-house.

The flags are to be seen by everyone, and are better and harder to-day than when first put down. Mr. Ubbelohde, finding his place near the gas-works too small, purchased for \$300,000 the premises which we are now about to describe.

The Cantera Portena extends about sixty yards on the Paseo Colon, facing Calles Brazil and Garay, and runs back to the river some 450 yards. Besides the workshops there is a small, antiquated English-built house.

On entering the large gate-way, the workshop where the peens manufacture the flags is seen to the left. The workmen were all hard at work as we entered, and the process seems extremely simple: sand, lime and Roman cement are mixed, pressed, and subsequently pounded into moulds of the exact size of the flags; the moulds are then opened, and the new flag-stones placed on lath shelves to dry.

Here they are left for a few days, and then they are placed in a tank immersed in a prepared water, where they remain for a month; the flags are then taken out, and exposed to the air to dry; they are then placed in rows, standing on their ends, and covered with earth, where each day they improve in quality.

After a short time under the earth, the flag is considered perfect and ready for the market. Besides flag-stones, pillars, troughs, piping and, in fact, every description of ornamental work can be made on the premises.

There are seventeen hands employed in the establishment, and the company owns two schooners, which are constantly employed in bringing sand from the Banda Oriental.

The schooners can anchor in the river, not very far off from the factory, and the cost of carting the sand from on board to the premises is \$40 m.c. per ton.

The sand is admitted free of duty; but the company has to pay the Custom-house 7 pats. per trip for each schooner. The Roman cement, which is a staple article of consumption, and without which the flags could not be manufactured, pays 2 1/2 per cent import duty; this tax is a very heavy item, and almost sufficient to annihilate the business.

The average monthly consumption at the manufactory is as follows: Sand 1,200 tons, Roman Cement 300, Lime 300.

The manufactory at present turns out about 8,000 flags per month, and this is irrespective of all ornamental work, etc. The flags are generally six centimetres thick, and four go to a square vara, selling at the rate of \$42 per square vara, and the same class of flag-stones, which are imported here from Buenos Aires, sell for \$60 per square vara.

Owing to some scientific improvements introduced by Mr. Ubbelohde in the manufacture of the flags, those made here are much harder and stronger than the European article; the sand from the Uruguay is also peculiarly adaptable, and also the Parana lime, which costs \$45 per fanega.

This industry is yet in its infancy, and we believe in a country such as this, where stones of any description are nowhere to be found, the prospects of the enterprise are very bright.

The tax on the Roman cement should be waived at least for a few years, and, as for the 'patente' tax charged on the manufactory, and again on the office in Calle Piedad, no principle, no policy can defend it.

New industries which tend to give increased value to natural productions should be, if not protected, at least spared from such monstrous exactions.

Mr. Ubbelohde manufactures large flag-stone tubes for wells, which are indeed a very novel invention and an immense improvement on the present system of making wells; also what he calls 'monolitos,' or one large slab for the roof of a house, which defies any weather, and is decidedly the best sort of 'azotes' roof extant; head-stones for graves, slabs, crosses, 'brocales,' 'pobres,' 'en fin,' the plastic mud cutters of the River Plate, and gives to us an article which time enriches not destroys.

THE INVENTION OF THE AGE. THOMPSON'S ROAD STEAMER.

A few years ago some enterprising men contending against preconceived prejudices, and risking considerable sums of money, introduced in the River Plate the then most perfect traction engine, or road locomotive extant.

But a system which had utterly failed in Europe under the most favorable auspices—with good Macadamized roads and well paved streets—could not reasonably be expected to succeed here, where our streets in the very

capital are almost impassable to ordinary vehicles, and where in the country districts 'pantanos' rule supreme, and arroyos and marshes intersect the highways by every turn—in short, where no roads exist at all.

The result, as everyone knows, was utter failure, and an almost ruinous loss sustained by the initiators.

But like many other valuable and progressive inventions of the past half century, the addition or suppression of some apparently unimportant piece connected with the machine makes all the difference, and accident more frequently than experience steps in and perfects a once useless apparatus...

Competent judges have witnessed some of the most successful experiments tried lately in Europe, and we purpose on a future day giving at greater length the results not only of these experiments, but of the practical utility of the invention now so generalised in Europe, and attracting such well-deserved attention.

For the present, we will only state that Mr. Thomson has secured the services of a competent person here to represent him, and obtain an exclusive privilege from the National Government for its introduction and working, and, we believe, one of the 'steamers' will be exhibited at Cordova, ploughing and drawing heavy loads over rough roads and up steep gradients.

We will conclude this short notice for to-day, by giving the introductory part of an able article from the London Times on this really wonderful invention:

Progress breeds wants. As one need is provided for a fresh need is born. So-railways, invented to facilitate the operations of commerce and manufacture, have in their turn created a new requirement.

Their enormous powers of absorption and transmission render a new mode of feeding them imperative, for animal power no longer suffices to bring them their supplies of freight.

With railways, too, other growths have been going on. Huge factories have sprung up in quiet nooks, and their daily produce exceeds what the population of a great city could have achieved in a year's course by unorganized labour.

By the aid of improved machinery, yield up their wealth in quantities undreamt of in days of old, and the machines themselves are constructed of a strength and bulk that even theorists would not have ventured on a generation back.

To carry all this abundance from its sources to the railway or to its special destinations has long been too arduous a task for such feeble agents as curbs and horses, and mechanical skill has for many years past been engaged in trying to make our great servant steam work upon common roads.

Two radical difficulties, however, baffled the ingenuity and zeal brought to bear upon the problem. Ponderous traction-engines were built on various plains, but always with the result that the stocks experienced in running over hard roads occasioned continual breakages in the machinery.

If to obviate this, as far as possible, the weight of the engine was increased, then the road suffered terribly. All kinds of contrivances were applied to meet the emergencies to which the engine was liable; claws shot out from the wheels to enable the machine to issue out of hollows, or to emerge from soft places into which it would sink from its own weight.

But at the critical moment the claws were apt to break, while the havoc they made with the road was fearful. The claws were likewise used to prevent the engine slipping on an ascent. To the wheels of an another form of engine cumbersome planks were attached, which revolved with the wheel and offered a kind of rail for it to run on, but this could not be made to work practically.

The use of traction-engines, therefore, has been attended with great annoyance and expense from the constant injuries to road and engine, caused by their contact with each other, and for this reason, though the supremacy of steam over horses would still assert itself when extraordinary loads had to be moved, traction-engines could not be employed for general purposes and regular traffic.

But now the two difficulties have been overcome by the invention of the Road Steamer. The Road Steamer can run on any kind of road. It runs over hard roads and paved streets without jolting, over soft roads without sinking, over muddy roads without slipping; nay, it needs no road at all, for it can run with equal ease over grass fields, through ploughed fields, upon ice, through loose sand, and over frozen snow.

Though small and light itself, it climbs the severest gradients and draws enormous loads. It owes all its facilities and its exemption from the disabilities of other traction-engines to one device as simple as it is efficacious. The wheels, which are of great width, are surrounded by tires of vulcanized indiarubber. These thick bands of indiarubber enable the road steamer to float over the surface of the ground without the slightest damage to the road, while they likewise

protect the machinery from all concussion. The intervention of the elastic tires between the wheel and the road acts, in fact, in the same way as if the engine were running over a tramway of indiarubber.

THE CHILIAN MAILS.

We have files of the West Coast Mail and Mercurio to June 12th.

Baron Petz, the Austrian minister was received by H. E. the President at a public audience on the 17th inst. A large and select assemblage was present on the occasion.

The President of the Floating Dock Company of Valparaiso, Don Santiago Lyon, has opposed the application of Señores Carlos and Enrique Lopez for an exclusive privilege for a dock for the repair of lighters and small craft.

At a meeting of the Council of State held on the 7th inst., a petition for the commutation of the sentence of death passed upon the murderer Pablo Urzua, was refused.

The Araucania Indians are giving trouble. On the night of the 27th ult., a party of about 100 Indians passed the line of the Malleco, between the forts Hueque and Cancura, and penetrated to within a league of the city of Angol.

On their return they drove off several hundred cattle belonging to D. José O. Cortes and Don David Glen, and they lanced a woman and three men. A boy contrived to escape and proceeding to Angol gave the alarm between ten and eleven at night.

A few hours later a body of troops started in pursuit, but the Indians had a good start and got clear off with their booty. On reaching the huts attacked by the Indians the women already referred to was found to be quite dead; the men were still alive and were brought on the same day.

Under date of the 2nd instant a correspondent writes from Los Angeles to the Tarantula that a courier had arrived at that city with the news that 3,000 Indians were besieging the forts on the line of the Malleco.

The National Guard had been ordered to march to the frontier. It was expected that the Indians would be very troublesome during the winter.

At Valdivia the yield of the harvest is below the average, and in consequence of the bad weather a part of the crops will be lost. Wheat has been sold at \$2.50 to \$2.75 for cash; barley at \$1.57 1/2 to \$2.25 per metrical quintal; and oats from \$1 to \$1.12 1/2 per fanega.

It is reported that the Government has resolved upon embarking in British men of war several of the most advanced of the midshipmen belonging to the Chilean navy.

In consequence of the unseasonable weather, small-pox is spreading to an extent very little short of alarming. There are upwards of 100 patients in the Lazareto, and in addition to this there is scarcely a street in the city in which there are not to be found many cases.

The news of a probable rupture between Peru and Bolivia has caused a profound sensation at Iquique, and many natives of the latter country are seriously thinking of leaving, in order to escape the impending storm.

The robberies and murders committed in and around Iquique have become so alarmingly frequent that the foreign consular corps have considered it to be their duty to call the attention of the prefect to the matter.

A few nights since two burglars effected a forcible entrance into the house of Don Nicolar Rosas, situated near to the wooden bridge that spans the Mapocho.

Fortunately for the proprietor he heard the thieves enter, and thus had time to provide himself with a life-preserver, the only arm he possessed, with which he gallantly defended himself against his aggressors, who were armed with daggers, and finally succeeded in putting them to flight.

Sr. Rosas received no fewer than twenty-two wounds in different parts of his body; fortunately, however, none of them are of a serious nature.

A few days since a policeman, while in pursuit of two rascals who had stolen some pies from a poor woman, fell down dead from over exertion. The poor fellow had served in the police for seventeen years.

Last week thirteen prisoners confined in the goal endeavored to effect their escape by making an aperture in one of the walls; they were, however, disturbed in the very interesting operation by one of the sentries, who sent a ball through the first man that emerged, and the remaining twelve have been secured by the officers of the prison, and on the following day 50 lashes were served out to each.

LATEST FROM PERU. ANOTHER SEA ALARM.

By the Magellan's mails, received yesterday, we have the following extraordinary news from Peru: DANGERS OF THE SEA.

In the Lima Comercio of the 23rd ult. we find that considerable alarm has been excited at Callao and other places by the threatening aspect of the sea.

The houses built along the sea edge found themselves threatened by the waves, which dashed against them with considerable violence. Many of the boats at the mole were damaged, and some sunk.

The floating dock in the bay, with the Peruvian war steamer Tunbez inside, had two of her four moorings carried away. Every effort

was being made to replace them, fearing that if the agitation of the sea continued a third might give way, which would leave the dock to swing round and damage the vessels anchored near it.

Down at the point where the seabathing establishments are, the sea rose so much that the waves flooded the floor of the Hotel de los Baños.

The Peruvian monitor Huascar was nearly lost while anchored off Chorillos. A wave broke on board of her, carried away one of her boats, flooding the cabin, the engine room, and the lower deck.

She got up steam and came to Callao. At Chaucay also the sea was very fierce. One brigantine went on shore; no lives were lost.

The Pacific Steam Navigation Company's steamer-Sups had to remain in that port, not thinking it prudent to proceed on her voyage.

WASHBURNE AND LOPEZ.

The following are the resolutions reported to-day by Mr. Orth from the Committee on Foreign Affairs: Resolved—That Rear-Admiral Godon, in neglecting to aid Mr. Washburne in reaching the Government to which he was accredited, failed to discharge his duty as Commander of the South Atlantic squadron.

Resolved—That Messrs. Bliss and Masterman were members of the personal suite of Mr. Washburne, and were therefore, under the law of nations, entitled to the protection of the officers of the United States.

Resolved—That the forcible arrest and detention of Messrs. Bliss and Masterman by the Government of Paraguay was a violation of the law of nations, and a gross insult to the honor and dignity of the United States.

Resolved—That we approve of the action of the President in withdrawing our Minister, General McMahon, from the Government of Paraguay, and in declining to hold further diplomatic intercourse with said Government.

Resolved—That it is clearly the duty of our naval officers on foreign stations to render all reasonable assistance to the diplomatic officers of the United States in the discharge of their duties, and that a refusal or neglect to render such assistance when required, or any discourtesy by such naval officers towards such diplomatic officers shall be the subject of inquiry and punishment by the Naval Department.

THE MINORITY REPORT. The following was presented by Fernando Wood, as the view of Mr. Swan, who was absent:

Resolved—That the forcible arrest and detention of Messrs. Bliss and Masterman, while under the protection of the American flag, was an outrage which demands prompt reparation.

Second—That in submitting to the insult of President Lopez in his refusal to grant passports to Messrs. Bliss and Masterman, and in separating himself from them in the streets of Asuncion, and leaving them in the hands and at the mercy of the Paraguayan authorities, was a serious compromise of the American flag, and could not be justified upon any consideration of personal safety; and that Minister Washburne, in justice to his position and the honor of his flag, ought not to have accepted his passport until permitted to withdraw with every one of his legation.

Third—That in the hostile and unfriendly attitude assumed by Minister Washburne towards Lopez, and the Paraguayan government in his relations and intercourse with the President of that Republic, and in associating Bliss and Masterman with his Legation—on a British subject, suspected by Lopez of conspiracy with his enemies and the enemies of his country, both adventurers and of doubtful reputation—Minister Washburne committed a great act of imprudence, which resulted in most, if not all, of the complications attending his residence in Paraguay.

Fourth—That Admirals Godon and Davis, in command of the South Atlantic squadron, have committed no act to subject them to the censure of this Government, or the investigation of a court-martial: said officers having, to the best of their judgment and understanding, complied with the instructions of the Navy Department and received its approval.

Fifth—That no legislation is required on the part of Congress growing out of the facts stated in this record and the correspondence now on file in the State and Navy Departments.

Sixth—That this committee be discharged from the further consideration of the subject.

MONTEVIDEO. Friday. It was rumoured yesterday that the parties under arrest for political motives would be released on condition of leaving the country, embarking either for Buenos Ayres or Brazil, but to-day they were unconditionally set at liberty. The telegraph wires are still cut and the Blancos will not allow them to be repaired.

General Borjes talks of going out to fight them; he arrived on Wednesday with Minister Bismarck on Canelones, and returned there yesterday with arms and supplies. Major Palacios on the 13th fell in with Garcia's band of Blancos near the Arroyo de Bolas, and out them up, killing 8, capturing 3 others, and taking 300 horses.

Dr. Lons has been appointed veterinary surgeon for the Abatolirs, to see that no diseased cattle are killed for the use of the city.

The Legislature has voted several pensions, to ladies and is now busy with a project of railway from Fray Bentos to Troncoso. Meantime public indignation is not yet dead with reference to the Central Uruguay Railway: the Directors are now quarrelling among themselves for not having accepted Mr. Hitotling's offer, as advised by Mr. Tomkinson, when they could have sold the line and reimbursed the unfortunate shareholders.

An old woman of 70 was murdered at Punta Carretas, in the outskirts of the city, yesterday morning, the murderers taking away a small booty. Another woman who lived in the house has lost her reason. The number of murders and robberies is so alarming that people again think of the plan proposed by the Tribuna to ship all murderers and robbers to the coast of Africa. A grand bull-fight is to come off on the 29th.

A house that was building fell down yesterday in Calle Daiman: four of the bricklayers were taken out much injured, a fifth was missing.

The Tribuna repudiates the idea of annexing this country to the Argentine Republic, and most people think it would be very unfortunate that that republic.

The continued suspension of the telegraph wires is such a nuisance that many people wish there was no Banda Oriental at all.

Dr. Aulicini reports several cases of cattle-plague in the dairies in Calle Colon and other streets. Paper is at 9 discount.

EDITOR'S TABLE. The Montevideo papers to hand yesterday contain scarcely any additional intelligence of the movements of either the national army or Aparicio. A guard of forty infantry soldiers, under Col. Regules and other officers, has been sent from Paysandu to Fray Bentos, but the object of their presence in the head-quarters of meat preserving is not known; it is surmised that that district are to be called out.

The telegraph wires have been repaired between Rosario and Colonia, although the Blancos have told off a special body of men to ensure that the communication be kept interrupted, as they find the electric flash by far the most formidable enemy they have to deal with. General Oldham is more dreaded by them than Battle and all his lieutenants. The inability of the Montevideo Government to protect the telegraph line, and the bad results that most ensue to this hitherto prosperous company, unless the existing embroglio is soon brought to a close, are causing grave anxiety in mercantile circles, the interests of which must be gravely affected by a continuance of the present sad state of things.

Uruguay has in some ways proved the Greece of South America; order seems impossible to restore; and every day we hear the advisability, nay, duty of intervention on the part of her more settled and powerful neighbors openly discussed. It is almost certain that, if the votes of the law-abiding portion of the population of the sister republic could be taken, they would be cheerfully give for any measure that would assure them of rest and order; as it is, the rural interests of the country are rapidly on the road to ruin, and the condition of the towns is daily becoming worse. The farce at present going on cannot last much longer; and the question is, whether the future fate of one of the fairest portions of this continent must be left to the reckless hands of political adventurers, or whether a sober attempt to save a sister republic from utter demoralization and ruin would not be more than justifiable on the part of this country.

The Magellan arrived at Montevideo from Valparaiso on Friday morning and sails to-day at 10 a.m. for Europe. Several passengers left here by river steamer last evening to catch this boat; a mail-bag was also despatched.

We received yesterday our West Coast advices per Magellan, extracts from which we publish in another column. We received per same packet Australian advices to the 27th April, by which it appears there has been terrific fighting in New Zealand, in which the colonists have been victorious.

Amongst the numerous presents showered on Madame Gasco on the occasion of her benefit, last Wednesday night, was a magnificent diamond ornament worth a thousand patacons. The Opera House of this city was never, perhaps, the scene of such enthusiasm in favor of an artiste as on this occasion. The Plymouth Rock colonists have brought with them from England an iron church, capable of accommodating 400 people; we have already mentioned that the Rev Mr. Allen is Chaplain to the colony. We find the following in an English contemporary in reference to a splendid immigration scheme lately conceived in Canada:— The Dominion Pacific Railway Company had initiated, and intend to carry out, the construction of a railway from Lake Superior to New Westminster, provided legislative effect can be given to their views. The whole capital required would probably be \$7,000,000. The cost of the line would most likely be limited to \$25,000 per mile. The Government would guaran-



ATKINSON and EDWARD ATKINSON The Central Argentine Railway. WHOLESALE AND EXPORT PERFUMERS. 24, OLD BOND-STREET, LONDON. PRIZE MEDAL, LONDON, 1862.

SAVINGS BANK BANK MAUA AND Co. 101-Cangallo-103 BUENOS AYRES.

CONDITIONS. First—The Bank receives at interest any sum from Twenty-five Dollars currency or one Silver Dollar upwards.

LONDON, BELGIUM, BRAZIL, AND RIVER PLATE ROYAL MAIL STEAMSHIP COMPANY, LIMITED.

FAMILIES Will find here every Home comfort. Spacious well-furnished Rooms—good Table—central situation—Prices moderate.

IFERNET and CO., 54 Calle 25 de Mayo. General Commission Agents, Custom House Despatchers, Lightermen, and Ballast Contractors.

LIME—LIME—LIME. TO LAND PROPRIETORS, HOUSE BUILDERS, AND PEOPLE IN THE COUNTRY. CALERA ARGENTINA DE LA VICTORIA.

TRAINS BETWEEN ROSARIO AND CORDOVA. DEPARTURES FROM ROSARIO. Rosario 6 00 a.m., Holidan 6 40, Caracanal 7 45, Cañada de Gomez 8 35, Tortugas 11 40, Leones 11 40, Bellville (arrived) 1 00 p.m., Bellville (departure) 1 40, Ballasteros 2 35, Villa Maria 3 35, Chañares 4 55, Laguna Larga 6 58, Segundo 7 35, Cordova 9 00.

RATES OF PASSAGE. SINGLE TICKETS. FIRST CLASS. Rosario to Bellville \$1.00, Rosario to Cordova \$1.50, Rosario to Tortugas \$2.00, Rosario to Leones \$2.50, Rosario to Villa Maria \$3.00, Rosario to Chañares \$3.50, Rosario to Laguna Larga \$4.00, Rosario to Segundo \$4.50, Rosario to Cordova \$5.00.

TELEGRAPH. Between the Stations of Rosario, Cañada de Gomez, Tortugas, Bellville, Villa Maria, Segundo and Cordova, without reference to distance the first ten words, will cost 14 dollars, hard money, and every ten words, or part of them, additional, 75 cents.

English Races. To be held within half a league of the Town of MERODES, On the 20th of SEPTEMBER, 1870.

TO ENGLISH TRAVELERS. Englishmen, and other visiting Buenos Ayres, will find every home comfort at the Hotel de la Paix, which is the largest and best in this city.

JOHN J. KYLE, Dispensing and Analytical Chemist. Began respectfully to inform his Friends and the Public, that the only Establishment with which he is in any way connected, is that which for more than three years he has conducted, as Managing Partner of the Firm of ESPINOSA & KYLE.

THE LONDON ASSURANCE. INCORPORATED BY ROYAL CHARTER, FOR INSURING BUILDINGS, GOODS, AND MERCHANDISE AGAINST LOSS BY FIRE.

LA PROBIIDAD. COMPANIA GENERAL ARGENTINA DE SEGUROS A PRIMA FIJA. Domiciliada en Buenos Ayres. CAPITAL REALIZADO, 1,000,000 DE \$ FUERTES.

WILLIAM BARRY & CO. 101-CALLE POTOSI-101. Attention, beg respectfully to inform their numerous friends and acquaintances in both City and Camp, that they have opened their office...

JAMES S. HILL and CO., 43-CALLE DEFENSA-43. Public Auctioneers, Custom House Brokers, and General Commission Agents.

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COLLEGE FOR YOUNG LADIES. Conducted by Miss GATES and Mrs. GATES, Lately arrived from England.

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GEORGE KEAN Shipbroker, Custom-house and General Commission Agent, Interpreter, &c. CALLE BAJADO, Near the Custom House, ROSARIO DE SANTA FE.

TIENDA AND MERCERIA GERMANIA 110-CALLE SUIPACHA-119. We call the attention of our friends and customers to the really well-assorted Stock of Autumn and Winter Goods...

PATRICK GALBRAITH, IS now showing an entire New Stock of COATINGS, INVESTINGS, TROUSERS, &c. For Autumn Wear.

G. SOAMES, SHIPHANDLER, Grocer, Provision Dealer, and Wine Merchant, 77, 78 & 80 CALLE ADUANA, ROSARIO.

CATTLE EPIDEMIC. Those who wish an excellent soup with the certainty that they are not consuming an article prepared from the meat of diseased animals should use the EXTRACT OF MEAT.

Hennessy's Brandy. The undersigned beg to inform the Public, that they have concluded arrangements with Messrs. JAMES HENNESSY and CO.

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STATIONS. Rosario, Bellville, Villa Maria, Segundo, Tortugas, Leones, Cañada de Gomez, Cordova.

WESTERN RAILWAY. From the 1st of MAY until the 31st of Acorre the Trains will run as follows: Rosario to Buenos Ayres, Rosario to Montevideo, Rosario to Valparaiso.

THE NORTHERN RAILWAY. From the 31st MARCH, 1870, and until further Notice, the Trains will run as under: Rosario to Montevideo, Rosario to Valparaiso.

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REMATOS. MARIANO BILLINGHURST. En su Casa Calle Potosi No. 70. De un Establecimiento de Campo al Sur, por liquidacion.

NOTICE. ROBERT HUNTER, ENGLISH DRAPER, 133 Calle Defensa.

BETT'S CAPSULE PATENTS. To prevent INFRINGEMENTS NOTICE IS HEREBY GIVEN, that BETT'S NAME is ON EVERY CAPSULE he makes for the principal merchants in England and France, thus enabling them to identify the genuineness of the Capsule...