

The Standard

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The Standard.

All falsi andentem non audeam dicitur. - Cicero.

WEDNESDAY, FEBRUARY 24, 1864.

ANOTHER NEW INDUSTRY.

It is rather surprising that notwithstanding the limited value of our exports, so little attention is paid by the rulers of this country to increase them. When, two years ago, we mooted the subject of cotton, we felt convinced that the President and his Government would enter heart and soul into the matter, and, no matter what articles of the constitution had to be trampled on the people resident in cotton growing districts would be compelled to sow this most splendid of all staples. We all know the sequel—what President Mitre neglected to do, President Lopez effected, and the Paraguayan volens colens have become cotton-planters on a truly gigantic scale. Our leading men excuse themselves on the ground that in Buenos Ayres and the adjacent provinces cotton will not grow, and that, owing to the scarcity of hands and the enormous expense of transportation, it is utterly useless in most of the other provinces. But if cotton will not grow in Buenos Ayres—if, owing to the continued droughts, grain crops can rarely be counted on—has it never occurred to his Excellency President Mitre that there are other staples of almost equal importance which only require to be introduced to prove of the highest importance to the whole country.

Rice is a staple of the greatest importance, and can be grown in the islands of the Paraná to any extent. The inundations which many consider render these wildernesses perfectly useless are the very causes which render them peculiarly adapted to rice planting. Mr. Pollock, the head engineer of the Pavon, who has travelled through the States, and is particularly well informed respecting the growth of rice, states that no finer country in the world exists for the production of rice than the neglected islands of the Paraná. We think it right, therefore, to call the attention of the Government to this important matter. If, as Mr. Pollock says, these islands are adapted to the growth of rice, we think the Minister of Hacienda should take the initiative in the matter.

After all the objections put forward, we have at last succeeded in getting cotton sown in Entre Rios and Corrientes. We must now try and have some rice grown in the Islands. The expense of planting is a trifle; the land is lying a perfect waste. Can it be possible that our rice-planting project is to be snubbed and laughed at simply because the constitution says nothing about it.

In a young country like this, where capital is scarce and risk great, it is essential that in all new enterprises the Government take a prominent part. What, may we ask, would be the consideration of the city politicians if President Mitre, responding to our call, sent down the Pampero or Guardia Nacional with 100 soldiers to plough up and clean one of these Islands and sow it with rice? and yet this is what we should do. He has vessels and men lying around Martín García for no earthly purpose; far better that he should turn them to some account. Minister Rawson has sent the hat round to the provinces respecting the subsidies; he would have little need to do so, if he had some of the Paraná Islands, cultivated and a rice crop coming into the Exchequer.

President Mitre! we call upon you to sow rice.

Minister Rawson, sow rice. Governor Scaverra, sow rice.

Let us all sow rice, until Paraná rice be better known in the European markets than Carolinian. Rice can be produced, and it must be grown.

EDITOR'S TABLE.

The Northern Railway Company has, we are told, received permission from Government to convert the railway of Pasco Julio into a permanent section with use of locomotive. This will be a notable improvement, by saving the trouble of passengers moving from one carriage to another. Nor is the steam-engine likely to be attended with danger, as there is plenty of room on the Alameda, and as happens with the Western line in Calle Parque.

We regret to learn that Mr. Cranwell, of Villa Mercedes, has met with a dangerous accident. A revolver which he was examining suddenly went off, the ball passing through his wrist and lodging in his chest.

In yesterday's impression we incorrectly stated that the Quito had arrived in Montevideo on Sunday: she was in port on Saturday afternoon, making the trip in twenty-four days. The fact that Sunday's Montevideo papers had no European news led us to believe that she could not have arrived on Saturday. She sailed for Chile on Monday, taking four passengers from Montevideo.

The "Liverpool Mercury" erroneously represents the seizure of the barque Saxon and her cargo by the Vanderbilt to have been on the plea that she was about to run the blockade. It is notorious that the said cargo had been transferred from the Conrad as Confederate plunder, and, however the law of nations may rule, common sense would justify the re-capture by the Federal cruiser, the Saxon having taken such cargo aboard in her own wrong.

On Tuesday next the Presidential term of Sor. Berro being expired, the reins of Oriental Government will fall into the hands of Dr. Aguirre. We do not know the gentleman's politics, but doubt his accession to power will cause any important change in the filibuster war.

The "River Plate Magazine" has now an associate editor in the person of Mr. Porter C. Bliss, to whom we do but justice in saying, that he unites considerable literary and scientific acquirements with strict rhetorical style and grace of expression, as seen in his report on the Gran Chaco. We may confidently say the "River Plate Magazine" is now an Anglo-Argentine institution, and will be liberally supported. The next number, although delayed a few days owing to the shortness of this month, will appear in the first week of March.

We have heard nothing further about the mysterious death of poor Egan, who was found in a well at Fortín de Areeu, and buried by the native neighbours. The Irishmen of the district are in duty bound to promote an inquiry and inform us of all particulars. In such cases newspapers can always aid the ends of justice.

A love of fair play obliges us to publish a kindness mentioned of the Castex family of Zarate towards some of our countrymen. It will be remembered Mr. Patrick Wynne laid a serious charge at their door, which he afterwards abandoned. Now we learn they have given permission to several Irish neighbours to place sheep on their land gratis. We never miss an opportunity of giving César his own, and although the "Tribuna" and "Nacional" grossly imputed us about Mr. Wynne's communication, we gladly render praise to Sor. Castex, if only to teach our colleagues good faith.

The latest election canard is, that the Cocidos had a majority of one on Saturday, but that the remaining "partido," whose returns came to hand on Sunday, gave the Cocidos 560 surplus. In Tandil and Loberia the Cocidos gained by 600 votes.

The Italian war steamer Fulminante has arrived in this port. It is very rare to see the navy of Victor Emmanuel in B. Ayres, but the Fulminante paid us a visit some time ago, as Sor. Elizalde will remember. The Immigrants' Asylum report is very miserable. Only 515 persons accepted its hospitality last year. The sum expended on victuals for them was \$8,200. Salaries and other expenses \$74,000. This shows what a humbug is our Asilo.

Messrs. Oliden, of Montevideo, have received favourable reports of their dried beef from the eminent shipping firm of Wright, Kelso, and Co., Liverpool.

HORRIBLE DISCOVERY.

Extraordinary Grave-digger. There cannot be the slightest doubt that truth is stranger than fiction, and that there are beings in the world dead to every feeling. Will it be credited that in one of our country towns (Pergamino) there exists a man, who lives

in a vault, sleeps in a coffin, cooks his victuals with the bones of defunct humanity, and rarely passes the limits of the cemetery of which he is the sexton.

An Irish gentleman who is travelling through this country on business matter, hearing of this celebrated character, determined to visit him; he found him preparing his breakfast, and roasting a piece of beef on an asador. Small pieces of the ribs of coffins, bones, &c., he used as fuel, and an old tomb-stone served as a table. On our friend questioning him, he stated that he had lived in this cemetery for the last fifteen years in the manner in which he saw him; that he rarely passed the limits of the grave-yard; that he slept in that old wooden coffin, pointing to the one in which his "recoado" was placed, so comfortably as in the best bed in the little town; that latterly the grave-digging business was increasing, and that nearly every day he had a job or two; he had never seen or felt a ghost, but what annoyed him most at first was the rats.

Shuddering at the horrid figure before him, our informant left the grave-yard satisfied that on the face of the globe, not another such character is to be found. The mind recoils at the idea of a man sleeping out of choice, for years in an old coffin, and within a damp vault. There is something so hostile to all our feelings, that we verily doubt if the grave-digger is human. A few all read of hermits who led the most secluded lives responding to a religious inspiration. But this Buenos Ayrean recluse cannot plead religion as a motive—living in that cemetery more like the rats which infest it than anything else and callous to everything save the grovelling wants of nature.

CADIZ STATISTICS.

DEATHS. The vestry returns for all the districts, where cemeteries have been established (numbering 43), show a total of 5338 or 730 more than the city. Of course neither births nor deaths can be exactly reported, where children, 5 years old, are found unchristened, and many a man is buried in the open camp without rites of sepulture. Nevertheless we may take them as relatively true and the great salubrity of the camp appears, by the number of deaths not exceeding half that of births, while the city amounts in the nine elevens.

The mortality of children under 12 months is the same as that noted in town, 31 p. 100 of the total list. Between the ages of 1 year and 25, the camp shows 29 p. 100, the town 28 p. 100. Between 25 and 50, the common average is 28 p. 100. Between 60 and 90, 19 p. 100. Cases of longevity beyond 90, in the camp 10, in town 21.

The districts of Dolores, Chilivcoy and S. Nicolas, appear as in the table of births, first on the list. In each of the partidos the mortality is less than the number of births, showing the absence of any fatal epidemic. Las Conchas, however, is almost an exception, being births 35, deaths 34. The proportion of deaths in the camp is set down, natives 96, foreigners 4 p. 100. Comparing this with the births we find a notable gain to foreigners as multiplying faster and living longer than the natives. The return of 23 English (Irish) died, is probably under the mark, being only 1 per mil of the number of our countrymen (including their families). Spaniards, French and Italians are greatly in excess, although not equal to the Irish in population. The births, we have seen, are, males 55 females 45, but as usual in all countries, more especially where there is much personal risk, the mortality of males is large, being as 61, to 36 females. Among foreigners the disproportion is even greater, being 178 males to 31 females. The English list gives, males 2, females 2. The city tables are not so uneven; males 60, females 40 p. 100. (To be Continued.)

A Duel which did not come off.

By the following document, which appeared in the "Nacion Argentina," it seems as though there was about to be not only war, with the pen, but also with more deadly weapons, between some of the editors of this city. The following document appeared in the "Nacion Argentina":— "In consequence of Don Leon Orma having insulted Sr. St. Guily, with respect to an article which appeared in the 'Progres,' Sr. St. Guily sent Messrs. Choquet and Gillard to demand satisfaction of Sr. Orma. This latter gentleman named as his friends Don Adolfo Alsina, and Don Estanislao del Campo.

Sr. St. Guily's friends informed the seconds of Sr. Orma that they had come to demand satisfaction, by duelling combat, and that they were properly authorized to arrange a meeting. Sr. Alsina and del Campo proposed words but this was rejected by Sr. St. Guily's representatives. Pistols at 5 paces were next offered, but Messrs. Choquet and Gillard again objected to the distance, and mentioned 10 paces, which terms were refused by the Ormistas, on the plea that Sr. Orma was not acquainted with the use of the pistols, beside having naturally a very shaky hand, not being able to come to any definite

terms, this document has been drawn up and signed by the four seconds, each party being at liberty to proceed in the way most agreeable to himself.

[L. CHOQUET, J. B. GILLARD, ADOL. ALSINA, E. DEL CAMPO.]

The countrymen of William of Orange are generally supposed to derive their valour from the bottle. We do not suppose, for one moment, that Sr. Orma requires to draw his courage from the same source; but as every man is liable, at some time of his life, even although he is not going to fight, to suffer from palpitation of the heart, and a very unsteady, shaky hand, we suppose that Orma is no exception to the rule. In the hunting fields of Leicestershire, and at Melton Mowbray, many a hard rider is not ashamed to take advantage of a long flat run, and take a dose from his pocket-pistol, of what is generally known as "jumping powder." On future occasions, Sr. Orma will find that a dose of the above-named physic is equal to citrate of iron for steadying the nerves.

To Sr. Alsina and Estanislao del Campo, we should like to say a word or two of good advice, so that should they ever again be obliged to act as the "disinterested friend" of a man about to fight they may know what to do. A well known fire-eater, who was frequently called upon for his assistance in little difficulties, was accustomed to treat his friend in somewhat the following manner: The first time a man went out, he gave him a glass of brandy and water and a bit of dry toast. When he was used to it, he considered a cup of chocolate, with a spoonful of whiskey in it, as a fine thing for the hand.

LATEST FROM EUROPE.

ENGLAND. The Queen took leave of the Princess of Wales on Monday and returned to Osborne.

A Cabinet Council was held on Monday and another will take place tomorrow. It is obvious from the frequency of the Ministerial deliberations that some very weighty matters are under consideration.

It is estimated that the excess of public income over expenditure for the financial year expiring on March 31st next will amount to £1,000,000. Of course this calculation is grounded on the assumption that the Chancellor of the Exchequer will not have to meet any extraordinary expenditure such as that which a war on behalf of Denmark would necessitate.

The divorce "case" in which the venerable Premier is the co-respondent was before the court yesterday. Two months ago Lord Palmerston applied for and obtained an order for partition of time and place of the alleged adultery; but up to the present time the petitioner has not filed the necessary information. Ridiculous as the action appears, his lordship is determined not to allow his reputation to rest under the shadow of the charge any longer, and yesterday he obtained a second order calling upon the petitioner to show cause next Tuesday why the first order should not be complied with or why the petition should not be dismissed. An affidavit has been made that the petition was filed for the purpose of extortion.

The late Duke of Athole was buried at Blair, in Perthshire, on Saturday. About 2000 persons were present at the funeral. The Kings of Denmark and Hanover were represented.

The two mail steamers that left Marseilles last week conveyed to Alexandria, en route for the East, a very large amount of specie. The French mail steamer Morris, which left on the 19th inst., had on board £222,741 in gold and £68,472 in silver; a total of £291,213. The English mail steamer Valenta sailed next day with £340,000 in gold and £23,971 in silver—or a grand total of £364,971 exported to the East in two days.

The estimated deliveries of tea in London during the week which ended on the 25th instant were 1,200,000 lb., which is a decrease of 38,124 lb. compared with the statement for the previous week.

THE DANISH WAR.

There is a rumour of an Austro-Prussian convention, in virtue of which those two Powers are to assist each other in the Holstein and Lauenburg dispute, and in the event of any rising in Italy against Austria, Prussia is to render all the aid in her power to suppress it.

The Danish question appears to remain in precisely the same situation it held on Monday, when the refusal of Austria and Prussia to comply with the request of Denmark for a day was published. The last accounts represent the Austrian and Prussian troops as continuing to pour towards the Danish frontier by the various rail ways running in that direction; and although at first the soldiers were received with enthusiasm by the inhabitants of the country through which they passed, a different feeling prevails now that it is generally understood the minor German States are not to exert much influence on the progress of events.

The youth of Coburg, 16 years old and upwards, probably fired by the zeal of the reigning duke, have taken steps to enrol themselves into a branch of the volunteer army now being formed in various parts of Germany, in support of the claims of the Prince of Augustenburg.

It is asserted that the Federal Commissioners are about to convoke the Estates of Holstein.

FRANCE AND ITALY.

Since the recent discussion on the management of the French press a more rigid supervision than ever has been adopted, the authorities especially exercising harshness towards the provincial newspapers. Three journals have lately been seized by the police and the proprietors interrogated concerning their Paris correspondence, which, it appears, was written by persons not formally authorized to do so.

The Paris correspondent of the Morning Post endeavours to weaken the influence of the Garibaldians in Italy by representing them as a miserable minority, who will not be able to "muster in any number in the dominions of Victor Emmanuel. The writer asserts that the Government of Turin is desirous of assisting Napoleon, that Italy has not forgotten her debt of gratitude, and that she desires a peaceful solution of the Roman and Venetian questions. Italy has only to wait her time, and a combination of events will give her as much as Venice.

Two of the most notorious brigand-infesting Poggia, in the kingdom of Naples, have been captured through the bravery of two shepherds, assisted by some men of the national guard of Monte-Sant'Angelo.

The Plot against Napoleon.

Except in the columns of the French press inspired by the police, it is now universally admitted that the story of the Italian plot against the life of Napoleon has proved a complete failure. In the present temper of the French people it is thought hardly probable that any man would risk his life to kill the Emperor, and there is an evident disinclination to hear anything at all about it. The interest at first surrounding the discovery was attributable to the charge of complicity brought against Mazzini notwithstanding his unqualified and complete denial of all knowledge of the transaction, the journals which originated the libel against him persistently continue to insinuate that the revelations to be made at the trial will prove him a criminal accomplice. It was a part of the story that the four men plotted the conspiracy at Lugano, in Switzerland, in company with Mazzini. Inquiries have, however, disclosed the fact that Mazzini was allowed to stay there solely from motives of compassion, he being in a dreadful state of health, suffering from disease of the spinal marrow, and having a medical certificate that a sojourn at Lugano might be beneficial to him. He was under surveillance during the whole time of his stay there, and it is certain that he had no communication with Grecco and his companions, for the conspirators did not arrive at Lugano till the month of November, whereas Mazzini was so far recovered as to leave early in October. The conspirators are not to be charged with the minor offence of having firearms in their possession, but with conspiracy against the Emperor's life.

WAR IN EUROPE.

The spirit of the English press in reference to the present threatening aspect of affairs is of a pacific character, and strongly urges upon the various European Governments the most strenuous efforts for the maintenance of peace. There must necessarily be a delay of some days before the arrival of all the Austro-Prussian troops on the frontier of the duchy, and this, it is feared, will be spent in seeking to divert the great German Powers from a course which must inevitably bring them into hostility with the other Powers of Europe. The Morning Post wants Austria and Prussia to abstain from a declaration of war, and France will not act together on this question. When the proper time comes, it says, it will be seen that their interests are identical; immediately the German soldiers cross the Eider they will array against them the arms of England, and they will find the soldiers of France moving on the Rhine and the forces of Italy on the frontiers of Venetia. Both the Times and Daily News look upon a European war as now dependent entirely upon the action taken by Austria and Prussia in crossing the Eider.—Liverpool Mercury.

CAUTION TO SHIPMASTERS.

[We publish the following communication from a British shipmaster, hoping the matter will attract the notice of the trade at home, and serve as a caution to all shipmasters taking cargo for the B. Ayres Western Railway President.—ED. STANDARD.]

The barque "Jehon" of Liverpool arrived here on Nov. 30, 1863, consigned to M. F. Haedo, President of the Western Railway, with a cargo of coke and railway bars, which, according to charter party, would require twenty nine days to discharge. Now the said vessel has up to this date been eighty-four days here, and has still upwards of two

hundred tons on board. Many vessels which arrived here after me, with the same kind of cargo have been discharged, and sailed. Now this outrageous delay has ruined my voyage, having to go from here to the Chincha Islands, thence to the W. Indies; and all the satisfaction I could get from Mr. Haedo was "not to ask foolish questions," and next time he stated "he did not know me or any shipmaster, but to go to his lighterman," who said he had nothing to do with a master consigned to Mr. Haedo, and therefore he was irresponsible of all consequences, stating at the same time his contract with Mr. H. was to discharge 2,000 tons in twelve months. Now I have been obliged to go to law and as I cannot speak Spanish I have to trust to my lawyer and interpreter. Surely the Government cannot sanction the swindling of a party (who has faithfully fulfilled his part of the contract) out of a just and legal claim made through the non-fulfilment of the terms of the charter. Buenos Ayres is becoming notorious in Liverpool, for the delays, overcharges, and obstacles that are thrown in the way of shippers; it is the cry of a most all the masters in the port "you will never catch me in Buenos Ayres again." Yours, &c. J. SPANUS

STOPPAGE OF THE CANGUAZU

Buenos Ayres, Feb. 23, 1864. To the Editors of the "Standard."

Gentlemen, I am inclined to think, from the tale I have to relate to you, that things begin to look rather ugly between Buenos Ayres and Montevideo.

I left here on Sunday evening last for Montevideo, in the steamer Canguaçu, and made a nice run down to the Mount. When about three or four miles from the outer rocks, the Oriental war steamer, "General Artigas," formerly the "Palaski," bore down on us from the eastward, crossed our bow, and ordered us to "heave-to," which order was not required to be repeated, seeing the ship's crew were at their guns, and the said guns pointed "point blank" right into our deck-house. They hailed us, and ordered us not to go into the harbour, but to proceed back to this city, which order was a perfect impossibility to carry out, seeing we had only two tons of coal on board, and having very little fresh provisions; permission was then granted us to anchor outside, where the admirals' ships lie, and there we came to anchor close to the French flag ship. It is necessary here to state, that the owner or charterer of this steamer, who was on board, had, on the 11th instant, an interview with President Berro, who told him that after the lapse of three or four days he could enter the port of Montevideo when he pleased. This was merely verbal, it being generally considered that the word of a President, on a point involving his national honour, would be sufficient guarantee to require no document to back it up. Immediately, on anchoring, the captain despatched a letter by the commander of the "General Artigas," to the Captain of the Port, asking permission to enter, and stating his impossibility of returning without a further supply of coal, &c. This was about half-past seven in the morning, and no answer coming off up to 10 3/4, we asked permission to send on board the French flag-ship, which was granted, and the captain then penned a letter to President Berro, which he took on board the Frenchman, and they consented to forward it to the address. At 3.30 p.m., an order came from the shore, which was delivered to us through the "General Artigas" (which steamer was anchored alongside of us all the time), to weigh anchor and proceed to the Porton, which we accordingly did, she following us a square astern. We anchored close to the Porton (most glorious specimen of a man-of-war), the "General Artigas" taking up a position close under our stern, the pontoon being on our starboard bow. The anchor scarce at the bottom, a boat arrived with some beef, &c. in it, and also a Government official, who would not allow the slightest communication with the boatman, and refused to take any correspondence on shore. A British paddle steamer which was close to us I hailed, asking them to send a boat on board, which I understood them to say they would. A French man-of-war boat pulled up under our stern, and a French lady we had on board speaking to the coxswain, was peremptorily ordered not to hold any conversation, the boat at the same time being warned off from the steamer we were ordered to make no signs to any vessel, hence it may be probable our several men of war knew nothing of our grievances, which, if they did, I am bound to confess I think their duty was, to interfere with the authorities detaining a number of foreigners on board a steamer in the manner I describe. And Sr. Editor, bear this in mind, in the cabin there was not a single passenger either Argentine or Oriental.

Immediately on the Artigas anchoring, a boat was despatched from her with two objects in it, who pulled round and round us, as if we were the most desperate pirates that had ever been

captured. About 430 a boat with six tons of coal came alongside, and we commenced coaling, one of the Artigas officers remaining in the coal-boat the whole time, allowing no communication of any sort, not even with the coal-heavers. Our chief engineer was in want also of oil, and received permission and a paper to go on board the Artigas to obtain some. A French lady took the opportunity of writing an open letter, to pass through the hands of the brave commander of the Artigas' boat, the captain was most insolent to him, not permitting him even to speak with the engineer, and placing two soldiers over him with fixed bayonets, as he most innocently stood in the gangway. The engineer presented the French lady's letter, open to the captain, asking him to forward it; in the most insolent manner he tore the letter in pieces and threw it in the sea. I believe this to be quite contrary to all laws of nations, and certainly all must agree with me when I say that it is a most unwarrantable, insolent manner of treating foreigners; yet though our men of war were all round, the Triton being barely a stone's throw, and though I hailed them in pure English they made no effort whatsoever that I saw to alleviate our grievances. I was given to understand by the captain he had correspondence from Mr. Thomson to Montevideo, yet not one was delivered, and though I for one, as did others, asked to be allowed to go on board one of my country's men-of-war, I could not obtain permission for that, which I truly believe to be a perfectly illegal act, and a most unprecedented one.

At 7.30 p.m. we left the port, and so did the General Artigas, she following us close to our stern until this day, we arriving here at 9.30. I must take this opportunity of stating not only for myself, but for all my fellow passengers, the good treatment and kindness we met from all the officers, &c. of the 'Caaguazu,' they doing everything to forward our comforts regardless of costs, and I am sure all are sorry for the loss the captain must sustain by this very singular trip to Montevideo.

I remain, gentlemen, Yours truly, H. B.

P.S.—The most incomprehensible part of this affair is, that the Captain of the Port of Montevideo does not attempt to deny the fact of permission having been given to the captain of the Caaguazu to enter the said port, but leaves me to suppose that President Berro meant the Caaguazu to take a trip to Montevideo as an experiment to see whether she would be let to enter or not. Rather a costly experiment.

Again, why should the Menay be let run and a steamer of the same nation not? Because it seems to me in that case it cannot be the passengers that they are afraid of; yet why were we so persecuted? Surely, these affairs cannot be allowed to continue, to the almost entire inconvenience of foreigners.

THREE HUNDRED ATLANTIC VOYAGERS.—Captain Edward G. Lott of the steamer Persia, of the Cunard line, was honoured with a complimentary entertainment on Monday evening at Delmonico's Fifth Avenue-house, previous to his commencing his 700th passage across the ocean. A brilliant party was present, many of whom were prominent citizens who had crossed the ocean in company with Captain Lott. Mr. Henry A. Smythe presided over the festivities. Eloquent speeches were made after the removal of cloth. Captain Lott responded happily to the first toast, "The Guest of the Evening." Said Mr. D. Babcock replied to "Union, in which there is peace and prosperity." The Rev. Dr. Prime and A. A. D. responded to "Religion and Commerce; may they travel hand in hand throughout the world." Ex-Governor Gardner, of Massachusetts, responded in gallant and delicate terms to "The Ladies;" and Mr. Henry A. Smythe made some eloquent and finished remarks for "Absent Friends." A beautiful silver testimonial was presented to Captain Lott, the chairman making the presentation speech in very felicitous language.

RIVER PLATE PRODUCE. LAYING SALES. The principal SALES OF HIDES, &c. since the 15th instant have been— 8907 Salted River Plate Hides— 194 Buenos Ayres No. 61 to 63 Do. at 21.— 1225 Do. at 22.— 69 to 71 Do. at 23.— 1000 Do. at 24.— 2500 Do. at 25.— 1000 Do. at 26.— 1000 Do. at 27.— 1000 Do. at 28.— 1000 Do. at 29.— 1000 Do. at 30.— 1000 Do. at 31.— 1000 Do. at 32.— 1000 Do. at 33.— 1000 Do. at 34.— 1000 Do. at 35.— 1000 Do. at 36.— 1000 Do. at 37.— 1000 Do. at 38.— 1000 Do. at 39.— 1000 Do. at 40.— 1000 Do. at 41.— 1000 Do. at 42.— 1000 Do. at 43.— 1000 Do. at 44.— 1000 Do. at 45.— 1000 Do. at 46.— 1000 Do. at 47.— 1000 Do. at 48.— 1000 Do. at 49.— 1000 Do. at 50.— 1000 Do. at 51.— 1000 Do. at 52.— 1000 Do. at 53.— 1000 Do. at 54.— 1000 Do. at 55.— 1000 Do. at 56.— 1000 Do. at 57.— 1000 Do. at 58.— 1000 Do. at 59.— 1000 Do. at 60.— 1000 Do. at 61.— 1000 Do. at 62.— 1000 Do. at 63.— 1000 Do. at 64.— 1000 Do. at 65.— 1000 Do. at 66.— 1000 Do. at 67.— 1000 Do. at 68.— 1000 Do. at 69.— 1000 Do. at 70.— 1000 Do. at 71.— 1000 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STEAMBOAT AGENCY AND GENERAL COMMISSIONS
Wm. Matland & Co.
30 CANGALLO 30

FOR PAYSANDU
 Calling at Nueva Palmira, Esy Bentos and Concepcion, the National Steamer **SALTO**
 Captain P. Fildaga,
 Leaves every Tuesday and Saturday at 10 a.m., and returns every Monday and Friday.

FOR CONCORDIA & SALTO,
 The National Steamer **CONCORDIA**.
 Leaves Paysandu every Wednesday and Sunday after the arrival of the "Salto," being in combination with this Steamer.

FOR ROSARIO
 Calling at Zarate, Baudero, San Pedro Obligado, Los Hornos, and San Nicolas Voyago by the Parana de las Palmas, taking Cargo and Passengers, the National Steamer

PAVON,
 Captain Price.
 Leaves every Thursday and Sunday at 12 Noon, and returns every Wednesday and Saturday.

FOR GUALEGUAY,
 The National Steamer **LOLOCHITAS**,
 Captain D. Linklater,
 Leaves the "Buga de las Nuevas Vueltas" every Friday after the arrival of the Pavon, and returns each Tuesday, by which the Passengers leave for every Thursday and return every Wednesday.

FOR THE PARANA,
 Santa Fe, and intermediate Ports, the Mail Steamer **ESPIGADOR**,
 Leaves Rosario each Friday, two hours after arrival of the Pavon, and returns every Tuesday in time to hand over Passengers' baggage to the Pavon, which leaves for Buenos Ayres.

FOR CORRIENTES
 Calling at Paraná, La Paz, Casilla de la Esquina, Casilla de Guaya, Bolla Vista and Espedrado, the British Steamer **ESMERALDA**,
 Leaves Rosario in combination with the Paron, on Tuesday, January 19, and returns on Friday, January 29.

FARES:

To Montevideo (cabin)	8 patacones
Zarate do	4 "
San Pedro do	8 "
Obligado do	10 "
San Nicolas do	12 "
Rosario do	16 "
San Lorenzo do	18 "
D'Amante do	20 "
Santa Fé do	24 "
Paysandú do	28 "
La Paz do	32 "
La Esquina do	36 "
Guya do	40 "
Bolla Vista do	44 "
Empedrado do	48 "
Corrientes do	52 "
Gualeguay do	56 "
Concepcion do	60 "
Concordia do	64 "

Deck Half-price.

FREIGHTS:

To Montevideo, per ton	4 dollars
Rosario	6 "
San Nicolas	6 "
Parana	6 "
La Paz	6 "
Bolla Vista	10 "
La Esquina	10 "
Guya	12 "
Corrientes	12 "
The Uruguay Ports	10 "

FOR CURATA,
 Calling at San Nicolas, Rosario, Paraná, Corrientes, Asuncion, and other Brazilian ports, the Brazilian Steamer **MARQUES DE OLINDA**
 Captain Thipolito de S. Bellocourt,
 Leaves on the 4th February.

FARES:

San Nicolas	16 pts.
Rosario	20 "
Parana	28 "
Corrientes	36 "
Asuncion	60 "
Coruzba	142 "

No passengers allowed on any of the steamers without tickets.

MONEY ORDERS.

Drafts on IRELAND are granted by the undersigned, payable on demand at any of the 52 branches of the **NATIONAL BANK.**
 Drafts are also granted on **Messrs. Prescott, Groté & Co., Bankers LONDON.**
 And on **J. Barred & Co., Banker LIVERPOOL.**
 Timely application should be made at the office of Mr. Wilson Jacobs, Exchange Broker, No 55 calle San Martin (opposite the Bole).

THOMAS B HALL
DRAFTS AT SIGHT
ON THE UNION BANK
OF
IRELAND.
 ISSUED BY THE
LONDON, BUENOS AYRES
AND
RIVER PLATE BANK.
 Calle de la Piedad No. 80.

A LOS
ESTANCIEROS.

Corrales Portátiles de Hierro y Madera para Ovejas.
Corrales Portátiles de Hierro para Caballos.
Corrales Portátiles de Hierro para hacienda Vacun-
Bebederos de Hierro para Ovejas y Hacienda Va-
 cuna, desde 60\$ vara.
Mejones de Hierro de todo precio.
Cercos de Hierro para Rodens, Chacras, Potreros, Cor-
 rales &c.
Pitetas de Hierro.
Máquinas de estirar Alambre.
Máquinas de cortar Abrojos y Cardos.
Mangas de sacar Agua.

Se venden en la Fábrica de—
VAN DE VELDE Hermanos,
 Buen Orden 245, entre Chile y Májico.

THE BRITISH AND FOREIGN
CHINA, EARTHENWARE, AND GLASS STORE.
 57-DEFENSA-57

Just opened to the Public. The largest Stock in town. Earthenware Goods of all descriptions. An immense variety of Glass Goods. English, French, and German China Articles.
 Table Sets, Toilet Sets, Tea Sets, Coffee Sets.
 Low Prices—Fixed Prices.
 Terms—Cash.
WILLIAM FERGUSON AND CO.,
 57-DEFENSA-57.
 (Corner of Potosi).
 N.B.—The Stock will be shortly increased by arrivals from Europe. j 13

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

SAVINGS BANK
BAER MAU& CO.
 No. 103 calle de Cangallo. —
BUENOS-AYRES.

The immense advantages of *Accounts Current* are now so generally felt, and appreciated in the two great emporiums of the River Plate—Montevideo & Buenos Ayres—that there are very few Merchants who fail to keep one at the Bank in which they place their most confidence.
 The Bank of Mauá & Co. in Montevideo has already provided for the working class in that city, a safe & profitable depository for their savings.
 The sums deposited in that most important institution are daily increasing and already reach a very large amount.
 These advantages have not 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 need, sickness or old age, instead of spending them in the immoral gambling, in lotteries and other frivolities.
 The Bank of Mauá & Co. of this city following the example of their Buenos Ayres September 19th 1863.
 p. p. Mauá & Co.
WILLIAM LESLIE.

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 pS] 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 open an *account current* according to the rules established by the Bank.
 5th. In case the depositor loses his Pass Book it can be replaced by another on paying *twelve dollars* currency, and advertising the loss in the public newspapers.

NOTICE TO THE LADIES.

ENGLISH DRAPERY ESTABLISHMENT,
61-CORRIENTES-61.
 It is respectfully announced that during the next and following months there will be exhibited at this Establishment a vast and magnificent display of **AUTUMN and WINTER GOODS**, of the most choice, varied, and fashionable description, selected from the London and Paris markets, to which the attention of Ladies is solicited.

ENGLISH DRAPERY ESTABLISHMENT,
61 CORRIENTES 61

LA PREVISORA ARGENTINA.

LIFE INSURANCE AND SAVING FUND ASSOCIATION OF BUENOS AYRES.

DIRECTORS.
 D. Miguel Azeuenaga, President
 " Borrabé Ocampo, Vice-President
 " Antonio Marcó del Pont
 " Jacobo Paravicini
 " Constant Santamaría

OFFICIALS.
 D. Antonio Garcia y Garcia, Manager
 " Enrique Riera, Sub Manager
 " Juan Casado, Secretary.

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 inversion of funds, according to the rules of the association.
 The PREVISORA ARGENTINA will receive subscriptions as follows:
 1st. On one's own life, in shares of \$5 silver each. These subscriptions liquidated at any time, at the subscriber's time and option.
 2nd. Without loss of capital by death of the insured. Subscribers will be entitled to compound interest on their subscriptions, and the proportional interest for- feited 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 this class shall gain compound interest on their subscriptions, besides a proportional part of the capital and interest of 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 (finca), 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 Co's office—87 calle S. Martin (altos) between the hours of 11—4; prospectus given on application.

Shipping List of
HARLES WM. BENN and CO,
 Shipbrokers, &c.,
 FOR ANTWERP,
 British Tarque,
CRYSTALINE,
 A L. 66 Tons,
 Clarke, Master,
 Cleared at the Custom House, and sailing immediate v.
 Consigned to order.
 Dutch schooner,
HOORTE V ICHER,
 171 T ns,
 Klason, Master,
 Receiving her last Bales, and clearing at the Custom House.
 Consign to order.
 FOR ANTWERP,
 Danish Schooner,
JYDR A,
 138 Tons,
 Petersen, Master,
 A chartered vessel, but can still engage a few bales and dry hides, if ready.
 Consigned to order.
 Dutch Brigantine,
CORNELIA SUZANA,
 3-4 T. 147 Tons,
 Urytsma, Master.
 Can engage dry hides and a few bales.
 Consigned to order.
 French Ship,
GRANDE ANTILLE,
 5-6 AUT. 351 Tons.
 Tenand, Master,
 Can still engage dry hides and bales.
 Consignees, Dorga and Unnes.
 National Barque,
RIVADA VIA,
 347 Tons,
 Norman, Master.
 Can engage dry hides and bales.
 Consignee, D. C. Gowland.
 For further particulars, please apply to
CHARLES WM. BENN and CO
 Shipbrokers, &c.
 Calle 25 de Mayo, 49.

FERRO-CARRIL DEL NORTE.
 APERTURA DE LA ESTACION SAN FERNANDO EL DIA 8 DE FEBRERO DE 1864.

Regreso.	
Salida de Salta a las 10.00	Regreso a Salta a las 12.00
Salida de Salta a las 11.00	Regreso a Salta a las 1.00
Salida de Salta a las 12.00	Regreso a Salta a las 2.00
Salida de Salta a las 1.00	Regreso a Salta a las 3.00
Salida de Salta a las 2.00	Regreso a Salta a las 4.00
Salida de Salta a las 3.00	Regreso a Salta a las 5.00
Salida de Salta a las 4.00	Regreso a Salta a las 6.00
Salida de Salta a las 5.00	Regreso a Salta a las 7.00
Salida de Salta a las 6.00	Regreso a Salta a las 8.00
Salida de Salta a las 7.00	Regreso a Salta a las 9.00
Salida de Salta a las 8.00	Regreso a Salta a las 10.00
Salida de Salta a las 9.00	Regreso a Salta a las 11.00
Salida de Salta a las 10.00	Regreso a Salta a las 12.00

DIAS FERIADOS
DIAS DE TRABAJO

Salida.		Regreso.	
Salida de Salta a las 10.00	Regreso a Salta a las 12.00	Salida de Salta a las 11.00	Regreso a Salta a las 1.00
Salida de Salta a las 11.00	Regreso a Salta a las 1.00	Salida de Salta a las 12.00	Regreso a Salta a las 2.00
Salida de Salta a las 12.00	Regreso a Salta a las 2.00	Salida de Salta a las 1.00	Regreso a Salta a las 3.00
Salida de Salta a las 1.00	Regreso a Salta a las 3.00	Salida de Salta a las 2.00	Regreso a Salta a las 4.00
Salida de Salta a las 2.00	Regreso a Salta a las 4.00	Salida de Salta a las 3.00	Regreso a Salta a las 5.00
Salida de Salta a las 3.00	Regreso a Salta a las 5.00	Salida de Salta a las 4.00	Regreso a Salta a las 6.00
Salida de Salta a las 4.00	Regreso a Salta a las 6.00	Salida de Salta a las 5.00	Regreso a Salta a las 7.00
Salida de Salta a las 5.00	Regreso a Salta a las 7.00	Salida de Salta a las 6.00	Regreso a Salta a las 8.00
Salida de Salta a las 6.00	Regreso a Salta a las 8.00	Salida de Salta a las 7.00	Regreso a Salta a las 9.00
Salida de Salta a las 7.00	Regreso a Salta a las 9.00	Salida de Salta a las 8.00	Regreso a Salta a las 10.00
Salida de Salta a las 8.00	Regreso a Salta a las 10.00	Salida de Salta a las 9.00	Regreso a Salta a las 11.00
Salida de Salta a las 9.00	Regreso a Salta a las 11.00	Salida de Salta a las 10.00	Regreso a Salta a las 12.00

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