

city of the savages and the inexorable apathy or impotence of the garrisons enabled the raid to be carried to within twenty miles of Villa Maria. It was currently rumored yesterday that some Congressmen returning home had been carried off by the Indians, but the report has not been confirmed, and the wish was probably father to the thought. The public of Buenos Ayres are becoming indignant at these continued frontier raids, and ask, of what earthly use is the War Office?—rather a hard question to answer.

The Popular Argentina is daily becoming a more favourite investment, and agents have been named in all the chief towns throughout the camp. Next month the annual drawing will take place, when the largest prizes yet offered will be given to the lucky drawers. Our quondam colleague Signor Cittadini, formerly editor of the *Italiano*, has exchanged the pen for a travelling agency in this rising company. He and a clever Spaniard recently arrived from Europe, are travelling through the Banda Oriental lecturing as they go on the merits of "making hay whilst the sun shines," and always putting by the rainy day.

Captain Dixon, so well and favourably known by travellers between this and Rosario, has left the Lujan, and is now engaged putting up the iron bridge at the Boca.

The Northern Railway is about to double its line to Belgrano, with the view of meeting the possible, may, highly probable opposition (in this age of tramways). A new station is to be erected equidistant from Los Olivos and San Isidro, to be called Estacion Martinez. It is the intention of the proprietor to create a new suburb in this delightful spot. Ere this the snort of the locomotive would have been heard in the Plaza, but for the Port authorities refusing to allow earthworks to be thrown up in front of the Capitania. It is confidently hoped, however, that within a few days at furthest the public good will surmount this much a do about nothing hitch.

The Republica, Captain Mathew Muir, sails to-day for San Nicolas with the representatives of the Provincial Government; we admire their taste in the choice of steamers.

Two adventurers started yesterday on horse back for Bahia Blanca, we do not at all envy their trip but trust they will arrive safely and send us a report of the perils they have undergone.

The annual meeting of the Athletic Society took place on Thursday night, we have not as yet received the report but hear that the Balance of account to credit is very favorable.

In yesterday's paper we mentioned that a safe had come out by the Douro for the National Treasury, but we were informed yesterday that it came out to Messrs. J. C. Thompson & Co. agents for Clubb & Son, and was sold by them to the Treasury.

An unfortunate occurrence took place on Thursday on board the steamer Biela which left this morning at about 11.30 p.m. The officer on watch missed the Pilot, Mr. John Straw, and after searching all over the ship for him, Captain Carroll could only come to the conclusion that he had fallen overboard, a boat was immediately lowered and every effort made to find the man, but without success. Captain Carroll then came to anchor and sent his Chief Officer with the long boat back to this port where he arrived at 8 p.m. with the distressing intelligence and to look for another Pilot. Mr. John Straw was an old and well known Pilot on this river, and very much respected for his capacity in his profession, and also for his straightforwardness and amiability of character; he was resident in Montevideo and here for upwards of fifty years during which he was over 30 years pilot. His daughter, a young lady of 16 years of age, went down as passenger with him, and one can well imagine the feelings of the light hearted girl who left the mole head on Thursday in the happiest spirits and is now an orphan. This news we feel certain will be deeply regretted by all who knew poor John Straw.

The Pilots of Steamers and sailing vessels between this port and Montevideo have at last after a fight of nearly six years obtained their freedom to work on their own account; this has put them on their legs again and now the Pilots after years of struggling can again "paddle their own canoe." The *Asuncion* papers to hand yesterday contain nothing of importance. The Brazilian Argentine and Oriental Plenipotentiaries have been officially received by President Rivarola. The Government has decided not to sell the railway for the present, till that extraordinary assembly, the Congress of Paraguay, has a talk and probably a shindy about it. Order reigns in Asuncion!

It is consulting to remark the increasing abhorrence of the "indef" springing up amongst our public men. Some weeks ago the Lord Mayor brought his new broom to bear on the dredges of "the half world," proposing to sweep Lais and Aspasia from their abhorrent dens. Virtuous example is slightly contagious, so the Police went in for a raid on "photos" of a free tendency, and the heaven of righteousness has now spread to that matter of fact place the Custom House, where importers of statuary and other art objects are likely to have a hard time of it for the future. Mr. Aguirre and Mr. Amadeo

have declared war to the knife against Greek Slaves and the Venus de Medici or Ariadne in cheap plaster, and any such things if seen at the Custom House are henceforth to be re-shipped to the place from whence they came. The public will feel greatly indebted to Mr. Aguirre for putting a stop to the introduction of demoralizing wares into the country; he deserves well of the Republic, but after all, virtue is its own reward—What nothing either gives, or can destroy the soul's calmness, and all the heart's joy, is Virtue; price a letter would you like? Then give Aguirre a coach and six.

A public meeting has been called for to-morrow at Rosario to protest against the patent law recently passed in Santa Fé.

The reported death of a man from cholera morbus in Calle Rivadavia has been officially investigated, and it appears that deceased did not succumb to that disease. The examining doctors have accidentally omitted to state what the man died of.

The omnibus lately started under such favourable circumstances to ply between Lomas and Santa Catalina has, we regret to say, come to a sudden and premature end. Whilst it was crossing the line yesterday morning, the 6 a.m. train, which should have whistled, darted by without warning, completely smashing up the luckless coach. Two of the horses were killed. Happily there was no one inside; and the accident remains as a caution to futurity. We understand that as soon as a new coach can be procured it will be placed on this route.

This morning the teachers and scholars of the English Church Sunday School go on a picnic to Palermo. All connected with the school are invited to join in it. The children's relations will be also welcome, paying their own fare, which, thanks to Mr. Crabtree's liberality, will only be a single fare for the double journey. Teachers can bring their friends on the same terms. The party meets at the Retiro station at a quarter to ten, for the 10.6 train.

We remind speculators of the great quinta auction to-day, on the Palermo Road, by Messrs. Aménabar & Co. The special train leaves Plaza Mayo at 12 o'clock.

Our friend Daws, of 141 Calle Piedad, requests us to inform his numerous subscribers who have not as yet advised him as to whether they intend continuing with their magazines, &c., that his first order closes on Monday at noon for the forthcoming year. A second list will be opened to subscribers to order by the French mail of 30th prox.

Two bay thoroughbred fillies, the last of the draft from Baron Schekler's stud imported last autumn, were sold yesterday at Cabral's stables by Balbin and Ploves, Mr. Fernandez being the purchaser of one at \$11,000, and Mr. J. R. Lanuz taking the other, a most decided bargain at \$8,500 mpc. If these are to be the prices imported stock realize, we shall hardly have much more brought here for any time to come, as even here freight and landing expenses are not covered by the above result.

ANOTHER NEW SUBURB. Of all the wise sayings with which our language abounds, there is none better understood, certainly not one so universally complied with, as the wholesome old motto, "that when we cannot remove the evil, the best way is to remove ourselves." In this country the motto appears to have been little known, and still less acted upon. Unfortunately, the sad experience of the last few years will have convinced the most enthusiastic Argentine that even here we have evils from which it is desirable to keep as conveniently far as possible, since the authorities, from inability or otherwise, make no effort to remove them. With a strange disregard for the commonest rules of cleanliness, the people of this great enlightened city have lived from year to year's end heedless of the ordinary means of preserving health. The wonder was that pestilence did not visit us sooner. Nothing but our matchless climate could so long have saved us. And what is to save us in future? Are not the streets as dirty, the cesspools fuller, the conventillos as numerous as ever? Our friends in Europe sneer and chaff us for gaining nothing by the recent terrible lesson. One old foreign resident, now quartered in London, writes to us that so heartily sick of our inactivity have our oldest and best friends become, that in the event of a return of the terrible scourge, we may expect neither sympathy nor help. This is, indeed, severe, coming from one's own most trusty friends. But Buenos Ayres has languished by the terrible lesson, if not materially, at least morally. The Government and Municipality it is to be true have failed to remove the evils, but the people have learned the old motto and are determined to remove themselves. Thus we can safely say there will be no sickness this year.

A few years ago no one thought of living outside of town; in fact, beyond the city pavement there was no communication, no comfort, no security. Any man building thirty squares from the Plaza was said to be possessed of more money than he could employ; to-day, with tramways in every street, and railways all through the country, no one will live in town. As a consequence, new houses, villas, terraces, and parades, are going up on all sides. Soon Buenos Ayres will count as pretty suburbs as any city in Europe—Already Belgrano, Flores, and the Lomas have, from little strag-

gling villages abounding in quiet rusticity, been transformed into the favorite resorts of youth and fashion. In view of the sudden change in the state of affairs, several hundred proprietors around town have offered large tracts of land divided into small building lots. The last and decidedly the most advantageous is that of Sr. Martinez. The land lies exactly half way between Los Olivos and San Isidro, on the highest and most picturesque point of the barranca overhanging the river. The railway runs through the estate, and a new station, to be called after the wealthy lord of the manor, is in course of construction. The contract requires that it be open to the public by the end of the month. Around about this station for 10,000 yards on both sides of the line are small building lots marked out with most scrupulous mathematical exactness that does honor to the draughtsman.

Senior Martinez is a keen observer of human nature. Nothing that the most ardent devotee of rustic enjoyment could desire is here wanting. On all sides will be shady green walks, with love-inspiring "glorietas"; a clear, fresh atmosphere pervades the whole, rendering existence pleasant under the most depressing circumstances. This is precisely what is required in a country place, but how seldom found! Whoever drew up the plans must have been an admirer of Goldsmith, for in this modern Auburn the true spirit of the poet pervades every inch of the ground.

It is the intention of Senior Martinez to supply the settlement with water from the river, here as clear as crystal. A clause in his contract with the company admits of his laying the necessary piping below the rails for the supply of residents on the off side. Mr. Dawney, the eminent hydraulic engineer, who laid the water-works here and in Cordova, is engaged in drawing up plans. The private carriage road from Sr. Martinez's house to the river will be always the common property of the settlers, who will thus be able to have a convenient bath every morning. Perhaps the obliging Mr. Crabtree would even lend one of the company's wagons for a bathing box, in which case it would be well to have a care that it be not placed too near the mouth of the water pipe, and no dogs should be admitted. On the conclusion of the inevitable preliminaries an early day will be named for the auction.

It shall be our care to give our readers due notice. Meantime we presume Mr. Martinez would have no objection to part with a few lots by private sale.

THE ARGENTINE TRAMWAYS COMPANY (LIMITED).

Capital—\$250,000, in 25,000 shares of \$10 each. Ten thousand deferred \$10 shares are disposed of in terms of the prospectus. Fifteen thousand perpetual preferred \$10 shares bearing 2 1/2 per cent. dividend per annum, are now offered for subscription. Any deficiency in one or more years in this preferential dividend to be made good before any dividend is paid on the deferred shares.

Payment—\$1 per share on application; \$2 per share on allotment; and the balance on 31st October, 1871.

Interest at the rate of 6 per cent per annum will be allowed on the amount paid until 31st December, 1871, when the transfer of the property is to be completed.

Directors. Lord Alington, Chairman. A. J. Lamb, Esq. G. Penson, Esq. J. Reynolds, Esq. (With power to add to their number.) Managing Committee in B. Ayres. Mr. Billingham, Esq. C. P. Lamb, Esq. (With power to add to their number.)

Bankers. In London—Messrs. Barroet, Hoares, Hanbury and Lloyd, 62 Lombard Street. In Buenos Ayres—Messrs. Wauklyn & Co.

Solicitors. Messrs. Canfield & Beaumont, 43 Chancery Lane.

Broker. William Abbott, Esq., 10 Tokenhouse Yard.

Secretary. Mr. Thomas M. Tilson.

OFFICES. In London—10 Angel Court, Throgmorton Street, E.C. In Buenos Ayres—Calle Rivadavia.

PROSPECTUS. This company has been formed for the purchase of the valuable concessions granted for the tramways in Buenos Ayres, shown in red on the accompanying plan, with all stations, storehouses, and general plant appertaining thereto, for the sum of \$1,500,000 in cash, and \$1,000,000 in deferred shares in this company, to be handed to the vendor upon completion of the purchase in Buenos Ayres. The tramways are to be delivered over to this company on the 31st of December next, fully equipped and in thorough working order.

The tramways are constructed in the most substantial and approved manner, with rails 42 lbs. to the yard, and pick pine sleepers; and the stations and sidings are most substantially built with brick and iron, and are provided with the most complete and approved accommodation for servants, stalls for 190 horses, and sheds for a like number of carriages, and are lighted throughout with gas. The second station—"La Recoleta"—situated at the northern extremity of the system, has a covered shed for 2,500 square yards, with passenger station, station master's, and servants accommodation, stabling for 160 horses, covered shed for twelve carriages, and is lighted throughout with gas. Both stations are well and suitably equipped with water. Four hundred horses and twenty-eight carriages are to be handed over to the company. Although the system is at present incomplete, and the completed portions only recently opened for traffic, information has been received by the mail from the River Plate, on September 16th, to the effect, that the number of passengers travelling over these portions now opened for public traffic, viz. between the 25 de Mayo, Rivadavia and the Recoleta Station on the Western Railway, La Recoleta and 25 de Mayo, La Reco-

leta and the Plaza de Constitucion, as stated above, averaged on working days about 4,500 passengers, equal to 473 1/2 tons, on holidays and Sundays about 7,500 equal to 772 1/2 tons, and on the 25th of September, 1871, the total number of passengers carried was 8,421 equal to 871 1/2 tons. The number of passengers carried on the 25th of September, 1871, was 8,421 equal to 871 1/2 tons. The number of passengers carried on the 25th of September, 1871, was 8,421 equal to 871 1/2 tons.

By the mail of the 2nd, Mr. Billingham, Secretary of the company, has received information to the effect that the number of passengers carried on working days, viz. between the 25 de Mayo and Rivadavia station, is 4,500 equal to 473 1/2 tons, and on the 25th of September, 1871, the total number of passengers carried was 8,421 equal to 871 1/2 tons.

In order to meet the increasing traffic requirements, it has been found necessary, in addition to the twenty-eight tramways now in use, to purchase others, which are now ready for delivery in Buenos Ayres, and orders have likewise been sent to the United States for twelve and twenty-four tramways, and in the meantime, although only two-thirds of the line have been opened for traffic, and this portion but for a short period, the actual gross earnings, as reported by the company, for the 25th of September, 1871, were \$1,500 equal to 156 1/2 tons, and the net profit, after deducting 20 per cent for working expenses, and the actual cost of the tramways, was \$1,000 equal to 104 1/2 tons, which is a very much increased traffic, and a very much increased profit, and a very much increased rate of interest on the investment, and a very much increased security to the holders of the preference shares.

The roads and track which will be cultivated as soon as the tramway system is completed, are expected to add considerably to the revenue. It is a point to be specially noted, that if from any cause the traffic should be interrupted, and the roads and track should be left unworked, the company would have the option of exchanging their shares for warrants to bearer, with coupons for dividend attached.

Should no allotment be made, or the transfer not be completed, the amounts paid will be returned in full.

ON CHANGE.

November 10, 1871. Quinces..... 460 Sovereigns..... 122 1/2 Francs..... 25 National Bonds..... 70

The Bond market rose to-day. Prices opened at 70 cash. \$500 sold, and on time letters asked in still further for the end of the month buyers offered 70 1/2, but there were no sales. For the end of the year there are several buyers but no sellers, and for June 30 1872, 10,000 were sold. Exchanges ruled at 51 1/2. Some brokers stated that bills were passed at 51 1/2, but the quotation is 51 1/2. The rate on France and Antwerp has still further advanced; bills on Antwerp were done to-day at 5.55, and offered on France at 5.60.

The Chimborazo's mail brings less flattering news respecting wool. The wool from our stock in Chicago is a disaster which many think must very much disturb trade. It is said that exchange in England on New York fell at once to 104 1/2, but was in the papers to confirm the fact. One of our leading exporters received the following telegram from London dated 10th—'Antwerp 18th October, 4 p.m. Wool down ten centimes; London 18th October, 4 p.m. Wool down ten centimes; Antwerp 18th October, 4 p.m. Wool down ten centimes. It was announced to-day that the Government rates of discount are as follows:—To private parties 4 per cent, and to banks at 3 per cent per annum.

Mr. Carabass, the well known banker, Dr. Vioz, the well known Minister, and several others arrived to-day in the Republica from Cordova.

Messrs. Brandt, Rhodins, Ancon, and other eminent wool exporters, were welcomed on their arrival to-day by the Banker, Captain Petri, is nephew of the famous Dr. Petri of Dublin. This company is now to be put on a footing of independence, so that we shall have a Chilean steamer in the Plate every week.

Returning to our leader of to-day on the subject of Argentine wool, an English gentleman has written us the following extract from a letter which he received per Duaro from one of the first financial authorities in London, and one intimately connected with the wool trade:—'The last mail brought accounts of the suspension of the guarantee of the Central Argentine Railway. The directors have been told that they have to pay the full value of the stock of the company to keep the matter quiet, so long as there will be the slightest hope of a arrangement. But I see to-day that some of the papers are beginning to say that it would be better to give up general renunciation, it will damage Argentine credit beyond retrieval, and no other guaranteed undertaking will float for years to come.'

The Chimborazo mail brings the following important advices respecting the English wool markets:—'Bedford, Thursday—The announcement made that no change had taken place in the market, imparted a more cheerful tone to this market, and, as a result, buyers have held their stocks at very firm rates for the last few days. Yet where transactions have taken place, the lower rates have been the rule, and consequently it is very difficult to dispose of the stock. In Buenos Ayres prices are held very firm, and the lower rates there are not very much in demand, and quotations have a tendency in favour of the buyer. In the lower classes of wools, for which there has not been much demand, some transactions have taken place at rather low rates.'

It has been ascertained from a reliable source that the French Government intend to abandon the idea of a duty of 20 per cent upon raw materials. This resolution will naturally have the abandonment of a compulsory duty upon raw materials.

Advices from Montevideo report the following:—'20,000 rls. good wool sold by speculators at 41 1/2, and 10,000 rls. good wool sold by speculators to offer these prices to estimators. Arrivals 60 rls. insignificant, quality light and good natured. City endeavor 81, 81 1/2 rls.; do. 80, 80 1/2 rls.

The steamer Astarte arrived this morning, she is now unloading, and has a full forward cargo engaged, 5,000 sacks of hides and 1,250 bales at 55 rls.

In gas shares 12 sold at 100 pms. The mails have brought the prospectus of the Argentine Tramway Company (Billingham & Co.), which will be found in another column.

BRAGG'S Pure Vegetable Carbon OR CHARCOAL, CELEBRATED CHARCOAL BISCUITS. As prepared for his

The remarkable and valuable properties of Vegetable Charcoal have been long known to science and the faculty for its power of deodorizing or destroying unpleasant and unwholesome gases or vapors, and preventing decomposition of animal matter, such as meat, game, &c.; but it is only lately that it has been discovered of still greater value by the application of its peculiar properties to many of the ailments which human flesh is heir to. Since the introduction of Charcoal Biscuits and Charcoal Powder, a large number of instances can be produced to prove that in cases of Indigestion, Flatulency, Scorbatic Eruptions, Heartburn, Impurity of Breath, Gout, &c., there is nothing so effectual in affording relief as those simple but safe and powerful articles, merely by neutralizing acidity and absorbing those impurities which more or less exist in the stomach, and are caused by, or are the cause of, the above-named maladies.

No person visiting the tropics or hot climates should ever travel without them. It is perfectly free from smell and aete, either before or after mixing with water, which may be either cold or tepid.

On the last day of the week, including wool, has suffered a great reduction, especially classes in good condition, viz—7, 8, and 10 per arroba. The reason of this reduction is said by many to have been caused by the last news from Europe, others say the present heavy arrivals and the probable future ones.

Some fine lots sent to deposit. At the Plaza and stations good stock, general of good and fine classes. Dry hides very firm and in good demand. Sheepskins, 100 to 120. Sheepskins, 100 to 120. Sheepskins, 100 to 120.

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

The immense advantages of Accounts Current... We now so generally felt and appreciated...

opened a Savings Bank at No. 103 Calle Cangallo... The Bank will deliver to each depositor a pass book...

CONDICIONES. First—The Bank receives at interest any sum from Twenty-five Dollars currency or six Silver Dollars upwards.

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

El famoso Restaurant de la Estacion Bell-Ville, a medio camino del Rosario a Cordoba...

LOS PASAJEROS DEL TREN ESPECIAL TIENEN 20 MINUTOS PARA ALMOZAR.

LOS PASAJEROS DEL ORDINARIO TIENEN 40 MINUTOS PARA ALMOZAR.

Se reciben ordenes por telegramas para preparar comida espesa. Apesar de tener hoy mayores gastos...

"LUCULLUS DEJEUNE CHEZ LUCULLUS" LUIS AUDEBRAND. Estacion Bell-Ville.

BOOTS AND SHOES. CHEAP AND DURABLE.

No. 19 CALLE DEFENSA. [Mr. Fleming's old Premises.] Always on hand a choice supply of the best quality for Ladies and Gentlemen.

COMPANIA DE TRAMWAYS DE LA CIUDAD DE BUENOS AYRES.

Desde el 1.º de Noviembre hasta nuevo aviso las horas de salida de los coches de esta empresa serán las siguientes:

Cinco Esquinas y Plaza Victoria. DE LAS CINCO ESQUINAS. Primer tren a las 6.20 a.m., y cada 20 minutos hasta las 8.20 p.m.

Plaza Victoria y Calle Callao. DE LA PLAZA VICTORIA. Primer tren a las 6.40 a.m., y cada 20 minutos hasta las 8.00 p.m.

Puente de Barracas y Plaza Victoria. Nueva Linea. Esta linea partirá del Puente de Barracas...

Calle Juncal y Calle Brazil. DE LA CALLE JUNCAL. Primer tren a las 6.00 a.m., y cada 20 minutos hasta las 8.00 p.m.

LONDON, BELGIUM, BRAZIL, AND RIVER PLATE STEAMSHIPS. UNDER POSTAL CONTRACT WITH THE BELGIAN GOVERNMENT.

BONITA—GALATEA—LAGYDON—ARADNE—EVORA. This Company will dispatch a Steamer with Mails every Month for Rio Janeiro, Montevideo, and Buenos Ayres.

THE LONDON ASSURANCE. INCORPORATED BY ROYAL CHARTER.

FOR INSURING BUILDINGS, GOODS, AND MERCHANDISE AGAINST LOSS OR DAMAGE BY FIRE, AT MODERATE RATES OF PREMIUM.

AGENTS: MOLLER AND CO., CALLE RECONQUISTA 144.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER, FOR INSURING BUILDINGS, GOODS, AND MERCHANDISE AGAINST LOSS OR DAMAGE BY FIRE, AT MODERATE RATES OF PREMIUM.

AGENTS: MOLLER AND CO., CALLE RECONQUISTA 144.

WESTERN RAILWAY.

From the 1st of November until further notice the trains will run as follows:—

Table with columns for Station, Train, and Time. Includes stations like Palermo, San Martin, and Olivos.

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GREAT SOUTHERN RAILWAY.

From the 1st of November, 1871 until further notice, the trains will run as follows:—

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FERRO-CARRIL DEL NORTE.

Desde el 1.º de Julio hasta nuevo aviso los trenes salen como sigue:—

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COLISEUM

Mr. W. H. Huntley ROLLER SKATING At the COLISEUM, for THREE NIGHTS ONLY.

Thursday 9th, Saturday 11th, AND ALSO ON Monday, 13th November.

TEN DOLLARS for using SKATES. ADMISSION—FREE. Children under 12 years, Half Price.

Will be open for Ladies' practice from Eleven On FRIDAY and SATUR DAY.

REMATE

Por MIGUEL MAGALLANES. Casa lista paravivir—en Belgrano, a las 3 de la tarde.

Casa aparente para negocio—en Belgrano. Casa propia para renta—para la estacion—en Belgrano.

En los dias Sabado y Domingo 11 y 12 del corriente, a las mas altas posturas, y solo en el caso de no haberse vendido...

Despues de esto venderé algunos terrenos en el barrio de Palermo...

GLASGOW AND SOUTH AMERICAN STEAMSHIP COMPANY.

GLASGOW AND RIVER PLATE LINE. The splendid new and powerful Screw Steamship ANDES.

CARGO will be received on board until Noon on the day of sailing, for the above-mentioned Ports.

RATES. Antwerp... £35 ster. Glasgow... 35 "

For further particulars please apply to the Agents, Messrs. C. T. GETTING & CO., or to the Brokers, CHAS. WM. BENN & CO.

Flores.

A splendid opportunity offers for persons wishing to purchase an eligible site for a country residence in the pleasant locality of Flores.

For further particulars apply to Don Genovio Castro, 34, Calle de Flores, second street south of the tramway in Flores.

BOFFI AND REISIG. WOOL AND PRODUCE BUSINESS.

Daily attendance at South Plaza and Corrales, Letters, &c., by telegrams coming to Corrales, to be left at the Casilla of Gaspar Reising.

Roller Skating.

The Proprietor of this very innocent and most healthy amusement, having returned from Montevideo, will give a few more Farewell Performances in the Coliseum, before leaving for Europe...

Boca, Barracas, and Ensenada Railway.

From the 1st of October until further notice the trains will run between the Central Station, Paseo Julio, and Barracas, as follows:—

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Auction.

BY THE AUCTIONEER MARTIN MONASTERIO. By order of the Juez de la 1.ª Instancia, Dr. Don Jorge Echeverria, the following property will be sold...

On Wednesday 9th, Thursday 9th, and Sunday 12th November, At Three o'Clock precisely, AT NORTH BARRACAS.

A Piece of Ground one square from the Peña Station, adjoining the barracks of Messrs. Maldonado, Balcarce, and Tamborero, of an irregular shape, comprising 1750 squares, more or less.

For further particulars apply to the Auctioneers, Calle Basilio, No. 170; or to the Escribano de Pardo, Rocosa Nuevo, No. 102, 336, x.p. 20.

FOR LO QUE DEN... CERVEZA, COHETES Y EMBANDERAMIENTOS.

El Domingo 12 del corriente a las 2 de la tarde Por mas pormenores escribano Bolivias No 78.

Gran remate de 30 manzanas en las Lomas de Zamora, frente a la Estacion Lanuz.

El Sabado 11 del corriente (fiesta) a las 12 y media del dia, a vender por lo que den!

El Microcos 15 del corriente a las 12 en punto del dia se han de rematar sin falla alguna a las mas altas posturas y dentro de contado...

Mrs. JAMES BENT née PURCELL begs to inform her friends that she has opened a large School in the healthy and thriving town of Chillicothe, which while it is under the patronage of the Municipality of the town, is open to the admission of boarders, and she hopes will appreciate her friends in the Camp of the fact that they will avail themselves of the opportunity of educating their daughters in her establishment...