

The Standard

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SUBSCRIPTION TO THE STANDARD

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TO CORRESPONDENTS. No notice can be taken of anonymous communications. Whatever is published by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

The Standard.

"All faith fulfill all verbi non admodum dicitur."—Cicero.

SATURDAY, JANUARY 30, 1864.

OUR STANDING ARMY.

It is the fashion to suppose that only in the decayed monarchies of Europe a standing army is required, to guard against foreign and domestic troubles. Republics pride themselves on a citizen soldiery as the best guarantee of peace and order. The history of this country would suffice to demonstrate how false is the delusion. For more than half a century the Argentine Republic has maintained a militia which has been unable to defend the frontiers from Indian incursions, and served only to perpetuate civil war. By enrolling the youth of the country as National Guards, our legislators have relaxed the habits and efforts of industry and generated a pernicious taste for military display and mimic battles. If Argentine citizens felt all the fighting to be done by a body of soldiers paid for the purpose, the arts of peace would have advanced, the Indians been driven back, and the influence of happy homes exercised a civilizing effect.

The military profession has been significantly degraded by making our frontier service a *Clonca* maxima for the crime of our society; and it is easy to imagine the demoralizing tendencies of a system which takes the honest farmer from his home, and places him side by side with criminals condemned to military servitude. Again the National Guards of camp and town bring left with arms in their hands, are apt to join the banner of some discontented intriguer as to support the Government and cause of order. Were not all the *Chacho's* followers National Guards?

It remains to be solved, how we can dispense with the citizen soldiery, and provide an adequate standing army for the frontiers. That the National Executive views the matter in this light, is apparent, from the recent decree dismissing the National Guard just concluded for the enlistment of 800 French soldiers under the Argentine flag. General Mitre's enemies pretend that it is a fatal error to reduce the forces on the frontier, as this will expose our pastoral interests to Indian depredations; but it is possible there have been other motives, besides economy, to induce so bold a measure. Indeed, the loyalty of the militia, the supreme authority of the Republic, is more than problematical; and the hostility of the Provincial party is rendered almost harmless by disbanding the National Guards. A spirit of disaffection having also crept into some regiments of the line, we find the army suddenly reduced by 4,000 men.

At present, therefore, our military force is much below the necessary figure, and it may appear that the President has been precipitate in throwing out the dirty water, for we have no exact assurance of how our standing army is likely to be soon raised to its full strength. A handful of 6,000 men, scattered over a territory twelve times the extent of England, is wholly insufficient. We have 600 men on the Santa Fe frontier, a battalion of 200 at Corrientes, small detachments at Mendoza and other parts of the interior, an artillery brigade at Martín García, some detachments on our provincial frontier, and about 2,000 in this city, including the battalion arrived yesterday from Rosario.

It will not be considered an aspersion on Argentine arms to say that one-fourth the number of French soldiers will be more effective than any native force, however disciplined. In a short time we shall have a respectable legion, for the bounty of 800 francs (\$32) will procure as many European troops as may be required. The batch of 800 is expected shortly to arrive.

Let us hope that the penal system will be entirely divorced from the army, for it is a patent absurdity to arm and constitute as guardians of public order, those very men who should have forfeited their lives or liberty by a flagrant violation of the law. Severe dis-

cipline must be introduced, and drunken soldiers allowed to roam about the streets at night, near the insolent and swaggering conduct of officers encouraged by impunity for subterfuge offences as shoddy a civilian who refuses to get off the side-path.

With a well-organized army of 12 or 16 thousand men, the National Government may count on a sufficient element to maintain order both in the capital and in the provinces. The National Guard will fall into salutary disuse, until some enterprising successor of President Mitre shall require their services for the conquest of Paraguay or the invasion of the lunar regions.

EDITORIAL TABLE.

The regiment from Rosario, the first of the line, arrived in town yesterday morning. When they were drawn up on the Mole they appeared a very fine body of men. They number some two hundred and fifty. We believe they will be quartered in town to keep order during the elections.

Some very serious rumours are current through town, which at present it would be rather premature to publish. The National Government, we hear, has got tired of the matter.

The news from the Banda Oriental, respecting the drought is of the most alarming nature. Near Higueretes and in that direction, we regret to hear that both cattle and sheep are dying. The Banda Oriental is truly an unfortunate country. After experiencing for over twenty months the horrors of a civil war, it now appears that it has to suffer from almost a still worse enemy, the drought.

One of the greatest novelties of the day is that an American gentleman has taken the wages published in the "Tribuna" of \$80,000 against \$20,000 that the *Crudos* would win the elections. It is, no doubt, rather ridiculous to be making wages on such subjects; but elections are more exciting in this country than even horse-racing.

The non-arrival of the "Saintonge" left the city rather awed of new yesterday. The day was excessively hot, and with the exception of some strange stories about the *Crudos*, and a report that *Olid* was to be put down by the Government soldiers, there was nothing to talk about.

An authentic account of the lamentable accident which occurred on the Northern Railway will be found in another column. We hope it will be a lesson to passengers not to be in too great a hurry to get out. As a general rule no person should attempt to leave the carriage when the train is in motion. This is the rule at home, and should be enforced here.

We notice that Dr. Mangouillat is about to publish a local reporter monthly. We suppose that it will embrace all the important cases tried during the month; if such is the character, it will be extremely useful, as few of us know what is going on in the *Cabildo*.

The *Salto* arrived from the Uruguay yesterday, but brought very little news of importance. *Plaza* is off again tomorrow, and will be found in some place near *Tucumán*. It is said that his men are tired out, and leaving him daily. *Olid* we hear has only 300 men, but boasts with these few determined fellows he will put down *Plaza*. *Lucas Moreno* has not yet been found. The story published in the "Tribuna" respecting a steamer being sent to Colonia to catch him is pure invention. We were assured by a person who arrived yesterday from that place that it was no such thing.

It is a heart that to morrow the 2nd of the line will arrive from Martín García, to be quartered in town, and that the most stringent measures will be taken to preserve peace. No person will be allowed to go through the streets on horseback; fifty soldiers will be stationed at each of the *vestra* doors, and any one found in the streets armed will be immediately arrested, and fined \$500. It also rumored that no mules will be allowed at this Carnival.

FRUITFUL COLLISION.

On Thursday last one of the most lamentable cases of collision, between a sailing vessel and a steamer, ever known in the Plate, occurred in the river in front of Buenos Ayres. Unfortunately the smaller vessel, which was a brig belonging to *Porten* owners, was completely run down by the steamer. As far as we can gather from the particulars respecting this lamentable accident, the captain of the brig to blame, for there cannot be the slightest doubt, if the brig had not attempted to cross the steamer's bows when it was blowing a rather stiff gale from the east, the brig would still have been sunk nor the steamer damaged.

From statements before us we must certainly decide against the brig, as it appears the captain of the steamer. The particulars are as follows:—

The steamer "La Argentina" had been blowing a slow steady trade, with little breeze on any side, when suddenly a little light breeze from the "Quinta Ayres," availing herself of the strong wind which was blowing at the time, shot ahead of the steamer; the captain of the steamer (*Mitre*), perceiving this, put on full steam and spread her canvases; in an instant she was going at a tremendous rate—some 50 knots an hour; the man at the wheel (*Elizalde*) shouted out that he could not make the vessel answer the rudder. "Never mind," roared the captain, "let her on; we must keep up with that damned brig." However, the first officer, kept his own side of the quarter deck, and with the glass in his eye continually watched the motion of the brig. Suddenly the sky became overcast, and the wind became stronger and stronger. "Pipe all hands on deck," shouted out the captain to *Gelly Obes*, and send these greenhorns (*National Guards*) below—leave the best *La France*—go on the bows *Gutierrez*—blow out the horn and hang out a light, so that the brig may know we are coming, and keep out of her way. These were the words of the captain, who notwithstanding the awful thunder and lightning preserved the greatest coolness. Officer *Casas* was busy making out the log. Suddenly the vessel lurched, and *Elizalde* (the helmsman) was almost thrown into the river. An exclamation of alarm called for the helmsman to take the wheel, but he pleaded some excuse, and the captain himself (*Mitre*) seeing that *Elizalde* was loitering, he went down to the mainmast, took the wheel himself; the man at the helm, however, was not so quick as *Gutierrez's* horn, and the shouting of the leadman, *Lautente*, was heard even amidst the roar of the elements. Suddenly the brig was sighted, the steamer was making on her every moment, and at last was alongside of her. *Mitre*, who still held the wheel, saw the bows of the brig, but kept off from her. Suddenly the captain of the brig (*Saavedra*) put his vessel right across the bows of the steamer. Then came a smash, the brig was run down, but but for the timely assistance rendered by Captain *Mitre*, the captain of the brig, *Saavedra*, and his first and second mates, *Dominguez* and *Acosta*, would have perished. As the captain of the steamer took every possible precaution to avoid the collision, the captain of the brig is solely responsible for the loss of the brig, and the damages of the collision.

LATEST FROM RIO NEGRO.
The *Ecó* of Thursday gives a lamentable account of the new affliction which has befallen that part of the country. The usual hours of drought and drought seem to indicate a special anger of Heaven; the want of rain for so long an interval has reduced the crops nearly on a par with those of Buenos Ayres. No fewer than 100,000 head of horned cattle have abandoned the district of Mercedes, in search of pasture. The oldest inhabitants of *Santa Rosa* do not recollect ever to have seen such a deplorable scene; it is said overstocking has also contributed to this result. A number of persons have been thrown out of employment by the slowness of the work in the saladeros; the average annual slaughter of which used to be 50,000 head, and has now hardly 10,000.

The defenders of *Payson* have been awarded medals, gold for generals, silver for officers, and brass for soldiers, with the heroic legend "Defence of *Payson*." It is rumored that *Olid* has been ordered to leave the country, and that *Plaza* and *Nieto* have been declared traitors and dismissed the Oriental service.

IRISH STATISTICS.

"To the Editor of the 'Times.'"
Sir,
The following additional figures and facts, illustrating the social and economic condition of Ireland, may be useful just now, when public attention is so much engaged on the subject.

1. England is about twice as densely populated as Ireland, the numbers being 262 individuals to every 100 square acres of available land in England, against 31 individuals to the same area in Ireland. Yet the population of England are all employed at light wages, and comfortably supported, by England's fully developed agriculture, manufactures, and commerce; while Ireland, with her imperceptibly developed agricultural resources, her almost entirely neglected manufacturing capabilities, and her consequently small population, is incapable of employing and supporting her so much relatively smaller population.

2. By Government returns we find that England and Wales possess 30,522,015 statute acres. The total extent of land in the nature of the soil or the elevation of the surface, incapable of cultivation, is estimated at in England 3,240,000, and in Wales 1,100,000 acres. Deducting these, we have in England and Wales 32,181,015 available statute acres.

3. Ireland, exclusive of the larger rivers, lakes, and tideways, contains 3,919,924 statute acres, divided as follows in 1863:—

Arable	1,800,000
Pasture	800,000
Woods	200,000
Waste	1,119,924
Total	3,919,924

It is estimated that 1,800,000 acres of the bog and waste uncultivated might be reclaimed, and made to pay. We must therefore, easily take the available land of Ireland at 17,000,000 statute acres. The respective areas and populations will then stand thus:—

Total area in 1863	17,000,000
Population in 1863	5,000,000
Population in 1861	4,500,000
Population in 1859	4,000,000
Population in 1857	3,500,000
Population in 1855	3,000,000
Population in 1853	2,500,000
Population in 1851	2,000,000
Population in 1849	1,500,000
Population in 1847	1,000,000
Population in 1845	500,000
Population in 1843	0
Total	5,000,000

1. The total income of England is more than 11 times greater than that of Ireland. The total income of Scotland is one-eighth greater than that of Ireland. The income of England is £12,125,100; of Scotland, £8,384,100; and of Ireland only £2,185,100. This will be given in the following summary of the amount of property and income charged in the year ended the 5th of April, 1861, and the respective populations the same year:—

England and Wales	12,125,100	22,500,000
Scotland	8,384,100	2,500,000
Ireland	2,185,100	4,500,000
Total	22,700,000	30,000,000

It is evident from these figures that Ireland, for fiscal purposes, is badly worked, and, like one of her own negroes, is forced to furnish a smaller crop of taxes than she ought. Taking population for bases, we find that the income of Ireland, with even her present improvers, is only one-eighth of the income of Scotland, in the ratio of 1 to 8. For instance, an extension of the basis of taxation from £1,000,000 to £30,000,000 would reduce our present income of £2,185,100 to the point to £64. Moreover, our indirect taxation would be lessened, as there would be a considerable increase in the duties on foreign sugar, cotton, and other articles, which are the media of indirect taxation. All this is matter for the consideration of the Chancellor of the Exchequer and the Treasury, and the House of Commons.

3. In the 50 years from 1811 to 1861 the population of England increased 25 per cent., and of Scotland 16 per cent., while that of Ireland decreased 29 per cent. Ireland having lost in that time by famine and emigration over 2,500,000 of her inhabitants.

The second fact is a necessary consequence of the first. Ireland is poor because her resources are undeveloped, her labor is idle, and the soil is left raw material of wealth, which nature has so profusely bestowed upon her. There stand her sons, with strong arms and willing hands, and the soil is left fallow, and the herds are ill at ease. They would labour, but they cannot. This is a problem for our statesmen to solve. But it must be solved from the civil end, and not from the military end. The *laissez faire* policy has been sought but successful in Ireland.

As regards the third fact, the drain of emigration counts for an increasing rate. Some say, "Why lament emigration from Ireland. It is all the better for emigrants themselves, and for the country that is unable to support them." The latter is the opinion of so much moment in its bearing on the whole question that I am induced to trespass more upon your space than I should have done. It is true, under existing circumstances, emigration is good for the emigrants, and, in one sense, is a temporary relief to the country. But it would be better for the emigrants and the country if there were, as there ought to be, industrial occupations for them at home. Ireland, always weak, is now suffering from the removal of her successive bad harvests; and this diminution of her population, even though there should be no increase of industrial employment, may be long enough to sustain her. If it continue, may in a little time be too much for the patient. The young and hale and strong are leaving us. The aged and infirm remain. Some of the landed proprietors are already apprehensive on this head. To this effect were the observations of the Marquis of Waterford, when he was in the country, and he said at *Postle* recently appeared in your columns. I repeat it, therefore, Irish emigration is to be lamented for the sake of the emigrants, and for the sake of the empire of which Ireland is an integral part, but still more as one of the results and one of the signs of a state of things in Ireland, which is a large extent, unimproved, the resources of her soil are far from being fully developed, her fisheries are unworked, her capabilities for manufacturing are unutilized, her great natural advantages are only partially turned to account. Ireland ought to be a large contributor to the common fund of the nation's wealth, but she is not. She ought to furnish a considerable quota to the general industrial progress; instead of which, if matters go on at the present rate, she is likely ere long to become a drag on the course of England's prosperity.

I remain, Sir,
Your obedient servant,
A MAGISTRATE.

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Cork, Nov. 12.

Monte Video Beef for Ire. a.

On Thursday evening a dinner was given in *Clary's* (late *Crute's*) hotel to a number of gentlemen connected with this city, in order to test the qualities of this beef as an article of food. This experimental feast was given by Graham Gilmore, Esq., Consul, Glasgow, for Monte Video and was partaken of by several individuals. The beef was cooked in these several ways: First, a "bagger's" dish, as presented to the guests, and this was pronounced *excellens* to be most excellent, and the "bagger's" left the table without a crumb upon it. The next was a savoury skew, which, every one knows is an excellent dish in cold weather, and this was declared to be the best of the beef, and quality. The third dish was "beef à la mode," the most likely way in which it will be cooked by the poor people and artists, and he again all was unanimously, and finally, the guests had the Monte Video dressed plain with vegetables, and the voices of the diners or tasters were found in its favor. So that after four trials the beef was pronounced to be well worthy the attention of the Irish public. All these results may have emanated in a great measure from the professional skill of Mr. *Clary's* chef de cuisine, but the printed directions for cooking stated that they can be arrived at by steeping, pepper, onions, and potatoes.

Mr. Graham Gilmore, after the trial of the beef, said, in connection with the toast of "Prosperity to Ireland," that what was most essential to the country was the prosperity of the poorer classes. If they could feed them well he had no doubt it would promote their good and the general well-being (hear). He, therefore, asked their opinions, whether it was not fit to introduce it to this country, a healthy, palatable food (hear). The article they were asked to test was the beef of that portion of South America known as Uruguay or better known by the name of city called town, Monte Video. It seemed extraordinary that they were able to sit that beef so low as 3 or 4 pence per lb. in Ireland, while *Butcher's* meat was 8d. or 9d. per lb. He would therefore explain how it was so cheap. The first explanation he would give was that beef was grown in that country by the same process as in Ireland, and that it was able to find sufficient vent for it there—they did not know what to do with it. The principal produce was in the hides of the cattle, the hogs, and the horses; the principal markets for the flesh were those of Brazil and Cuba, but cattle had been increasing so much that the consumption failed to keep up with the supply. It had been the case for years while the consumption was decreasing. This was a matter which the farmers there viewed with immense dismay, such as you view the results that may follow continued emigration from your country. The only remedy they could think of for this increase was to look out for other markets. They looked towards England. With that view, too, they appointed three Commissioners, one in London, one in Liverpool, and one in Glasgow. The merchants of Glasgow, following up the work, had taken special charge of Ireland, and as one of their members he had come over to find an outlet for the beef in Ireland. The number of animals slaughtered in the country had increased immensely. In '57 there were little more than 900,000 animals killed; without taking into account those which were not jerked at all, 1,750,000 head of cattle were killed in '62 and '63. Most of these were shipped to Brazil and Cuba, and the remainder were brought to this country. There were two millions and a quarter whose flesh was allowed to go to waste. The animals slaughtered for their hides, horses, &c. were about 4,000,000 in one year. It was on account of this cattle being so abundant, and the flesh being so much allowed to go to waste, that it would be so cheap as 3 pence per one pound, and less when a number of pounds were taken. Any working man's wife could cook it as easy as a hot omelette, and it was for them to say what they thought of it. He would mention to the authority of *Profr* or *Archer*, of the University of Edinburgh, that the Monte Video beef was as good as fresh, and of a standard more nourishment for, all that was exported from it was water, while *Butcher's* meat contained more water in it than a number of pounds of the Monte Video meat. There was no chemical process used in curing it. He was sure if the meat were successfully introduced into Ireland it would add to its prosperity. The standard dish in Ireland was the potato, and Monte Video beef made up with it in the shape of a *stew* was most excellent. His Irish stew was most excellent. He did not want to say that his meat was

as good as *Butcher's* meat, but it was still of all little of it. It was a kind of all waste; it had no bone, and a pound of it when boiled or roasted was as large as two pounds of *Butcher's* meat. He thought, therefore, it might well couple the praises of the Monte Video beef with prosperity to Ireland, and he wished success to both (hear, hear).

Mr. Materson, in responding to the toast, said he agreed with Mr. Gilmore as to the good the introduction of Monte Video beef was likely to do to the working classes. It was sweet, not so tender, and nutritive, and such as any person would relish (hear).

Mr. Thom and Mr. Jacob expressed concurrence in Mr. Gilmore's remarks, that the introduction of beef into Ireland would greatly add to its prosperity through the working classes.

The meeting shortly after adjourned.

—*Lincoln paper.*

THE STEAMER "MERSEY."

"To the Editors of the 'Standard.'"
Gentlemen,
It was with feelings of surprise that I perused in your paper of Thursday morning a most unwarranted attack—in a communication to your paper—on Captain Curlew, of the H.M.S. "Mersey," because he did not think fit to detain H.M.'s mails, to suit the convenience of some individuals, who, I suppose, think they have the privilege of sending a verbal message to Captain Curlew "not to be in a hurry to start, as they are coming off" (when it suits their own convenience). It is a well-known fact, that passengers and the public were advised to be on board before 6 p.m. The "Mersey" remained at her moorings until after 6 p.m., when she steamed to the quay, and took up a favourable position, so that boats could fetch off from the shore. At 7.40 the mails arrived alongside, the ship being then under weigh, and having received them, promptly. Some time after, Captain Curlew was informed that some other person was coming off in another boat, but, I presume, he did not think himself bound in returning to find out who they were, or their whereabouts. Again, does X.Y.Z. think that the purses has no other business to attend to, when he goes on board with H.M.'s mails, but to go and look for Captain Curlew to tell him that there were other passengers coming off, and begging of him to stop for them? I presume, that Captain Curlew, a public officer, could stop for his friends, and not for all others who might think fit to send a similar message, on future occasions (even if they were poor deacons)? Does X.Y.Z. imagine that because passengers thought fit to send home a petition for Captain Curlew to remain on this station, it was his duty to refuse? (no). It was because they considered that the right man was in the right place, and the commerce of Buenos Ayres, and the company at home, were gainers by his remaining, and because five or six passengers thought fit to remain too late on shore, X.Y.Z. takes it upon himself, in the absence of Captain Curlew, to bring his party with the most unpardonable incivility, and the ungentlemanly conduct of a love of showing his authority, to the detriment of the commerce.

I only beg to state, that it would have been far more manly, on the part of X.Y.Z. to have waited calmly until the return of Captain Curlew, and I have no doubt that he would have given ample satisfaction for his conduct, if not, the press was then available.

As I do not think fit to say any more on this unpleasant subject, I have no return of the "Mersey," when all matters can be explained.

I remain, yours,
A LOVER OF FAIR PLAY.

RAIN IN THE CAMP.

Villa Luxan, Jan. 26th.

Gentlemen,
Knowing you to be most solicitous about camp fires, I feel it my duty to communicate to you that we have had a most copious fall of rain on the morning of the 25th, which lasted for three hours without ceasing—until sunrise. I am not aware if it was a general rain, but one thing I am certain of, it was ample satisfaction for his conduct, if not, the press was then available. As I do not think fit to say any more on this unpleasant subject, I have no return of the "Mersey," when all matters can be explained. I remain, yours, A LOVER OF FAIR PLAY.

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—*LUZARRO.*

REVENUE IN TURKEY.

The *Revue* of the 11th inst. says: "On Friday morning, a small shock of earthquake was felt at about a quarter past eleven o'clock throughout Constantinople. There were three or four small shocks, and the earthquake occupying about four seconds. The

STEAMBOAT AGENCY AND GENERAL COMMISSIONS WM. M. FULTON & CO. 30 CANGALLO 30

FOR PAYANCO
Calling at Nueva Palmira, Esay Becho and Concepcion, the National Steamer
Salto
Captain F. Vidales.
Leaves every Tuesday and Saturday at 10 a.m., and returns every Monday and Friday.

FOR CONCORDIA & SALTO
The National Steamer
CONCORDIA
Leaves Payancho every Wednesday and Sunday after the arrival of the Salto being in combination with the Steamer.

FOR ROSARIO
Calling at Zarate, Baradero, San Pedro, Olavarría, Los Hornos, and San Nicolas.
Voyage by the Payancho and the National Steamer
PAYANCO
Captain Price.
Leaves every Thursday and Sunday at 10 a.m., and returns every Wednesday and Saturday.

FOR GUALEGUAY
The National Steamer
LOI ORBITAS
Captain D. Linklater.
Leaves the "Boca de las Nubes Veritas" every Friday after the arrival of the Payancho and returns each Tuesday, by which the Passengers leave every Thursday and return every Wednesday.

FOR THE PARANA
Santa Fe, and inter-cities, the National Steamer
ESPIGADOR
Leaves Rosario each Friday, two hours after a visit of the Payancho and returns every Tuesday in time to land over passengers baggage to the Payancho, which leaves for Buenos Ayres.

FOR CORRIENTES
Calling at Paraná, La Paz, Osella, de la Esquina, Osella, Osella, Osella, Osella, and Escondido, the British Steamer
ERIALDA
Leaves Rosario in combination with the Payancho, on Tuesday, January 19, and returns on Friday, January 22.

FARES:

To Montevideo (cabins)	8 pasajeros
Zarate do	4 "
San Pedro do	4 "
Olavarría do	10 "
San Nicolas do	10 "
Rosario do	10 "
San Lorenzo do	18 "
Payancho do	18 "
San Pedro do	24 "
La Paz do	32 "
La Esquina do	40 "
Goya do	44 "
Delia Vista do	44 "
Compendio do	62 "
Gualeguay do	11 "
Concepcion do	12 "
Concepcion do	17 "

Deck Half-price.

FRIGHTS:

To Montevideo, per ton	4 dollars
Rosario	6 "
San Nicolas	6 "
Paraná	10 "
La Paz	10 "
Delia Vista	10 "
La Esquina	12 "
Goya	12 "
Corrientes	12 "
The Uruguay Ports	10 "

FOR CUYABA
Calling at San Nicolas, Rosario, Paraná, Corrientes, Asunción, and other Brazilian Ports, the Brazilian Steamer
MARQUES DE OLINDA
Captain Thibault de S. Belmont.
Leaves on the 4th February.

FARES:

San Nicolas	10 pels.
Rosario	20 "
Paraná	20 "
Corrientes	20 "
Asunción	20 "
Couacha	143 "

No passengers allowed on any of the steamers without tickets

**ENGLISH DRAPERY ESTABLISHMENT,
ALEX. FULTON & CO.,
25 AND 27 DEFENSA 25 AND 27**

THE ENGLISH DRAPERY ESTABLISHMENT OF BUENOS AYRES, 49 & 51 CALLE DEFENSA.

PATRICK GALBRAITH,
Successor to WILLIAM GIBSON.
Begs to intimate that he has just received an immense variety of New Goods, expressly to supply the wants of Camp purchasers, consisting of

Men's and Youth's Mole-skin and Cord Trousers,
Men's and Youth's Windsor Cord Trousers,
Men's and Youth's Doe and Tweed Trousers,
Men's and Youth's Doe and Tweed Jackets and Vests,
Men's Pilot Jackets and Tweed Suits,
Men's best Jean, Striped Shirts and Shirts, Stripes,
Men's and Youth's White, Dress, and Regatta Shirts,
Men's and Youth's Crimea Shirts (all qualities),
Draw and White Mole-skin and Corduroy (best quality),
Bedford Girds, Scotch and English Tweeds,
Blankets, 14 inch, Plaidings, Stripe Draperys,
Serges, 3/4 inch, Windies and Windy Ties,
Black and White Watered, Challis, Beiges,
Alpaca, Mohair, Cashmere, English and French Merinos,
Linen Checks, Diggins, Prints, and Grey Cottons,
Superior White Shirts, Sheetings, and Towellings,
Linen, Diapers, Brown Holland, Cotton and Linen Tick,
Danish and Victoria Table Covers, Wool Plaid (various Clans),
Wool Handkerchiefs, Shawls, Plaids, and Lace Squares,
Moles' and Mice's Cotton, Merino, and L. W. Hosiery,
Men's and Youth's Cotton, Merino, and L. W. Hosiery and Hose,
Men's Aberdeen Knit Ribbed Half-hose and Hose,
Smallwares of every description, best quality.

As fresh supplies will be received monthly, per steamer, parties may at all times rely on having an unequalled assortment to select from, of the newest Goods at lowest possible cash price.

49 & 51-CALLE DEFENSA-49 & 51

LA PREVISORA ARGENTINA.

LIFE INSURANCE AND SAVING FUND ASSOCIATION OF
BUENOS AYRES.

DIRECTORS. D. Miguel Azeuquena, President. D. Antonio Garcia y Garcia, Manager.
" Bernabé Ocampo, Vice-President. " Benigno Riccio, Sub Manager.
" Antonio Marco del Pont. " Juan Casado, Secretary.
" Jacobo Paraviciini.
" Constant Santamaría.

Offices—87 calle SAN MARTIN.

The want has long been felt of an establishment wherein the frugal and laborious citizen might deposit his savings, so as to incur no risk, and reap at the same time a good return.
This institution is calculated to answer such a purpose, extending the benefits of the establishment to even the humblest classes.
Public attention is, therefore, specially called to the manner of subscriptions, and the investment of funds, according to the rules of the association.
The PREVISORA ARGENTINA will receive subscriptions as follows:
1st. On each other life, in shares of \$5 pesos each. These subscriptions liquidated at any time, at the subscriber's time and option.
2nd. Without loss of capital by death of the insurer. Subscribers will be entitled to compound interest on their subscriptions and the proportional interest forfeited by the death of other shareholders in their class, whose capital, however is returned.
3rd. With loss of capital and interest by insurer's death. All shareholders of the company will be entitled to their shares in their subscriptions, besides a proportional part of the capital and interest if all who die in their class.
All these subscriptions may be paid weekly, monthly, quarterly, half yearly, or yearly.
The capital of the Company shall be invested only in landed property (Ranches), and with the greatest security.
The Board of Inspection, composed of subscribers, shall have charge of all the operations of the Company.
For further particulars, apply at the C/o office 87 calle S. Martin (altes) between the hours of 11—4; prospectus given on application.

SAVINGS BANK.

BANK MABA & CO.
No. 105 calle de Cangallo.

BUENOS AYRES.

The immense advantages of accounts Current are now so generally felt, and appreciated in the two great caputums of the River Plata—Montevideo & Buenos Ayres—that there are very few Merchants who fail to keep one at the Bank in which they place the most confidence.

The Bank of Maba & Co. in Montevideo has already provided for the working class in that city, a safe & profitable depository for their savings.

no sums deposited in that most important institution are daily increasing and already reach a very large amount.

These advantages have now hitherto been enjoyed in this city by an immense number of Clerks, artisans, working-men & servants of all classes & conditions, who are equally interested in putting their savings out at interest, thus providing themselves with a reserve fund in case of illness or old age, in aid of supporting them in the material degradation, in lotteries and other frivolities.

The Bank of Maba & Co. of this city following the example of their

Buenos Ayres September 19th 1883.

J. P. Maba & Co.
WILLIAM L. SMITH.

CONDITIONS.

1st. The Bank receives at interest any sum from Twenty five dollars currency or one silver dollar upwards.
2nd. The interest allowed is six per cent (6%) per annum which is liquidated every six months.
3rd. The depositor can at any time retire the whole or part of the money deposited.
4th. Once the amount deposited exceeds Twenty five thousand dollars currency, or one thousand dollars silver the depositor if he wishes can upon an account current according to the rules established by the Bank.
5th. In case the Bank should be closed it can be replaced by another not paying twelve dollars currency, and advertising the loss in the public newspapers.

FERRO CARRIL DEL NORTE.

Desde el 1 unes 11 de Enero de 1864 y hasta nuevo aviso, los trenes saldrán como sigue:

Salida.

Train	HORA	PARANDO EN	LLEGANDO A	Train	HORA	PARANDO EN	LLEGANDO A
1	8:30 de la mañana	San Pedro	10:30 de la mañana	1	8:30 de la mañana	San Pedro	10:30 de la mañana
2	9:30 de la mañana	San Pedro	11:30 de la mañana	2	9:30 de la mañana	San Pedro	11:30 de la mañana
3	10:30 de la mañana	San Pedro	12:30 de la mañana	3	10:30 de la mañana	San Pedro	12:30 de la mañana
4	11:30 de la mañana	San Pedro	1:30 de la tarde	4	11:30 de la mañana	San Pedro	1:30 de la tarde
5	12:30 de la mañana	San Pedro	2:30 de la tarde	5	12:30 de la mañana	San Pedro	2:30 de la tarde
6	1:30 de la tarde	San Pedro	3:30 de la tarde	6	1:30 de la tarde	San Pedro	3:30 de la tarde
7	2:30 de la tarde	San Pedro	4:30 de la tarde	7	2:30 de la tarde	San Pedro	4:30 de la tarde
8	3:30 de la tarde	San Pedro	5:30 de la tarde	8	3:30 de la tarde	San Pedro	5:30 de la tarde
9	4:30 de la tarde	San Pedro	6:30 de la tarde	9	4:30 de la tarde	San Pedro	6:30 de la tarde
10	5:30 de la tarde	San Pedro	7:30 de la tarde	10	5:30 de la tarde	San Pedro	7:30 de la tarde

Regreso.

Train	HORA	PARANDO EN	LLEGANDO A	Train	HORA	PARANDO EN	LLEGANDO A
1	8:30 de la mañana	San Pedro	10:30 de la mañana	1	8:30 de la mañana	San Pedro	10:30 de la mañana
2	9:30 de la mañana	San Pedro	11:30 de la mañana	2	9:30 de la mañana	San Pedro	11:30 de la mañana
3	10:30 de la mañana	San Pedro	12:30 de la mañana	3	10:30 de la mañana	San Pedro	12:30 de la mañana
4	11:30 de la mañana	San Pedro	1:30 de la tarde	4	11:30 de la mañana	San Pedro	1:30 de la tarde
5	12:30 de la mañana	San Pedro	2:30 de la tarde	5	12:30 de la mañana	San Pedro	2:30 de la tarde
6	1:30 de la tarde	San Pedro	3:30 de la tarde	6	1:30 de la tarde	San Pedro	3:30 de la tarde
7	2:30 de la tarde	San Pedro	4:30 de la tarde	7	2:30 de la tarde	San Pedro	4:30 de la tarde
8	3:30 de la tarde	San Pedro	5:30 de la tarde	8	3:30 de la tarde	San Pedro	5:30 de la tarde
9	4:30 de la tarde	San Pedro	6:30 de la tarde	9	4:30 de la tarde	San Pedro	6:30 de la tarde
10	5:30 de la tarde	San Pedro	7:30 de la tarde	10	5:30 de la tarde	San Pedro	7:30 de la tarde

DIAS DE TRABAJO

En los dias de trabajo el ferrocarril de Buenos Aires y Rosario, y en los dias de descanso el ferrocarril de Buenos Aires y Montevideo, y en los dias de descanso el ferrocarril de Buenos Aires y San Pedro.

Los trenes de salida serán expresamente para pasajeros con el objeto de evitar el ruido que produce el paso de los trenes por las estaciones.

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