

# The Standard

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# **SUBSCRIPTION TO THE STANDARD**

\$30 PER MONTH.  
ADVERTISEMENTS.  
Not exceeding six lines inserted three times for \$5.

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

## **The Standard.**

All falsi, noqueam nil veri non auleum diere. — Cicero.

TUESDAY, MARCH 1, 1861.

### **NEWS FROM HOME.**

The French packet brings nothing of importance. The trial of the mutineers of the *Flowerly Land* is going on: two of the crew have been discharged, and it is likely the other eight will be found guilty and hanged.

The birth of an heir to the Prince of Wales was hailed with great rejoicings: the infant will take one of his august father's titles, Duke of Cornwall. The royal family is sadly split up about Slewig-Holstein: the ex-princess royal intrigues for her adopted country, Prussia, while the Prince of Wales leans towards the new alliance and favors Denmark.

We give in another column the history of an Anglo-Polo-Canadian adventurer, whose description and conduct closely resemble that of a gentleman who left Buenos Ayres rather suddenly some six months ago, to the regret of those who knew and trusted him. He attempted to get up a Polish subscription in this city.

Mr. Curran's letter shows that a Co. of London Merchants is in formation to promote Emigration from Ireland to B. Ayres. It is interesting to learn that we have no Consul in Dublin, and Mr. C. is the most proper person. The Argentine Government might easily find one or two Irish gentlemen of education, at present camp school-masters, who would give public lectures through Ireland, weekly, for say £20 per annum. This would give us at least 200 more immigrants each year: surely the money would not be ill spent.

We are glad to learn from a private source that Messrs. Gibbs and Son, of Liverpool, were about to embark a cargo of rails &c. for Rosario, for the Central Argentine Railway works. Messrs. Wheelwright and Brassey who are jointly interested in this grand project announce that they will launch it on the London Stock Exchange immediately at the latest in March.

The R. Plate Mail contains a paragraph about South American missions, which may well provoke a smile, hoping that English Protestants here may not be suffered to become heathens, that cotton-growing may be promoted among our splendid Indian tribes, and that these may be brought to civilization by increased English traffic. First, there is no motive for suspecting any falling off in our Anglican brethren; secondly these 'splendid' Indians are the most degraded specimens of humanity, morally and physically; thirdly cotton cannot be grown in B. Ayres, much less in the missionary fields of Patagonia.

The news from Brazil is very important. The steam-line from Rio Janeiro to N. York is evidently about to be carried out. The Rio Grande (S.) railway gives great promise, and the cleaning of that port by a drag or dredge will be a boon to commerce.

Most of our news has been anticipated, but we publish accounts of the Liverpool explosion and other things not mentioned in papers by the Quito.

The American war is in statu quo; the siege and bombardment of Charleston continue. The remnant of the Irish brigade, only a few hundred out of several thousand, has returned to New York. The obsequies of Gen. Corcoran were very grand, being attended by Gen. Meagher and the other Irish celebrities. The death of Archbishop Hughes will cause regret to every member of the creed, and country of which he was so illustrious a son, as also to the citizens of N. York of every class by whom he was well-beloved.

His Majesty Orelie Antoine I. King of Araucania and Patagonia lately gave a dinner at Paris to those friends who had known him as M. de Tonness, Attorney of Piregoux; he is most sanguine of recovering his lost royalty, expects to raise a loan and equip one or two French regiments to bear him company to Araucania. It is much to be desired that he should succeed, for the purposes of civilization.

### **IMPORTANT FROM BRAZIL.**

#### **Steam to New York.**

**Rio Grande do Sul Railway.**  
Programme of concession made by his Majesty, the Emperor of the Brazils to Robert S. Webb, of the city of New York for the establishment of a line of steamers to run between Rio de Janeiro and New York.

It is conceded to Robert S. Webb, and to his partners or agents to establish a line of steamers between the Brazils and the United States, under the following conditions.

The said R. S. Webb or his agents shall establish a line of monthly steamers between Rio de Janeiro and New York, calling at the ports of Bahia, Pernambuco and Para, as also at such islands in the West Indian Sea and ports north of Cape Florida in the United States as the concessionaire or his agents may deem fit. A steamer of not less than 2000 tons register shall sail each month from Rio de Janeiro and New York. At the termination of each voyage, the Brazilian Government will pay the concessionaire at the rate of £6000 during the first five years—during the second term of five years £5000 will be paid for each voyage; and for the third five years £4000 for each voyage, at the end of which the contract will cease, it being understood the term of fifteen years is to date from the day of sailing of the first steamer from Rio de Janeiro—these payments to be made in bills on London at 10 per cent, or on Rio de Janeiro at the exchange of the day. These steamers are to carry the mails free of charge.

The time to be occupied in each trip between Rio de Janeiro and New York, and vice versa, shall not exceed 25 days of 24 hours each, except through some unforeseen accident. In case the increased traffic so require, the concessionaire may run two steamers monthly, in which case the subvention shall be as above, for each trip.

#### **ANOTHER PROPOSAL.**

The Brazilian Steampacket Co. has also proposed to run between Rio de Janeiro and New York, touching at the ports of Bahia, Pernambuco, Maranhão, Para, Barbadoes, St. Thomas, Charleston, and New York, and in all of the ports at which they call at present, on condition of the Government granting an additional subsidy of 30,000 dollars monthly.

**Diplomatic Corps.**—Count Alessandro Fe d'Ostiano, who is at present Italian charge d'affaires to the Court of Brazil, has just been promoted by his Government to the grade of Resident Minister. Signor d'Ostiano is a most distinguished gentleman, is connected with a Brazilian family of some importance, and is a great favourite in Rio de Janeiro. Amongst other services rendered to his country, the Count was present at the battle of Novara.

From the 'Diário da Rio Grande,' we take the following:—Sr. G. Wigg, a respectable merchant of this place, at present in London, has sent to the President of the Board of Trade a dredging machine, which, in the opinion of the best English engineers, is the most suitable for deepening and widening our bar. Mr. Wigg states, in a small pamphlet which he has forwarded with the model, that the process of working it by steam is very simple and cheap.

On the 13th inst., two bodies were discovered at the Rinco dos Cravos, three leagues distant from the village of Pirating, and were recognised as being those of Sr. Jono Baptista Lassary, merchant of that place, and his pson. Sr. Lassary had been collecting money when he was murdered, and he was afterwards robbed, as none of his money has been found.

On the night of the 25th January, the house of a Brazilian, T. C. Antonio Viania, on the frontierline of Cluny, was attacked by three robbers, but being resisted, they fired a pistol and fled, taking away with them such small articles as they found at hand.

In the 'Conservador' of Angola we read, that on the evening of the 23rd January the steamer *Curlew* anchored in our harbour. On the following morning the commander and some other officers landed, who said that they had come from San Sebastian, that they intended remaining two or three days, and afterwards proceed to Mungarabia, Palmas, and Rio de Janeiro, and thence to England. When the slave trade was in full blast, English cruisers frequently made their appearance in our port, and, of course, their object being known, no one was surprised, but as it is now ten years since a British man-of-war made her appearance in these waters, the *Curlew's* favouring us with a visit looks suspicious. Those who came on shore were well treated by the inhabitants, and such of the latter as accepted the officers' invitations to go on board were kindly received.

#### **EDITOR'S TABLE.**

The French packet *Saintonge* arrived on Sunday morning with mails from Bordeaux 25th and telegrams from Lisbon 29th January, thus bringing two days later than the Quito. Among the passengers are Messrs Holzerhoff (and lady), Burnichon, Gaudara, Bergarr and Riestra (and family). Also five or six English gentlemen from Rio de Janeiro for B. Ayres.

There were current rumours through town on Sunday that Flores had completely routed the Government army at Maciel, on the 23rd February, killing Lamas, and capturing General Ser vando Gomez with his whole staff, and

Colonel Laguna, besides all his artillery and baggage, with only the loss of Caraballo slain. The whole, however, seems a lie, for Caraballo was near Salto on the 22nd. The Paraguayan steamer was not allowed to enter Montevideo, having on board the three banished Senators: her other passengers being landed, she was obliged to steam off without mails or passengers.

The rival Clubs met on Sunday, and a fusion was proposed. The *Crudos* now find themselves utterly powerless, and have offered to relinquish a contest at the March elections for deputies to the Provincial Legislature, on condition that the city members be half and half. The *Cocidos* are willing to accept this principle if applied to the whole province, but the *Crudos* pretend to count on a complete majority in the campaign, so that, for the present, negotiations have fallen through.

The *Mersey* left, yesterday evening, for Montevideo; she had only half-a-dozen passengers for Europe, but there will be a large number by next mail. We may expect the Uruguay hourly from Liverpool, as she is thirty-six days out, and beyond her time.

The opera of *Traviata* will be given to-morrow night for Madame Briol's benefit. As well out of compliment to the fair artist, and as a tribute to her talents, we hope our countrymen will attend on massé.

The 'Legion Militar' arrived here from Santa Fe on Saturday night, and has already received orders to march for the Southern frontier; it is to be desired that more attention be devoted to our frontier, as this will wonderfully enhance the value of our outlying camp and serve as a preventative to such recurrences as the late Hegira of Irish farmers.

Great preparations are being made for the inauguration of the Great Southern railway works. M. Champion's tent is called into requisition and there is every reason to believe that the day which will form an epoch (March 4th 1861) in Buenos Ayres annals of progress, will pass off with unprecedented eclat.

Paper money is fast going down to Bathos. Patience at \$29 are far below Mr. Roni's scale, or what that gentleman's gloomiest anticipations could have reached. We remember what a tocsin of alarm the papers rang when doubloons touched \$10, yet they are now \$44! and no one seems to bother his head about the matter. Nor is it certain that the old system of 'cauterizing' the Bank would check the evil. For the sake of round numbers let us make the ounce 50, and fine any one who attempts to disturb so euphonious an arrangement. This will simplify calculations.

We are sorry to have to record the melancholy death of Mr. Robert Buchanan, jun., who was drowned at La Paz, whilst bathing in the Parana, on Monday, the 22nd inst. The deceased was beloved and respected by all who knew him. He leaves a wife and child to mourn his loss. The deceased's family, to whom he was endeared for his many virtues and amiable disposition, will long feel their sad bereavement.

Accounts from the camp are, thank God, very favorable: grass is springing up on all sides, and many farmers have returned to their deserted homesteads, after suffering most unheard of hard ship. Their losses in sheep have not been severe, but numbers of Irish ranchos have been sacked and in some instances burnt to the ground by vagabond gauchos. Yet our countrymen are heavily taxed to support a Government either powerless or unwilling to protect life and property.

To day the monthly serials, *Revista de B. Ayres* and *El Plate Magazine* will be distributed. We will review them to-morrow or following day.

The idea of March are now come, and many augur a stormy close to the month, but we imagine the elections will pass off as quietly as the last.

There are a great many demands for reduced fares on the Northern Railway, and, as a friend and shareholder of that line, we beg to coincide in the request, which is calculated to increase its traffic.

In provincial news we have nothing fresh, except the election of Dr. Camelinio, Deputy to Congress for Corrientes, and Dr. Bazan, for Rioja. The prime minister of Corrientes will not shine in the Senate, but is extremely fit for his present occupation, being active, upright, intelligent, and a friend to cotton.

We learn that Messrs. Drabble have received 18 cotton-gins: they ought to send a few to Corrientes, where it is expedient the cotton be ginned, to save freight of seed to Buenos Ayres. We have only one, or we would gladly help the Correntinos planters. Mr. Lix is willing and competent to lend his services in that city to so desirable a purpose.

### **RIO GRANDE DO SUL.**

A new feature of produce and a new life are about to spring up and change the apathy of the country into activity. Coal deposits have been found in Candrota and the Valley of Jaquarão Chico, and the studies of a proposed railway line have been completed by engineers W. G. Smith and Lawrence O'Burke. The road has been surveyed and the necessary materials got together, so that in a few months it is expected that the railway will be in working order. A concession of the line for ninety years has been granted by the Government. The professional examinations which are not based on probabilities, but on palpable facts, give everything to be expected, and the results seem to be as certain as anything mundane can be. We open our eyes with astonishment and grumble at treasures which have been lying under our noses, being found out by strangers, and which our indifference prevents us benefiting by.

From Minas Geraes, under date of Jan. 6, they write:—

About the murder of Captain Leonardo do S. João Baptista and Gularde de Barreiros the following has been reported in our district:—

A man called Zeffirino, of very bad character, had lately been in the habit of treating his wife so badly that her body was one mass of bruises.

In answer to some people he said that she was living at a country hacienda with a son and brother of the victim, and when they said they were going to look for her, Zeffirino mounted his horse and said he would accompany them. Some other people, wishing to prevent a quarrel, followed them at some little distance, and found Zeffirino lying on the ground wounded with two pistol shots and some stabs.

In making inquiry about the murder of Captain Leonardo, the following strange statement was made:—A slave belonging to the said captain, upon being examined about the murder of his master, deposed that, finding him lying on the road wounded and nearly dead, he stabbed him five times in order to put an end to his sufferings.

About these murders nothing else is known.

### **THE FLOWERY LAND MUTINY.**

The ten sailors—Lyons, Williams, Blanco, Ambrosio, Basilio, Marcelino, Lopez, Carlos, Watter, and Raduck—charged with piracy and murder on the high seas, were brought up for further examination at Bow-street, London, on Saturday.

As on the former occasion, a large crowd was assembled in the street before the court to watch the arrival of the prison van, and the removal of the prisoners from the van to the court when they were received with groans and hisses.

Lyons being still too ill to walk, was again carried by Williams. Mr. Welsby conducted the prosecution, instructed by the solicitor to the Treasury; Mr. Beard, instructed as before, by the Spanish consul, appeared for seven of the prisoners.

The Chevalier J. de Schaeffer, Director of the Austrian Consulate in London, was in attendance for the purpose of watching the case as regarded Raduck or Paul, who claims to be an Austrian subject. M. de Schaeffer observed that much difficulty arose from the fact that Raduck had given several different names. He now stated that he had deserted from an Austrian ship at New York, and then assumed the pseudonym of Raduck, his real name being sometimes altogether different. Search would be made in the registers, and if it could be ascertained that this statement was correct, and that he was an Austrian subject steps would be taken for his defence.

Mr. Rosenberg again attempted to interpret in Spanish, Mr. Peraoewitch to interpret in Greek, and Mr. Albert in French.

Anderson, the ship's carpenter, was then called, but being a Norwegian, and not understanding English well, he could not be examined without the aid of an interpreter. A messenger was sent to fetch one, and the evidence of another witness was taken in the meantime.

Frank Couderera, from Bordeaux, who gave his evidence in French, interpreted by Mr. Albert, deposed:—I was a seaman in the *Flowerly Land*; I shipped in London; I slept in the house on deck in same berth with Anderson and Early; I remember the captain being killed; I don't know the time; some twelve days before that Frank Paul told me that the men were going to kill the captain; I told the captain of this, but he only answered, "Oh, no;" I remember being woke up on the morning when the captain was killed, between three and half past three, by Early and the carpenter; they were both crying; they told me to go the wheel; I asked if it was four o'clock, and they said no; I went to the wheel; the prisoners had capstan bars in their hands; I can hardly tell which prisoners, as it was hardly light; there were seven or eight of them; while I was at the wheel I asked what

was the matter; I was told that the captain's brother and the first mate were in the cabin; I asked after the captain, and they showed him to me dead in the cabin; Frank Paul showed me through the skylight; he said, "See the captain—he is dead on the floor;" it was also Frank Paul who told me about the captain's brother and the mate; when it was daylight, I went into the cabin, and saw the captain wrapt up in canvas; I helped to haul the captain up on deck; they forced me to do so; Marco Watter urged me to it; he said to me "Lend a hand to throw him into the water, and take care of yourself;" (prends garde a toi); all hands were in the cabin at that time; they had not the bars in their hands then; three or four helped to haul the body up, but I do not know which they were; I helped to throw it over; Marco Watter was one; after that I looked through the skylight; the cabin was cleaned and the men broke open the chests; amongst other things I saw them take two watches, one belonging to the captain and the other to his brother; when they found the money it was divided, and I was called down to take my share; all hands were there; the second mate divided the money into seventeen parts; if it had been good money, my share would have been 100 francs, or £1, but it was bad money; some days after that Basilio de la Santos was in the cabin sharpening his knife and he said to me "this knife will serve you the same as it did the captain;" I remember the ship being sunk; it was half past two o'clock in the morning; Chanas, Durano, Blanco, and Lyons were last to enter the boat; Casap went into the boat with me, but the others, in Spanish, told him to go on board again, and he did so; I did not see where he went, as I was in the boat; I heard him crying in the ship; [Here much difficulty was found in understanding the witness's statement as to Casap's exclamation. The words the witness used were "Finisiez moi do me couper." Ultimately it appeared that the boy cried out in English, and the witness being asked what were the words, replied, "He said, "Finish to cut me quick." After this I saw the cook go up the rigging, and the ship went down, he still clinging to the rigging till the waves closed round and over him: I never saw him or Casap again.]

The witness proceeded to describe the last struggles of the steward in the water.

Michael Anderson, a Norwegian, and carpenter on board the ship, was afterwards examined. Williams and Paul were discharged, and the others committed. Mr. Beard has received instructions from the Greek and Turkish governments to defend Carlos and Santos.

### **The Royal Family and the Danish Danger.**

The London correspondent of the *Helfast News-Letter* says:—"It is whispered so generally in influential circles that a misunderstanding exists between the highest personage in the realm and the chief of the ministry, that it would be affectation to appear ignorant of it. The question which has just given rise to this unfortunate difference, as you may suppose, is that relating to Germany and the Duchies of Schleswig and Holstein. Her Majesty, it is stated, is favourable to the German policy, of which the brother of the late Prince Consort is a prominent exponent, while the Premier takes what is called the 'constitutional view,' and advises his royal mistress to support the legitimate claims of the King of Denmark against the encroachments of the Confederation. The sympathies of the crown are unquestionably in opposition to those of the heir to the throne and of the Princess of Wales, who, of course, will use all her influence to support the cause of Denmark. On the other hand, the Princess Royal of England (who is now but one remove from the throne of Prussia) is, with her husband, known to be strongly anti-Danish in sentiment. Under these circumstances, the various phases in the Danish question are viewed with extraordinary interest by the members of the Royal Family, who, by an unhappy coincidence, are all animated by different feelings and sentiments. It is believed that the advice Lord Palmerston has given the Queen is that which Parliament will approve—namely, that England cannot stand by and allow the kingdom of Denmark to be dismembered."

### **AN ENGLISH VOLUNTEER.**

The following appear in the Polish correspondence of the *Daily News*:—

A few days since I learnt the sequel of a most discreditable history, which attaches to a British subject who succeeded in taking in the National Government, a task which is none of the easiest. In the early part of last spring an individual of the name of Rocheblave arrived at Cracow from America, and attracted considerable attention by giving out that he had given up the command of a Legion, and that he was present in any number of engagements, and declared his considerable military experience at the disposal of the National Government. It was difficult to make out the nationality of this hero, for he spoke all languages judiciously well, including Polish. It came out, however, by degrees, that his father was a British Canadian, who had married a Polish lady. After insinuating himself into general favour at Cracow, Mr. Rocheblave was requested to proceed to Posen to take the command of a detachment for fighting in the grand duchy, which stood in much need of experienced officers. On his arrival at Posen he was received with open arms by the inhabitants, and hospitably entertained for some weeks, while preparations were making for the equipment of the detachment in question. When all was ready, a sum of one thousand roubles was confided to Mr. Rocheblave, for the payment of such of the insurgents as should be reduced to the necessity of serving for pay. On the appointed day he took leave of his entertainers, to put himself at the head of the band which was ready to cross the frontier. However, instead of taking the road to Russian Poland, he thought better of it, and decamped with the one thousand roubles—it is supposed returning to America, as nothing has since been heard of him.

**FEARFUL GUNPOWDER EXPLOSION.**  
Liverpool, Friday. This afternoon, the *Lotty Sleigh*, 120 tons, lying in the *Mersey*, outward bound for Africa, with a crew of fourteen men, and five tons of gunpowder on board, caught fire—crew taken off—and at 7.30 p.m., the vessel blew up with a fearful report. Thousands of windows in shops, public buildings, offices, &c., blown in; all street gas lamps, put out, and illuminated church clocks extinguished; several people blown down, but no fatality or serious accident as yet reported.

Liverpool, Friday, Twelve o'clock.—No serious disasters to lives or persons have as yet been reported in connection with the gunpowder explosion on the river. The destruction to property, however, on both sides of the *Mersey* is immense. The quantity of gunpowder on board the *Lotty Sleigh* was 940 half kegs, or eleven and a half tons. The ship was blown to atoms, and portions of the iron work were scattered over both sides of the *Mersey*. Several persons were thrown down in the Post Office, and several persons were slightly hurt by falling glass. Excitement in the streets intense. The vessel belongs to Halton and Coxson, and only left dock this afternoon. The steward was trimming a paraffin oil lamp, when it capsize, and the can containing the oil fell into the lazarette storeroom in the cabin. The steward, trying to recover it, set fire to the oil. The flames caught the captain's clothes and bedding and spread rapidly. The pilot signalled to a passing ferry steamer, which took the crew on board and landed them at Liverpool. The vessel was burning for nearly two hours before blowing up at 7.21 but none dare approach her, as there were eleven and a half tons of powder on board. The vessels lying in the *Sloyno* and other parts of the river received damage from floating materials. Great damage was done to buildings on the Birkenhead side.

### **S. American Stocks, Railways, &c.**

January 21.  
The high rate of discount and the uncertainty as to political events on the Continent, have operated adversely on all securities—consols included—and the Bank rate being again raised to 8 per cent. must still further injuriously affect them. The following were the quotations previous to the rise in the Bank rate yesterday:—

Brazilian Five per Cents 90 to 101, do Four and a-half per Cents, 1860 87 1/2 to 88 1/2, do Scrip 2 to 1 1/2 discount, Buenos Ayres Six per Cents 90 to 92, do Deferred 35 to 37, Chilean Six per Cents 100 to 102, do 4 1/2 per Cent 82 to 81, Mexican Three per Cents 31 3/4 to 35, Peruvian Four and a-half per Cents, 1862, 84 to 86.

### **RAILWAYS.**

Bahia and San Francisco 18, Pernambuco 10 to 17, San Paulo 7 1/8 to 8, do £20 pair 20 to 20 1/4, Northern of Buenos Ayres 10 to 10 1/2, Buenos Ayres Great Southern 1 1/2 dis. to par.

### **BANKS.**

London and Brazilian 5 1/2 ex. div., London, Buenos Ayres, and River Plate 8 to 10 prem, do New Shares 2 1/2, London and South American par. to 1 prem, Brazilian and Portuguese 2 1/2 to 3 prem.

### **READY RECKONER.**

To the Editors of the Standard.

Gentlemen,  
Let me inform the packet night 'Used up Clerk' who suggests the compiling of a new 'Tabla de Cambios,' that the compensation awarded by the public to the two compilers of the former one for their labour of three months' leisure time, was a loss of ten pounds sterling.

With such encouragement as this it is not over singular that even enterprising clerks, however well endowed with the science of numbers, hesitate before launching into so tedious and disagreeable a task.

If the commercial community feel interested in the production of such







# STEAMBOAT AGENCY AND GENERAL COMMISSIONS W. W. MATTI and CO. 30 CANGALLO 30

**FOR PAYSAVANDU**  
Calling at Nueva Palmira, Fray Bentos and Concepcion, the National Steamer **SALTO**  
Captain P. Pidalzo,  
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, Baradero, San Pedro Obligado, Las Huelmas, and San Nicolas Voyage by the "Parana" de las Palmas, taking Cargo and Passengers, the National Steamer  
**PAVON**  
Captain P. Pidalzo,  
Leaves every Thursday and Sunday at 12 Noon, and returns every Wednesday and Saturday.

**FOR GUALEGUAY**  
The National Steamer **DIORCEITAS**  
Captain D. Linklater,  
Leaves the "Boca de los Nuevos Vientos" every Friday after the arrival of the Pavon, and returns each Tuesday, by which the Passengers leave here 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 a rival of the Pavon, and returns every Tuesday in time to hand over Passengers' luggage to the Pavon, which leaves for Buenos Ayres.

**FOR CORRIENTES**  
Calling at Parana, La Paz, Osella, de la Esquina, Cailla de Goya, Bella Vista, and Empedrado, the British Steamer  
**ESMERALDA**  
Leaves Rosario in combination with the Pavon, on Tuesday, January 19, and returns on Friday, January 29.

**FARES:**

To Montevideo (salin)	8 patacones
Zarate do	4 "
San Pedro do	8 "
Obligado do	10 "
San Nicolas do	12 "
Rosario do	16 "
San Lorenzo do	18 "
Dianante do	20 "
Santa Fe do	24 "
Parana do	32 "
La Paz do	36 "
La Esquina do	40 "
Goya do	44 "
Bella Vista do	48 "
Empedrado do	52 "
Corrientes do	56 "
Concepcion do	60 "
Concordia do	64 "

Deck Half-price.

**FRIGHTS:**

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

**FOR CUYABA**  
Calling at San Nicolas, Rosario, Parana, Corrientes, Asuncion, and other Brazilian Ports, the Brazilian Steamer  
**MARQUES DE OLINDA**  
Captain Thapellito de S. Beincourt,  
Leaves on the 4th February.

**FARES:**

San Nicolas	16 pata.
Rosario	20 "
Parana	28 "
Corrientes	36 "
Asuncion	40 "
Cuyaba	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, Grote & Co. Bankers LONDON.  
And on J. B. and Co. Bankers LIVERPOOL.

Timely application should be made at the office of Mr. Wilson Jacobs, Exchange Broker, No 66 calle San Martin (opposite the Bolea).

THOMAS B. HALL

## DRAFTS AT SIGHT ON THE UNION BANK

## IRELAND.

ISSUED BY THE LONDON, BUENOS AYRES AND RIVER PLATE BANK.  
Calle de la Piedad No. 80.

# ESTANCIEROS.

**Corrales Portátiles** de Hierro y Madera para Ovejas.  
**Corrales Portátiles** de Hierro para Caballos.  
**Corrales Portátiles** de Hierro para hacienda Vacuna.  
**Bedederos de Hierro** para Ovejas y Hacienda Vacuna, desde 60\$ vna.

**Mojones de Hierro** de todo precio.  
**Cercos de Hierro** para Rindos, Chacaras, Potreros, Corrales &c.

**Puertas de Hierro.**  
**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 Méjico.

## 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.

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

## SAVINGS BANK BANK MAU & CO. No. 103 calle de Cangallo.

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 the most confidence.

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

Buenos Ayres September 19th 1863.  
p. p. Mau & 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%) 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.

Capital Subscribed till 31st Dec, 1863—170,567 pats. in 215 Policies.

**DIRECTORS.**  
D. Miguel Azcuena, President  
" Bernabé Ocampo, Vice-President  
" Antonio Mareo del Pont  
" Jacobo Paravacini  
" Constant Santamaría  
**MANAGING COMMITTEE.**  
D. Estanislao Peña  
" J. A. Fernandez  
" L. B. Wilcke  
" Mariano Billinghurst  
" Ladislao F. Martinez

**OFFICIALS.**  
D. Antonio Garcia y Garcia, Manager  
" Eustaquio Masera, Sub Manager

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 insurer. Subscribers will be entitled to compound interest on their subscriptions and the proportional interest for 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; prospectuses given on application.

Los trenes marcados "Expreso" pararán en las Estaciones Belgrano y San Isidro solamente.

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

Regreso.		Regreso.	
Salida.	Salida.	Salida.	Salida.
1.º	2.º	3.º	4.º
5.º	6.º	7.º	8.º
9.º	10.º	11.º	12.º
13.º	14.º	15.º	16.º
17.º	18.º	19.º	20.º
21.º	22.º	23.º	24.º
25.º	26.º	27.º	28.º
29.º	30.º	31.º	32.º
33.º	34.º	35.º	36.º
37.º	38.º	39.º	40.º
41.º	42.º	43.º	44.º
45.º	46.º	47.º	48.º
49.º	50.º	51.º	52.º
53.º	54.º	55.º	56.º
57.º	58.º	59.º	60.º
61.º	62.º	63.º	64.º
65.º	66.º	67.º	68.º
69.º	70.º	71.º	72.º
73.º	74.º	75.º	76.º
77.º	78.º	79.º	80.º
81.º	82.º	83.º	84.º
85.º	86.º	87.º	88.º
89.º	90.º	91.º	92.º
93.º	94.º	95.º	96.º
97.º	98.º	99.º	100.º

## RIVER PLATE STEAM SHIP COMPANY

## THE BRITISH BUILT STEAMER "LA PLATA"

1,165 tons. Register—Cap. PARKMAN.  
Will be dispatched for Liverpool, via Montevideo on the 2nd March.

Taking cargo also for London, Bristol, Glasgow, Belfast, Antwerp, Havre, Bremen, Rotterdam and Amsterdam for which through Bills of Lading will be a good and cargo forwarded from Liverpool by Steamer (and/or) Railway at option and expense of the company but at shippers risk.

For freight and cargo can now be made as follows:

	1st Class.	2nd Class.	3rd Class.
Passengers	100	150	200
Cabin	100	150	200

Other produce as per agreement.  
Passengers will be taken at the following rates, viz:  
Cabin.....£ 40 | Second class.....£ 30

The above rates are exclusive of wine, and spirits which may be obtained on board at moderate prices.

Passengers and specie will be received on moderate terms.

Bills of Lading forms to be had from the agents

**JOHN P. BOYD & Co.**  
Agents,  
Calle San Martin No. 66.  
Buenos Aires, 6th February 1864.

F 11—18p

## Shipping List of HARLES WM. BENN and CO.

Shippers, &c.,  
**FOR ANTWERP.**  
British Bark,  
**CRYSTALLINE,**  
A 1. 266 Tons.  
Clarke, Master,  
Cleared at the Custom House, and sailing immediately.

Consigned to order.  
Dutch schooner,  
**HOORTE V ICHER,**  
171 Tons,  
Klasen, Master,  
Receiving her last Bales, and clearing at the Custom House.

Consigned to order.  
**FOR ANTWERP.**  
Dutch schooner,  
11 Y. R. A.,  
184 Tons,  
Peterson, Master,  
A chartered vessel, but can still engage a few bales and dry hides, if ready.

Consigned to order.  
Dutch Brigantine,  
**CORNELIA SJSANA,**  
3-3 T.T. 147 Tons,  
Urytma, Master.  
Can engage dry hides and a few bales.

Consigned to order.  
French Ship,  
**GRANDE ANTILLE,**  
5-6 A.T.T. 351 Tons,  
Tenand, Master,  
Can still engage dry hides and bales. Consignees, Dorga and Unnes.

National Bark,  
**RIVADAVIA,**  
347 Tons,  
Norman, Master.  
Can engage dry hides and bales. Consignee, D. C. Gowlard.

For further particulars, please apply to  
**CHARLES WM. BENN and CO**  
Shipbrokers, &c.,  
Calle 25 de Mayo, 49.

**Rams! Rams! Rams!!!**  
Parties requiring Rams or the best wools and in excellent condition, in any amount at reasonable prices by applying at the estancia de Santa Elena del Cerro, litu, campo de Pila, partido de Ajo.

The breeds are Rambouillet crossed with Fleischschaff, and Rambouillet crossed with first class mestizas.

## No more Scab in Sheep.

Patented by Government.  
General Store in Buenos Ayres at 212 CALLE BUEN ORDEN.

Store at Villa Mercedes, of Messrs Kautz and Schaeffer.  
Store at Tays, Establishment of D. Carlos Geyer.

The scouring time being now over the inventor of the Anti-Scab Specific for curing Cutaneous Diseases in Sheep, and all domestic Animals, begs to inform the Estancieros that it can never be applied to such effect as after shearing, when it not only cures the worst cases, but acts as a preservative against the disease.

The simplest method is bathing the animal, whether sound or affected, in the water prescribed by the instructions.

The specific has been already found an efficient remedy for insects (Garrapatas).

Numerous certificates may be seen, showing the high reputation of the Specific throughout S. America. Its low price places it within the reach of all, 25¢ sufficing for 500 or 1000 Sheep. It contains no poisonous quality, and is sold at the above Depots.

**CARLOS GEYER.**

## Three leagues of camp.

A tract of camp, three leagues in extent, of excellent quality and private property is offered for sale. It is situated in the department of Victoria, Entre Rios, six leagues distant from the port of Victoria, on the Parana. Apply for terms &c. at 88 calle Cuyo, between the hours of 2 and 5 p. m.

13 p. P. 21.

## ENGLISH GRAMMAR SCHOOL, CALLE LARGA DE BARRACAS

Dir.—Mr. Pongeraud, of the London University College.

This Establishment, which from its foundation has been patronized by the principal British families of Buenos Ayres, is an exact reproduction of an English School, where a good commercial education is combined with the acquisition of the French and Spanish languages is imparted to the pupils, and based upon the same system as in all first class European institutions of the kind.

An over-watchful and constant supervision, and a strict maintenance of order and propriety, are a sufficient guarantee that the morals and behaviour of the pupils are carefully attended to.

The different branches taught in the English Grammar School comprise the English, French and Spanish languages, History, Geography, Arithmetic, and Book-keeping in all its parts, Writing, and Religious Instruction.

Extra branches, such as Latin, Mathematics, German, Music and Drawing, are also taught by special masters.

The situation of the English Grammar School, in one of the most delightful quarters of the Calle Larga de Barracas, at the very gates of the city, is one of the most beautiful and picturesque of the environs of Buenos Ayres.

For particulars apply for prospectuses at the Standard Office, Calle Belgrano 74.

**Dr. P. PONGERAUD,**

a 16 x

## For Cañuelas, Monte, and Las Flores.

Mensagerias Nuevas de la Portena. Correo del Estado.

Office—Rivadavia 411 and 443.

The Empresario, with all attention to the punctuality and good condition of these coaches, has determined to start this line on the 2nd of March next. The times of starting being—

From Buenos Ayres for Las Flores 2, 5, 8, 11, 14, 17, 20, 23, 26, 29 of each month.

From Flores for Buenos Ayres, 2, 5, 8, 11, 14, 17, 20, 23, 26, 29 of each month.

Luggage and encomiendas are received up till 4 p. m. of the day previous to starting.

This month there will be three trips made.

From Buenos Ayres 22, 25, 28  
" Flores 22, 25, 28

**MIGUEL M. SUPO.**  
Buenos Ayres, 19th Feb. 1861.

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