

The Standard

Ficha Bibliográfica

Título:	The Standard
Variante del Título:	The Standard and the River Plate News
Número de Edición:	752
Fecha de Publicación:	1864-07-26
Lengua:	Ingles
Creador:	Edward Mulhall y Michael Muhall
Tipo de Recurso:	Periodico

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. O. Sharpe, Reuter's Telegram Office, Southampton.

TO CORRESPONDENTS.
Notices can be taken of anonymous communications. Whatsoever is intended for insertion must be accompanied by the name and address of the writer, so necessary for publication, but as a guarantee of good faith.

NOTICE TO EMIGRANTS.

WANTED—One hundred capitalists with a capital of £1000 sterling each; annual profit, 60 per cent.

WANTED—Five hundred good, reliable cooks and housemaids; wages, £2 10s. per month.

WANTED—Ten thousand labourers; wages four shillings per day.

WANTED—Twenty thousand good shepherds; wages, including board, lodging, horse hire, and washing, £1 10s. per month, with the certain prospect of getting a flock of sheep in a few years on shares.

NOT WANTED—Commercial clerks or shop boys.

The Standard.
"Nil falsi autem nil veri non ducimus in Cicero."
TUESDAY, JULY 26, 1864.

REVIEW FOR THE BRITISH PACKET.

Owing to the French packet having sailed a week before her usual time, in order to make some repairs in Rio Janeiro, our review for home readers embraces three weeks instead of a fortnight. Congress is still sitting, and has passed several important laws, which we have no doubt, will interest our foreign readers—1st. A bill granting a concession for the construction of a telegraph line between this city and Montevideo (the concession was published in full in last week's "Weekly Standard"). 2d. A bill authorising the payment of a monthly subsidy of 800 silver dollars to a company which proposes to build a steamer in England, adapted for the navigation of the Upper Uruguay. This concession, it is thought, will lead to the opening up of the traffic in those distant yet rich parts, and will also aid in the realisation of the proposed railway line from the town of Concordia to Restauracion. Such a line of railway, we have no doubt, would pay well, as the produce of the countries above the Uruguay falls have no possible exit, save by means of such a railway.

A society, for the free transmission of emigrants from this city to Rosario, has been established and subsidised by the Government; and as the most active men of Rosario are directors of this society, it is hoped that it will facilitate immigration to the interior provinces.

The subscription to the stock of the Argentine Central Railway still continues. The largest stockholder in the country is General Urquiza, of Entre Rios, who, true to his former promise, subscribed for one thousand shares, and forwarded to Mr. Armstrong, the representative of the company, two thousand five hundred pounds sterling, as a deposit on said shares. The political opponents of General Urquiza, many of whom are richer than the General, have, notwithstanding all their protestations of patriotism, failed to give so sterling a proof of the sincerity of their professions as this much-abused man. The Argentine capitalists of Buenos Ayres have been most niggardly in their support to the company, fifty shares being considered as a most extraordinary investment, and the ordinary subscription from one to five shares. The National Government has very properly subsidised for two thousand shares, and paid the deposit money, and the Government of San Juan purposes selling to Major Richard the 120 shares, which it holds in his Mining Company, and subscribing for a like number of shares in the Argentine Central Railway Company.

Probably one of the most important projects, is that of an English Bank in Cordoba, capital £200,000, with right to emit convertible bank bills for a million sterling. The Governor of that province is said to be most favourable to the enterprise, and the matter

has been sent before the legislature, where it is generally believed it will meet with little opposition. There is positively nothing more wanted in the provinces than the circulating medium. The Maun Bank has its branches in Rosario, Corrientes, and Gualeguaychu, but these are all river towns. The inland capital of the various provinces should also have its banks; they would help to develop the industry of the country, and be of the very greatest convenience to the whole nation. In one of our most distant provinces, La Rioja, the borings have commenced for an Artesian well. We hope the engineers will succeed, but we have strong doubts, as the enterprise has proved a complete failure in Buenos Ayres.

It affords us no small gratification to be able to assure our foreign readers that the state of the country is rapidly improving, and that in a political, social, and industrial point of view, the Argentine Republic is making giant strides towards progress. The saladeros along the rivers are all busy, cattle are cheap and fat, and this great staple business, which for the last few years has been languishing, is now yielding splendid profits.

The sheep-farmers of Buenos Ayres and Entre Rios are also doing well, the prices being very abundant and the flocks in superior condition. We notice that each day the number of our sheep-farmers is increasing. Englishmen are now no longer limited to the province of Buenos Ayres, but are settling down in Santa Fe and Entre Rios; the former province adjoins that of Buenos Ayres, and is now the favorite locality, owing to the proximity of the lands to the new Argentine Central Railway Company. These lands are at present being bought up by our countrymen at a comparatively low cost, about £200, per square league, and the necessary inducements to the foreigner with tender capital.

In Buenos Ayres business is rather dull at present, this being winter, and we are all engaged in the preparation for the redemption of the paper money, which the National Finance Minister is about to introduce into Congress. Spanish money has fallen some 20 per cent, high, has fallen considerably, and the Government proposes putting a fixed value of 25 paper dollars to the silver dollar. As the Provincial Government of Buenos Ayres has refused to propose a measure of the National Government, it is generally believed that the bill will pass.

The extension of the Northern Railway to Zarate is also being pushed forward, and we learn upon the very best authority that the Government of Buenos Ayres will grant a guarantee of 7 per cent upon the interest necessary for such extension. We regard the prolongation of this line to Zarate as highly beneficial to the stockholders as it will convert the Northern Railway from being an insignificant accommodation line to that of a grand trunk line; it will pass through three or four of the richest districts in this province, Pilar, Cailla del Sol, and Zarate, and will command a freight and passenger traffic second to no other railway in the country.

The new traction engine "El Buco" has at last arrived, and is being put together; it will shortly be ready to run on our roads, and we hope will prove a success.

There is a project for the construction of floating docks, which is under consideration, and we hear likely to be passed; the concessionaire is an Englishman. Several other projects are also before the Government, but at present we have no time to enumerate them. The Maun Bank has established a new branch at Gualeguaychu, and we believe is about to open several others in the interior provinces, where they are much required. The River Plate Bank is doing a very good business; the consulting director Sr. Restra is at present acting as Governor of the Province of Buenos Ayres, owing to the temporary absence of Sr. Saavedra. Paper money is improving in value and abundant, and may be imagined to be circulating at all the shops and hotels in town, at the values established by law.

Immigration is not so active as we could wish; we want hard-working labourers by the thousand, as the wages at present paid are exorbitant, owing to the great scarcity of hands. Young men and women are also being sent in each packet. They as a rule arrive in sheep and cattle farms, and are all well settled and flourishing in the provinces, and civil war we are happy to say is unknown in the Argentine Republic.

STATE OF THE ARGENTINE PROVINCES
(From the Parro-carri).

We are happy to be able to communicate our review with the gratifying intelligence that the peace and tranquillity of this beautiful country are undisturbed, and that day by day its progress is becoming more and more palpable. The Congress continues its sittings. One of the most remarkable projects that has been offered for its consideration is one presented by Messrs Orofino

and Zavaria, the one member for Santa Fe and the other for Cordoba.

The principal points in this project that will interest our foreign readers are, first the loan which is required for two millions of dollars for the carrying out of the idea, and secondly, the scheme of bringing out one thousand families of immigrants to colonize the new line of frontier on the Rio Negro at the South, and the Rio Vermejo at the North; both lines to be protected by adequate forces of troops adapted to the frontier service.

The project is bold, and if carried out, will completely settle the Indian question in this country.

The province of Santa Fe, is still showing a bright example to the rest of the Republic.

The arrival of Mr. Wheelwright and the first resolute leaders to the rails for the Great Central, have filled the people with enthusiasm.

But we are feeling the effects of the great change that the nation is sure to undergo, in other words than the enthusiasm of the town.

People from England, from the United States, from Buenos Ayres, and the Uruguay Republics, are pouring into the country; not poor immigrants, but men of capital, to purchase and rent lands in the province.

We consider it a very important item of news, the fact of the arrival here of Samuel R. Phibbs Esq., Argentine Consul in Liverpool, commissioned by the railroad company to examine the lands conceded by the Government in the contract with Mr. Wheelwright.

Mr. Phibbs has been engaged, with the activity for which he is distinguished, on this important mission. He has just returned from Cordoba, and we have reason to believe that his report will be extremely favorable.

This is of course preparatory to immigration schemes on a grand scale, as the Railway company must justly consider the colonizing of the large tract of land that has passed into their hands, as a very important auxiliary to the opening of the Rosario and Cordoba road.

The National Government has, by decree, established an Immigration Committee in Rosario, and which was announced in a former review, it had determined on doing.

This committee will have considerable sums allocated at its disposal for the object of furthering immigration to the other provinces; and will undoubtedly the patriotic designs of the National Government.

The President of the committee is a gentleman with European experience Sr. D. Emiliano Frias.

The secretary is William Perkins Esq. and the treasurer D. Pedro Lasz.

Mr. Orofino, while Deputy Governor of this province, during the first half of the present year, amongst many excellent projects presented one for "Public Lands." This will in all probability pass the Provincial Chambers.

It is based on the celebrated Mound Law of the United States, and is the first attempt in this country, on a large scale, to legislate in favor of immigration on the basis of liberality in reference to public lands.

EDITORIAL TABLE.

The Provincial Chamber of Deputies is still busy with the law of elections; it is likely the bill will pass through this and the higher Chamber before the close of the year. If Dr. Alsina's code of Camp Reform be finished by that time we may expect it to occupy the Provincial Legislature during 1865.

After which year said code will be unnecessary, when railways and traction engines will have abolished bullock waggons, chiripis, alcaides, potro boots and other relics of a barbarous age.

The Uruguay leaves to-day for Liverpool via Montevideo. The Mercury leaves to-morrow with the mails. The French packet is due on Friday, but may be expected the day previous.

On Sunday morning a grand breakfast was given on board the Fairy, over 80 persons being invited. We have not heard how it went off, but hope some of the guests will favor us with a report.

The collection for the American Sanitary Committee goes on actively both here and in Montevideo. Sor Pestalorda has kindly promised to give the opera of *Marta* for the benefit of so charitable a purpose. Rumor also speaks of amateur theatricals at the French theatre. The fund will ultimately reach several thousand silver dollars.

Fresh revelations come out every day respecting the fugitive Herr Hermannseder, alias Doctor John Henry Bull. He has "stuck" Mr. Eastman for 5000 dollars in surgical instruments and Messrs. Cranwell and Murray in a smaller sum: the latter were entirely duped by his coming the "religious dodge."

Vialle has lost not 1300 dollars but 3000 dollars, in history. It is remarkable that the persons now victimized were also taken in by Streenbeck, who at present keeps a grocery and ship-chandlery in Rio Janeiro. Perhaps Hermannseder will go in partnership with him: birds of a feather.

On Sunday evening, at five o'clock, an English house by Carlos Tucuman was entered by some thieves, who carried off a great number of articles, the family was at dinner. The thieves have not been detected.

By notice in another column it will be seen that the Cricket Club holds a meeting on Wednesday evening. We understand they have secured a new and suitable cricket ground near Palermo station, rented from the Municipality of Heliopolis.

Sheep-stealing has assumed a new form. A vessel has been seized in San Fernando, with several hundred sheep stolen from Banda Oriental, supposed to belong to the estancia of Sr. Gonzalez Moreno. The estancia holder better keep a sharp look-out.

Our old friend Mr. Thornton will leave this city in a few days, for Paraguay. Our Minister is rather well regarded at Asuncion, and we wish him a pleasant voyage.

Mr. Wheelwright has fixed his permanent residence at Rosario, where he will personally superintend the active prosecution of the Central Argentine Railway.

His function at the Merced on Sunday was very grand. All the Vincentians assembled to honor their philanthropic patron: the singing was first rate, and the ceremony impressive.

We heard that another prima donna has arrived and will shortly make her debut in Colón theatre. It is rumored that Mme. Boli intends leaving us: we shall be very sorry to see her go.

The "Nation" from a woman residing in Calle E. Unidos to have thrown herself into a well on last Friday. She was taken out alive but much bruised, and declared as a motive that "she was tired of life." In the same paper we read of a brick-layer who fell a scaffold in Calle Suipacha, who is also much injured.

It is amusing how all our colleagues erroneously announced Mr. Wheelwright's departure on Sunday, when they might have read in this paper that he had gone last week. But the "Nation" more than compensates for such oversight, by treating us to a sound, logical article on European civilization and its influence here.

MR. WELLS'S BALLOON ASCENT.
Contrary to expectation, Sunday turned out a very fine day, and as the preparations for Mr. Wells's ascent attracted crowds of pleasure-seekers, the Plaza once presented an animated appearance. The work of inflating the balloon with heated air was begun at noon, and occupied nearly three hours.

The police let off a number of rockets to notice to the citizens of the ascent about to take place, and by two o'clock there were assembled over 10,000 persons, the Cabildo, Municipality, and Cathedral fronts being lined with fashionable ladies and gentlemen. It was remarked that even in Buenos Ayres such a collection of handsome women has seldom been seen before.

The balloon, as gradually filling with air, began to rise to its full dimensions, and monopolized the public gaze. The name "Buenos Ayres" appeared in large letters, and on the opposite side the legend, "Viva la Republica Argentina!"

At 2.45, when about three-quarters full, the ropes suddenly broke, the car was giving way on one side. Immediately a loud rush forward to catch one of the cables and his foot got inextricably entangled. Mr. Wells saw the urgency of the moment and, in order to save the boy's life, and the balloon, leaped into the car, and gave the signal to let go.

The aeronaut was soiled and begrimed with smoke, and as he grasped the "Stars and Stripes" and tossed cable from terra firma, it was impossible to recognize him but for his Mosiac beard. In less than a minute the balloon rose above the tower of the Obelisco, and the boy held on by a thin rope, while the crowd absurdly shouted "let go," "jump down." But it was too late, and as the "Buenos Ayres" rapidly soared into space he contrived to slip down and seat himself on top of the parachute, while Mr. Wells waved the American flag from the little car.

Nervous people expected every moment to see the boy compelled by fatigue to relax his hold and fall lifeless to the earth. It was even thought Mr. Wells and the car would share the same fate as many of the ropes were broken, and the latter hung at an angle from the balloon.

Certainly the public was full of admiration for the daring adventurer, and anxiously watched them sailing up, with a slight N. E. inclination, to a height of over 1,000 yards, until the boy could only be distinguished as a black speck on the parachute, and Mr. Wells's flag was no longer visible. At 3 o'clock they were over the Hotel de Paris, and the balloon seemed to hang motionless in the still air, during five minutes. It then perceptibly travelled towards earth, and soon the sails of the parachute became distended, opening as if by a spring, in the form of an umbrella. It was evident the breaking of the ropes had disarranged the contrivance, although in any case Mr. Wells could not cut away the parachute without exposing the boy to certain death. Some intemperate spectators were nevertheless disappointed at seeing the balloon and parachute come down in the direction of the beach.

There was a rush towards Paseo Julio, and in five minutes the mole was black with people. The Alameda held some 6,000 persons, and it was seen that the boat and then about 500 yards from the gas house, alongside of one of the steamers. Mr. Wells had on a life-belt for such emergency but the boy was wholly unengaged with any safe-guards, and must have perished if the balloon had fallen some miles out in the river. Fortunately they were picked up without delay, in a small boat, and the balloon heeled over, almost touching the water. The same calamity as befell Mr. Wells in his last trip was nigh repeated, for the balloon began again to rise to a height of 500 feet, and threatened to drag up boat and all, but after a few minutes, its power being evaporated, it fell upon the water, giving up the combat and yielding like a vanquished gladiator.

Numbers of small boats put out in the direction, and in half an hour Mr. Wells and his companion landed, proceeding at once to the Capitania, thence to salute the admiring public.

There was an inquiry about the boy who had just made so perilous a journey, and the report got wind that he was well, and on his feet to the Grand Central Hotel in Calle Puerto. Here a luncheon was laid out, and after receiving the chief local personages, he sat down at table with the Municipality and Railway Committee. The band played outside, and a large crowd assembled to gaze on the man whose name is identified with the future of the country. Several toasts were given and the guest of honor made a few observations which were enthusiastically applauded; he said that the Central Argentine railway was at last a practical fact and would be completed to Cordoba in 3 or 4 years. He thanked God for permitting an old man of 67 years to carry out so great an enterprise and prayed he might be spared until its termination.

He was accompanied to his house by the citizens, and at night the plaza was illuminated, bands of music playing a serenade before his windows, and the police firing off rockets, to close so happy a day.

The engineer corps is expected per steamer by August 1st, by which date will probably have arrived the vessel with the locomotive waggons. It is hoped soon to run a train on the four miles of road already made and only waiting for rails.

THE RAILWAYS OF B. AYRES.
The Great Southern, in spite of bad weather, progresses rapidly. There are 40 kilometers (over 20 miles) of earthworks completed, including four miles beyond the town of San Vicente, and two miles of the Zamora section laid with rails. There are over 700 men at work, the number having been reduced on account of the weather, and a large gang is working at the Sauborombon section. No fewer than nine vessels are expected with locomotives and materials.

The Boca and Barracas line goes on slowly, only about 60 men being at work, and the want of sleepers checking operations. The earthworks and rails are completed between the Boca and the Yellow House for nearly three miles. It is calculated the line will be ready for traffic by November, before which time the locomotives, &c., will have arrived. Government has not yet decided the important question—how the line will run from the Yellow House to the Custom-house.

The Western prolongation pushes ahead, the works being complete half way from Villa Luxan to Mercedes, and they lay the rails as they go along. It is likely the line will be open to Merced by Christmas.

The Northern prolongation to Zarate is before the Chambers, and will, no doubt, pass. The contractors to San Fernando, Messrs. Murtagh and Mills, are selling off; it seems the prolongation contract will be taken by another firm.

The traction engine El Barry, is not yet ready for its trial trip, and has lately been landed at Barracas. The general opinion is, that it will prove unsuitable for our soft, marshy roads.

GREAT NEWS FROM ROSARIO.

Arrival of Mr. Wheelwright.

On Thursday morning the Fairy came in sight with bunting, and the glad news ran like lightning that Mr. Wheelwright was aboard. The Municipality had prepared some carriages; a band of music and rockets, for his reception. The great regenerator, however, preferred to go on foot to the Grand Central Hotel in Calle Puerto.

Here a luncheon was laid out, and after receiving the chief local personages, he sat down at table with the Municipality and Railway Committee. The band played outside, and a large crowd assembled to gaze on the man whose name is identified with the future of the country. Several toasts were given and the guest of honor made a few observations which were enthusiastically applauded; he said that the Central Argentine railway was at last a practical fact and would be completed to Cordoba in 3 or 4 years. He thanked God for permitting an old man of 67 years to carry out so great an enterprise and prayed he might be spared until its termination.

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PRISONERS AND GAOLERS.

The public is ignorant of many abuses existing in our prison regulations, as will appear by the following case. It is at the same time a cheering reflection, that the Criminal Judge is active and inflexible in seeing the sentence of the law carried out.

from the Indians; it being the shortest route to Santiago; a garrison of 50 men is required.

From Cordoba we hear of another Indian invasion, 14th inst., near Monteros, in which 140 savages surprised Colonel Perez and 20 men; three of the latter were killed, the rest escaped. In Kijs everything is again quiet. The new Governor, Julio Canales, arrived, and on June 24th was sworn in; he named Don Anjel Blanco his Prime Minister, but the latter refused the honor.

A meeting is to be shortly held at Parana, to get up in that town a branch of the Entre-Rio Bank. It is rumored that the clergyman placed "dignitatus" on the term for capital honors is not remarkable for profound requirements.

MONTEVIDEO.

The condition of the Oriental Republic is at present so lamentable that it could hardly be worse. The negotiations with France having failed, and order is again at the mercy of every gaucho in arms. The latest intelligence is the invasion of the frontier districts by a Brazilian General named Netto, at the head of 2,000 men. He is said to be a filibuster, fighting on his own account, but it is just as likely he is the Emperor, Don Pedro, vintu as he is proceeding, like Victor Emmanuel, in the expedition to Sicily, under Garibaldi. The President and his Minister of War are said to be hemmed in at Montevideo, on route for Montevideo's headquarters, by the rebel outposts.

In commercial circles the event of the fortnight has been the failure of Sor Maza in half a million silver dollars.

PARAGUAY.

The Republic, under the happy influence of peace and wise administration of President Lopez, continues to progress with marvellous rapidity. Three sections of the Asuncion and Villa Rica Railway have been opened to traffic, within the last few months. Telegraph wires are being laid down, to unite the chief towns, the arsenal is busy, a new steamer on the stocks, and industry of all kinds going ahead. We have no news of cotton; the mails are due to-day.

PAPER MANUFACTURE.

We have received from Mr. Beare some valuable plans, estimates of machinery for the manufacture of paper either from rags, wheat straw, or other fibers, and a collection of samples of wheat-straw paper. Parties taking an interest in this matter can examine them at our office.

Mr. Beare promises to visit fully on the subject as soon as he has finished the erection of his traction engine.

ANOTHER RICHMOND.

Beside the Swede and hotel-keeper who claims to have accompanied Mr. Wells on Sunday, the "National" brings a third pretender, in the person of Antonio Premazzi, a native of Lombardy, aged 16, and residing at 123 Lake pondensis.

American Sanitary sub-Committee at Montevideo.

Buenos Ayres, June 28, 1864.

Dr. Peter Bourne, Montevideo.

Dear Sir:

At a meeting of the Committee appointed by the American residents in Buenos Ayres, to collect funds for the United States Sanitary Commission, the following resolution was unanimously adopted.

Resolved, That Dr. Peter Bourne, of Montevideo, be requested to act as a Sub-Committee, in Montevideo, and to associate with him two Americans to assist in collecting any contributions in that place.

GARDNER B. PERRY, Sec.

The subscription list is now open and ready for the signatures of all those benevolently disposed, at my office, No. 200 Calle 25 de Mayo.—Montevideo, July 11, 1864.

PETER BOURNE,

CARLOS W. PARRON, U. S. Consul.

EDWARD E. BURN,

Emporio de Luxe, Calle Itazuingo, No. 1000.

Fourth of July at Pergamino.

Estancia de Santa Isabel, July 10, '64.

Messrs. M. G. & E. J. Muller.

Dear Sirs:

Please find enclosed a few remarks made by Mr. Richard Jacquot on the 4th of the present month, which might be well to notice in the "Standard." Mr. Jacquot had invited a few of his friends to celebrate the 88th Anniversary of our independence, and, as partake of a bountiful repast prepared by his good lady—and I will here add, the table would have done credit to any of your hotels in Buenos Ayres, and certainly was deserving of no small credit here in the former desert of the pampas of this province, where a little more than 100 years since the people from Pergamino hardly dared walk through for the Indians. And who knows but the very spot where his house stands might have been an unencumbered ground during some of the late invasions. It is about three leagues from Pergamino. Many of the

town people were present. After many exciting races, ending up the cortijo, &c., &c., just as the sun was disappearing the two flags were lowered, (the Stars and Stripes, and the flag of our adopted country), the salute was fired, and the two National Hymns were sung. Mr. Jacquot, not content with having the flags wave over us during the day, had them placed over our heads in our respective places at the table, one at the North and the other at the South end, and for more than three hours a more convivial party could not have been assembled. Sympathizers for liberty were not wanting; neither were the Peruvians forgotten. After dinner was over we went to the table and there singing and dancing was kept up till the next morning. I forgot to say that the healths of the two Presidents were proposed and drank with "three times three." Champagne corked flow as fast as at the American Minister's, and likely many of the same toasts were drunk. Our flag, "Our once prosoposus Nation," &c., &c., the Stars Spangled Banner was sung by Mrs. Jacobs and her daughter. No less than five violins were present. One flute player, Mr. Barber, from San Nicolas, promised to forward a copy of the proceedings to your office.

Please excuse the liberty I have taken, and remain,

Respectfully yours,

JONATHAN S. STOKNEY.

[Eo. Not.]—The remarks alluded to being in Spanish, we cannot undertake to translate them. All MS. should be in English.

OLDEX REEF.

Don Tomas Olden has received the following satisfactory letter from D. Javier Alvarez of Montevideo, and as it is of public interest we accede to his request to publish it:—

Montevideo, July 21, 1864.

Dear Sir,

I received your favor of the 11th, but have been unable to reply before present. An glad to learn that the result of being cured by your system and shipped to England has been so successful: it is a matter in which I have felt a lively interest during two years, as I consider it a source of national wealth. Have care and confidence in your labors, and there can be no doubt of the issue, as you may anticipate from the enclosed extracts of a letter from Mr. O'Brien, Oriental Consul General at London, dated June 21st. "In respect of the meat, I must tell you that the quality of the meat is of the highest quality of much that has been sent from Rio Plata by different persons, the character of the whole has greatly suffered, and it will take a long time to restore the reputation of such commodity, however excellent. This is exactly what I foresaw at the beginning, and against which I endeavored to warn Señor O'Brien, and the members of the association, in my private report and in my private letter to you. It is greatly to be lamented that Señor Olden was not able to send a large quantity at first, and keep up the supply regularly, as by that means he would have prevented the market being spoiled by the noxious articles which have caused the loss of Montevideo beef to be looked upon with dislike in England. I hope that things will soon take a different turn, and realize all our expectations."

IMPORTS.

Our import market has been remarkably since the sailing of the French packet both in dry and wet goods. Our English dry goods importers complain that their stores are full and that country dealers are very scarce. The grocers, however, who have been doing a large business up to the end of the last month, find the demand slackening considerably. Sugars have a downward appearance. Teas—The last arrivals have not yet been disposed of. American flour is difficult to sell at this price; the last sales effect—3,500 barrels, ex Columbus, 54 pats, on board. This, of course, does not cover invoice price and charges. The price of native mill flour is from \$37 to \$38 per arr. and sells readily at last quotations, and the stock on hand is not so large. American Pig—The last cargoes sold fetched 42 pats. on board and we were very recent to think that it will maintain the price. But other articles of importation are abundant in our market, and difficult of sale.

Paraguay tobacco is at present in great demand; it is to say the new crop, but only for home consumption, and, as we are informed, for the purpose of mixing with the inferior classes of last year. The best Paraguayan tobacco sells well to-day at 26 rs., but no tobacco can be exported to the European markets at that price, nor indeed at any figure over 23 rs.

Paraguayan yerba shows a downward tendency, owing to heavy arrivals, and also to the impression that there are several hundred tons of the same in stock, waiting to be sent down. In Montevideo, however, it sells better than in Buenos Ayres, but the consumption is less, and the stock is less than in Buenos Ayres.

Salt is finding its way in large quantities from Bahia Blanca and Patagonia, which notwithstanding the great

demand, renders shipments from Cadiz and other ports, extremely dangerous. One or two dry goods auctions have come off since the sailing of the French packet. The goods sold well and realized full prices.

PRODUCE SALES SINCE 4TH OF JULY.

600 dry cowhides matadero \$140
400 do do camp 123
600 do do do 123
300 do do do 122
30 dozen sheepskins 165
200 pipes tallow from the ri- vers 15

150 dry cowhides, matadero 132
100 do do camp 120
200 do do do 105
300 do do do 110
500 dozen lambkins 165
200 do do 150 and 115
100 do do 175
378 dry cowhides, matadero 120
400 do do do 124
300 do do do 123
200 do do do 120
100 do do do 115
1700 hides, Corrientes 352
400 do do 358
3000 qd jerked beef for Brazil 22
2500 arr. wool, mixed 72
1000 do do mestiza regular 82
600 do do do 10
1200 salted horsehides, 37 lb at 17 1/2
60 pipes mares' grease (with- out oak) 35
150 dry cowhides, matadero 136
100 do do do 133
500 do do do 120
200 do do do 118
1700 hides, Corrientes 352
1000 pipes mares' grease (with- out oak) 35
6000 hides, Entre Rios 43
25,000 qd beef E. Rio 37 1/2
30,000 do do do 19
1000 salted hides, 63 lb 31
800 arr. wool good mixed 75
700 do do do 68
100 cow hides, matadero 130
300 do do camp 220
100 doz. sheepskins 220
150 do do mixed 200
150 do do do, lump 155
51 casks tallow, mixed Entre Rios, on board, without re-embarkation 142
3000 American hides 364
500 salted ox hides, saladero 124
200 dry cowhides 122
100 do do do 122
300 do do do 123
250 do do do 115
123 dozen sheepskins 59
100 do do do 120
8000 qd, jerked beef 20
500 salted ox hides, Corrientes 39
400 dry cowhides, matadero 130
800 do do do 121
100 do do do 117
200 do do do 110
100 doz. sheepskins 170
75 do do do 140
140 do do do 180
25 do do do 180
170 do do do 187
40 arr. hair, South 118
30 do do do 118
200 arr. tallow 36
3 barrels do 34
1000 salted ox hides, 63lb, 358
300 dry cowhides, matadero 130
100 do do do 120
700 do do do 118
150 do do do 115
120 do do do 100
21,000 arr. wool at reserved prices
1000 hides, Entre Rios 43
50 bales do 23
6 do kidkins 44
60 do goatskins 44
1000 bundles hair E. Rio \$144
1000 do from Corrientes 33
300 dry cowhides, camp 122
200 do do do 120
300 do do do 115
200 do do do 110
50 doz sheepskins 220
4000 salted ox hides, Corrientes 39
5000 qd, jerked beef 20
200 dry cow hides, matadero 138
180 do do do 120
100 do do do 115
150 do do do 113
18 chiquas hair Corrientes 38
12,000 salted hides Entre Rios and Corrientes at 40
4000 dry hides for the States 39
100 dry cowhides, camp 126
300 do do do 124
200 do do do 120
100 do do do 120
180 doz. sheepskins 120
100 arr. hair, South 117
22 chiquas do, Entre Rios 34
17 do do do, Corrientes 33
Salted hides—Sales, 13,400 at from 38 rs to 39 rs. Stock, 9,000
Jerked beef—Sales, 27,000 qd at 26 rs for Brazil, and 19 1/2 to 21 for Havanna. Stock, 130,000 qd.

Freights since July 4th.

British barque Medora to load dry hides for New York. The rate is proposed to be 1 c.

British barque Byzantium to load in Fray Bentos salted hides and tallow for England at 60s. and five per cent.

Swedish brig Zambora to load in Uruguay for Liverpool dried salted hides and tallow at 63s. 9d. and five per cent.

Lombard barque Johannes Jacob to load salted hides, for drybards, to load in Concepcion, hides and tallow, 47s. 6d. and five per cent.

Swedish brig Emma to load in Uruguay, salted hides and tallow for orders, 60s. and five per cent.

Italian barque to load for Antwerp, 24th.

English barque Courier to load for Antwerp in the round sum of £1200 sterling.

The Oldenburg schooner Albert to load in the Rio Negro salt at 4 ds. per fan.

Austrian barque Conservator, to load in the rivers, tallow, for Antwerp, 44s. and 5 per cent.

HIDE AND WOOL MARKET.

The sales of wool, since the sailing of the French packet, have been very limited, owing to the fact, that there is very little wool in the country; but there is great speculation going on in sheepskins, which have gone up greatly during the last few days. The current selling price is now 3 ds. per lb., but there are buyers for the best skins at 34 ds. Dry cowhides are rather weak at present, particularly those for Norte America. Salted hides very firm, and with an upward tendency. The prospects of the coming clip are rather good; the clip will be far superior in quality to that of last year, owing to the excellent condition both of the sheep and camp, during the present winter, and the absence of drought, which last year had such an injurious effect on the color of the wool. The clip of 1864 will not be so much in excess of that of last year, inasmuch as the increase in the flock has been very small. We estimate the wool to be exported in the coming season will average from 90,000 to 95,000 bales. In Entre Rios and Santa Fe, the next wool exports will be considerably in excess of that of last year, as the lambing season has been very good in those provinces.

RAV MAIA & CO.

BALANCE FOR THE MONTH OF JUNE, 1864.

Debit, Credit, Debit, Credit, Debit, Credit

Capital paid up 20,000 \$ 40,000 \$ 20,000 \$ 40,000 \$

Reserve fund 10,000 \$ 20,000 \$ 10,000 \$ 20,000 \$

Profit and loss 1,000 \$ 2,000 \$ 1,000 \$ 2,000 \$

Dividend 1,000 \$ 2,000 \$ 1,000 \$ 2,000 \$

Interest 1,000 \$ 2,000 \$ 1,000 \$ 2,000 \$

Commission 1,000 \$ 2,000 \$ 1,000 \$ 2,000 \$

Expenses 1,000 \$ 2,000 \$ 1,000 \$ 2,000 \$

Balance forward 1,000 \$ 2,000 \$ 1,000 \$ 2,000 \$

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Rosario and intermediate ports, English steamer Fanny, 24th.

Uruguay, nat. steamer Salto.

SAILED.

24th.

Rio Janeiro, Bremen brigantine Clara.

Uruguay, nat. steamer Felix Colao.

Rosario, nat. steamer Paron.

Montevideo, English steamer Fairy.

24th.

Montevideo, nat. steamer Salto.

COLON THEATRE.

10th performance of the Season, Wednesday, July 21st.

I DU FOSCA I.

At Eight o' clock.

ITALIAN OPERA.

10th performance of the Season, Wednesday, July 21st.

I DU FOSCA I.

At Eight o' clock.

THE ONLY TRUE PURGATIVE.

THE ONLY TRUE PURGATIVE.

THE ONLY TRUE PURGATIVE.

THE ONLY TRUE PURGATIVE.

THE ONLY TRUE PURGATIVE.

THE ONLY TRUE PURGATIVE.

THE ONLY TRUE PURGATIVE.

THE ONLY TRUE PURGATIVE.

THE ONLY TRUE PURGATIVE.

THE ONLY TRUE PURGATIVE.

FERRO-CARRIL DEL NORTE.

DESDE EL 15 DE ABRIL, Y HASTA NUEVO AVISO, LOS TRENES SALDRAN COMO SIGUE

DIAS DE TRABAJO

Ida. Regreso.									
Tren	15 de Mayo	16	17	18	19	20	21	22	23
1	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00
2	14:00	14:30	15:00	15:30	16:00	16:30	17:00	17:30	18:00

DIAS FERIADOS

Ida. Regreso.									
Tren	15 de Mayo	16	17	18	19	20	21	22	23
1	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00
2	14:00	14:30	15:00	15:30	16:00	16:30	17:00	17:30	18:00

Los Trenes pararán en Palermo y Rivadavia solamente en caso que hubiera pasajeros para esas Estaciones. Los pasajeros que deseen ser desembarcados en ellas están en el deber de avisar al Guarda Tren al entrar en los coches Sin este requisito los trenes no pararán.

FERRO-CARRIL DEL OESTE.

PLANILLA DE SERVICIO DE LOS TRENES DESDE EL 23 DE MAYO DE 1864

Ida. Regreso.									
Tren	23 de Mayo	24	25	26	27	28	29	30	31
1	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00
2	14:00	14:30	15:00	15:30	16:00	16:30	17:00	17:30	18:00

SHIPS IN THE PORT OF BUENOS AYRES.

CLAS.	NOME.	TOR.	CAPTAIN.	ARRIVAL.	CONSIGNEE.
English.	CLAS.	NOME.	TOR.	ARRIVAL.	CONSIGNEE.
1	2	3	4	5	6
7	8	9	10	11	12
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67	68	69	70	71	72
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847	848	849	850	851	852
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859	860	861	862	863	864
865	866	867	868	869	870
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967	968	969	970	971	972
973	974	975	976	977	978
979	980	981	982	983	984
985	986	987	988	989	990
991	992	993	994	995	996
997	998	999	1000	1001	1002

PORTS OF THE UNION.

S.S. "IRA."

By special request of the commercial community of this and the other ports of the above Shores, the following notice is published for the purpose of facilitating the exchange between the ports of the above Shores, and the ports of the other

Gualeguaychu Steam Navigation Co.

PORTS OF THE URUGUAY.

S.S. "ERA."

By special request of the commercial community of this city and the towns on the coast of the River Uruguay, the S.S. "ERA" will be dispatched from Buenos Aires to Montevideo, on the 15th inst. at 10 o'clock, and will return to Buenos Aires on the 22nd inst. at 10 o'clock. The S.S. "ERA" will be accompanied by the S.S. "ERA" and will be accompanied by the S.S. "ERA".

Notice to Shippers for the Ports of the Uruguay.

The S.S. "ERA" will be dispatched from Buenos Aires to Montevideo, on the 15th inst. at 10 o'clock, and will return to Buenos Aires on the 22nd inst. at 10 o'clock. The S.S. "ERA" will be accompanied by the S.S. "ERA" and will be accompanied by the S.S. "ERA".

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