

New Advertisements.

Teatro Alegria.

COMPANIA TRAGIC DRAMATICA, Del celebre actor ERNESTO ROSSI. 6 REPRESENTACION DEL ABONO, DOMINGO, 15 DE OCTUBRE 1871. A PEDIDO GENERAL, Se pondra en escena por SEGUNDA VEZ, el drama en cinco actos de Alejandro Dumas, padre, cuyo titulo es KEAN 6 GENIO Y DELORDEN. Kean Sr. E. ROSSI.

En el cuarto acto se declamara una escena del acto segundo de la Tragedia de Shakespeare, titula, H A M L E T. Hamlet Sr. ROSSI. Ofelia Sra. A. Ferrucchetti.

UN BAILE DE MASCARAS.

PRECIO DE LAS LOCALIDADES: Palcos \$250.—Tertulias de Orquesta 40.—Tertulias de primer piso 30.—Tertulias de Cazuela (para seis sillas) 20.—Lunetas de Cazuela \$15. Entradas Generales, \$25. A las 8 en punto. LA EMPRESA.

GREAT SOUTHERN RAILWAY. NOTICE.

On and after the 1st November the Time Tables on this line will be changed. For further particulars see Company's new Time Table. THE ADMINISTRATION. 143-144

Ferro-carril del Oeste.

La Administracion previene al Publico que, desde el Domingo 15 del corriente, los pasajeros que viajen por los Omnibus a la Chacarita, pagaran \$5 mpc. por el boleto de ida y vuelta, ya sea de la Estacion Recoleta a la Estacion Bermejo.

Los boleros seran dados por el guarda tren encargado de este servicio, y solo servirán para el viaje de ida y vuelta en el dia y en su suplica a los pasajeros tengan a bien concurrir con el valor justo de \$1 para evitar los inconvenientes que presenta el cambio. Igualmente se previene que desde dicha fecha queda sujeto dicho servicio a un reglamento de pasajeros del Ferro-Carril del Oeste.

Hasta nuevo aviso los viajes seran como sigue:

Table with columns for SALIDAS (Departures) and REGRESOS (Returns) for various stations like Palermo, Palermo Chico, Palermo Grande, Palermo Viejo, Palermo Nuevo, Palermo Sur, Palermo Norte, Palermo Centro, Palermo Este, Palermo Oeste, Palermo Sur Este, Palermo Sur Oeste, Palermo Norte Este, Palermo Norte Oeste, Palermo Centro Este, Palermo Centro Oeste, Palermo Sur Este, Palermo Sur Oeste, Palermo Norte Este, Palermo Norte Oeste, Palermo Centro Este, Palermo Centro Oeste.

Buenos Aires, Octubre 10 de 1871. LA ADMINISTRACION. 143-144

TREATMENT OF NEURALGIA.

DR. MOUSSETTE'S PILLS.

During many years' experience in private practice, and in the Hospital of Paris, the new treatment of neuralgia has been attended with never-failing success. Even in the case of sciatica, a kind of neuralgia which had previously resisted all known remedies.

Wholesale Orders addressed to—DR. RAMANGE, 198 25 DE MAYO, Buenos Ayres. 142 Im 014

JOHN FORREST AND CO.

CUSTOM-HOUSE, CAMP. GENERAL COMMISSION AGENTS. 44-CALLE 25 DE MAYO-44

86 CALLE DEL PUERTO, Rosario.

Copied from the London DAILY NEWS:

CARACAS COCOA

"A most delicious and valuable article."—Standard.

"Nothing can be found at all equal to it."—Court Circular.

C. TURMEAU & CO.

Endorse the above opinion. 22 SAN MARTIN, AND 77—RIVADAVIA—77 FLORES. 144 5p 014

NOTICE.

SHOULD this meet the eyes of Mary Jane Newton and John McVicker, who were married in 1862 in Rochester, Monroe County, New York, or any friends knowing them, will confer a great favor by writing to their brother, at the undermentioned place.

The former was born in Fowlerville, Livingston County, New York.

The latter is a son of the deceased Colonel, formerly of the 6th New York Cavalry, from St. Paul-street, Rochester, Monroe County, New York. When last heard of was supposed to be in the city of Chicago, Ill.

Philadelphia Inquirer and 'Chicago Times' will please copy.

Any information concerning the above parties will be kindly acknowledged, by addressing William Newton, General Post-office, Buenos Ayres. 137 1p 014

FOH SALE.

FURNITURE for Drawing-rooms, Dining-rooms, or Bed-rooms; almost new. Will be sold for half of the value, in Calle Esmeralda, No. 85. Can make arrangements up to 8 in the morning, after this hour.

Apply at 37 Calle Temple, corner of Reconquista. 136-137 p 014

SE ALQUILA la Barraca del Privilegio de

E. Honquand, con 2 prensas, 2350 varas de Galpones, Aguas Corrientes, Escritorios, y el material de la barraca con 6018 varas cuadradas de terreno, con el Muelle en el Riachuelo. 136 Im 014

MUCAMA para cuidar una niñita—Se necesita. Calle Santiago del Estero No. 111

TO LET—a newly built house, in the grounds of Mr. Lewis de Chapparrone, at the corner of two recently opened streets, close to Santa Fe, with ten rooms, six; a place for garden, &c. Apply at 37 Calle Temple, corner of Reconquista. 136-137 p 014

TO LET, Two nice rooms, at No 139 Calle

La Chacabuco, half a square from the Plaza Parque, with the Tramway passing every ten minutes. 147 3p 014

WANTED, a good fire cook, who understands her business, and can speak English and German. Apply Cook, at the Standard Office. 140 3p 014

REAPING MACHINE, ROLLER, AND HARROWS.

The above for Sale, very cheap.

These Implements took First Prize at the Highland Agricultural Society's Show at Perth, this year. Apply to John Forrest and Co., 41 Calle 25 de Mayo. 138 6p 014

COMPANIA DE NAVEGACION A VAPOR. NO DE LA PLATA.

Vapor Nacional GOYA. Saldrá para Asuncion y puertos de Escala, el Viernes, 20 del corriente. Admitir pasajeros y carga. Agencia—Cuyo 24.

HOY, para Montevideo, a las 6 1/2 de la tarde, el vapor America. LUNES, 6 de NOVIEMBRE, para Rosario Parana, La Paz, Goya, Corrientes, Humana, Asuncion, Curumilla y Cayula, a las 10 de la mañana, vapor Cuyaba.

A entes—Manuel Scurlano & Hijo, 331 Cuyo

LETTERS PER LAST MAIL. A. R. Hayman, John Gillespie 2, G. B. Wright, E. Strubling, Alex. Murray, Mary Ann Reynolds, Dr. Cooper, Dr. Creagh, Miles, Merry.

SUBSCRIPTION TO THE 'STANDARD' DAILY, per Month \$36 WEEKLY, per Quarter 95 PACKET EDITION, Single Copy, 20 Do Do mailed from Office, including postage (per annum) \$2

Advertisements per line per day, 51 mpc. Do, WEEKLY, one insertion, 45 Do, Permanent at conventional rates. 'Standard' Office, January 1st, 1869.

"Nil falsi autem nil veri non audiam dicere" CICERO.

SATURDAY, OCTOBER, 15, 1871

STATE OF THE CITY.

It is gratifying to find that we are no longer alone in the crusade for city improvement. The Nation and Courier have both taken up the matter with energy, and public opinion is making itself felt in a decided manner to bring about sanitary reforms of a wholesale and beneficial character.

As yet, indeed, nothing has been actually done, but the *ris inerte* is so strong in these countries that it requires a deal of noise and agitation before any reform can be effected.

Mr. Peter Beare, so well-known for his city-map of Buenos Ayres publishes a table of statistics to show that the city is in fact a vast dunghill, the cubic area of cesspools being 1 1/2 millions cubic metres, which is everyday increasing. Meantime the basuras heaps near the city are assuming the dimensions of mountains, and whenever the wind blows from that quarter it is noxious and pestilential.

For the last 15 years numerous pamphlets and projects have seen the light, bearing on the subject of drainage and water-supply, of which the Nation gives the following list:

1856. Project by E. Taylor and J. Baratta for water-supply.

1862. Water-supply for Buenos Ayres by W. Davies.

1863. Proposal for water-works by J. Cogblan.

1856. Studies on pipe-water by Julius Lacroze.

1867. Mr. Robinson's paving and water-works.

"Geill and Neate project for do.

1868. Madero do. do.

"Rodriguez do. do.

"Blancas do. do.

"Lagos and Landois do. do.

1869. Governor's Message on city improvements.

"Cogblan's plans and municipal contract.

"Report of special committee on same.

"Pamphlet of Lacroze and Tassier do.

"Anonymous essay on water-works &c.

1871. Jaime Arrufó on city improvements.

It is impossible to say how much longer this series of publications is destined to be, before any sanitary improvements are undertaken, but we venture to say that if all the articles in the STANDARD on the same subject were bound together the collection would be as large, if not so interesting or romantic as the Waverley novels.

The newest publication on this very nasty subject is a well-framed proposal of Messrs. Bullrich and Co. to which allusion has been already made in our columns, and the particulars of which may be briefly summed up in these words. It proposes to supply the city with 40,000 Earth closets, shut up the present cesspools, and remove all the 'basuras' between midnight and sunrise.

The cost to private houses (only 55 mpc. per month), is very trifling, while the advantages offered by the projectors are incalculable.

Our readers complain that we so often intrude subjects of this kind upon them, but we can assure them the task is twice as lousome to the writer, and we only wish that there were not an imperative duty to force us to it.

At times we cannot afford to shut our eyes to what is disagreeable, when public or private safety is at stake, and this is certainly true in the present case. It is only when the citizens and public authorities shall have really taken in hand the necessary improvements that we can banish such matters from our columns, and feel that our labors have been neither sterile nor ill directed.

NATIONAL ENGINEERS REPORT.

Mr. P. Moneta, chief of the engineering department, has furnished to Government a highly interesting report of the works carried out by him and his staff. The latter comprises six engineers, 4 assistants, 4 surveyors and 2 draughtsmen, and their labors comprehended so vast an area that they travelled collectively 15,031 leagues, or nearly 1,000 leagues each, moreover, they had to encounter many dangers from Indians, 'montoneros,' sickness, exposure, and want of food

in the desert. The resumé of their works is as follows:—

RAILWAYS.

Central Argentine. The last 3 sections were inspected between February and May, and the whole line opened to Cordoba May 18th 1870, being 396 kilometers or 246 miles long. The curves have a radius always more than 1,000 yards; 350 kilometers are in a right line. The gradients are never over 6 1/2 per mil. The Rosario terminus has an area of 120,000 sq. meters [say 27 acres]; the stations of Villa Maria and Frayle Muerto cover 24 acres each.

Rio Cuarto. The contract with Mr. J. Simmons allows 37 months from July 5th 1870 to finish the line, at £5,240 per mile. The works were inaugurated on Nov. 25th 1870. One of our Government engineers superintends the construction of the materials in England, and another looks after the works here.

Cordoba to Tucuman. In February 1870 Mr. Dahlquist and 4 assistants started from Cordoba to make the surveys; they had dense forests to get through and sandy deserts to traverse, often without water, but at last reached Tucuman (600 kilometers) in November. In the return they came a short route, reaching Cordoba in June 1871.

Rio Cuarto, Mendoza and San Juan. Messrs. Eliá and Allan obtained a concession in October 1870 to survey this proposed line at £20 a mile. A Government engineer was appointed to accompany them, and they started in November 1870.

Eastern Argentine.—M. Montravel's concession of August 1869 allows 7 per cent guarantee on £10,000 a mile.

HIGH ROADS.

The new roads are marked every league, of 5,000 kilometers or 6,000 varas.

Cordoba to Papagayos; 79 leagues. This road was contracted for by Messrs. Rojo in October 1868 for £2,750k ts. to be finished in two years. In the commencement a band of montoneros fell on the workmen and killed or carried off all of them. The 1st section from Cordoba to San Gregorio [19 l.] crosses the Sierras 2,500 ft. over sea level; it was completed in December 1869. The 2nd section (14 1/2 l.) was finished in July 1870, but in the following December the bandit Guayama carried off the workmen, horses &c. The contractors have received \$47,062.

Papagayos to Caracate; 26 1/2 leagues. Contracted for by A. Salas in November 1869, for \$33,000, besides 9 post-houses and a reservoir. The road was completed in November 1870, except the houses and tank, which were delayed by Guayama's inroad and the lack of water.

La Cuesta to Quebrada Honda; an appendix to the last road, same contractor, \$1,050, but Guayama's invasion caused a delay.

Mendoza to San Juan; 35 leagues; surveyed in Sept. 1870, a contract made with Ignacio Rojas for \$21,000, including 5 post-houses, 4 tanks, and a new water-course.

Serrezuela, Rioja and Famatina; 86 leagues; surveyed in May 1870, and contract made with D. Luna in Aug. 1870 at 260¢ per league, besides 6000¢ for 10 post-houses, 10,000 for 4 'reposts.' The section between Serrezuela and Hedioua was finished in Dec. 1870, that to Famatina reaches Coladoros.

Cordillera houses of refuge; 4 have been put up on the road from Rioja to Copiapó at 4,000¢ each: they are circular, 15 feet diameter, built of stone and lime, and have a corral for horses.

Salinas de Cordoba to Tucuman; 95 leagues, contracted with I. Cornet for 15,000¢, being chiefly repairs of an old road, the new one to be 33 ft. wide. It shortens the distance to Tucuman by 10 leagues, passing through Albigasta, Graneros, Medina, Monteros and Lules: it is just finished.

Tucuman to Cobos; 38 leagues, contracted in January 1870 with Mr. Frederick Stuart for 52,000¢, has been recently finished: the same contractor made a road of 9 leagues from Salta to Cobos.

Boca wharf road, from the 'casilla' to the end of the mole, was contracted for 4,493¢ with B. Monti in Aug. 1870 and has been completed.

Bajo del Rosario. In June 1869, owing to the floods at Rosario we proposed to raise the Custom-house floor and make other improvements. Proposals varied from 25 to 40,000¢, but we carried them out in 1870, and only spent 21,513¢, besides paving the street.

BRIDGES.

Rio Pasaje, between Salta and Jujuy, contracted with S. Palacios in Sept. 1864; 84 yards across. The first engineer died, the second became a cripple, and in 1870 we undertook the task ourselves and finished it on Dec. 20th. The prevalence of intermittent fever was a constant obstacle.

Saladillo, between Cordoba and Santiago, contracted with Mr. Edling in April 1870 for 25,000¢, opened to traffic in July 1871, comprising 5 spans of 40 feet each.

Rio Primer, in Cordoba, iron bridge, contracted with Mr. Thomas for 40,000¢ in Oct. 1870, and concluded in May 1871. It is 240 feet across, in 5 spans.

Desaguadero: the old bridge having fallen in, contract with G. Gutierrez for repairs at 2,240 Bol. dollars, in January 1870, but the works are delayed for want of water.

Caracaiá: between Rosario and Santa Fé. A bowstring bridge con-

tracted with Mr. Huber for 25,000¢ to be completed in 15 months, but the blockade of the German ports delayed the materials.

VIARVES

Concepcion: contract with Messrs. Beare and Co. in January 1869 for an iron mole to cost 7,200¢; 70 ft. long, 36 wide, with a 2-ton crane, the whole resting on 14 pillars. Delayed by the Entre Rios war, and completed in May 1871.

Concordia: contract with Messrs. Beare, in March, 1869, for 13,000¢; an iron mole 160 ft. long with a tramway, turning table, &c. Owing to the war it cannot be ready before Dec. 1871.

San Nicolas: same contractor, April, 1870, price, 20,000¢; an iron mole 70 ft. long, 15 wide, on 16 pillars. Delayed by the recent plague.

HYDRAULIC WORKS.

San Pedro Lagoon. Surveys in Nov. 1869, to remove a bank which obstructs the port at low water, also to make a canal for a short cut for steamers; the first would cost \$3,000, the second \$41,700.

Baradero Port: surveys same time as above, for a deep-water passage; estimates \$52,240.

ARCHITECTURE.

Nat. Government House. Repairs in the stable \$9,671, do in the Garden &c. \$6,059, do in the library \$1,027.

University of B Ayres; repairs in the hall of Chemistry \$3,000.

Custom-house; repairs \$2,636, drawn by P. Beare \$1,800.

Black barrack; repairs \$998.

Kosario Post-office; 2 story building, cost \$6,278.

Cordoba Observatory; contract with Mr. Wilkinson, plans and materials brought by Mr. Gould from United States.

Catamarca College; plans presented in May 1870, area one acre English, estimates \$72,000, to accommodate 110 boys.

PROPOSED WORKS FOR 1872.

To put down buoys and erect light-houses along the rivers La Plata, Uruguay and Parana.

To complete and keep in repair the great northern and western high-ways—the first from Cordoba to Santiago, Tucuman, Salta, Jujuy, and Bolivia—the second from Villa Maria to San Luis and Mendoza, as well as the road across the Andes.

Repairs are requisite from Jesus Maria to Ojo de Agua (Santiago) 50 leagues; and from Cobos to Jujuy, 27 leagues, very mountainous country. Bridges or passes are also required over many streams between Villa Maria and Mendoza.

Proper roads across the Andes are much needed, one to Valparaiso, another to Copiapó, the Chilean roads are admirable.

Water-courses are most necessary along all new roads, especially in the Sierras, were floods do great damage; the sum of \$2,000 a month would keep suitable gangs of workmen.

A code of regulations for Railways and Telegraphs is also imperatively called for, as well as an increased staff of Nat. Engineers.

DREADFUL NEWS FROM THE GRAN CHACO.

We regret to learn that Mr. Weguelin and an Italian have been killed by Indians on Thomson Bonar's Colony.

We have received news from the Californian Colony in the Gran Chaco as follows:—

The settlers have had a good deal of trouble lately with the Indians of San Xavier and the Chaco. The former have joined the Montarassas, and on one occasion the colonists were called on by the Government to assist in carrying out its orders against the savages. They readily obeyed, and a desperate fight with the Indians took place, in which fourteen were killed in a few minutes by the rifles of the gallant Californians, who had on several previous occasions used them with effect in self-defence against the same foe.

The lands of the colony are very dry, and so hard that they cannot be ploughed, and it is feared but little corn can be raised this season. There is, however, a good wheat crop in prospect, and the grass is still green with a fine new growth coming up.

The settlers are now all engaged in making bricks, wherewith to erect for themselves comfortable houses.

The live stock is reported as doing splendidly, and the colonists, who enjoy the best of health, have plenty of fine fat beef and other supplies.

We understand that Mr. M'Lean, manager of the colony, intends to apply to Government for another five years' exemption from taxes for the colonists. Government should not hesitate to grant this very reasonable request, for the Californian Colony is only just turning the corner after a hard fight during the past five years. The settlers fully expect that the boon will be granted to them,

THE GOODENOUGH SYSTEM OF SHOEING HORSES.

In a city like Buenos Ayres where some thousands of horses are daily employed in the tramways, &c., and where the wear and tear of horse-flesh, owing to the defective paving of the streets is unusually large, it has more than once struck us as extraordinary that large employers of horse

labour have not been more alive to the importance of introducing some system by which the condition of the horse might be ameliorated, and their present heavy expenses on account of shoeing materially reduced.

The basis on which Mr. Goodenough, the inventor of the new system of horse-shoeing, proceeds, is simply in allowing nature to have her own way, and instead of cutting away and destroying the protection which she has herself given to the horse's foot, to assist her in the development of that natural protection, and to reduce to a minimum the artificial means by which we have hitherto endeavored to remedy the evils of our own handiwork. The ordinary mode of shoeing horses is so well known that it is needless to say more than that it consists mainly in cutting away the cavity of the horse's foot, together with the frog, and binding the outer edge of the hoof with a shoe contracted at the heel, and in the case of cart horses generally armed with a kick or button at each point, with the object of preventing the horse from slipping up in backing or drawing heavy loads over inclined or uneven roads. The effect of this is, as may easily be seen on looking at a diagram of a section of a horse's foot so shod, to prop the foot forward on the toe, and the sensation the animal must experience must be similar to that ladies inform us is produced by walking on high heeled boots. The primary effect of the constant pressure on the muscles inside the front shell of the hoof is to set up a sort of inflammation which not infrequently leads to disease in the coronet, and often still to the development of splints.

In a natural state the frog of the sole is a spongio-fibrine substance devoid of feeling, which is friable, and rubs away constantly by contact with the ground, being as constantly replaced by a healthy, natural growth. The growth of the frog has a tendency to force outwards the side shells of the hoof, to develop the action of the side muscles, and by affording a natural cushion or heel for the horse to rest upon, to relieve the strain upon the back sinews, from which more horses fall lame than perhaps any other cause.

If anyone is curious enough to notice a tired horse resting himself in a cart by the wayside or in his stable, he will notice that the animal rests first on one leg and then another, by bending the ankle and resting the point of the toe on the ground. This is caused by the strain and consequent fatigue of the back sinews of the leg; but in the case of horses shod by the Goodenough system, it has been remarked that they invariably rest on their flat feet, owing to the natural repose afforded by the support of the frog which touches the ground.

An inspection of the model, which has been in our office for some time, will show that the cleft in the heel of the horse's foot, which has hitherto been considered natural in the construction of the hoof, is not in reality a deformity caused by the frog having been cut away, allowing the side walls of the hoof to cave in, and producing in a majority of cases what is known as a contracted foot. It is this unsparing—we might say barbarous—use of the knife, until even the tender horny foundation of the foot is laid bare, that is at the root of thrush, sandcrack, and, in fact, nearly without exception all the evils and diseases to which the foot of the horse is liable.

The Goodenough system, which Messrs. Geary and Greenwood are now introducing, and whose advertisement will be found elsewhere, professes and does, we believe, provide a remedy for this; and our correspondent 'Holderness,' who is an excellent judge of such matters, is warmly in its favor.

Lastly, independently of the merits we have enumerated, the shoes are machine made, of the best iron, light and yet durable, and can be supplied in this country at a rate far below that at which they can be manufactured at any 'herreria' in the city—an intrinsic recommendation that speaks for itself.

THE EMANCIPATION ACT.

Slavery is at length checkmated; it has received a fatal blow, and already 1,050 slaves of the nation are rejoicing in their freedom. Liberty for all conditions is now the standard of the Monarch, the Princess Regent and the People; and the Prince Consort, who, two years ago, secured the emancipation of the slaves of Paragon, has now seen his Royal Sponse sign the Magna Charta of Brazilian Liberty, which declares that henceforth not a slave shall be born upon Brazilian soil. Happy acts like these give new lustre to the dynasty which has linked itself to the honor and moral progress of the country, and with it to posterity.

A measure of such reach is an irrefragable testimony to the liberality of the Brazilian nation, notwithstanding utopian philanthropy abroad may still declaim and demand impossibilities. The task of extirpating within the limits of a generation an institution which affects directly one-fifth of the whole population of the country, and has pushed its roots into every crevice of its groundwork, is one that would strain the powers of any nation, however vigorous and wealthy, still more those of one just emerging from the exhaustion of the Paraguan war. Had the powers of the Treasury permitted, the measure would have been still more magnanimous; as it is, it does the greatest

honor to the generosity of the noble Brazilian nation.

Brazil, by a strenuous effort of prudent anticipation, has already peaceably begun a work which cost other less generous nations ruins and torrents of blood. And the spirit of generous progress is still impelling her onwards in the road she has so bravely in allowing nature to have her own way, and instead of cutting away and destroying the protection which she has herself given to the horse's foot, to assist her in the development of that natural protection, and to reduce to a minimum the artificial means by which we have hitherto endeavored to remedy the evils of our own handiwork. The ordinary mode of shoeing horses is so well known that it is needless to say more than that it consists mainly in cutting away the cavity of the horse's foot, together with the frog, and binding the outer edge of the hoof with a shoe contracted at the heel, and in the case of cart horses generally armed with a kick or button at each point, with the object of preventing the horse from slipping up in backing or drawing heavy loads over inclined or uneven roads. The effect of this is, as may easily be seen on looking at a diagram of a section of a horse's foot so shod, to prop the foot forward on the toe, and the sensation the animal must experience must be similar to that ladies inform us is produced by walking on high heeled boots. The primary effect of the constant pressure on the muscles inside the front shell of the hoof is to set up a sort of inflammation which not infrequently leads to disease in the coronet, and often still to the development of splints.

Undoubtedly, the transmutation of labor will produce some temporary embarrassments, which, without the energetic action of the planters and the earnest cooperation of the Government, may even become serious. But, as regards the action of the latter in prevision and providence, we can state with authority, that the Minister of Agriculture, to whose department such providence belongs, has been alive to the need of that cooperation, has carefully studied the means for affording it, and, in pursuance of the object, has already signed contracts for the importation of free labor.

The rule of free labor is now initiated in Brazil, slavery and its manifold evils are passing away, and a prosperous future is gleaming on her through the fading clouds of departing night, the dawn of brilliant day beneath the glorious sun of Liberty.—Anglo-Brazilian Times.

PARIS LETTER.

Sept. 6, 1871.

There is a night-mare haunting over France, and people begin to fold their arms and await the natural solution of a state of things they feel but cannot express—that exists, but presents no visible solution. Thiers, in his recent melancholy speech in the Assembly, assures the timid that material order will be upheld—that the army is sufficient—and if the Commune has not been conquered, it has been so beaten as to be unable to raise its head. But the real evil, as M. Thiers said, and which from now till night he is occupied in preventing, is that of the several parties in the Assembly endeavouring to tear each other to pieces. The country is truly to be pitied; and Thiers avows the Assembly's confidence is shaken in him—the majority replying by a glacial silence. His influence over the Assembly is no longer omnipotent, nor does the threat of his resignation now frighten.

SAVINGS BANK BANK MAUVA AND Co. 101--Cangallo--103 BUENOS AYRES. The immense advantages of Accounts Current...

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

THE PNEUMATIC COVER. Cleanliness, Economy, & Durability THE GREATEST INVENTION OF THE AGE.

No more Obnoxious Odors in Sick Chambers! For some time past the want of a cover for vessels containing animal and vegetable refuse has been sorely felt...

Twenty-five Dollars mjc. No well-organized house should be without a set. As a proof of how perfect the closure is, the vessel may be suspended in the air without other hold or support.

B. MITRE y VEDIA & Co., Calle Piedad, 93. 114. 15 p 13. In an economic point of view, it cannot be surpassed by china or delph, which get broken at the first fall.

FERRO-CARRIL CENTRAL ARGENTINO. ESTACION BELL-VILLE EX FRAYLE MUERTO

El afamado Restaurant de la Estacion Bell-Villé, á medio camino del Rosario á Cordoba, á mas de una mesa servida con todo el lujo comortable de un establecimiento de primera clase...

LOS PASAJEROS DEL TREN ESPECIAL TIENEN 20 MINUTOS PARA ALMOZAR. LOS PASAJEROS DEL ORDINARIO TIENEN 40 MINUTOS PARA ALMOZAR.

Se reciben órdenes por telegramas para preparar comida espesa. Apesar de tener hoy mayores gastos que los de costumbre, pues los salones han sido reformados, presentando a los pasajeros mayores comodidades que las que hasta ahora ha tenido este Restaurant...

"LUCULLUS DEJEUNE CHEZ LUCULLUS" LUIS AUDEBRAND. Estacion Bell-Nillo. 98 1m 011

Cordoba Exhibition. THE SPLENDID NATIONAL STEAMPACKET REPUBLICA, Captain M. MUIR, Commander.

This magnificent Steamer leaves Buenos Ayres for Rosario, in combination with the Central Argentine Railway to Cordoba, every Tuesday and Saturday, at Ten a.m. Leaves Buenos Ayres for Montevideo every Thursday, at Half-past Five p.m.

Leaves Montevideo, for Buenos Ayres and Rosario, every Friday at Half-past Five p.m. Leaves Rosario, for Buenos Ayres, every Sunday, and for Montevideo, touching in Buenos Ayres, every Wednesday, at Two p.m.

Table with columns for Class and Fare. First Class to Montevideo 8 patacons, Second Class 4, First-class to San Nicolas 10, etc.

RETURN TICKETS. Available for one Month. First-class to San Nicolas 16 patacons, Second-class do 8, First-class to Rosario 20, etc.

This Steamer, in her trips to Rosario, will arrive at the Central Argentine Railway Mole, so that the passengers for Cordoba will have time to catch the Express Train that leaves Rosario, at Half-past Seven a.m.

For further particulars apply to RUBIO & FOLEY, 81 & 83--CALLE RECONQUISTA--81 & 83 BUENOS AYRES. -sept 30

Remate Importante. WEHELY GIMENEZ y CA. De Los muy Conocidos Terrenos EN SAN MARTIN.

De Propiedad Del Sr. RAMOS MEJIA. El Domingo 15 Del Corriente, 20 Manzanas, Al Mejor Precio.

Divididas en LOTES MITAD AL CONTADO Y MITAD A 6 MESES DE PLAZO.

Estos terrenos que venderemos el Domingo, 15 del corriente, estan situados en la parte mas pintoresca de lado Norte de la via férrea...

Este aviso se dirige muy particularmente a las personas de buen tono, pos ser San Martin el Rendezvous de las personas mas notables de la ciudad.

PLANOS y BOLETOS De ida y vuelta gratis EN CASA DE LOS REMATADORES 19 Calle Bolivar. 95 3p 3p 011

Remate Importante. WEHELY GIMENEZ y CA. De los mas lindos TERRENOS EN LAS Lomas de Zamora

A INMEDIACION DE LA ESTACION A una Cuadra del Ferro-Carril, 8 Manzanas MITAD AL CONTADO Y MITAD A 6 MESES DEL PLAZO.

TERRENOS ALTOS, Con frente sobre 2 Calles Reales. Que no son calles para recién abrirse, rodeados por hermosas quintas y edificios, lomas grandes y chicos...

El Domingo 15 Del Corriente. EL TREN SALE-- De la Calle Cerrito y Tucuman á las 10 y 24 Da la Estacion Lima, á las 10 y 34 Del Mercado, Constitucion á las 10 y 50

Espléndido almuerzo campesino, planos y boletos de ida y vuelta gratis, 19 Calle Bolivar. 96 3p 011

PARA SALADERO MOLINOS, ASERRADORES, GRASERIAS, JABONERIAS, OTRAS FABRICAS. Caldera de vapor con dos cilindros, de la fuerza de 80 caballos.

SE VENDE--La casa de aldea situada al Norte de Calle de Juncal No. 21 y 23 en frente a la Iglesia del Securo, la casa de aldea tiene 10 piezas empapeladas, mirador y aljibe con bomba, la casa baja tiene 11 piezas empapeladas.

THE RIVER PARANA STEAM SHIP COMPANY. This Company will dispatch a Steamer every Month from Liverpool, for Montevideo, Buenos Ayres, and Rosario.

WOODGATE, Brokers in Buenos Ayres, and Calle San Martin. Will be dispatched for Liverpool on the 25th OCTOBER.

CIRCULAR A LOS CAPITALISTAS. BUEN NEGOCIO! Señor Mio, Si U. desea hacer un magnifico negocio, concurra a la 16 del corriente a las 12 al Pueblo de San Vicente, al Remate de una linda Estancia.

English and American Boarding House. 23--CALLE PIEDAD--23. This Establishment has undergone a thorough repair, and is fitted with every convenience for the comfort of Travellers and others.

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LIVERPOOL, BRAMIL, AND RIVER PLATE STEAMERS. MESSRS. LAMPART AND HOLTS LINE. Ships: KEPLER, 1,499 COPENICUS, 1,397 NEWTON, 1,074 LAPLACE, 1,198 PROBYN, 1,116 DONATI, 1,180 HALLER, 1,147 TOWN BOAT, 846 HICKBOLD, 1,346 HIPPARCHUS, 1,848 LA PLATA, 1,393 PASCAL, 1,878 CASINI, 836 OLDEUS, 2,186 SALAMIN, 610 MELBA (new), 2,110 TALISMAN, 738 CALERA (building) MENNON, 1,209 CALDERON (building) FLAMBERG, 1,370

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Coliseum Hall. Something rare for Buenos Ayres. ROLLER SKATING. At Coliseum Hall EVERY NIGHT FOR A WEEK.

Mr. W. H. Huntley, recently from New York, will be in attendance with a full assortment of Patent Roller Skates, for the purpose of organizing a Skating Association in Buenos Ayres, similar to those now in operation in the United States, Canada, England and France.

LADIES CLASS. The Hall will be opened on Tuesdays and Thursdays, from 2 to 4 o'clock, especially for Ladies and Children.

Torroba, Brothers. LUJAN, MERCEDES, AND CHIVILCOY. Sheep Shears "Balls," Rodgers and Son Published .. \$225 Do, four "Threads" .. 220 Do, three .. 34 Stockholm Tar, Sharpening Stones, &c., at Reduced Prices.

COLONIA MARINE RAILWAY. Vessels Docked in 25 minutes. 25 per Cent. Reduction in TARIFF PRICES.

Rodgers, Baker, & Co. LONDON, DUBLIN, AND KINGSTOWN. (Tailors by Appointment to the Royal Family of England.)

La Bienhechora del Plata. COMPANIA ARGENTINA DE SEGUROS SOBRE LA VIDA. La Administracion de dicha Compañia distribuye ajustadamente el Bolefin Administrativo.

CONSULTAS MAGNETICAS. Dadas por el Profesor PEDRO D'AMICO, Y de sus hijas celebre sonambulas JUANITA Y JOSEFINA.

LOPEZ V. CIVILIZATION. HISTORY OF PARAGUAY. From its Discovery to the present.

BY HON. CHAS. A. WASHBURN, Late Minister Resident of the U. States at Paraguay. Illustrated with Maps and Engravings.

LEE & SHEPARD, Publishers, Boston. LEE, SHEPARD & DILLINGHAM New York.

WRIGHT'S INDIAN VEGETABLE PILLS. To be had only of P. MURRAY and CO., CHEMISTS, 196 Calle de la Florida.

PHENIX DACTILIFERA. THIS beautiful Plant will, in a few days, be placed on SALE, at Mr. P. Coulan's Deposit, 48 CALLE SAN MARTIN.

5,000 PANEGAS BRAZILIAN CORN FOR SALE. Samples can be seen at MACLEAN & CO'S., Commission Agents, 4--CALLE RECONQUISTA--101 6p 011

Colonization in Misiones. 500 SQUARE MILES OF LAND. Mr. Samuel Higgins, of Cruz Alta, has a wooded territory of 50 square leagues.

SALE OF SHEEP. TO BE SOLD, at the POSTA DE TAPIA, the 1000 head of the Firm of Robert Muir & Co., of the transit to Carmen de Arco, FOUR FLOCKS of fine Merino Sheep, composed of about 7,000 animals.

COMMERCIAL NOTICE. MR. JAMES BENNIE having retired from the Firm of Robert Muir & Co., the Business will be conducted as hitherto, by Mr. Robert Muir, the remaining Partner, under the same style.

ROYAL MAIL STEAMPACKET COMPANY. "ONEIDA," 2284 Tons Register, 630 Horse Power. Commander HERBERT.

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REMATES. POR Pedro Ebbeke y Ca. CALLE PERU No. 80. GRAN REMATE DE CUADROS DE MERITO. Galeria de Buonvisi de Luca.

El Viernes 13 y Sábado 14 del corriente a las 8 en punto de la noche al mas alto precio y magnificos cuadros antiguos y modernos, de autores celebres, segun catalogo que esta a disposicion de los interesados en esta casa.

El Domingo 16 del corriente a las 12 en punto y dinero de contado, venderemos tres lotes de terreno propios para casa de recreo, situados como medio de hora de la ciudad, cada lote con un terreno en 161 varas de frente por 100 varas de fondo, formando equina uno de ellos.

REMATE. INTERESANTEMENTE EN ALMAGRO POR EUGENIO RISTORINI. De todos los terrenos al rededor de esa localidad, las que se venden a la mas alta postura, dinero de contado a no retirar loto alguno, hasta algunos millones de pesos.

REMATE. POR ANDRES BAZ. De una Estancia a 13 leguas de la ciudad, a 3 de el pueblo de San Vicente y de la Estacion del Ferro-Carril del Sud. Terreno de 4,800 varas de frente por 5,000 de fondo--lindisimo campo mensurado y amojonado con mojones de hierro.

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