







## THE "STANDARD"

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## The Standard.

"Nil falsi audeam, nil veri non audeam dicere."  
CICERO.

SUNDAY, SEPTEMBER 24, 1865.

## REVIEW FOR EUROPE.

The fall of Uruguayana is the great news of the day. Last packet we advised our readers that the Paraguayan vanguard was shut up in this miserable frontier town and besieged by the allies—on the 18th inst. it surrendered, without the firing of a shot. The importance of this bloodless victory is less the town itself than the destruction of the invading force which at one time threatened to outflank the allies and enter the Banda Oriental, that land of revolution, and trouble—The Paraguayan force which has now capitulated numbers five thousand, all which, according to South American fashion, have been drafted into the allied regiments and serve to swell the force that, ere long, is destined to march into Paraguay.

President Mitre is now recrossing the Uruguay with the allied vanguard, the main army having already marched under General Gelly Obes in the direction of Curuzu Cuatia, a central town in the province of Corrientes. The Emperor of Brazil, who arrived before Uruguayana in time to dictate terms to the garrison, will now, it is supposed, travel through his Rio Grande dominions, and visit the southern portions of his vast empire.

Mr. Thornton, the British Minister, left this city last week to visit his Majesty Dn. Pedro II. at Uruguayana, in compliance with the instructions he received per last mail from the Foreign Office.

The removal of this distinguished gentleman from the River Plate to the Court of Brazil, has caused a profound feeling of regret amongst both Englishmen and Argentines. His dignified and conciliatory conduct as British Minister, has endeared him to all, and the name of Edward Thornton will long be cherished in Buenos Ayres as the most exemplary British Minister we have had in this country.

The Brazilian squadron is anchored at the same place in the Paraná, and commands the river so far. The Paraguayan army still occupies the greater part of the province, but in consequence of the surrender of Uruguayana it is believed that the invaders will now return to Paraguay. The rumored invasion of Santa Fé and the Gran Chaco, which some of our colleagues noticed in their last packet-review, proved happily false, no such invasion having taken place or even been attempted.

General Emilio Mitre, the President's brother, has at last marched from Rosario, at the head of the Pro-

vincial contingents. General Taboada, one of the greatest chiefs of the interior, is also marching across the country with 1,500 Santiaguinos to join the allied camp. Every steamer from the Rio Grande brings the news of new regiments being formed and, brigades marching to the scene of war: indeed the facility with which the allies have conquered the Paraguayan vanguard leads many to believe that the preparations for the war by the allies are altogether on too great a scale for the insignificant enemy which they have to fight.

The satisfactory progress of the war has given a great impulse of every description in this city; confidence in its prompt termination, and an immense influx of gold have had the most beneficial influence on our markets. The Government bank of Buenos Ayres has reduced its rate of interest to 4 per cent per annum. Our two private banks have their coffers overflowing. National Bonds have increased some 3 per cent in value, and the paper dollar has improved so much that a great effort is being made by our leading financiers and legislators to, at last, put a fixed value on the fluctuating medium.

On the 18th inst. the Boca railway in Buenos Ayres was inaugurated; the road is open now for public traffic to Barracas. This is the fourth railway in Buenos Ayres: although only a few days running we are happy to say, the receipts are most satisfactory. The trains run at present only every hour, but Mr. Simpson, the talented manager, assures us that the traffic has so increased that he will shortly run trains up and down every half hour, which will increase the commerce of the road and double its receipts.

The Great Southern Railway runs regularly to Jeppener Station, and will next month be open to Chascomus. The receipts on this line are a happy omen for future railway enterprises in this country: the passenger traffic on this road exceeds even the most sanguine anticipations. Hides, sheepskins, etc., now come from the South by each train. The great punctuality of the trains, the order and regularity which prevail at the stations are the theme of universal praise, and we are happy to congratulate the Company on the acquisition of such an admirable General Manager as Mr. Banfield, who gives universal satisfaction.

Early in the ensuing month the Argentine Central Railway will be publicly inaugurated to the first station at the Caracana. The works on this road are pushing ahead with the greatest vigor. The war in no way interferes with Mr. Wheelwright, who labors indefatigably to complete the greatest enterprise in the River Plate.

Never before had the sheepfarmers in the River Plate such a season as the present. The rain, which was so anxiously desired, at last came. The camps are in splendid condition; the flocks fat and clean, and heavy with wool; the lambing seasons have been so good, that the average increase this year is calculated at 40 per cent. Shearing time is now fast approaching. Before the next steamer leaves for Europe many of our estancieros will have to clip. The total amount of the clip is estimated at eighty-seven millions and a half pounds, which is a no insignificant staple.

There have been few land or sheep sales during the fortnight; none in this province of sufficient importance to note. In Montevideo, however, 10,000 splendid mestiza sheep, the property of a deceased English farmer, were brought to the hammer, and realised very low prices, averaging only 13 rls. per head, which is equal to about 9s. 6d. each. This shows a very

serious fall in the value of sheep in the Banda Oriental, as we are assured that in 1862 these sheep sold at something over 12s. 6d. per. We attribute this fall in the value of stock to the lamentable political convulsions in the Banda Oriental.

In the province of Entre Rios some estancias have been recently purchased by Englishmen, at prices averaging eight thousand silver dollars per league. There are many of our countrymen at present waiting for this war to terminate to buy land not only in Entre Rios but in Cordova; but experienced men view with distrust a cloud which seems to hang over Entre Rios, and which can be only dispelled by the happy and prompt conclusion of the present war.

In thus hastily reviewing the attitude of affairs in the River Plate, we are unavoidably obliged to omit many matters of local importance which we much regret, but our columns are so limited, that we can only attempt to give our foreign readers a general glance of the state of things. The war progresses favorably; business is good; money easy; sheepfarmers prosperous; our railways making a splendid traffic; our banks doing a safe, remunerative business: in a word, the Argentine Republic is going ahead, and the prospects of the River Plate never were better or happier than at present.

## ENSENADA.

There is no object of more importance to the economy and commercial progress of a maritime nation than the possession of safe and convenient harbors, which invite ships to come and bring the products of other countries in exchange for those which can be furnished them. It is this system of a well understood economy that induces commercial nations to spend vast sums of money in improving their harbors and coasts, in erecting lighthouses, in constructing docks, piers, stores, or deposits for merchandize, and in rendering every possible facility for commerce and trade with the conviction and security of its bringing its own reward by the expansion and multiplication of enterprise, the economy of freights, insurance and interest on capital and the reciprocal advantages it confers on supply and consumption. The economy of trade is the economy of the consumer—the economy of the whole population. On the other hand, nothing is more injurious to commerce than bad harbors, involving as they do an immense loss of time, high freights, dear insurance, increased landing and shipping expenses, damage on goods, exposure to loss and robbery alike discouraging to the shipper of merchandise and ship-owners.

Many plans have been suggested for the improvement of both the outer and inner anchorage of Buenos Ayres, but there are two serious obstacles: first the absence of regular tides and the rise and fall of the river being mainly dependant on the winds; second, the movable nature of the bottom, and the waters holding in suspense large quantities of mud, which deposit especially around any object or obstacle placed in the river.

Again, the distance to the outer anchorage from the city being seven miles, and the broad expanse of water beyond to the shores of the Banda Oriental, are not encouraging features for harbor improvements; indeed, it may be asserted that the best engineer in the world could not state with security that the object he sought would be attained, or, in fact, that the very opposite effect might not be produced.

Unquestionably it would be most desirable that the anchorage of Buenos Ayres should be made available for a

secure port, if it could be done even at a great expenditure; but the want of certainty in all hydraulic operations on the one hand, and a beautiful and secure harbor on the other, within an hour's journey of the city, practically nearer than the outer roads, seems to decide the question as to which should be adopted.

The port of Ensenada, 36 miles from Buenos Ayres in a nearly South line, the outer anchorage for large ships is protected from the S. E. and all dangerous winds, while the inner harbour has a bar which ships of 14 or even 15 feet at full tides may pass, while it is susceptible of being considerably increased in depth by dredging. Within it forms a perfect basin which by the same means may be made to accommodate a thousand vessels and eventually those of the largest size perfectly protected from the winds and seas.

The present deep water accommodation is ample for the construction of several miles of wharfs or piers which ships may be able to approach with as much facility and security as in the most favored port of Europe and when the railroad is constructed the trains will pass along these piers: be placed in immediate contact with the ships, discharge and load direct to and from the cars, and thus obtain a dispatch and economy that cannot be exceeded in any country. The Spanish surveys of Ensenada give a very clear and distinct idea of that port and these surveys have more recently been confirmed by Messrs. Col. Antonio Toll, Francisco Segui and Col. Murature, commissioned by Government to survey that port, and whose report bears ample testimony of the value and importance of Ensenada as the natural port of Buenos Ayres, and as capable of accommodating all its foreign commerce.

We have also the official proceedings of His Excellency, Sr. Rivadavia, who during his administration, ordered a survey to be made by a distinguished hydraulic engineer, who came from England by his express order to survey Ensenada, and whose report recommended a Canal to be cut, to connect it with the city: certainly no higher testimony can be needed. In 1863 I, instructed John Cogblan Esq., to survey Ensenada, and his report fully sustains the foregoing testimony.

Beyond any doubt whatever Buenos Ayres possesses the only really good port on the Rio de la Plata, and if serious obstacles prevented its connexion with that city previous to the advent of railroads they have now disappeared, while the rapid and constant march in commerce and trade, the extension of the city, the increase of commerce render it imperative to avail of this fine port in order to meet the circumstances of its progress.

To render this railroad complete in economy and public benefit, it should have its city terminus in the 'Paseo Julio,' the most commercial spot in Buenos Ayres; it is the chief landing place, the terminus of the Northern railroad, with which it will be connected, in close proximity with the Customhouse and public offices, possessing an ample space for the construction of public stores to accommodate all the trade of Buenos Ayres, and these stores accessible to railroad trains for the economical discharge and loading of merchandise, most convenient for the mercantile community, while the railroads which nearly encircle the city may avail of all the facilities of this great commercial centre.

Perhaps no city in Europe possesses such natural advantages for a central station, and while millions are expended to obtain this great desideratum, we have it ready made; a great Central Station, with all its benefits

we may say, free of cost. In 1822 I had the good fortune to visit Ensenada on two occasions, once in a ship with a draught of 14 feet of water and I made up my mind at that time that it was to become the port of Buenos Ayres. After the lapse of forty one years in 1863 I visited Ensenada, when all my former convictions were confirmed. On my return to England I caused a comparative map to be published of Ensenada and the Clyde, which river is the channel to Glasgow, the third commercial City in the Kingdom of Great Britain; my object was to awaken the people of Buenos Ayres to the value of the gem they possessed.

I remember navigating the Clyde in 1837 in steamers of 400 or 500 tons and meeting with constant obstructions from the shallowness of the river, while now it is the channel for ships of 4 or 5,000 tons, and all this from the effect of dredging, the same operation as will be needed in Ensenada to constitute it a port of much greater capacity than the Clyde, as is clearly shown in the comparative map referred to.

The locality of Ensenada as an Entrepot for Buenos Ayres is favorable: the land it is true is low, but susceptible of being drained; the swampy fringe lying between the firm ground and the proposed pier may be filled when necessary, while the creeks which intersect it will assist the drainage and accommodate the traffic of small crafts and boats. Of those who can review with me the last 40 years [23 of which were lost to progress and the remainder of that period merged in civil and political dissension with the rivers for the most part hermetically sealed up], I would ask what will be the probable comparative progress of the future, with peace, steam navigation and railroads, North, South, and West, extending and spreading out their branches, Is it not probable that ten years will suffice to produce an equal result and if so is it not quite time to prepare for this rapid development? It is then in view of this important subject that I take leave to call the earnest attention of the Government and the Public to the bay and harbour of Ensenada, which can impart new elements, of wealth add to the national revenue, increase the population and prosperity of the city and give a new impulse to commerce and trade.

WM. WHEELWRIGHT.

## EDITOR'S TABLE.

Yesterday the long looked-for particulars of the fall of Uruguayana arrived per Tevere: they differ very little from the account which Don Hector Varela brought us in the Buenos Ayres. The Paraguayans, it seems, attempted to escape the night previous to the capitulation, but were driven back.

The Rio de la Plata arrived early from Montevideo but brought us no letter from our correspondent who probably was so occupied with the rejoicings at the fall of Uruguayana that he had no time to write to us.

Major Keen's brigade left yesterday in the Rio de la Plata, for Concordia. The regiment looked well and will bear a striking contrast to some of the regiments in the allied camp.

Estigarribia, was expected in the Tevere, and was to be sent in a coach to the Retiro barracks. Duarte, the Curé of Uruguayana, was also expected, and is to be imprisoned in the same barracks.

The question about placing the Captain of the Buenos Ayres under arrest for leaving Concordia with the news of the fall of Uruguayana, is greatly discussed; the general feeling, however, is that, although the captain committed a great fault, the people of Buenos Ayres, for whose benefit he





SHIPS IN THE PORT OF BUENOS AYRES.

Table listing ships in the port of Buenos Ayres, categorized by language (English, American, French, Spanish, Italian, Dutch, Danish, Russian, Hamburg, Bremen, Belgian, Oldenburgh, Hanoverian, National) with columns for ship name, captain, arrival date, and agent.

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TEATRO COLON. Beneficio y despedida de Paul Julien. Para el Domingo 24 del corriente. GRAN CONCIERTO VOCAL E INSTRUMENTAL.

Theatre Franco-Argentin. BOUFFES PARISIENS. Sous la direction de Mr. D'Hote. Dimanche 24 Septembre 1865. ATAR GULL.

Club del Progreso. Se avisa a los Sres. Socios que habiendo cesado el estado de ansiedad publica con la tona de la Uruguayana, el baile correspondiente a este mes, tendra lugar el Martes 26 del corriente.

Notice. Any person having claims against the late Thomas Murphy, deceased, will be pleased to present same at No. 40 Pasco Julio, within the space of three days, without fail, from this date, and oblige, etc. CHAS. H. HOWARD.

Notice. The steamer IRON KING will leave this port on Monday, the 25th, for Montevideo, at 3 p.m. Apply at the Agency, calle 25 de Mayo, No. 123. 118..2p..s23

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