

# The Standard

## Ficha Bibliográfica

Título:	The Standard
Variante del Título:	The Standard and the River Plate News
Número de Edición:	696
Fecha de Publicación:	1864-05-12
Lengua:	Ingl&ecute;s
Creador:	Edward Mulhall y Michael Muhall
Tipo de Recurso:	Peri&oacute;dico







## THE "STANDARD"

Sent to Subscribers in Europe by each fortnightly mail, with Packet Edition.

### SUBSCRIPTIONS.

Weekly Standard, £1 per Annum.  
Daily Standard, £2 "

### AGENTS.

Mr. G. Street, 30 Cornhill, London.  
Mr. J. C. Sharpe, Reuter's Telegram Office, Southampton.

### 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 Ioli andiam nil veri non audeam dicere."—Cicero.

THURSDAY, MAY 12, 1864.

### FRENCH PACKET REVIEW.

The present state of the Argentine Republic is, with the exception of the Province of Buenos Ayres, peaceable and prosperous. The members of Congress from the different provinces have arrived in this city. Congress will be opened to-day by the President in person. Peace and order reign through the interior, and the people in the provinces have embraced the peaceful arts of industry, instead of bloodshed and civil war. We regret sincerely that it is our duty to inform our readers that in Buenos Ayres things wear a far different aspect. A most lamentable spirit of disunion has sprung up amongst the politicians in this city. One party labours indefatigably to eject the National Government from this city, whilst the sober-minded and wealthier portion of the citizens support President Mitre, and struggle manfully to preserve the capital in this city. Cursed with these hateful political intrigues which have so long proved the bane and ruin of these countries, crime is everywhere on the increase, public confidence diminishing, and the paper currency of the country depreciating. President Mitre possesses the entire confidence of the foreigners, and of the wealthier portion of the native community; but he has failed yet to afford a proof of his capability to abrogate the chronic evils which afflict the River Plate.

It is the general opinion that the whole mechanism of Government has yet to be thoroughly reformed, as the Federal or Confederate system is but an incentive to revolution and disorder. Sooner or later it will come to this, that there will be but one Government in the River Plate, and that Government will be in Buenos Ayres.

The native newspapers, without a single honorable exception keep up the spirit of disunion, by publishing the most inflammatory articles; the political clubs hold nightly meetings, and things are rapidly approaching a crisis.

We would rejoice, indeed, were it in our power to exculpate the Governor of this province, Don Mariano Saavedra, from participating in this wholesale onslaught on President Mitre's Government, but, unfortunately for the country, he has, by his official acts, proved his adhesion to the opposition.

The richest, wealthiest, and most influential men in this city, who hold the position of Senators in the Provincial Chambers, have, (rather than lend themselves to an effort made by the opposition to disturb the present order of things), resigned en masse, and the Governor, notwithstanding the alarming riots which had occurred at the elections last month, has had the temerity to order new elections next Sunday.

It is our pleasing duty to observe that the new National Finance Minister, Sr. Gonzalez, has resumed the burning of the paper money. On last Monday four millions were consigned to the flames. It is generally believed that at least for years this destruction of the currency will fail to realise the beneficial effects predicted; but no matter what the ulterior consequences may be, we approve of it, inasmuch as it is a strict compliance of the law, and a proof of the integrity of our public mind.

Several very important measures are about to be introduced at the approaching Congress. One of the most important is that of Messrs. Harrison and Mansilla, for the establishment of six new steamboat lines in the rivers, the full particulars of which will be found in this week's "Weekly Standard." A project for a new private bank, capital two millions sterling, is also on the tapis.

The saladeristas in the rivers are at present killing fast: cattle are cheap, and hides and jerked beef maintain their prices.

Next English packet we expect will take home some bales of Paraguayan cotton, which the President of that prosperous country is sending to the different European markets to get valued. We regret to say, that with the exception of Paraguay and Corrientes, in all other parts cotton as yet has proved rather unsuccessful.

The Bank of Mayo, which is decidedly the most influential private bank in the River Plate, has recently opened a branch establishment in Corrientes, which is one of the richest and most peaceable provinces in this Republic. The Savings Bank, which the Baron Maua opened some six months ago in this city, we understand, has over two thousand depositors, now proving clearly how correct were the ideas of Mr. Leslie, the talented manager, in starting such an institution.

The Buenos Ayres Great Southern Railway is progressing wonderfully. The earthworks along the first sections of the road are being rapidly completed, under the able and talented management of Messrs. Crawford and Rumball, who are most untiring in their efforts. We understand that there are some twelve hundred men constantly at work on the road.

The Northern Railway is doing a splendid traffic business, and the works are nearly completed, which will enable the locomotives to run through to the Plaza 25 de Mayo station.

The Argentine Central Railway, which enjoys such sympathy and support amongst us, is now being put in a more business-like shape; three of the gentlemen appointed by Government have come before the public with the prospectus, and called upon the subscribers to the stock to pay up the first call, which, we have no doubt, will be punctually attended to.

The San Juan Mining Company, which, we believe, is known to many of our English readers, is about to be transformed into an English company, Mr. Rickard having arranged to purchase the shares held by parties in San Juan, at par. We await advice from Tontal, where the mines are, before we can advise our readers to speculate in the concern. Mr. Rickard has failed to send us any statistical information as yet, respecting the prospects of the company. Under a proper and judicious management, and if the country is left in peace, the company very probably would be able to pay a fair dividend, but at present the shares are selling in this market at 20 per cent. below par.

The London and River Plate Bank has recently, in company with some merchants in this city, made a loan to the National Government. The terms are particularly favourable to the lenders, and Mr. Green, the talented manager of this thriving bank, has increased his popularity by assisting the Government.

Several cargoes of preserved beef have been shipped to England by a leading Montevideo house. There is much anxiety as to the result. Should the beef sell well, it will open an important trade for this country.

Notwithstanding the alarm which politicians have created in this city, the general feeling is that President Mitre's Government will survive the storm, and by the adoption of strong precautionary measures, the peace of the country will be more firmly established than ever.

### EDITOR'S TABLE.

The French packet leaves to-day for Europe; we understand that she takes a large number of passengers than usual. Our friends at home will please send per return mail some ten thousand farm laborers.

The steamer Corrientes which was to have left for Montevideo, was stopped on Tuesday evening. People are very anxious to know the motive.

The decree of the President for the opening of Congress has been at last published. We shall attend to-day at the inauguration, so as to report the proceedings. The new Congress hall is ready, having been most tastefully fitted up and hung with blue velvet; it is however very small for the public accommodation, and the great importance of the measures which are to be introduced.

A new English monthly magazine is about to be started: the prospectus will be found in another column. We abstain from offering any opinion in the matter, but quote from Young—"Editors rush on where angels fear to tread."

The celebrated Dredge has at last arrived: the account of the captain who brought it down is most ludicrous; he states that although an experienced seaman he never in his life made such a voyage; the dredge literally spun down the river—all hands on board, from the constant twirling about, were

completely drunk. Thanks to good luck more than anything else, the dredge at last twirled into San Fernando, and was towed down to the Boca by the Menay. We hear that this celebrated dredge will shortly proceed to Ensenada with six barges, for the purpose of cleaning the mud out of the bay. The Menay we hear has been sent up to Mr. Marshall's establishment in Barracas to have a new bottom put to her.

One of the strangest facts is that in the recent report published respecting the native hospital, the greater number of the patients appears to be foreigners. We call the attention of the committee of the British Hospital to this report, as there are some very hard reflections on the foreign hospitals.

Mr. Coghlan's letter in answer to Sr. Santamaria, will be found in another column. Also, Veritas's rejoinder to Sr. Santamaria's answer, which is rather severe.

We are assured by one of the oldest and most influential English merchants in town that he has reliable information for contradicting the rumours of Gov. Saavedra's intended resignation.

The attendance to-night at Colon theatre will be very great, and the Argentine Hymn will be sung by the whole company.

The Saintonge went into the outer roads last evening, and leaves for Bordeaux to-day. The English packet is expected to arrive to-morrow morning.

### INFAMOUS ADVERTISEMENTS.

We copy the following scandalous notice from El Plata of Montevideo:

#### AVISO

"The — Consul, Mr. N. N. is requested to return or pay for a handkerchief taken by his little daughter from the drapery establishment, No. 158 calle Buenos Ayres."

We have suppressed the name of the gentleman who has been so villainously libelled, and hope the laws of this country will be speedily reformed, so as to place the private character of respectable citizens beyond the reach of defamatory advertisements. The disgraceful method of dragging a man or his wife into public ridicule, and a tailor's or milliner's bill, is very common in Buenos Ayres. Not long ago one of the highest English families in town was made the butt of such infamous publication. A fine of \$5,000 ought to be levied on the paper inserting such advertisements as the following:

#### NOTICE

Mr. X is requested, for the sixth time to pay the little bill he owes the undersigned, P. P.

#### SEÑORA M.

Is begged to return the bracelet she inadvertently picked up at the ball, last night, which belongs to me &c.

#### MATRIMONIAL.

I hereby certify that I said not in derogation of Don N's wife, or if I did it must have been in a moment of excitement.

For the honor of Buenos Ayres, no less than for a sense of decency we have to beg our colleagues will exclude such foul rubbish from their columns. Critics accuse Portenos of false modesty in separating men and women at the theatre, and having less delicacy in bathing. In like manner the newspapers of this city affect shame to publish the barbarous and brutal murders every week committed on unoffending Irishmen, whereas they gladly take payment for scurrilous slander directed against honest and upright citizens.

### THE ARGENTINE CENTRAL RAILWAY.

Buenos Ayres, May 11, 1864.

To the Editors of the Standard.  
"Perturbant montes." And after four days of difficult and dangerous labour, Sr. Santamaria reappears, lance in rest, against Veritas, whose sole, rank, and unpardonable offence is truth: for to any one not predetermined to twist his remarks into significations not their own, the sole object of his letter was patent and clear, being confined to a simple statement of two facts.

First, that the support offered by Mr. Robertson to the Cordoba line was made contingent on the cession (or sale, if Sr. Santamaria prefers it) of the Boca Railway to the Southern Company.

This assertion Sr. Santamaria admits, although making as much capital as possible out of the circumstance that Veritas incautiously used the word "Ensenada" instead of "Boca" Railway.

Second, that on Mr. Wheelwright declining to entertain any such proposition, Mr. Robertson suddenly remembered that the comparative security of the National and Provincial guarantees might be estimated by the value of their bonds, those of Buenos Ayres being quoted in London at from 90 to 100—those of the National Government (unknown there) being stated as worth only 40 in this country. This incident, which Sr. Santamaria passes over as having had nothing to do with the "cool manner" in which the Central Railway has been received, was in reality considered by Mr. Brassey as of great importance, that on receiving the information he wrote immediately to Mr. Wheelwright, demanding an explanation, and stating that if the re-

port did not admit of an immediate contradiction, there would be no chance of obtaining the necessary capital. As to the difference in the estimated cost between the Southern and Great Central Railways, Veritas repeats, notwithstanding Sr. Santamaria's declaration, that the cost of the Southern line is at the rate of £10,000 per mile, at least to its shareholders, who can receive no dividend beyond the 7 per cent. until this rate has been paid on the whole of the published capital.

The difference therefore between the two contracts, the Central and the Southern, remains as stated, at the rate of £3500 per mile, amounting to a difference in favor of the Central Railway on the total amount of its cost of no less than £800,000 (four millions of patacons), and yet Sr. Santamaria believes that, settling aside the question of the lands, the Rosario estimate is still a more favorable one for its contractors than that of the Southern line.

We accept however his statement that the contractors of the Southern Railway only receive £8,000 per mile. Now the capital of the Company being £750,000, it follows, that (besides the doubtless handsome profit to the contractors) no less a sum than £150,000 goes for land, preliminary expenses, &c., on a line not exceeding 75 miles in length! O tempora! O mores! and this is the Company which monopolizes so much of its Directors' love that they have nothing left for the Cordoba line excepting their good wishes, and the unfavorable comparisons to be drawn between the credit of the Provincial Government and that of the Argentine Confederation. Well may we exclaim in the words of the poet—

"I regret that you could not do better than love, but we did you back me some claim!"

As to the right that Mr. Wheelwright may have or may not have to dispose of one half of the lands, in order to secure the co-operation of Mr. Brassey, we respectfully submit that this was a question solely to be determined by the Directors of the Financial Companies to which the scheme was originally entrusted, and whose names, including the most eminent financiers, statesmen, bankers, and merchants of London, ought to be a guarantee for the purity and good faith of that and every transaction. On no other terms could Mr. Brassey's support be obtained, and it is ungenerous and unfair in the directors of the Southern Railway to raise objections to an arrangement which could not be avoided—and by their persistent and ex parte statements to attempt to ruin the great Argentine enterprise.

Between the high character and position of the directors of either railway, "Veritas" made no unfavorable comparisons, as Sr. Santamaria insinuates, and his observation is due solely to a remark attributed to Mr. Robertson, that men like himself and his excellent friends, having characters to lose in London, could not think of joining the direction of the Cordoba railway on the terms of its prospectus, though for its success they expressed the warmest wishes.

Sr. Santamaria concludes his singular communication, by referring to a "delusion that has happened," and hoping it will be cleared up in the best possible way in London. We presume he alludes to the pretensions of his excellent friends there to be the arbiters of all enterprises tending to promote the improvement and happiness of these countries; and we shall, indeed, be pleased, if the reports that have circulated on this subject, since the arrival of the packet, prove to have been in reality delusions and snares.

We have only one object to defend, not to attack an absent man, and sympathy for Mr. Wheelwright, struggling against unexpected difficulties, which (but for a short time only we hope) will interfere with the realization of his great project, is the sole cause of these letters. But as Sr. Santamaria threatens to demolish us with a *coup de grace* in reserve, we conclude for the present in anxious expectation of those secrets about to be drawn from their dread abode by him to scandalise, we presume, and astonish the world.

VERITAS.

### THE ARGENTINE CENTRAL RAILWAY.

To the Editors of the Standard.

Gentlemen,  
In the "Nacion Argentina" of the 4th inst. appeared a letter from Don Constant Santamaria, referring to the "Tropiezo del Ferro-carril a Cordoba en Londres," some of the statements in which appear to me not only to convey an unmerited imputation on Mr. Wheelwright's character, but to be likely to have a prejudicial effect on the subscription in this country to that great and indispensable work. To these statements I have not seen any further reference in the columns of that paper, and I therefore request you to publish the following observations.

1st. Sr. Santamaria asks "Can Mr. Wheelwright appropriate to himself the half of the lands so generously ceded by the law of Congress to the Company which may be formed?"

Mr. Wheelwright has not appropriated to himself personally those lands, nor is he responsible for what Sr. Santamaria has been pleased to designate as an appropriation for private account. When leaving here he hoped that in consequence of the intrinsic value of

the proposed railway, he would be able to form a company through his friends without requiring the aid of the great contractors or financial companies. In consequence however of the unexpected and violent opposition he has met with even on his first return to London from Buenos Ayres, in carrying out his original views, he resolved to associate with him the well known contractor, Mr. Brassey, and to entrust the formation of the Company to two of the leading financial corporations.

The Directors of these Corporations are men of the highest position and character. The Chairman of the General Credit Company, Mr. Samuel Laing, was specially selected by the English Government for the honorable but arduous post of succeeding Mr. Wilson in the complicated work of restoring to order the distracted finances of India, and accomplished the task with the greatest benefit to the country and credit to himself. The other Directors are men of the first mercantile standing in London, including the chairman of two and the vice chairman of a third most important railway. The Board of the London Financial Association is composed of men of a similar class, and the Directors chosen by these Corporations for the Central Argentine Railway are also men of the most respectable position.

These are the gentlemen responsible for what Mr. Santamaria styles an act of injustice to the future shareholders. They, it is certain, considered that "one half of the lands so generously ceded by the law of Congress to the Company which may be formed" (the last three words are Sr. Santamaria's, and do not appear in the law) might and should be "appropriated"—not by Mr. Wheelwright—but to remunerate the contractors who undertook the construction of the road, on terms which Sr. Santamaria acknowledges not to be remunerative, the payment of all preliminary expenses, interest to shareholders, and the working of the traffic for two years for 45 per cent of the gross receipts.

2nd. Sr. Santamaria further asks "Is there any will superior to the provisions of the law?" This query is founded on a previous argument that the lands were ceded, not to Mr. Wheelwright, but to a company not in existence at the date of the concession. I cannot pretend to be an authority on legal questions, but I declare the spirit of the concession, to have been that the land was given to Mr. Wheelwright, as one of the securities which he was to use in order to realise the enterprise, in the manner he or the persons to whom he might transfer the concession might think best; and that it was so understood by the Government is proved by the report of H. E. the Minister of the Interior to H. E. the President of the Republic, dated July 12th, 1863, in which he states that "the concessionaire was convinced that there would be no possibility of raising the capital in England except on the condition of an additional guarantee of the lands, to meet the secondary expenses which this class of work always demands, and which may prove very considerable."

I remain, sirs,  
Your obedient servant,  
JOHN COGHLAN.

53 Calle San Martin,  
May 11th 1864.

To the Editors of the Standard,

Gentlemen,  
I had already forwarded to you a translation of a letter of mine to the N. Argentina, dated yesterday, when I saw Mr. Santa Maria's published in your paper of this morning on which I beg leave to make the following observations.

1st. I do not believe that "any sensible man acquainted with the topography of this province," except Mr. Santa Maria, thinks that a Railroad from Buenos Ayres to Ensenada should follow any other "tracing," than the direct line from Barracas through the populous district of Quilmes.

2nd. I was mistaken in inferring from Mr. Santa Maria's former letter that he considered the sum of £6,400 a mile for the construction of the Central road not remunerative, as I now find his opinion to be that "the Cordoba contract offers to the contractors" (without any grant of land, be it understood) "equal if not greater advantages than the Great Southern."

3rd. I think it well to explain that the sum of £9,100 a mile was substituted in the new law for £6,000 fixed by that of 1862, in order to enable the concessionaire to pay the shareholders seven per cent interest, on their advances during the construction of the line. That was the only secondary expense provided for under the guarantee.

I remain, gentlemen,  
JOHN COGHLAN.

### Result to the British Flag.

The Tribune of yesterday publishes a notice from the British Consular post-office, signed by Mr. Parish, giving a list of packet-sailings for the year 1864. The scorn of Messrs. Varela for every thing English, not content with the disgraceful omission of Prox. Mitre's speech at the Inauguration, finds mo-

tive for a burlesque "in the," following heading to the Royal Mail notice:

"Ellwood's patent air-chamber hat"

for India.

\*To protect the head from the heat of the sun.

Such is the absurd caricature taking the place of the Royal Arms and evidently a parody on "Honi soit qui mal y pense." At the head of Turkish decrees it is usual to put the title of *Hatt* but this has nothing to do with England, and the recollections of Hector Varela regarding "Ottoman" matters is disagreeable.

### TERRIBLE STUNT.

Narrow Escape of a Distinguished Banker.

We regret to inform our readers that a few days since one of leading bankers as he was emerging from his town house in his carriage met with a rather serious accident. To increase the misfortune there was a lady along with him also, and a distinguished Dublin M.D. sitting behind. The horses it appears took fright at something, and ran pell mell into a hole which was in the street. The banker and the lady were pitched out high and dry on the side walk, and the physician we believe got thrown into the second story window of the adjoining house. We are happy to assure our readers however that no bones were broken, and the lady, banker and physician are all in a fair way of doing.

### INDIANS.

Further despatches with reference to the inroad of the Indians on the Northern frontiers have been received by Government. The following is a copy:—

Cuyasaito, 1st May, 1864.

To General Panero.

As I expected, the troops which I detailed from Fort Almagro (as mentioned in my last) have met with due success. At daybreak yesterday they came upon some Indian signs, and upon following up the trail closely they succeeded in coming up to the Indians and taking away from them 21 head of cattle, which are now at the disposal of the Provincial Government.

### PROSPECTUS.

Within a few months, or as soon as arrangements can be made for its publication, will be issued the first number of

"THE ARGENTINE CITIZEN,"  
A monthly organ of Industrial Progress,  
To create and foster an industrial opinion in the Argentine Republic and make it racy of the soil.—Chief Baron Wolfe (translated).

The main principle on which this Magazine goes forth is founded on the belief, that the Argentine territory has within its resources for the development of an inexhaustible Mine in corn, cotton, wool, tobacco, and cattle,—a mine that is far more likely to secure its peace and prosperity, than the copper of Oatamarca or silver of San Juan.

To foster such a vital principle and to make it "racy" of the purest virgin soil and the finest climate in the world (such as we have in this country) will be our unceasing aim. Sheep-farming, cotton cultivation, tobacco planting, cattle raising with the other industrial features of the Argentine Nation are, as cause and effect, the brothers of immigration, railway enterprise, and river navigation. The hand-in-hand progress of all these is what the Argentine Provinces only want to make them soon go a head of any or all the South American Republics. With the more solid and statistical matter shall appear from time to time sketches of the ethnology and topography of men and places hitherto imperfectly known to English readers.

Coincident with the beginning of the Centro-Argentine railway works and concurrent with their advancement "The Argentine Citizen" shall go along.

No political paper shall find a place in this Magazine. Nor shall anything be admitted into its pages, in the slightest degree derogatory of the existing Governments, National or Provincial.

"The Argentine Citizen" is to appear on the 20th. of each month, so as to be in time for the homebound English mail.

Contributions are solicited from those who take an interest in our principles. These and other communications to the Editor, as well as subscribers names have to be sent to care of Montevideoan Legation, 11 Parliament St. London; to office of "River Plate Mail" 30 Cornhill London; to the office of Chas. Wm. Bonn & Co. Ship Brokers 49 calle 25 de Mayo, Maestra Mackern's, English Library, calle San Martin, and the "Sala Comercio" calle 25 Mayo Buenos Ayres; to 42 Calle Rioja, and to 81 Calle Cordoba Rosario, Santa Fe, in the Argentine Republic.

Subscriptions \$3. per number or £1—11s. per annum.

Advertisements will be printed on pages sewed in with the cover of the Magazine. To be charged at the rate of 6s. per month for the third of a page.

Its first number will contain from 64 to 80 pages of ordinary Magazine size. But it is the intention of the proprietor to enlarge "The Argentine Citizen" whilst lowering its price, in proportion as its circulation increases.



# BANK MAU & CO.

Balance for the month of April 1864.

Capital paid up	\$2,000,000
Reserve	317,043 66
Accounts Current and	
Deposits	7,395,274 88
Emission	2,399,180 72
	\$12,112,018 96

## CREDIT.

Bills Receivable	\$3,51,657 93
Accounts Current	7,322,008 16
Cash	1,038,402 87
	\$12,112,018 96

B. & C. E.  
Montevideo, 7th May, 1864.  
P. L. DA COSTA GUIMARAES.

## IMPORTS.

In our report for the 25th ult we said that our market for imports was presenting a most active appearance.

The opinion has been confirmed, as the sales during the past fortnight have been extensive.

In the generality of articles there has been a slight improvement on account of the few arrivals, and the increased demand for the city and the camp.

It is likely that next arrivals will fetch good prices.

This is sure to happen if the price of bullion does not continue rising, and if heavy rains do not interrupt the communication with the camp.

Wines, spirits and sugar are the articles for which there is the greatest demand. Of the first there is but little in first hands, there having been sold during the fortnight 200 pipes of Spanish red wine at high prices.

The last sale per "Monarca" fetched 65 \$ silver, which is considered a very high price, but which may be again paid during the next 2 or 3 months, as before that time, heavy arrivals are not expected.

## EXPORTS.

The sale of saladero ox and cow hides, during the last fifteen days, are—

17,000 oxhides, at 40 rs.  
Total sales, since 1st November 1863—253,000 hides.  
Total slaughter do, 255,000 do.  
Fortnight's slaughter, 19,000 do.  
Hides to make, 2000 do.  
Hides in stock, 4000 do.  
In Saladero tallow, the sales are—  
600 pipes, at 14 1/2 rs.  
Stock—100 pipes.

In Saladero horsehides, the sales are—

4000 hides, at 15 1/2 rs, if 35lbs, and 16 rs, if 37lbs.  
Mares' grease, worth 451 dol currency, without cash.

In jerked beef, no sales.  
Stock, 128,030 quintals.  
Shipped for Saladero, &c, 30,000 do.  
In Matadero salted hides, no sales.  
Stock, 3500 hides.

The total sales of dry hides during the fortnight are—  
22,000 hides.

The total stock of all classes now remaining unsold is 65,000 hides.

In American hides the sales are 10,000 hides, at reserved prices. Nominal value—

Classified, 22 rs to 30 1/2.  
Entre Rios, 45 rs.  
Corrientes, 43 1/2 rs.

Stock of classified, 18,000 hides.  
In German hides, no sales.  
Stock of classified, 5600 hides.

Nominal value—  
Camp cow, 41 rs; camp ox, 47 rs; Matadero cow, 43 rs; Matadero ox, 49 rs.

In Spanish, French, and Mediterranean hides the sales are—  
19,000 hides, at 38 rs for kips.  
39 to 30 1/2 Cordova.  
43 to 48 Paraguay.

## WOOLS.

We extract the following from Mr. Ron's valuable circular or packet review—

Sales have been unimportant.

The arrivals from the camp of this province have not been so considerable as during the past fortnight, and from other provinces they have been perfectly insignificant.

Wool of this province—  
Sales—50,000 arrobas.  
Arrivals—50,000 do.  
On hand—300,000 do.

Prices have been firm, more particularly for the finer qualities. There has been little or no fluctuation, and the following prices may be quoted—

Superior class and condition 100 to 110 dols.

Mixed—1st quality, 88 to 90 dols.  
Do, 2nd—75 to 85 dols.  
Do 3d—60 to 72 dols.

Fine wool, with some cartilla, and of weak fibre, 88 to 95 dols.  
Cordova Wool—Small lots have been sold at 28 1/2 rs. silver. No stocks held.

Entre Rios Wool—In good demand. Some sales have been made of good mestizas, at 24 to 22 rs. silver, and mixed qualities 21 to 27 rs. silver.

Corrientes Wool—Small parcels have been sold at 26 1/2 to 27 rs. silver.

## USURERS.

Sheepskins—Lurchers for England having appeared in the market, prices have been steady, and sales, comparatively speaking, easy.

The few which arrived from the camp were sold easily at the following prices—

Fine fleeces—Saladero; 65 to 75 lb, from 22 to 27 rs. lb.; do. 45 to 75 lb., from 20 to 22 rs. lb.

Five Saladero, of 60 to 55 lb., from 16 to 20 rs. lb.; do. camp, 50 to 60 lbs do.; mixed, 45 to 55 lbs, do., 17 to 19 rs. lb.; do., 40 to 45 lbs, 15 to 17 rs. lb.; ordinary, 35 to 40 lbs, do 13 to 15 rs. lb.

Horsehair—No change. This province can be quoted at 12 1/2 to 13 dols, and 115 to 120 dols; Cordoba, 31 rs. silver.

Nutria—Various lots have been sold at 3 1/2 rs. silver.

Ostrich Feathers—Still going up. Low, at 65 to 70 dols. per lb.; in bundles, 70 to 75 dols per lb.

Kidskins and Goatskins—The former have been sold at 70 to 72 rs. silver. They are quoted to-day at 68 rs, and goatskins, at 40 to 42 rs. silver.

Vessels Cleared since 26th April.

On the 25th instant, the La Plata, for New York, the Anna, for England, and the J. B. V., No. 6, for Maracaibo, cleared out with—

Cowhides 17,956, calfskins 936, carpincho 5587, kidskins 36 bales, wool 258 do, horsehair 54 do, nutria 12 do, feathers, 1 do, bone ash, 814,793 lbs, boner 11,722 do, shinsbones 34,900 do, horns 26,600 do, sheepskins, 92 bales, do, tallow 150 casks, horsehides 120.

On the 27th inst the Prussian brig Carl August cleared out for England with 11913 cowhides, 61 pipes tallow, 14,500 horns, 40,000 shins bones, 100 fanegas salt.

On the 29th inst, the Italian steamer Buenos Ayres, the French barque Canton, and the Spanish brig Nueva Centinella cleared out for Europe, with floots 40 tons, calfskins 2523, sheepskins 17 bales, horsehair 10 do, wool 93 do, horsehides 590, cowhides 9960, tallow, 160 casks.

On the 29th instant the Italian brig Orazio cleared out for Genoa with 3942 cowhides, 4270 calfskins, 53 colskins, 30 bales hide cuttings, 33,16 lb hofs, 28,000 horn cuttings, 10,500 lb old iron.

For Europe on the 2nd and 3rd inst, the "Bunda" "Christophoro Colombo" "Arcangelo" and the "Victoria" cleared out 1086 bales wool, 25 horsehair, 76 do sheepskins, 100 do tobacco, 200 casks tallow, 1700 horns, 187 bales hide cuttings, 130 horsehides, 123 bales rags, 8 do zinc.

On the 6th inst, the following vessels cleared out for foreign ports:—Belgian brig Belgique, for Antwerp; Italian barque, Rissuresione, for England; British Brigantine, Atrevida, for Cape of Good Hope; British barque Ansell, for New York—having on board 9,936 cow hides; 527 bales wool; 41 bales sheepskins; 24 bales horse hair; 104 bales hide cuttings; 3 bales kid skins; 415 calf skins, 1,643 carpincho skins, 76 bales deer skins, 23 bales nutria, 373,800 shins bones, 688,819 lb. bone dust, 88,030 lb. bones, 92,225 lb. horns, 230 empty casks 20 bags bran, 48 bales fodder, and 50 hators.

On the 7th inst, the Italian barque Rosita cleared out for Genoa with 1635 qq. old iron, 80541 lbs. hofs, 33990 do horns, 10 casks salt, 47 bales hide cuttings 26 do wool, 3 do calfskins, 16937 cowhides, 150 horse hides, 2445 calf skins.

Vessels sailed since the 26th April

French barque Canton, Maracaibo

Norwegian barque Minerva, Auyers

Italian do G. Colombo do

Do polacre Arcangelo do

Belgian barque Belgique do

Do brig-sch Helvetia do

British barque Onda, Liverpool

Do ship Hunda do

Norwegian brig Victoria do

British barque Ansell, New York

Prussian brig Carl August, England

Italian barque Rissuresione, do

Italian steamer Buenos Ayres, Genoa

Do brig Orazio lo. do

Do barque Carlota do

Do do Rosita do

Spanish brig N. Centinella, Spain

British sch. Atrevida, C. Good Hope

Do brig Nancy Riley, Patagonas

Brazilian brig Liberal, Brazil.

LOCAL EVENTS.

Martin Garcia—The "Progres," states that the fortifications of Martin Garcia have been suspended, for some cause unknown. Our special reports from that place writes us that they have been stopped, owing to five Frenchmen, who were the only people on the island, who knew a gun from a haircomb, having deserted and left our worthy M—r, of W—r, trying to discover the relationship between a bastion and a fishing rod. When our express left, the M—r of W—r had found out that he could make a right angle, by sticking the fishing-rod in a hole; but after he had got the right angle, he did not know what to do with it. He has written to "Tribuna," asking for the assistance of some "respectable foreigners."

Honesty. Our native colleague, have evidently never heard of "honesty" being the best policy. Some short time ago we published the programme of a scheme for a paper manufactory, which we should like to see carried out.

The Tribuna, which is as capable of understanding a joke as milestones are of dancing jigs, coolly plagiarises the account and says that "news came by last packet of a company being formed in London for the establishment of a paper mill in Buenos Ayres."

This news is almost as authentic as the wonderful letter received by the newspaper from "respectable foreigners."

Markets. The following produce has entered the various plazas on the 9th inst:—2590 cowhides, 195 horsehides, 3657 doz sheepskins, 61 do lambskins, 45 arr horsehair, 2720 do wool, 162 do tallow, 45 do mares grease, 146 lbs feathers, 270 fanegas wheat, 32 cart-cards straw, 400 bundles straw.

Maritime Intelligence. The Hanoverian schooner "Louisa" arrived at Montevideo on the 7th May, from Antwerp, spoke on 1st April the British barque Jamaica, Wait, in Lat. 30 deg. 30 min. L. Long. 25 deg. 52 min. W. bound from Liverpool to Valparaiso. All Well.—(T. M.)

Required by all, and which most may obtain.

Most of us desire to make a conspicuous figure in the world, and to raise our selves far beyond the station to which we were born, and to obtain distinction, and wealth; but few know how to accomplish this. It is calculated that half the human race quit the stage of life in a lower degree than that on which they entered it.

But there are men who every day strike out into some untrodden path, and attract to themselves the eyes of all, and, perhaps, the envy of many. We may instance Holloway, who has achieved a world-wide reputation. He does not undertake to give wealth for all, but he offers what is far better—health for all.

What wonder, then, that he should receive the countenance of crowned heads? What wonder, then, that the greatest families of Europe should patronise his medicines? What wonder that throughout India the natives of all degrees should lay aside their prejudices, and use Holloway's Ointment—a fatty substance—and that, too, when it is remembered that a mutiny broke out among the Mahomedans in the Indian army in consequence of cartridges being given to them in which fat was supposed to be used in infinitesimal quantities? And yet it is known that none refuse to use this famous ointment, and that many of our missionaries keep depots of the Pills and Ointment for the use of the native; hence they have as it were with one voice, accepted and been instrumental in diffusing among the Indians these priceless and inestimable medicines.

Holloway appeals to the intelligence and experience of the world; his cry is "Judge me as you find me;" and by the verdict which the world returns he is prepared to stand or fall. It was this candour—this noble self-reliance—this absence of any arrogant superiority in one who has so much to boast of, which first recommended Holloway to the chivalrous sympathies of the Spaniards.

In the Court of Spain he found his first official supporters; and wherever the pure *sangre azul* flows, in Southern or Central America or Mexico, he numbers his patients by the million.

His fame is not built upon any transient basis; its walls are the eternal principles of health; its portico is science, and the golden cupola which surmounts the whole is the gratitude of regenerated nations. We pass through that portico into safety: with in those walls no diseases dare long obstruct their baneful presence; and beneath the glory of that cupola the great physician of humanity, when all his work is accomplished, may sleep securely on the laurels he has garnered through a well-spent life.—Boston Rec.

ON CHANGE.

May 11, 1864.

Patacons opened at 28 95, sold down to 28 90, and closed at 28 95 very firm.

Cash sales 34,972. Patacons sold at after hours at 29 cash.

TIME SALES.

For Friday 4,000 24.05

Saturday 20,000 28.95

31st May 43,400 29.95

Dec. 31st 1,000 29.10

Oct. 31st 8,000 28.80

May 31st 8,000 28.00

June 15th 7,000 28.00

Total sales 128,772 pats.

The attendance on the Bolsa to day was thin, owing to the merchants being occupied with their correspondence for the French packet. The coming elections were greatly talked of, and many people assert that no military preparations are being made by the National Government. We opine however that this is incorrect, and that President Mitre will adopt measures to prevent any disturbance.

The Pavon arrived to-day, bringing dates from the interior. Everything is quiet, save in Cordova, where we regret to say, political excitement still reigns.

We have been informed that Mr. Richard has finally purchased the share of the San Juan holders in his mining company, on a credit of eleven months, i.e., till next April. Mr. Richard now is virtually the company itself, as he has a majority of votes.

A very important sale was made to-day for the months of December, 1864, Jan. and Feb., 1865—20,000 at 28 95. This is an enormous price, and shows too clearly the real state of the specie market.

About £150,000 has been drawn for the packet at last quotations. We were informed that the River Plate Bank is rapidly increasing under the able management of Mr. Green.

PRODUCE SALES.

200 dry cowhides matadero 131

500 do do camp 128

400 do do do 127

3000 arr. wool mixed 58 to 60

1000 do do do 68

200 do do South 120

50 do do do 122

100 doz, sheepskins 72

140 do do 90

57 salted ox hides of 60 lb. 40 sl; rs

51 pipes tallow, Corrientes 143

2200 salted ox hides do 41

5000 do do do Paysandu 46

2500 hides Cordoba 51.

MARITIME NEWS.

ARRIVALS.

10 Glasgow, British brig, Lizdie.

11 Rosario, National steamer Pavon.

Parana, Hanoverian schooner Thelkla

Valparaiso, British barque Braganza

in ballast.

Antwerp, Hanoverian brig, Annete.

Uruguay, Spanish polacre Merced.

Callao, French ship, Maldonado.

Guaileguychu, National steamer Era.

Musical Association.

SCOTCH CHURCH.

A General Meeting of this Association will be held in the Scotch Church School room, on Friday Evening next (13th inst.), at Half-past Seven o'Clock.

3 p m 12

British Steamer "FAIRY."

This beautiful new and fast-sailing Steamer, recently arrived from England, will call at this port on Sunday, the 13th inst, from Montevideo, and proceed on to the River Uruguay and intermediate Ports, leaving this at Ten o'Clock in the Morning.

This Steamer can be recommended to all persons visiting the Ports of the Banda Oriental and Entre Rios, for the most superior accommodations and fast sailing, not being equalled by any boat at present in the River Plate; and from her light draft of water, can proceed up to the Salta at all times.

TARIFA.

Cabin. Steerage.

Higueritas .. 80 Orientals. 5 do.

Eny Bentos .. 7 .. 45

Concepcion del U. 13 .. 61

Paysandu .. 14 .. 7

Concordia .. 20 .. 10

Salto .. 20 .. 10

Parcels and specie received at the Agency up to Half-past Eight o'Clock on the morning of the day of sailing (Sunday).

No Passengers admitted without their corresponding ticket from the Agency, Calle Cuyo, No. 1.

HENRY DOWSE.

Just Received.

A varied assortment of extra heavy goods suitable for the coming season.

All wool plaids double breasted assorted classes, plain, Striped and plaid. Lined Woollens, 64 French Cashmires, 41 Woollen plaids etc. etc. Lamb's wool vests and drawers, hosiery etc. etc. Crimian Shirts all classes, Sheetings 9-10-11-12-14 Blankets, white and coloured Quilts, Ready made clothing, mens and youths suits, heavy Pilot jackets, check Shirts etc. etc.

Libertarian House, 64, 65 and 68 CALLE PIEDAD. 12 p m 12.

Mr. William Boucia.

BRITISH HOTEL.

96 calle Piedad, Buenos Aires.

There are several letters for the above address, which the owner is requested to call for.

3 p m 11.

Subscription for the aged and wounded veterans.

Michael Morgan.

M. G. M. ... \$ 10

P. O'R ... 10

J. R. D. G. ... 10

B. N. ... 5

E. D. ... 100

Mr. John Lawler, Lobos ... 20

M. B. ... 10

F. C. ... 20

N. N. ... 10

Any sums above 5 dols. will be received and acknowledged at this office.

Just Published.

Price \$20.

"The Cotton-fields of Paraguay and Corrientes."

By M. G. MUIHALL.

On sale at Messrs. M'Ken's M.A. 6p.

British Library Catalogue.

Price \$5.

On sale at this office or at the Library.

Each month we will publish a new edition containing list of new books received, as appendix.

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# BLANKETS, FLANNELS, WINCIES, CLAN SHAWLS, HOSIERY, &c.

## PATRICK CALBRAITH,

Begs to inform his numerous Customers that he has just received a large assortment of 9-4, 10-4, and 12-4 Blankets, 4-4, 6-4, and 8-4 Flannels; Aberdeen and Knickerbocker Wincies, Long and Square Clan Wool Shawls, Moleskin and Corduroy, Youths' and Gents' Tweed Suits, Gents' Reversible Jackets, L. W. Hosiery and Under-clothing, Ties, Scarfs, &c.

The English Drapery Establishment of Buenos Ayres.

49 & 51—CALLE DEFENSA—49 & 51.



