

The Standard

No. 6,593

BUENOS AIRES—WEDNESDAY, JUNE 11, 1884.

XXIV. YEAR.

PARRY & Co.

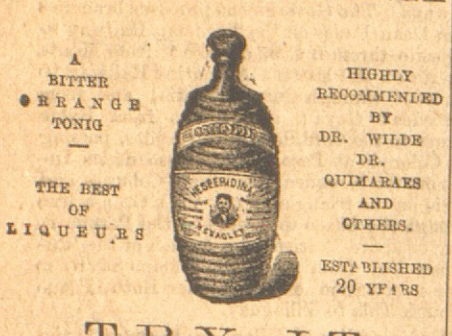
Articulos Incomparables

- 1. 24 Cigars
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BAZAR INGLES

189-Florida-189.

Between Curvo and Corrientes.

Amer Picon

BUENOS AIRES

The Standard

WEDNESDAY, JUNE 11, 1884.

ASSOCIATED PRESS TELEGRAMS.

HAVIS AGENCY

Paris, June 7.

The new Franco-Annamite treaty has been signed today at Hanoi, and thereby the French protectorate over the Kingdom of Annam is recognized, with the express consent of the Celestial Empire.

Paris, June 8.

The Government was questioned, yesterday, in the Chamber of Deputies, respecting its internal policy, and particularly regarding Russia. The discussion, which was very warm, ended in a vote of the order of the day, pure and simple.

Cairo, June 9.

The Mahdi's troops have taken possession of Berber.

Paris, June 9.

At the Longchamps races, yesterday, the Grand Prix de Paris was won by the French horse "Little Duck."

New York, 9th.

The leading Republican organs are unanimous in severely condemning Blaine's candidature, proclaimed in the Chicago Convention; and some of the most violent papers go so far as to insinuate that a new Election Convention should be called, and a candidate should be chosen to represent the party's wishes. The electoral struggle promises to be severe.

PRESS TELEGRAMS

Montevideo, 10.

Grauert's house, representing a Brazilian company, proposes to lay a railway from Punta to Rio Grande, without a guarantee.

The Bondholders Committee has been dissolved.

It is said that Ferrari's company has been engaged for two performances here in August, at 10,000 pats.

The Chambers approved yesterday the increase in Contributions Directors.

A meeting of riparian proprietors was held at Jackson's bar, to protest against logging their rights of property by the Port scheme.

There is another vessel aground on the English Bank.

Rosario, 10.

The Western of Santa Fe Railway will take legal proceedings against the Central Argentine, for refusing a junction of rails.

It has rained heavily and is very cold.

SALT.

The debate in Congress on last Friday is another sad proof of how little Argentines know of their own country. We have our Boards of Education, our Departments in every parish, episcopal palaces, built out of the public money, colleges all throughout the country; our educational system as vast as it is expensive, and yet with what deep humiliation we all must read debates in Congress which reveal

the crass ignorance of some of our Congress men on the simplest of subjects. If any man were to get up in Congress and assert that some of the Deputies did not know how to read or write, public surprise would not be greater than at Friday's debate, when it was discovered that scarcely a member present knew if the country produced salt or not, and those who adhered to the affirmative asked some of the Buenos Aires Deputies to inform the House about the Bahia Blanca or Patagonian salt mines, but none responded to the invitation.

The history of this remarkable debate is short. Messrs. Aubin & Co. applied for a 10 years' privilege to establish salt factories for the purpose of extracting the salt from the water washing our coast from Cape San Antonio to the banks of the Rio Uruguay, and along the banks of the rivers Tuyu and Salado, 23 leagues of coast, and to make the necessary canals. The committee reported in favor of the concession, and Mr. Punes, the informing member, explained the matter. The Senate had already approved of it last year, but in the hurry of closing up Congress, which would result in the arrival of the winter, similar to those in France, which had led directly to the import of salt from Europe was estimated at forty-five thousand tons for the saladeros, representing a value of 400,000 m/n, and M. Aubin thought that he could supply Brazil and Uruguay, which would raise the consumption to 75,000 tons, and that as the business progressed he might also manufacture potash and soda; he would give employment to 500 hands and invest a capital of 600,000 m/n in the business. The Committee of Hacienda had restricted the area from Cape San Antonio to the mouth of the Salado, and 6 kilometres up the rivers Tuyu and Salado, and M. Aubin only asked the privilege to use the sea water and be allowed 2 years to complete his works. Mr. Calvo opposed on the ground that the area 23 leagues was too much; he said that, in answer to the question whether or not the country possessed salt mines, Patagonia is full of salt mines, and if M. Aubin would employ his capital to work those mines he would be the first to help him, to give up the scheme of extracting salt from the waters of the coast, besides, the water on the coast to Cape San Antonio is mixed and not altogether salt, even down to Maldonado the water is not entirely salt. He was opposed to these privileges, he remembered the lawsuit years ago about the Laguna de los Padres by Moyrles, and now Mr. Laro had built a town there.

Mr. Punes replied and after a short discussion the bill was passed and concession granted.

We call attention to the debate to remind the Deputies that under their names Capt. Hansen, of Patagonas, brings up almost every month a cargo of Patagonas salt, which he also sells in the Boca, and that but for Calvo's salt admitted in force, Patagonas would supply the whole republic with the very best salt. In the days of Juan Manuel Rosas these salt mines were a mine of wealth and gave employment to thousands, to-day they are neglected. There are mines of salt which can only be worked at the edge of the salt lake, and there are mines of salt where you can drive a bullock cart over the salt; all these mines are called the Salinas Ingleses and lie between Bahia Blanca and Patagonas, and it is indeed a humiliation to think that not a single Congress member knows of their history or existence. M. Aubin would do well to go down there instead of starting at Ajo.

The debate on this important subject was continued in Congress to a late hour on Monday evening. Many new objections were raised to Mr. Aubin's concession, and although the bill on Friday was passed in general, on Monday, after a most animated debate, article for article of the proposed bill was rejected, and thus the whole business has fallen through.

We have to congratulate Mr. Aubin on the result, since it will save him from expending so large a capital, 600,000 pats, in putting up a factory on the sea shore, to extract salt from salt water, when for one-tenth of that capital he might most advantageously work the magnificent Salinas Ingleses, that exist a few leagues to the south of Bahia Blanca. These inexhaustible salt mines will supply all this republic with salt. Public attention is at least directed to the subject, and the sequel must be the development of this great industry, to the shame of our public men, has so long slept.

MENDOZA RAILWAY INAUGURATION.

X.

The Government of Mendoza has 2000 square leagues of land, and as both of the late Ministers were young Government Ministers, Dr. Bermejo, Minister of Government, and Mr. Hocquet, Minister of Hacienda, a more progressive and go-ahead policy is looked for now than that which hitherto marked the Mendocino administrations. Professor Moreno very kindly took me to the Government House and presented me to Dr. Bermejo, Minister of Government, with whom we conversed for a while; the Minister giving me some few blue books about Mendoza, filled with figures and statistics, which we never looked into but which with the greatest pleasure we forwarded to our brother-editor in London, who is now up to his eyes in the River Plate Handbook press. As the Minister of Hacienda, Mr. Hocquet, we needed no introduction, having

in days gone by collected more advertisements from him than would pay for his name. Quasada ordered tea and showed his department, we certainly must admit that his antecedent offices in B. Aires were more pretensions and better furnished. Moreno was quite at home in the Government House; he seems to know everyone in Mendoza, and we think that he might help the cause by giving a lecture on Mendoza, and opening the eyes of people in Buenos Aires to its remarkable natural wealth.

We never visited two more different towns than Tucuman and Mendoza. In the former, Nature appears to endow man with everything, whilst in the latter, hard, patient industry is the parent of all. Both countries are suddenly becoming powerful agents in the nation's progress—both have to grow and grow for centuries, for they are yet new in their infancy. Mendoza, 300 years old, is still but a little child, one of its greatest works is a canal, constructed in the last century by an Indian. This wonderful canal "de Guaymalan" is now called the ditch, "Zanjon." It waters the whole city and flows to Lujan, irrigating all the numerous chacras, vineyards and farms in the pleasant suburbs. All the vines of Mendoza are meticulously irrigated and beautifully cultivated. The various little towns in the suburbs are called Chibcha, Plumerillo, Tortugas, Cruz de Piedra, and Villa Seca—all the most popular little country towns we ever saw; every field, every farm is bounded and reared by poplars.

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fullest notes for the Standard, we thought we discovered why, of late years, the streets of Buenos Aires during business hours are so crowded and thronged that they remind one of some of the streets of London.

It is the Interior that is telling on B. Aires; these cities, such as Mendoza and Tucuman, that have slept for so many ages are now waking up. The Public Works, such as railways etc., spread millions amongst a people that formerly lived on a handful of maize and chips. These people now figure in our markets as consumers of Mr. John A. Hall's renowned tea, and the Progresso and Ciudad de Londres factories; the railway to Mendoza brings all these dealers in 48 hours into B. Aires; there is no more sleeping at wretched Post Houses, no more packing fine glass on mule back; no more Indians sacking bullock carts and mauling the 'tropicans,' all that is changed—and in Buenos Aires must be up and stirring and about, to be equal to that change. A band of pessimists view the whole of this country from the pavement of Buenos Aires and shudder at the increase of our imports, but we proclaim the truth; the great progress of the Interior calls for heavier imports; we have as yet seen nothing of what the imports of the Plate will rise to be, and Mendoza, with the railway inauguration, carries a very great lesson.

SPORTING INTELLIGENCE.

After the brief respite from the feverish animation that prevailed among our sportsmen previous to the new meeting of the 23rd of May; the symptoms of renewed activity are plainly visible in view of the approaching meeting to be held at Laus on the 24th inst. This meeting is patronised by the Jockey Club, who will have a voice in appointment of the Stewards and the other officials who are to act in said meeting.

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perience gained in the interval will go to solve the very interesting problems as to the consequences of the opening of a new port, and what effect the rival attractions of Bahia Blanca and Buenos Aires will have upon the general course of trade and upon our traffic in particular. It will give you some idea of what is considered out there the importance of this new port of Bahia Blanca, if I read to you a report which was received yesterday, sent in by the hydrographical engineer of the National Government. He says: "The remarkable evolution in trade that Bahia Blanca has presented in such a short time, due to its magnificent natural port, and its connection with the capital by rail, stamps it as the most important port in the Republic, and consequently lays [present claim to the attention of the Government. Vessels of large tonnage will load here, and the trade which at present works its way into the interior by the Parana will in a short time be doubled from Bahia Blanca. It will penetrate into the interior, and cover the whole tract of country to the Corrientes as soon as the network of railway is finished. Another writer, speaking with regard to this port, calls it the Liverpool of the South, and says: "It has a sound and rapid future of great commercial development." Men who were formerly poor and vegetated are now wealthy and prosperous; there are many fine private dwellings in the town and a atmosphere of comfort and *bon vive* is spreading rapidly with the influx of capital. The Great Southern Railway will turn the place inside out, and before long Bahia Blanca will be the second town in the Province and the third in the nation." In this connection I would say that as far as our local representatives and our consulting engineer are concerned, they all speak with the greatest confidence as to the results of the opening of our Bahia Blanca and our Tandil extensions. The announcements contained on page 14 will doubtless come upon most of you as a surprise, and perhaps as a disappointment. We would all have preferred to have had a few "rest" weeks, we saw what our extensions would do for us, but we are paying the penalty of the great success which has attended each new step of our enterprise. The Great Southern Railway has been the main factor in the advance of the prosperity which we are enjoying. We have always stood well with the powers that be, and I think we ought to have been well insured against any pressure being put upon us by outside competitors and concessionaires, seeing that on every occasion when we have not only our readiness, but our ability to keep pace with all requirements of the trade of the country; indeed we have always anticipated its needs. The actual governor of the province of Buenos Aires, his Excellency Sanor Rocha, is a man, however, who is determined to make his mark in the country, and he is determined to have railways *per fas et nefas*. About six months ago it came to the knowledge of our representatives that serious negotiations were being carried on at certain quarters to obtain concessions for extensions to be made from the terminus of our lines. We wished to have a respite, and telegraphed to our representatives to defer all action in the matter.

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EDITOR'S TABLE

(Continued from 1st page)
The Provincial Government has contributed 1,000 tons towards the erection of a church in Carmen de Arco.

Mr. Louis Loeferer offers to present one of our Government Departments with a set of furniture, style of Louis Quatorze, for the price of 1,250 m.n. A proposal was made during the last sitting of the National Deputies to have all the works of the late Dr. Alejandro Andrade reproduced at a cost of 22,000 pesos. The motion, after some preliminary remarks, was unanimously adopted.

Those of our lady readers who want to see elegant dresses worn elegantly, should go and see "Le Maître de Forges," by the French Comedien in the Opera House, and the play itself is also first-rate. A morning colleague says in reference to the lady portion of this excellent comedy:—"The actresses wear, night after night, the most costly and elegant toilettes, suitable to the epoch they represent. They do not sigh and weep eternally, as in Spanish drama, and their manners are natural. This is certainly preferable to those Spanish comedies of detestable nonentities, whose only recommendation is 'bombo,' and who can only play in dramas as old as Kate Kearney's '80.' This is pretty hard on the 'Zanucca' companies; but all who have seen the dreary performances of the latter must admit that it is perfectly true, excepting the present company in the National Theatre.

Mr. Gragers, more familiarly known in the city as the 'hombre de los perros,' has come in for a fortune. He was once a man of substantial means, which he lost through the Government expropriating some of his real estate in wartime. He has now, however, after innumerable 'expedientes' and informes' succeeded in proving his right of ownership, and will soon come in for at least 600,000%.

A German 'restaurant' was found dead from cold yesterday morning on the beach, near the Gas House. The post-Office is ready to accept a new President from Monday.

The post-Office is ready to accept a new President from Monday. The album and photographs of the Rio Negro, and some beautiful sketches of a Gran Chaco and Tierra del Fuego animals.

A gentleman named Solari has opened an office for the peaceful arrangement of conjugal squabbles. He must be a hardened old bachelor if he dreams of success in such a thorny business.

We are very sorry to hear that Sr. Obarrio, the popular Secretary of the Lord Mayor, is very bad with liver complaint.

We received the 'Guia Comercial' yesterday. We see in the list the name of a well-known English broker who left the country permanently a year ago, and is now residing in London, although the Guia has him as living in Calle San Martin.

The evening papers yesterday reported the intended resignation of Alderman Recke, Boeri and Yamengo.

The Council is evidently breaking up. It is said that Madel Theodorizing learned her role in Politio in twenty-four hours, a feat that few artists could so successfully accomplish.

Our Flores readers will be glad to hear that the tram cars have resumed running in Calle Rivadavia. They now start from the Foreign Club.

The 'Peregrino' of Bahia Blanca reports a great scarcity down there of 'piones,' or blacksmiths, bricklayers and donkey servants, with very high wages for all of them, if they were only to be found.

Blacksmiths are also very badly required. One of the morning papers says that another tremendous riot in the Colon Theatre is being organized, and heavy stores of mouldy potatoes and carrots on the retired list are being laid in for the occasion.

Several friends and admirers of the late Lord Mayor have sent orders to Paris for a magnificent only counterpane, which they wish to present to him as a mark of esteem allied for his private and public character.

The latest accounts from the West Coast say that the last state of Peru is worse than the first, and that the most 'expansive anarquia' prevails in that unhappy republic. Annexation to Chile would be better than anarchy.

Signor De Anna, the first baritone at the Colon Theatre has resided in contract and will shortly return to Italy.

Almost comical incident occurred lately in Drury Lane Theatre, London. The performance was an English rendition of 'Lucina,' artistically performed under the management of Carl Rosa. When the curtain fell upon the 'mad scene' there was a general round of applause and a gentleman, who occupied a prominent place in the stalls, distinguished himself by repeatedly calling for the 'author.' Neither Sir Walter Scott nor Donizetti was fit to come out of his grave in response to the call, but the house was convulsed with laughter.

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Aviso Oficial

Oficina de Tierras Publicas
Num. 29

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