



New Advertisements.

THE Blood telegraphs its condition through the external life. Scrophulous eruptions—

SUBSCRIPTIONS TO THE STANDARD DAILY, per Month, \$30 WEEKLY, per Month, \$10

The Standard.

TUESDAY, MAY 28, 1872.

Special Telegram to "The Standard."

O'Gorman to STANDARD. THE GARONNE'S MAILS.

Montevideo, May 27, 1872. 1 p.m.

News at last, and bad news. Severe fall in wools in Europe.

Garonne in: brings news of Sindhi having broken down outside of Bahia, and put in there in distress.

No French mail this month. Chimboraço came and went.

No mails from here until Ptolemy. Antwerp—Five wools down 25 to 30, ordinary 35 to 40 centimes for B.A.

fall in Montevideo wools sharper, 50 to 55 centimes. Heavy arrivals, and market falling.

Havre—A further decline of 10 to 15 centimes in Plate wools.

Garonne has brought down French mails.

Cutter to-night, with mails. Ministerial crisis in Rio. Chamber of Deputies dissolved. Baron Cotegipe spoken of as Premier.

CLUB TELEGRAM. Spain in; dates to 5th May. Garonne pursuing guerilla parties.

Liverpool. Wool down 1d. Tallow firm.

N. York. B. Ayres hides 28, and Montevideo 27.

Rio. Sovs. 9.930; exchange 244. London. Bank rate 4.

"OPINION" TELEGRAM. France. Count Arming arrived. As yet nothing is known as to his instructions.

Berlin. Emperor sick, and grave fears. Italy. Shocking eruption of Vesuvius, causing immense damage.

Mexico. Juarez triumphs. United States. Cincinnati Convention names Horace Greely as candidate for presidency.

England. Alabama question. "NACIONAL" TELEGRAM.

Reguena sick. New Blanco club. Quarantine raised for vessels from B. O. river towns.

Garonne in. A wful earthquake in California. Mr. Gladstone says Alabama question will be settled; no indirect claims allowed.

Austria and Russia great chums—Gortchakoff dismissed. Carlisle up a tree; Amadeo all right.

Wools rolling down.

THE SOUTHERN RAILWAY.

Within a few days the new branch line will be opened to Carmen de las Flores and another important farming district will be connected by rail with Buenos Ayres.

The returns of the first and second sections of this branch, from Altamirano to Ranchos and the Salado, shew the same brilliant results as the main line: at the last meeting in London the Chairman stated that the earnings were equal to 9 per cent. on the cost of construction, which was, if we rightly remember, about £4,000 a mile: probably this figure did not include rolling-stock, that of the Chascomus or main line being available.

It is gratifying to think that the Southern Railway, a purely English enterprise and under English management, has proved so completely successful, not only in the flattering dividends to the shareholders, but in the extraordinary development of the carrying trade of the southern districts and the general satisfaction it has always given the public. For the last 7 years, since its first opening, it has always worked with the precision of a well-oiled machine; no changing of time-tables or tariff to puzzle the public, no alteration among the staff or servants employed, and it is probably to this uniformity of time and persons that we may in a great measure ascribe the exemption from serious accidents during so long a term of years, in carrying some millions of passengers. At first the dividends it produced were small, but it has now been some years regularly producing between 9 and 10 per cent. per annum for the shareholders. We have always been most ready to accord to Mr. Banfield a principal share of praise for this continuous and signal success: that gentleman, who has recently gone home to England in impaired health, had obtained a high reputation before coming to this country, by his skilful management of a railway in Germany, but his services in Buenos Ayres have gained him such enviable fame as to need no eulogy on our part. While we earnestly hope that his health may soon be restored it is only fair to say that his successor is a gentleman of long experience and much administrative talent; nor is it likely that the well-ordered mechanism of the Southern Railway will at all get out of

gear in Mr. Cooper's skilful handling.

It is not too much to say that the history of this Railway has tended powerfully to raise the character and reputation of Buenos Ayres in Europe.

For this reason, if for no other, we had anxiously hoped to see the proposed branches to Azul, Tandil and Dolores carried forward without delay, until this splendid enterprise had its ramifications all over the southern parts of Buenos Ayres. We have it on official authority that but for the delays and difficulties thrown in the way of the Company, since the prolongations were resolved on in 1869, the line to Azul would now be complete. Still more painful is the intelligence that the line will come to a stand still at Carmen de las Flores since it is inferred that no English capitalist or company will be willing to proceed with any railway subject to the stipulations of the new Provincial law of Buenos Ayres on the subject, especially as regards the right to expropriate on the part of the Government for 20 per cent over and above the cost of construction.

If a railway be made at a cheap rate, say four or five thousand pounds a mile, it stands to reason that subsequent disbursements for rolling-stock and additional works will increase the capital invested in the enterprise. Meantime the Government may at any moment step in and take the railway of the shareholders hands, paying them 20 per cent over the first cost, and leaving them, as Shakespeare would say, "poor indeed."

If Governor Acosta and the newly-constituted Legislature of Buenos Ayres wish to see the railway prolonged to Azul, Tandil and Dolores, opening up the semi-desert resources of those out-lying districts, and bringing the uttermost confines of the Province within a few hours' journey of this city, we should advise them at once to repeal the obnoxious measure, or at least that clause which treats of expropriation [a polite term for confiscation]; otherwise, to use the authoritative saying of Herquith's Railway Journal, "Buenos Ayres will not be troubled with many more railways on the part of English companies."

It is believed in well-informed circles that there is an intention to rescind the clause we allude to, and then we may look for a great development of railway enterprise throughout the country. Money is so abundant in England that people don't know what to do with it, and as railways are always a favorite investment with Englishmen whenever they venture sinking their gold in a foreign country, and Buenos Ayres is at present attracting much notice in England, it is a moral certainty that railways north and south in all directions, and a main line westward to the Andes, would soon be laid down and increase the resources and revenue of Buenos Ayres tenfold in as many years.

Under the heading Worship the Minister says that the relations of Church and State continue most friendly, and the latter maintains two Diocesan Seminaries, at Buenos Ayres and Cordoba, besides paying the Bishops and clergy and subsidizing new churches. Small pensions are also granted to maintain four or five missionary priests for conversion of the Chaco Indians.

The Ministers report is drawn up with much care and skill, and free from the excessive verbiage of most official documents.

THE COLON THEATRE.

"LUCIA."

This opera was given on Friday night, to a house packed from pit to ceiling. Seldom have we seen a better house, or an audience better pleased. The opera was produced in Paris, in 1844, and was one of the earliest musical works of Donizetti. The original representatives of Lucia and Edgardo were Madame Persiani and Duploz, the great French tenor. It had a run of 34 consecutive nights, and was considered a 'winning card' for the composer, and has never lost its popularity from the first representation. The 'liretto' is founded on Sir W. Scott's work, 'The Bride of Lammermoor.' Donizetti has written musical works of more telling merits, but this opera is so romantic in its surroundings, and sentimentally striking in incident, that it intuitively steals on the affections [if we may use the term] of an audience; and then the 'role of Edgardo' is the pet aspiration of all young tenors, and that of Lucia the triumph of 'prima donnas.' Apart from its vocal beauties, there is a vein of instrumental music pervading the whole, which makes its completeness perfect; and the affinity of the 'chorus' to the subject is well and harmoniously told, while the picturesque groupings and dresses [if properly dressed], are most striking.

Of latter years the best, [if not the very best,] in the 'role of Lucia' has been Miss Caterina H. Uyes. Her beautiful, sympathetic voice, cultured in the best school of Italian music, prepossessing appearance, and splendid diction, combined to make her assumption of the role of Lucia a near perfection as possible. Her death, in the zenith of her fame, powers, and popularity, has stripped the lyric stage of one of its brightest ornaments.

From time to time, the 'tenor' score has been altered and transposed to suit the capability of various singers, but such 'artists' as Mario, Guigliardi and Sims Reeves, always rendered the music in its integrity, and, it is needless to say, letting nothing to be desired.

Sra. Picioli was well received on her appearance as Lucia, and though evidently suffering from recent indisposition, exerted herself to render the part effective. The opening cavatina was beautiful, her pure, silvery voice filling every part of the house. In the concerted music also she was good, particularly the scene with her brother ('Ashton') who wants to force her

to renounce 'Edgardo' which she indignantly repels, and denies his right to do so, was energetically given, and both in 'forte' and 'piano' passages, her musical taste was most finished and perfect. Her girlish appearance, and innocent, guileless manner, also won the sympathy of the audience. Her voice is a pure soprano, of extensive range, and her notes, though sometimes wanting in roundness, are always in perfect tune, which is everything in vocal effects.

Time and experience have matured Sr. Lemli's voice, which appears to be fit for any amount of musical work with which it may be tasked; firm, compact, and telling, having the true ring in the upper register, which demands the sound tenor. In the duet, which concludes the first act, his voice told the truth in the 'marriage scene', at the conclusion of the second act. His strong denunciation of Col. Ashton's treachery, in intercepting his letters, and withering sarcasm, when defying him to mortal combat, were well and powerfully declaimed; then his scornful, threatening gestures, and marked contempt for the bridegroom, and malediction on Lucia for her inconstancy, were never better given in the Colon, his voice ringing, like a trumpet, above band and chorus.

In the third act, Sra. Picioli gave the 'mad scene' with wonderful fidelity to the author's meaning. Her 'scolding' (developing a light and airy, and running chromatic passages, were all most critical taste could desire; and her instrumental melioration, thrills and shivers with flute accompaniment, were marvels of vocal art. Sra. Picioli's talents are of the first order, but the 'role of Lucia' requires experience, study, and stage method to give it a coloring and make it impressive on an audience. The lady is very young, and, no doubt, after a little time, will come up to the recognised standard 'Lucia.' What she wants is experience—not talent.

On the whole, Sra. Picioli's 'Lucia' was a decided success. We should like to hear her in 'Sonnambula.'

Sr. Dal Negro appeared in the 'role of Colonel Ashton,' and sang the music creditably.

The 'role of Peco,' the most lovely 'fiancé' of an opera, known of Sr. Lemli's singing was admirable. His heart-broken bursts of grief and anger, toned down to subdued sorrow, told its tale of love and blighted prospects, and the curtain fell amidst loud applause.

From the commencement of this engagement (with a few exceptions) we have had none but Sr. Verdi's operas, presented, and the cry is "still they come." Surely the public ought to be surprised by this time with drums, trumpets, shouts, and assassinations to satisfy the most greedy of those matters. It would be well if the manager remembered the old adage, "a variety is charming," and not ignore the merits of such a composer as Mozart, whose "Marriage of Figaro" and "Don Giovanni" are worth a bushel of sensational music of the present day; or of Donizetti, whose classic stanzas, and general accord with whatever subject he treats, makes him a worthy successor of Bellini. 'Lucia' has always been looked on as the twin opera of 'Sonnambula,' a production which will hold possession of the lyric stage as long as music exists.

The orchestra was considerably below the mark. The chorus is gradually improving, but requires constant practice to make it respectable.

THE NEW OPERA-HOUSE.

On Saturday night, the glorious 25th of May, Mr. Pestalardo's new Opera-house was, contrary to general expectation, thrown open to the public. For weeks past large extra gangs of workmen were employed to finish the building in time for the great national festival, but so much had it been delayed last year by the epidemic that it was found necessary as the time approached to avail of the poet's hint, "the best of all ways to lengthen our days," and during the last few nights they had been working by gaslight.

The result is perfectly marvellous, and shows what energy and labor can achieve in Buenos Ayres. In one day the house was furnished, ceiling painted, large, massive lamps mounted, and flooring finished, leaving little more to be desired than the supply of comforts for the inner man at the two points marked out for refreshment booths.

The new theatre, though not by any means so large or imposing as the Colon, is nevertheless elegant and pretty. A light facade, with steps, marks the chief entrance, in Calle Corrientes, near the corner of Sanpaucha. The ticket-office is to the right of the front hall, from which four doors lead to the several boxes or galleries. The passages are wide, but rather low, and at first sight it might be even supposed the arrangements for public convenience were insufficient.

This optical delusion vanishes before you are many minutes seated; for every part of the house is studied for convenience, whilst the perfect acoustical and ventilatory arrangements attest the architect's skill. The boxes, rising in three tiers of balconies, white and gold, are each divided into two compartments. The back, or private part, is fitted up like the cabin of a ship, with long, velvet-covered sofas, whence we may hear and see everybody and everything without being seen. This is a decided improvement on the lattice-work frames which, besides obstructing the sound, are most unsightly.

But there is another more potent reason in favour of the new form, viz.: that as the stage is not visible from the passages, the ladies in the boxes will not be bothered by gazing crowds at the doors. Any one visiting his friends, or to procure an 'entrada,' has but to enjoy the play a seat must be purchased. Another improvement is the great fall in the pit, enabling all to have a full view of the stage. The admirable way by which the great central gaselier is lighted from above and lowered into the house is worthy of imitation. In the warm weather, the place will be beautifully cool, but we do not know what they will do in case of rain. Here some improvement is necessary, else the first time it comes on to blow or rain half the audience will be left in darkness.

It is not difficult to understand that a city of the size of Buenos Ayres can support two or three first class theatres. The new institution is likely to succeed. Most of the first families being shareholders to a large amount. It is not our intention here to enter into the merits of the various artists; suffice it to say that many who have heard 'Il Trovatore' at all the best opera-houses in Europe confessed they never saw it better rendered. All the dresses and stage decorations were

sparkling new, and of the utmost good taste, emitting Mr. Pestalardo's and some entering to frequent spontaneous outbursts of applause for a splendid and grateful public.

LATEST FROM MONTEVIDEO.

Search the world round, I doubt if you find a spot that beats Montevideo in the way of stirring events and excitement. Scarcely a day passes that there is not something up, whether in the Government house, at the clubs, or at the Port Captains'. In the first place, we have always the European news ahead of you, and even though you get odd scraps by telegram, we always have the papers here ten minutes after the steamer anchors in port. Then again, we stand midway between the two rival powers of the eastern shores of South America. We hear what is going on on both sides. Our camp is a neutral one; our papers are thoroughly independent on the question. We see what you in Buenos Ayres either cannot or will not see; and although I believe the Orientals would regret to see the two countries at war, still they enjoy a joke as well as any one, and the two speeches of the President of the Argentine Republic and the Emperor of Brazil on the opening of the Legislature formed good matter for laughable criticism with us all. Both spoke of friendly relations, and the necessity of peace; but both are preparing as hard as they can for a contingency. You in Buenos Ayres have voted some £500,000 stg. for ironclads—but the Emperor has stolen a march on you; for take up the Rio papers brought by the Ptolemy, and you will see that a few days ago the Emperor made a trial trip through the bay in a new ironclad, and the same week assisted at the placing on the stocks of a new corvette.

I should like to be able to send you a complete list of the Brazilian ironclad fleet, and will try to work it up for the next 'Gooter.' But your Congress will have to vote a trifle more before you can come up to the Brazilians in the way of ironclads. What you want in Buenos Ayres is an arsenal to turn out your own vessels; and if Congress voted for that, and not the ready-made ironclads, it would have been a far better move.

Montevideo is to-day without the slightest semblance of a navy, and strange to say, we feel nothing in the loss of the Coquimbo and her sister ships. Somehow the Orientals get on better with Brazil than the Argentines—and although we have many ugly questions pending, still no one dreams of any trouble with our neighbors.

In political circles the meeting of the Colorado, the starting of a Blanco newspaper, the Court-martialing of Coronado, and the tempting offers of more English bankers for more English loans hold us all by the ears. I send you up the paper with the full report of the Colorado meeting, to translate and publish it if you will, but for us here we should prefer even a STAXDARD essay on Goulston's preserved leg of mutton. In foreign circles these great political questions are nowhere. Englishmen here pay less attention to politics than they do in Buenos Ayres; all we look for is peace, and between us, it doesn't look very peaceable the starting of an out and out Blanco newspaper in our midst. I consider it not only impolitic, but the very worst of bad taste. We have already far too many papers for the size of the place; but the Blanco journal is bound to come out. Bustamante, who yesterday moved back his Tribunal to its old quarters, has sold the Blancos type, &c. The money is there, two editors with shining steel pens are ready, and on the first of June, "si Dios quiere," the Opinion Nacional makes its debut; maybe it will prove more successful than the Reforma Pacifica of happy memory. And talking of the Blanco, are you aware that Calvo will resign the Argentine Consul General in London, at least so they say here. Sampson has too much to do in the Times office to attend to your republic. Calvo is the man, and Don Mariano and Rufino Varela stand by him.

For the last week there has not been a single new case of yellow fever, and the Board of Health has officially declared that the epidemic is over. Every one here is furious with Sarmiento for not opening the port, and refusing to charter the Vale of Doon, or Uruguay, for the mail service. The news has come that your government has at last agreed to pay 150 pats. per trip to a steamer for the mails; this is the very best proof that the epidemic is over, and the port about to be opened. The port captain telegraphed to young Mitre, our consul in your city, not to charter a steamer now as the epidemic had ceased.

The Humboldt discharges her Buenos Ayres cargo here; were to put it is the question; even stores in town is jammed with Buenos Ayres cargo, but Mr. Horne has published the usual notice, so consignees had better look out.

To-morrow the well-known Cranwell house, in Calle Sarandí, is to be sold by auction, in order to wind up the estate, and distribute the proceeds to the heirs. It is about the best known property in this city, and although not so valuable as Standard Court, will, doubtless, fetch a splendid price. Mr. William Cranwell, you are aware, is in London at present, and your agent, Bohrens, I suppose, is along with him. Of late we have had a regular clearing out of the Britishers; Mr. Charles, the successful coal merchant, has also gone, but they will all return. Major Munroe's last words as he stepped on board the packet were look out for me in December. For ten years our worthy consul has been trying to get away from here; well, he is off at last. I wonder how his quondam colleague, Mr. Lettsom, will receive him. Mr. Pfeil holds the consulate during his absence. This is the same gentleman who, I am told, for years held the post of Montevideo correspondent to the STANDARD, and succeeded so well that his letters pleased every one; well, may I trust say, consignees times have very hard roads to travel.

A band of thieves and robbers has come down from your city; they sacked a store in Calle Maciel No. 42 the other night, and walked off with a clean thousand.

There is some color for the report that Col. Rebollo is about to march to the camp. People ask what for; I think he goes to look up the various departments and see how things are going on; perhaps after all a most necessary step.

For the last few days we have had the streets crowded with bullock carts all heavily laden with furniture from the quintas. Now all the families are tumbling in as fast as possible. I hear it is frightfully cold outside, and notwithstanding all the preparations for a winter in the quintas, in another week there will not be a soul out beyond the Corlon.

All the artillery soldiers return to-morrow to their barracks. The University reopens in a few days, as also all the city schools. In fact, you may publish without the fear of contradiction, that the fever is all over, and the next best thing to do is to open the ports and allow all the merchants of Buenos Ayres to get their goods out of this.

The Oldham, the manager of the Telegraph Company, leaves here next week; he leaves only for a few months to inspect the new cable. We are all sorry for his departure, and hope soon to see him back at a post which he has managed so creditably. No packet as yet, and everyone on the tip-toe of expectation for the news.

CHESTERFIELD.

EDITOR'S TABLE.

The ss. Garonne, of the Pacific and West Coast Line, touched at Montevideo yesterday. She left Liverpool on the 29th ult., and brings news of the French packet, Sindhi, having broken down off Rio de Janeiro, and the only port of refuge being Montevideo. The crew from the Old World is of the most unsatisfactory character; an unprecedented fall in the price of wool has occurred, and the consequences, it is clear, must be very serious loss to those engaged in the business. The estancieros, however, may be considered safe from the storm, as most of them have long since disposed of their wool. The political news from Europe is of no importance, but from Rio a Ministerial crisis is announced, the Emperor dissolving the Chambers. The bad news had no adverse effect on values yesterday on 'Change.

The May Fetes have come and gone, and in our experience the great National Anniversary never passed off with greater success. Describing such festivities is like describing the 'chast leonjours perdrix,' but this time, the cook's hand gave a lucky turn at the right moment, the sauce was better, or possibly the public appetite keener, and the result has been "un succes eclatant." We cannot speak personally of how the "Oid Mortales," went off at sunrise, as we were in bed at the time, oversleeping it by mere accident; we hear, however, that the Orphans sang wonderfully well considering that their little teeth were chattering with the cold. At about 11 o'clock the "beau monde" was astir, and in another hour the Cathedral presented an array of wealth, fashion, beauty, ugliness, talent of every kind, piety, prudery and patriotism that would have done honour to any country. The President of the Republic who entered the Cathedral about noon looked well; the Corps Diplomatique generally adopted white kids, do chokers, and black swallow-tails, but there were a few uniforms, one, the Brazilian Minister's, remarkably gorgeous. The music was so so. In another hour "le monde" turned on church to good cheer, and lunched supremely at the hospitable Municipality, what it did from that till dinner time we can't say; but at night after the illuminations it filled every theatre in town. The amusements provided for the people in the Plaza were good and various, and seemed to be fully appreciated. Very few accidents occurred, but two or three persons were tickled about the ears by falling rocket sticks, always a source of danger at public festivals in this country. The weather was magnificent, and got up in new togery—in fact everything and everybody favoured the May festivities of 1872.

Among the matters now before Congress likely to attract most notice is the project of Mr. Hopkins to make a narrow gauge railway from Villa Occidental to Port Magariños in Bolivia, situate on the Rio Picoayama in direct communication with Tarija and Potosí, by navigable waters, for one hundred and fifty miles. This would place the central cities of Bolivia in easy communication with the Paraguay, Parana and La Plata river ports, and aid very powerfully the development of trade with that Republic. The railway in question would be 285 miles long, across the Chaco. Mr. Hopkins estimates the cost at £2,000 a mile, say £1,200,000, or three fourths the cost of the Rosario and Cordoba line. If the Congress give him a land grant along the route, he calculates to be able to raise the funds to construct the line and open it to traffic in five years. It would bring Chiquisaca within 600 miles of Asuncion, or 1600 of Buenos Ayres.

In the possible case of ends not meeting in the coming year in the National Exchequer some people think that Sr. Dominguez should put on temporarily a thumping Income Tax, that would enable him at one and the same time to bridge over immediate difficulties and make a sweeping reduction in the extravagant and grinding import duties now levied. The idea seems a good one, if the tax be equitably levied. There is no such elastic or productive impost as an Income tax, and to enable reform in our Taxation System it might for a time be most beneficially made use of. In England, from the time of the imposition of the tax, now thirty years ago, it was not until 1862, when Mr. Gladstone was Chancellor of the Exchequer, that the rate of fourpence was reached. This continued through 1869, and until November, 1869, when a penny was put on to meet the expenses of the Abyssinian war. In April, 1868, Mr. Ward Hunt raised the rate to 6d; twelve months later Mr. Lowe reduced it to 5d, and 1870 to 4d. It was again augmented to 6d. last year. When Sir Robert Peel's sevenpenny rate was imposed, the tax brought in about £5,350,000 per annum, and the highest amount received in any single year was in 1856, immediately on the close of the Russian war, when with a 14d. rate the yield exceeded £16,000,000 sterling.

It is said the Southern Railway, which will be finished to Las Flores on the 15th inst., will not be extended beyond that place. The expropriation clauses of the new Railway Bill are so unjust that the company will be risk any more capital or labor till the law be altered. We refer to this highly important subject in another column.

A gay wedding took place near Quilmes on Friday last, when Mr. Guthrie, son of Dr. Guthrie, the celebrated Scotch preacher, was married to Miss Mary Browne, youngest daughter of the late Mr. James Browne. The ceremony was performed by the Rev. Mr. Gebbie, the Rev. James Smith, Mr. Gibb, also being present. The guests were very numerous, and the Sun of May was rising when they were going home.

TEATRO COLON

COMPANIA LIRICA ITALIANA.

8ª Faccion de la 2ª temporada.

JUEVES, 30 de MAYO.

LUCIA.

Por la Señora CALISTO PICCIOLI y los Sr. LELMI.

En un intermedio un Gran Doble.

TEATRO DE LA OPERA.

3ª Faccion de la temporada.

MARTES 28 DE MAYO, 1872.

La Opera TROVADOR.

PRECIOS.

Pelcos..... \$250

Tertulias..... 50

Lunetas..... 25

Casaca..... 15

Entrada General..... 25

Id de Casaca..... 15

Empesará concluido los fuegos.

Theatre Franco Argentin

MARDI, 28 MAI, 1872.

LE DUC JOE.

ASSOCIATION PROTECTORA DE INVALIDOS.

Those fortunate enough to have secured prizes in the Raffle, during the May Fiestas, must repair, without delay, to the Libreria Nacional, Calle Fivadara, No. 61.

Buenos Ayres, May 27, 1872. e j—230 sp my28

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FRANCIS X. PIPPET e j—224 1m my28

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TERMS FOR DAY PUPILS: For Boys under 10..... £12 For Boys above 10..... £18 Daily Board £10 per annum extra.

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A Quarter's Notice required before leaving. For subjects taught, and any further information required, Mr. Ripley has reference to Frederick Neild, Esq., 104 Calle Piedad. e j—my 28

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VAPOR NACIONAL "TARAGUAY." Salir para Asuncion, el martes de mañana el Juven, 30 de corriente. Admita pasajeros y carga. Agencia—Cuyo 24. e j—

Vapor "EDWARD EVERETT." Para el Rosario y Escobar.

ESTE es el medio seguro, el mas comodo y el que ofrece m. seguridad, el de los pasajes de ferrocarril que hacen el camino de la MANANA, en combinacion con el F. Carril del Norte, desde Tigra, con el tren que sale de la Estacion 2 de Mayo, a las 9.50 de la mañana, con gran rebaja de precios, de los trenes se obtienen gratis en la agencia y no se cobra tarifa por exceso de equipaje. MANUEL SCIURANO E HIJO, 384 Cuyo. e j—

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SAVINGS BANK BANK MAU AND CO. 101-Calle Cangallo-103 BUENOS AYRES.

The immense advantages of Accounts Current are now generally felt and appreciated in the great emporiums of the River Plate...

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

NEW PATENT FENCING. Cheap, Light and Durable.

The best and cheapest way of dividing Lands, Wiring in Quintas, Gardens, Paddock or Meadow Lands.

Also every kind of Economical Store, by which Bachelor Camp men can cook for themselves, and otherwise dispense with housekeepers.

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INCORPORATED BY ROYAL CHARTER, FOR INSURING BUILDINGS, GOODS, AND MERCHANDISE AGAINST LOSS OR DAMAGE BY FIRE.

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Always on hand, a choice supply of BOOTS and SHOES of the best quality for Ladies, Gentlemen, and Children.

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The undersigned recommends his Cafe and Restaurant, situated in Calle Oriente, 229, one square from the Opera House.

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Appointed as General Agents in the River Plate for several of the leading London papers, such as The Illustrated London News, The Graphic, Punch, The European Mail, The London Journal, The Family Herald, &c.

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Elegant Business Cards placed in the Cars ARGENTINE TRAMWAY COMPANY.

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Wanted to purchase, all sorts of Books, in English, Spanish, French, German, Italian, Portuguese, Latin, Greek, &c.

ADAMS & CO.

Wanted, an intelligent active Boy, Apply at 173 Calle Florida.

REMATÉ POR Mariano Vivar JUDICIAL

Do una magnífica estanzuela en el partido de Matanzas cuartel 5º perteneciente a la testamentaria de don Guillermo Antonio Papstorf y Da. Eva Clesny.

El Juicio 30 de Mayo de 1872, en el mismo establecimiento a las 11 en punto de la tarde vendiendo el mas oportuno y dinero de contado, por orden del Sr. Juez de primera instancia en el Civil Dr. Don Miguel Garcia Fernandez, etc.

ADVERTENCIA.

Hay un de arrendamiento por 164 y medio cuerdos de agua para cultivar frutas y otros cultivos que hay que respetar por el que haga la compra de este establecimiento que diasta de la estación San Martín.

AUCTION OF HOUSEHOLD FURNITURE.

ON THURSDAY, 30th, at Twelve sharp, Will take place, on the premises previously occupied by Mr. C. M. Sharpe, Chacarera, No. 397 and by order of the Justice of the Peace, parish of Pilar.

REMATÉ Grandes Remates EN EL LINDO PUEBLO DE QUILMES.

El DOMINGO, 2 de JUNIO, A las 12 de día, Al llegar el Segundo Tren de la Ciudad Gran Remate al mejor precio y dinero de contado de lindos terrenos y edificios.

Dr. Jackson's Balsamic Pectoral

This is a new and certain cure for CATARRH, INFLUENZA, COUGHS, ASTHMA, BRONCHITIS, HOOPING COUGH, AND PULMONARY CONSUMPTION.

Argentine Parcels Express.

THE WAGGONS of above Express will be running during the MAY HOLIDAYS.

Ferro Carril del Oeste

SELLAMA a licitacion para la construccion del un rielon de 200 metros en la estacion General.

Ferruginous Gin

COMPOSED OF THE FINEST TONIC INGREDIENTS SUCH AS QUININE BY J. FERD. NAGEL, HAMBURG.

THE VICTORIA CASINO AND CHOP HOUSE

will be opened on FRIDAY THE 24th at 10 o'clock.

STEAMBOAT RAFFLE.

The Raffle Card of the Steamboat put out at the Hotel de la Victoria, in behalf of the Funds of the British Hospital, in May, 1870.

CITY OF BUENOS AYRES TRAMWAY CO.

The Contract for Advertising in this Company's cars, which was held by Messrs Norton and Maybury, having been cancelled, the Company now offers to receive tenders at their head office, Tres Esquinas, Barracas.

CAFE GERMANIA

201-CALLE BELGRANO-201 BOARD AND LODGING.

NOTICE TO SHIPOWNERS AND SHIPMASTERS.

The Marine Railway at Colonia being in working order, public attention is called to the following Particulars of Charges, a deduction of 25 per cent. having been made since 1st of July, 1871.

Selling Vessels or Steamers, whose entire registered tonnage and gross power of engine does not equal one hundred (100) tons, will pay the rate of one hundred (100) tons.

Wrecked Vessels or Steamers, whose bottoms broken, will not be taken at the regular rates, but must make an especial agreement with the Company's Agent at Colonia.

Halfway Bills must be cashed, or acceptably provided for, before the Vessel or Steamer will be launched, and any detention of the Halfway for the settlement of Bills will be charged at full rate.

Have the honor to announce to the inhabitants of Buenos Ayres, and to the merchants who have received a large assortment of these machines which they are offering at very low prices.

Sewing Machines Singer Manufacturing Company, NEW YORK.

Osborne and Lever 63-CALLE CHACABUCO-63.

BARON VON KLITZING.

A GOOD Gratification will be given to any person who may be able to furnish reliable information about the above named and his actual residence.

Argentine Parcels Express.

THE WAGGONS of above Express will be running during the MAY HOLIDAYS.

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SELLAMA a licitacion para la construccion del un rielon de 200 metros en la estacion General.

STAMMERING.

A. C. FORBES, Respectfully informs the Public that he has taken Rooms at the Hotel Provence.

ALEXANDRIA COLONY.

Messrs. J. THOMPSON, T. BONAR, and CO. of London, Having established a large and important Colony in the Province of Santa Fe, with full facilities of communication, and supplied with Agricultural implements and Stores of every description necessary for settlers, are now prepared to receive applications from families or others desirous of purchasing and settling on their own freehold Farms.

McDougall and Wilson SHIP-OHANDLERS.

46-PASEO DE JULIO-46 BUENOS AYRES, (Opposite the Molo.)

FOR HAMBURG DIRECT.

The German Schooner "OSNABRUCK," CAPTAIN J. VON DER LINDEN.

TO ENGLISH TRAVELLERS

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

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TO LET, one and a half square leagues of land and about the same of the town of Junin, and with permanent water, well situated on the coast of the Salado.

FOUND, A "WATER SPANIEL."

The Owner can have same on giving particulars and paying expense of the advertisement.

REPUBLICA. Captain T. V. MORSE.

The above splendid Vessel will sail for America, calling at San Nicolas, Rosario, Bahia La Paz, Equinas, Guaya, Bella Vista, Corrientes, Corrientes, Humaita, on EVERY "SUNDAY."

J. F. BAILEY, 113 CALLE RIVADAVIA.

The above Cuts represent one style of these Stamps, and an impression of the same. There are various sizes, both of those with dates and those without, and suitable every use to which Stamps are applied, in BANKS, HOUSES OF COMMERCE, OFFICES, &c.

Wanted to purchase, all sorts of Books, in English, Spanish, French, German, Italian, Portuguese, Latin, Greek, &c.

RIVER PARANA LINE. LIVERPOOL, BRAZIL, AND RIVER PLATE MAIL STEAMERS.

Messrs. LAMPORT and HOLTS' LINE. The Steamship "PTOLOMY," 1115 Tons.

WEDNESDAY, 5th JUNE, AN T W E R P.

Will be despatched from Rosario on the 28th May, from San Nicolas on the 31st, and from THIS PORT ON WEDNESDAY, 5th JUNE.

These steamers have excellent accommodation of Passengers, and carry Burgesses and Stevedores.

Table Wine given to all Passengers. RATES OF PASSAGE MONEY.

Liverpool, first-class, 25 do. Antwerp, 25 do. Rio Janeiro, 1.50 do. Liverpool, 2d class, 15 do. Antwerp, 15 do. Rio Janeiro, 1.25 do.

Apply to the Agents, HENRY A. GREEN and CO., 62 and 64 Reconquista.

"Standard" Essays.

THE EDITORS of this Paper will be pleased to offer a Monthly Prize of \$500 for the best Essay on subjects of general interest, the title of which will be published at least fifteen days before the date of the competition.

Monte Pio Autorizado.

By Special Permission of the Municipality, and under its inspection.

Monte Pio Autorizado.

By Special Permission of the Municipality, and under its inspection.

TO LET.

Situated in Calle Colon, at the entrance to the Boza Road, containing nine rooms, cellars, kitchen, bath-room, &c.; also garden and field attached, and pigeon-house.

EL MEJOR DE TODOS LOS COGNACS

Otar, Dupuy y Cia, PRIMER PREMIO, a la Exposicion Universal de Ginebra, MEDALLA DE PLATA.

Northern Railway.

On the 25th of MAY a Special Train will leave 25 de Mayo, at Ten o'clock, p.m., for Palermo and Belgrano.

SEWING MACHINES.

A large and varied assortment on hand. Warranted to work well. They are all of the best inventions, and of different prices.

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