



Wednesday, July 25, 1866.

GRAND INAUGURATION  
OF THE

## PRIMER ENTRE-RIANO RAILWAY.

The formal inauguration of this railway took place with unusual eclat on Monday, 9th July inst., at Gualeguay, one of the most thriving towns in the Argentine Republic. A special train left Buenos Ayres on Saturday at mid-day for the Tigre, taking Mr. Leslie and Dr. Carril, two of the directors of the company, with a select party for the inauguration. The particulars of the trip on board the Doloreitas we reluctantly hold over for to-morrow's issue. The steamer Doloreitas arrived at the mole-head at the Port Ruiz, which is the port of Gualeguay, on Sunday at 2 o'clock. Mr. Coghlan, the engineer and contractor of the road, met us as we landed and conducted the party to the station, a neat well-constructed edifice.

There was a special train in waiting to convey us to Gualeguay, and after a few moments' delay we entered the carriages and pushed on to Gualeguay, where we arrived in 31 minutes. The Governor and Minister having arrived previously from Concepcion, the town was decked out in its gayest attire; flags of all nations hung from the azoteas, and the Plaza was crowded witnessing the Argentine game of 'sortija'. Such a number of horsemen decked out, both horse and man, with all the extravagance customary on such occasions, we never previously beheld; many of the horses were weighed down with silver trappings, consisting not infrequently of the entire fortune of the riders. An English gentleman, proprietor of a magnificent estancia hard by, Mr. George Haynes, adjudicated and distributed the prizes, which consisted of plain gold rings, whilst amid the gorgeous array of cavaliers who contended for the prizes we noticed another countryman, Mr. Albert Black, son of James Black, Esq., one of the wealthiest estancieros in Entre Rios.

At 6 o'clock Mr. Leslie gave a dinner-party at the hotel, which was attended by all the gentlemen who had come from Buenos Ayres, and some of the principal dignitaries of the town. At 9 o'clock the town was illuminated and fireworks in the plaza.

Day had hardly dawned when the booming of cannon disturbed us, a salute of 21 guns being fired in honor of the day and the inauguration. At 11 o'clock sharp, the Committee assembled at the hotel and proceeded to the Government House, in the plaza, to wait on the Governor; here, after a delay of a few minutes, a procession was formed.

The Governor and Dr. Carril.

Directors of the road.

The Cura and assistants.

Jefe Politico and Minister.

And all the principal merchants of the town and estancieros of the department who were followed by the party from Buenos Ayres and a band of music. When the procession arrived at the Club-house the Governor entered and took his seat at the head of the room. Mr. Leslie presented us to His Excellency, who expressed great pleasure at finding the 'Standard' at Gualeguay. Several others were introduced to His Excellency; the band struck up and we all proceeded to the station, where the novel but imposing ceremony of blessing the locomotive took place. The Parish Priest of Gualeguayhufi attended specially for the occasion: a small altar was erected at the station, and the benediction chanted in the presence of uncovered thousands; at the conclusion of the ceremony the cannon again boomed, the band struck up, rockets let off, and cheer after cheer echoed from the crowd which gazed with wonder on the snorting, puffing engine, which had just received the blessing of Heaven.

When the music ceased and order was restored, Minister Molina stepped forward on the platform, and in a clear and intelligible voice read the following congratulatory address of the Governor:—

Fellow Countrymen,

I have come here to preside at the inauguration of this railway with the most unspeakable satisfaction, because this event is for me a harbinger of peace and the onward march of the province, which is the sole ambition of my Government. With full faith in

the future I hail with pleasure every step in the onward march of civilization, secure that it is for us all another element of order, another guarantee of peace, and an omen of prosperity and fortune: for these reasons I attach the greatest importance to the Primer Entre-Riano Railway, without looking to its extent, because I feel certain that the length of the line neither diminishes its importance nor lessens its future consequences; it is but the weak root of a great tree, which by and by both the Government and the people will be called on to support. Yes, fellow countrymen, in the short distance which this line runs, I discover the beginning of a grand artery which, binding the wealthy towns and departments of the interior with the magnificent rivers Paraná and Uruguay, will facilitate trade and commerce, give a new impulse to industry, and carry with it civilization and wealth. The rich products of our provinces are the great staples of human industry, and our fertile soil is an emporium of wealth inviting foreign capital and wealthy and valuable companies: one more effort on our part and this grand hope of the future will prove a reality, which will be an epoch in Entre-Riano history. To Gualeguay belongs the honour of laying the first stone of this grand edifice which this day we have begun, the conclusion of which is the most important mission of the present Entre-Riano generation. The conquests of progress and civilization are the most glorious triumphs which history affords; they are the brightest escutcheons of Government and the most palpable trophies of the country. The Province of Entre Rios, which in war has already established her name, and is bound up with the liberties of the republics, cannot forget this new page in her history, sharing the heroism of the warrior with the onward march of the peaceful citizen—industrious and progressive—and is it to be wondered at, fellow citizens, that these grand enterprises are the patrimony of a magnanimous and brave people? Let us sustain the alliance which has made us strong and invincible in war and there will be no obstacle insuperable to retard the grand enterprises of the age; with this spirit of union is fomented the spirit of association, and it brings together capital and intelligence, which are the sheet-anchors of progress and civilization. It is with the most sincere pleasure I remind you of the decided co-operation which this company received from the National Government, and with no less pleasure I call to mind the assistance which Gen. Urquiza afforded, whose zeal for the advancement of his country is proverbial, and who commands the universal esteem of Argentines. It remains only for me to congratulate the board of directors on the realization of their scheme, which will for ever immortalise the town of Gualeguay.

At the conclusion of this address there was immense applause.

Sr. Calderon stepped forward, and after a few appropriate remarks, medals stricken off for the occasion, printed copies of the Governor's address, and also some very choice verses, composed expressly for the inauguration, were distributed. The Governor, Minister, and Committee, in the presence of the Notary Public of Gualeguay, signed the act, and then the whole party proceeded to the Club-house, where a magnificent 'dejeuner a la fourchette' was prepared. His Excellency the Governor took the chair. On his right Dr. Carril, and on his left the Prime Minister of the Province and Mr. William Leslie. Covers were laid for 60, but owing to the very numerous attendance of estancieros from the country an extra table was provided in the ball-room of the club, where nearly one hundred of the principal landholders of the province were accommodated. In fact, we never before recollect attending a more crowded or influential inaugural assembly. The tables groaned under the choicest delicacies of the season. After the vinands were discussed and the champagne began to flow, his Excellency rose to propose the first toast—"The Locomotive, the hero of progress and civilization," which was drunk with immense applause.

Sr. Molina, the Minister of the province, gave the next toast. He said

that for two years the people of Gualeguay had been struggling to get a railway: now they at last have their hopes realised. He regretted sincerely that a spirit of discord had so long existed, which baffled all the exertions of those peaceable citizens, who labored for the advancement of their country. The present railway was a happy proof of the growth of a new feeling, the spirit of association. He drank therefore to the extinction of that political discord, which has ever proved so detrimental to the cause of industrial progress—great cheering.

Dr. Camejo then rose and said, that no words could express his satisfaction at this day's festivities in Gualeguay, and he earnestly hoped that the steam engine would prove the omen of immigration, which was the chief want of Entre Rios. He hoped yet to see the locomotive plunging through the now impenetrable woods of this province, spreading peace and plenty around, and that henceforth the watchword of Entre Rios would be, 'go ahead, go ahead.' He promised himself yet the pleasure of seeing the present railway extended to Nogoya, and he could not conclude without advertising to the splendid assistance which this railway had received both from the Provincial and National Governments. All honor is due to that indefatigable champion of railways in the Argentine Republic, Dr. Rawson, National Prime Minister—[Great cheers]. He would conclude by proposing success to the Entre Riano Railway, and to its future extension to Nogoya.

Dr. Peralta followed in the same eloquent strain reminding his friends that the genius of Fulton had at last spread its mantle over the fertile plains of Entre-Rios; the very highest praise was due to the National Government and General Urquiza for the support they lent the road. He drank prosperity to the Gualeguay Railway Company—[Cheers].

The Rev. Mr. Echavarría, of Gualeguayhufi, thanked the Committee for inviting him to this festive board, and he hoped that the blessing of Heaven which he prayed for this morning would fall alike on the Engine and the hospitable residents of Gualeguay.

Dr. Victoria proposed the health of the indefatigable Jefe Politico, Sr. Moreno—Tremendous applause.

Sr. Ambrosetti, the Secretary of the Company, proposed the health of Sr. Gallino, the chairman of the Company, who owing to ill health was absent—[Great cheers]. The Secretary then read the letter which he had received from the National Prime Minister, Dr. Rawson.

Buenos Ayres, July 7th 1866.

Sr. Don Juan José Gallino.

Esteemed Sir:

It causes me much regret to have to tell you that I am unable to assist at the inauguration of the Primer-Entre-Riano railway. I am indeed sorry that circumstances deprive me of the pleasure of joining you in this new and solemn feast of progress and patriotism. You know the lively interest with which I have followed so important a work from its commencement, and you will readily understand the delight it would have given me to attend at its inauguration. How gladly I should have met those friends and countrymen who have had the spirit to undertake and carry out with their own unaided efforts an enterprise that promises such great results! I should have seized the occasion to express my heartfelt content at this effort of Republican energy to push forward and increase the well-being of the country, an act that has had no precedent among us, but is sure to have many imitators. I should have exchanged with you the sincere congratulations and elevated sentiments that such spectacles inspire, when the heart expands with the glorious ideas of fraternity, fatherland, and bright prospects of a sunny future.

But, unhappily for me, other duties, less grateful and more urgent, detain me at present in Buenos Ayres, and prevent my assistance at the opening of the Gualeguay Railway, wherefore I can only send you my most ardent wishes that the enterprise may be crowned with the fullest success, and become a prolific source of other and still grander efforts of public spirit for

the great interests of civilization, liberty and republican harmony.

I understand that the line is solidly constructed, with due regard to economy, which gives every reason to expect it will yield a handsome return to the share-holders. This would be the more satisfactory inasmuch as it would be a direct stimulus to our native capitalists to start other similar enterprises. But even if it happened otherwise, we should still have the immense benefits accruing to all who must profit by the increased activity of trade and local industry produced by the Railway, besides the enhanced value of lands on all sides, and the still higher gain of intellectual progress that invariably accompanies every onward move of society.

I beg you will especially convey my congratulations to the Governor and other gentlemen interested in the line including the constructing engineer Mr. Coghlan who has executed his task with skill, integrity and diligence, and again assuring you of my regret at not taking part in your merry meeting.

I remain,

Your friend and countryman,

WILLIAM RAWSON.

His Excellency, Sr. Molina, Minister of the Province, proposed 'the health of the National Prime Minister, Dr. Rawson, the true friend of every industrial scheme in the River Plate.' Drunk amidst the greatest cheering.

Mr. William Leslie gave the next toast, he said 'the Railway which they inaugurated to-day was peculiar, inasmuch as it was the first railway ever constructed in the Argentine Republic by the people themselves; in all other railways assistance had been sought abroad, either in the shape of loans or Companies, but the Primer Entre-Riano Railway was built by the people of Gualeguay themselves, (tremendous applause) and he wished to impress on the gentlemen present that the realization of this railway was a striking proof of what Entre Rios, when united, could accomplish by themselves: it would be seen now how far a railway economically built and managed could support itself in Entre Rios; he, for his part, entertained very little doubt on the matter, and he felt confident that when this road showed favorable results it would be continued to Nogoya. The people of Gualeguay had all the honor of being the inaugurators of railways in Entre Rios; they had not only set an example to the other towns in the Province, but to the other Provinces of the Argentine Republic, and he felt proud to drink Prosperity to the town of Gualeguay.' Immense applause.

His Excellency, the Minister of the Province, Sr. Molina, rose and in eloquent terms proposed the health of the great champion of industry, the great friend of commerce and progress in the River Plate: "His Excellency, the Baron Mauá." Tremendous cheers.

Mr. Leslie responded in graceful terms.

Dr. Dn. Salvador Carril, ex Vice President of the Argentine Republic, rose and in a most eloquent speech adverted to the present state of the country, the position of General Urquiza as a ruler and a citizen, his untiring exertions to advance his country. He also commented on the great assistance of the National Government to this Railway. We regret sincerely that we have not room for the truly eloquent address of this distinguished Argentine, but it is altogether too long for publication; suffice it to say that it took the whole auditory by surprise, and the whole building shook with applause when he concluded.

Sr. Calderon proposed in a most complimentary manner the health of Mr. John Coghlan, the contractor of the road, which was drunk with all the honors.

Mr. Coghlan responded thanking the Company; and expressing a hope that "the Railway this day inaugurated may at no very distant period be extended to Nogoya and other towns"—Great applause.

It is impossible to report all the toasts and speeches on this very festive occasion: we have been reluctantly obliged to omit many, amongst others the health of the 'Standard' by Mr. Calderon, and Mr. Mulhall's response; British commerce in the River Plate by

Sr. —, the health of Mr. William Leslie, the popular and talented manager of the Mauá Bank, and several toasts of minor importance.

It now being close on the hour appointed for the starting of the special train, the whole party rose and proceeded to the railway station, where the carriages being in waiting the Governor, Minister, and whole party entered. The two first-class cars were barely sufficient to accommodate all; three large waggons were attached where free admittance was given to the 'demi-monde' of Gualeguay. The shrill whistle of the engine given, off we started, amidst the most deafening shouts, cannons firing, band playing, rockets going off. On the engine Mr. Coghlan and Mr. Griffiths directed, assisted by Messrs. Simpson and J. B. Thomson of the Northern Railway. Some hundreds of horsemen bounded off at full gallop through the woods to run a race with the iron horse, but we soon distanced them, and in 31 minutes arrived at the Port Ruiz, where, after inspecting the works, &c., we all proceeded in the barge of the Captain of the Port, and other port boats, to the Doloreitas, where toasting was resumed and champagne corks flew on all sides. At 3.15 o'clock p.m. we pushed for the shore, again found ourselves seated in the carriage, and at 3.47 o'clock p.m. arrived at Gualeguay.

Such is a hasty epitomized report of one of the most successful inauguration ceremonies we ever attended in these countries. The importance of this small Entre Riano Railway is scarcely susceptible of exaggeration: it is a new era, and a bright one, for Entre Rios, and Sr. Dominguez may congratulate himself on being Governor of the Province of Entre Rios at so felicitous a period. The horrors of war, the scarcity of labor, and the want of capital, have proved ineffectual in retarding the onward march of one of the most fertile and go-ahead provinces in the Argentine Republic.

We subjoin the following particulars respecting the Port Ruiz and its railway, which we gathered from the most authentic source.

## THE PRIMER-ENTRE-RIANO RAILWAY.

This line connects the important town of Gualeguay with Port Ruiz; the latter being the most available port and distant by water (the river is very tortuous) some 30 miles, while by rail it is only 6 miles: the river moreover, is only navigable in seasons of flood. Between Port Ruiz and the town are two saladeros, one belonging to Sr. Flores, and the other to an enterprising Basque named Parachu, the line running close by both places. Sr. Parachu means to make a branch-line of about  $\frac{1}{2}$  of a mile into his establishment.

As an instance of the trade which this line will be called to do, we may state that it is only a fortnight since the locomotive has begun running, and in this short time Sr. Parachu sent down to the port by train, in intervals of work, 4,293 salted hides, weighing 273,495 lbs., besides 2,000 more, and a quantity of meat and tallow that he has ready to send.

The Customs returns of 1864 show that the imports of Port Ruiz amount annually to 4000 tons, and the exports to 8000 tons: both these items have since notably increased.

The line was first projected as a tramway by D. Juan José Gallino, Receiver of Customs, and the idea was submitted to the National Government. Mr. Coghlan, C.E., sent in his report in September, 1864, and it was resolved to prefer a light railroad worked by steam, the estimated cost of which was set down at £19,600. The project met with great favor from Minister Rawson and Baron Mauá's worthy representative, Mr. W. Leslie, while Mr. Coghlan also lent his most willing aid, and Sr. Gallino secured the co-operation of many parties in Entre Rios.

Mauá and Co. subscribed for £2,000, which was followed by local subscriptions to the amount of £10,000. General Urquiza munificently contributed £3,000: then the reality of the enterprise being evident, the National Congress voted £3,000, and the Provincial Government of Entre-Rios £2,000.

The length of the line is 6 miles and 100 yards: it has sidings at Port Ruiz

and Gualeguay, with points crossing and turn-tables.

The permanent way is composed of Griffin's 56 lb. sleepers, laid 2 feet 4 inches apart, with 31-lbs. to the yard rails.

The rolling-stock comprises—1 engine, 8 inch-cylinder, 14 inch stroke; 1 American saloon-carriage, the most solid and elegant yet seen in the Republic, seating 60 passengers; 1 American carriage for 30 passengers; 2 guard and luggage-vans; and 6 first-class freight-waggons, from the Metropolitan Carriage-building Works.

The station at Port Ruiz has a mole in deep water, 40 feet by 15; approach 38 feet by 15. The station is 150 feet by 25, roofed over with iron. There are 5 Bridges and 2 road-bridges. The contract was made for £3,200 a mile to cover all expenses. The funds were supplied by Mauá and Co.

The Directors of the Co. are:

- Don Salvador M. Carril, B. Ayres.
- Mr. William Leslie, " "
- Don J. J. Gallino, Gualeguay.
- " B. Carril, " "
- " J. Calderón, " "
- Signor Ambrosetti, " "
- " Pagola, " "
- Don M. de Vaciente, " "

**THE TOWN OF GUALEGUAY.**

There is not a more thriving town in the Argentine Republic than Gualeguay; it is seated on a branch of the Paraná, known by the pilots as the Arroyo of Gualeguay. This arroyo or river is from its mouth up to Port Ruiz wide but shallow, and frequently at the pass called Capilla there is not water enough for the small steamer Doloritas to pass. Last week when we visited this place the river was high and the steamer ran along side the mole, but the foreign vessels loading hides were anchored at the mouth of the arroyo or river. Port Ruiz, which is the port of entry and discharge of Gualeguay, is distant about 7 miles from that town, which is now connected by rail. The land about Port Ruiz is low, flat, and swampy, yet nevertheless we noticed as we steamed up the river that on either bank there were large rodeos of cattle. The railway runs through a wood of stunted growth and brushwood, which, however, we doubt not, will be turned to some account supplying fuel to the locomotive. Beyond Echevarria's saladero the Port Captain's house and the railway terminus, goods depot, &c. there is nothing to indicate even the semblance of a town: the lands are now however assuming a new value, and we were informed that building sites were in demand for hotels, cafés, billiard rooms, &c. An Italian estanciero named Gallo is the chief proprietor of the land lying between Port Ruiz and Gualeguay. About half way there is a saladero establishment which belongs to the Governor of Montevideo, General Don Venancio Flores: owing to his other occupations he no longer carries on the business, but has rented the place to a Sr. Martinez; but the great saladero of Gualeguay is a little further on, and belongs to a wealthy Basque named Parrachu, who works all the year round.

The approach to Gualeguay by rail is extremely picturesque. The quintas stretch out into the very wood, and the neat, modest railway station which lifts its head amongst the trees, is an agreeable indication of the rising prosperity of the place. As we entered the town we were struck with the great population of the place, and the neat, well-dressed appearance of the poor classes. The town of San Antonio de Gualeguay was originally founded by a Spanish officer, Major Rocamoro, in the year 1780, at a spot on the Gualeguay river, called the Capilla, situated on Mr. Haymes' estancia, where he assembled 145 families. Rocamoro was suddenly recalled, and the little town was attacked and ultimately deserted. In April 1785 Rocamoro was again sent to Entre Rios by the Intendente: he then changed the site of the town to its present position, and having arranged the new town started off to found Gualeguaychu, Nogoya, and Concepcion. In 1805 the population of Gualeguaychu had risen to 2,000 souls: the great trade of the place in those years was in horse and cowhides, and in the year 1804 no less than 100,000 were exported to Buenos Ayres. In the year 1861 there was a census taken, which resulted in giving Gualeguay 6,700 inhabitants. To-day the place cannot have less than 9,000 souls. The Plaza or public square is larger than the Plaza Victoria of B. Ayres, and has a large statue in the centre to General Urquiza, commemorative of his 'pronunciamiento' against Rosas. The Jefe Político's quarters are larger than the Cabildo of Buenos Ayres. Sr. Moreno, formerly Chief of Police of Buenos Ayres, is the

Jefe of Gualeguay: he is very popular, and his zeal and activity is the subject of universal praise.

The church, which was formerly in the plaza, was razed, owing to the dangerous condition of the walls: the belfry is still standing, and the foundation of the new church has been laid. In the north-west outskirts there is a very fine new church, now almost finished. It cost 18,000 patacons. There are no less than 337 azotea houses, and 325 brick houses, with tile and thatch roof, besides these there are numerous camp ranchos; the streets are well laid out and named; there are 37 streets which run at right angles.

The club-house is a very large roomy building, and the rendezvous of the 'ton' of Gualeguay.

The hotel where we stopped is two-story, and has a capacious ball-room, where the Basque population amuse themselves every Sunday and holiday night.

Dr. Wells is the physician of the town; the doctor lives in a fine two-story house, has served in the Crimean war with Dr. Stewart, of Paraguay, and subsequently acted as doctor at Humaita. He does a large practice, and is very highly esteemed by both his own countrymen and Entre Rios. During our stay in Gualeguay we partook of the hospitalities of his house, and return our best thanks to Dr. and Mrs. Wells for their kindness to us.

It is a strange fact that the oldest residents about Gualeguay are Scotchmen and Irishmen. Mr. Hugh McDougall has a magnificent estancia within a league of the town; we were informed this gentleman has resided there for nearly forty years. The town of Gualeguay has not a street that does not boast of one or more relatives of this veteran Scotchman; the name he and his relatives go by there is Mandugal. The Moran's are also wealthy proprietors. There is an effort made to get up a Protestant cemetery. Mr. Gerding, a German, who died there last year was buried outside the church yard. Subscriptions have been made, and Sr. Moreno, the Jefe, is doing everything to aid the foreigners in this meritorious measure. During our stay at Gualeguay we visited some of the principal estancias in the neighbourhood, the description of which we reserve for to-morrow. The department of Gualeguay is beyond all question the richest in pastoral wealth in Entre Rios. The wool exports last year amounted to 200,000 ar., which represents say one million and three-quarters sheep. The land is not to say thickly stocked, and there can be little doubt that in a few years the export of wool will reach half a million of ar. We left Gualeguay, taking with us the most agreeable impressions of the country and the people, and we have no hesitation in saying that we regard Entre Rios as one of the very best provinces for our countrymen who arrive here with sufficient capital to invest in its magnificent estancias.

**BARON MAUÁ'S ESTANCIA AT GUALEGUAY.**

The Estancia de Isabel Fernando, which some three years ago the Baron Mauá purchased of General Urquiza, is one of the most celebrated estates in Entre Rios, not only for the richness of its pastures, but for the efforts of Sr. Cuyas, a former owner, to dignify it with a parish church and cemetery. The estancia lies about ten leagues north-west of the very thriving town of Gualeguay, on the banks of the Clé, and is located in the most fertile spot of the province of Entre Rios. It contains about 3½ square leagues of the finest land in South America, and adjoins Mr. Black's renowned estate, and also that magnificent property of Messrs. Barbour and Carril, which has been recently purchased by Messrs. Ogilvie in some £62,000 sterling. As there is at present such increased attention paid to the lands of Entre Rios, and particularly those of Gualeguay, we determined to accept the manager's (Mr. John McLean) very kind invitation to visit the estancia. Accompanied by the Messrs. McLean and Mr. Thompson, of the Northern Railway, we proceeded in a round family car at daylight, on the morning of the 10th inst. Escaping from the suburbs of the town we at once entered on the land of Mr. H. McDougall, a veteran Scotchman, who has lived some 40 years in this locality, is owner of three estancias and about 80,000 sheep, besides horned cattle, &c. We crossed the bridge over the Clé, and pushed on at full speed, following the 'tropical,' which the 'peones' drove. The camps were covered with horned cattle, but until we reached Mr. Black's land we saw very few sheep. The road passes by the old estancia-house, and Mr. McLean pointed to the plantation made by Mr. Rob-

son, the former manager of the estate. For more than an hour we were driving through the Black estancia, which unfortunately, owing to the departure of the steamer next day we were unable to inspect, but from what we saw of it, we must say that the land is not to be surpassed by the very best in Buenos Ayres or the Banda Oriental. At last we arrived at the boundary line, and entered on the Mauá estate: on either side of the road we noticed in the distance high two-story 'puestos' whitewashed. To our eyes they seemed novel, and reminded us of the Martello Towers which in boyhood we saw on the coast of Ireland. Mr. McLean informed us, however, that all the 'puestos' on the estancia are built in the same style and for the purpose of self-defence. As we crossed a small stream or 'arroyo,' and ascended a hill, we caught a glimpse of the estancia-house, which certainly with a tall belfry and high cross, reminded us more of a church than an estancia-house.

The position of the estancia house is very commanding, and the tower can be seen distinctly many leagues off. An English five-bar farm gate leads to the carriage-road to the house. On either side of the avenue are large paddocks or plots of ground, enclosed by wire fences, and peach, poplar, paradise, and other trees planted. Outside of the gate, and almost facing the horse and cattle 'corrales,' is a large brick kiln, where the bricks for the establishment are manufactured.

The estancia-house contains 22 rooms, and presents a most imposing exterior. It was built some years ago at great expense by Sr. Cuyas, who was a merchant in Gualeguay, and for years acted as Spanish Vice-Consul in that town. At the north-west wing of the building is the three-story edifice, built originally for a church. The 'patio' is surrounded with rooms, pretty much the same as the houses in this city, and contains an enormous cistern or 'aljibe.' Mr. McLean, the manager, with a pious care, sent all the religious relics to the chapel of the Gualeguay Cemetery, and one of the large bells to the Merlo Church in Buenos Ayres. The aisle of the church is now converted into a stately dining-room.

Behind the house is a square of land, walled in for a cemetery, which now answers for a potato and cabbage-garden. The very coach which Sr. Cuyas had intended for the curate, is now in one of the outhouses, the wheels taken off for a cart, and the vehicle now used as a hen-house—'Sic transit gloria mundi.'

Attached to the sheep 'corrales' are capacious 'galpones,' in one of which we noticed a press for baling wool and skins. There is also the necessary apparatus for poisoning hides. The manager is at present engaged in erecting a factory for rendering 'capones.' The vats are on the ground, and 80,000 bricks have just been made at a cost of 10 Bolivianos per mil.

Around the house are some sixteen squares of land enclosed, and several immense 'corrales' for sheep: the 'chiqueras' are paved with brick. At the estancia-house there are no less than five flocks of sheep.

1st. A large flock of breeding ewes, as fine mestizas as any in Buenos Ayres.

2d. A flock of mestiza negrettes, about 500, all animals of very high value in Entre Rios.

3d. A flock of Spanish merinos, crossed with the negrette, about 350.

4th. A small pure blood negrette flock for breeding rams.

5th. A ram flock, about 300, from which there is a very good sale, the average price being an ounce per ram.

In the 'galpon' we noticed 13 very superior negrettes, recently imported, animals of great value.

After breakfast we started for the estancia rodeo, which is situated on a very high hill, about half a league from the estancia. On all sides of the country we saw lowing herds making for the 'rodeo': such a gathering of really fat cattle we never before witnessed, and so tame, that we rode through and through the 'rodeo,' looking over the cows without the slightest 'contretemps.' Mr. McLean informed us that within the last few months he had sold two thousand novillos for the saladeros of Gualeguay. We then dashed off at a full gallop to go round the 'puestos,' little thinking that it was a good five leagues ride. We came to the banks of the Clé, which is the limit of the estancia at this quarter. The ride from the 'rodeo' to this point is over two leagues, through hill and dale, of the finest pasturage we ever rode over, teeming with deer and ostriches.

The Puesto Santa Maria, the first we visited, is on the Clé. Here there is a 'rodeo' of 800 cows, 300 mares, and 300 untamed asses; also a large

capon flock, numbering 5,000 animals, all in the very finest condition.

We passed from this 'puesto' to visit a breakwater or 'tajamar,' which Mr. McLean, after immense exertion, succeeded in erecting. It presents an immense sheet of water, some forty squares, which supplies water for the stock on the estancia in that quarter.

Puesto Colon we next visited. Here lives an old Paraguayan, who cares 2 'rodeos' of horned cattle, one of 1400 cows, and one of 450 tame milch cows; also a 'rodeo' of mares.

Puesto Humaitá is on the edge of Mr. James McDougall's estancia, and here is another immense capon flock of 4,000.

Puesto San Guillermo is a sheep-breeding puesto, 2,500 ewes.

Puesto San Catalina, do., 2,500 fine mestiza.

For these puestos there is another 'tajamar,' called the Soleta Chica, where the flocks are watered in the summer.

Next follow, on the line of the camp, four puestos, all two-story buildings, called La Pinta, Pinzones, Yrala, and Meudoza, each with breeding flocks of 2,500 ewes, with another 'tajamar' called Isleta Grande, for watering the flocks.

Then follow another string of two-story brick houses, which stretch along Mr. Black's estancia. These puestos enjoy the historic names Itapirí, Cabot, Solis, and America, with flocks of 2,500 breeding ewes at each, and another 'tajamar' called Peregrina, for the stock.

Puesto Riachuelo was the last puesto we visited; it is on the Clé, and faces the very splendid estancia of Messrs. Haymes & Thompson.

We give this detailed account of this magnificent estate of Baron Mauá, as we feel certain it will interest our country readers. The estancia is one of the finest we ever visited, and may be regarded as one of the most valuable in Entre Rios. Mr. McLean, keenly alive to the great mistake of expending large amounts on estancias, restricts his improvements to the limits of absolute necessities. At the estancia we witnessed the thrifty care of a thoroughly Scotch farmer; on all sides evidence of rural comfort, the finest butter in South America, homemade bacon, and bread. Our best thanks are due to Mrs. McLean for her hospitable attentions to us during our visit. The sheep on the estancia are cared by puesteros, as the medianero system is, comparatively speaking, unknown in Entre Rios. Owing to the great extent of the estancia there is room for the present stock to double. In September, 1863, when the Baron received the estancia, there were only 18,500 sheep on it, to-day there are 40,000, and the cattle have given an equally good increase. The grasses are the same as those of Buenos Ayres, gramilla and clover, the sweetest and best for sheep and cattle. There is a small tala and chañar wood on the north-west of the estancia, which is not allowed to be cut, as it affords in summer time a pleasant shade for the sheep and cattle.

The estancia business is now reduced almost to commercial rules, and on a close estimate of the yield of the establishment, we find that the place gives over thirty per cent. on the capital. Much of this success depends, however, on the Manager: we have to congratulate Baron Mauá on having so active and experienced a man as Mr. John McLean, whose untiring exertions on behalf of his patron are so conspicuous on every part of his splendid estancia.

**CENTRAL ARGENTINE RAILWAY BANK.**

1st. Messrs. Brassey, Wythes, and Wheelwright will be the founders of the Central Argentine Railway Bank.

2nd. The capital of the bank will be for the present half-a-million sterling, to be afterwards raised to one million £ sterling when the wants of the establishment or the increase of trade require it.

3rd. The bank will be established in Rosario within 6 months after approval of Government, and may commence operations as soon as it has 150,000 hard dollars in the chest. Messrs. Brassey, Wythes and Wheelwright oblige themselves to establish a branch-bank at the city of Santa Fé and shall be at liberty to start other branch-banks at any other places they may deem convenient, such branch-banks to enjoy all the prerogatives of the head house.

4th. It will be a bank of deposits, discounts and all other monetary transactions; lending money on securities or mortgage of real estate, and in general all legitimate business within the orbit of banking operations.

5th. The bank is empowered to emit paper-money in notes of any value

judged convenient, expressed in the Spanish language, and payable to bearer at sight.

6th. These notes cannot be exchanged for gold but in the place of their emission, unless the bank make an express regulation to the contrary: they must be paid in the identical money expressed; but it shall not be obligatory to change a smaller amount than 8 hard dollars.

7th. The bank shall always have a specie-reserve of a least one-third of the amount of paper-money in circulation, the rest to be covered by endorssable securities or such as can be speedily realized.

8th. The bank-notes shall be taken as money in all public offices of the Province.

9th. Deposits shall be received by the bank in all kinds of money recognized by the National Government or adopted by the commercial public in their transactions.

10th. The rate of discounts and deposits shall be periodically published in the newspapers.

11th. The funds of the bank cannot be charged with any ordinary or extraordinary contributions, or any other municipal tax or impost.

12th. Messrs. Brassey, Wythes and Wheelwright, founders of the bank, will have the faculty to make it a joint-stock Co. whenever they may think fit. In this case, after the statutes be duly approved, the individual responsibility of these gentlemen ceases.

13th. In case the bank become a joint stock concern, the reserve-fund and recoverable securities shall answer in a preferent manner for the emission.

14th. The Government, by medium of a Commissary or Inspector of Banks named for the purpose will inspect every 6 months the books especially relating to the emission and the cash on hand.

15th. The bank shall publish, immediately after, in one of its balance-sheet and as certified by the Government Inspector, and send an official copy to the Provincial Minister.

16th. The judicial deposits of the Provincial Government will be made in the bank or one of its branches, if deemed expedient, and enjoy the same conditions as fixed by law.

17th. The charter of the Central Argentine Railway Bank shall be for 40 years from the date of its establishment, and during this time it shall be endowed with all the privileges and concessions made in favor of any other bank that may be hereafter established, and shall also enjoy the same rights and preferences at present held by the fiscal authorities with creditors.

18th. Any persons forging the notes or other documents of the bank shall be subject to the same penalties as laid down against forgers of the current coin of the country: in such case Messrs. Brassey, Wythes and Wheelwright may take part in the prosecution, if they wish.

19th. Any failure to pay the bank-notes at sight shall *de facto* annul the present concession and oblige the establishment to wind-up. In this case the holders of Bank-notes will be privileged creditors over all the rest as stated in Art. 13.

20th. The Provincial Government declares the bank-building inviolable.

21st. The statutes of the bank shall be submitted for approval of the Government in case it be made a joint-stock Co.

WILLIAM WHEELWRIGHT.

The above concession was duly ratified by the Legislature of Santa Fé on the 2nd inst., and countersigned by the Governor, the only alteration being, in Art. 15, the words "within a month" instead of "immediately."

**PASSENGERS FOR ENGLAND PER SS. LA PLATA**

1st. Class: Mrs. Mahoney and child, George A. Green, James Brea, Thomas Gordon, Eugene Paris, Prof. Sloper. 2nd. Class: James Bennie, Mr. Goldsmid. 3rd. Class: James Farrell, Moretz von Rockhausen, and Barbara Auner.

**THIRD CLASS PASSENGERS FOR LISBON PER HALLEY.**

Manuel Cerdeira, Antonio Cerdeira y Garcia, Jose Rodriguez, Antonio Majan y Castro, José M. Poza, Manuel Buceta, Ramon Parada, Ramon Aurinia, José Barsal Grana, José Lopez, A. Martinez Real, Aceredo, J. A. Estup, J. Garcia.

**GENERAL FLORES.**

General Flores has passed a note to the Commander-in-Chief, stating that he has made up his mind to return to Montevideo early in August. The General's wife, who has been here for some days, leaves in the steamer Gen. Flores for head-quarters, so they will probably return together.

ITALIAN OPERA. S. P. function del 3.º abono El Mitoles 25 del corriente. RIGOLETTO.

COLISEUM.

SECOND SUBSCRIPTION CONCERT. JOHN HORACE REINKEN. GIVEN BY JOHN HORACE REINKEN.

With the object of raising the elements of a weekly program under the title of "The Social Economy of Buenos Ayres." A large number of native and foreign ladies and gentlemen have kindly tendered their valuable assistance with the object of raising this idea.

MAUA BANK, CALLE CANGALLO, Nos 101-103

The offices of this Bank having been removed to the above spacious building, in order to suit the increasing business, the public is informed that the following transactions are carried on in currency and specie in this Bank: First—Deposits and obligations with good signatures are accepted on mortgage and other securities approved of by the Manager.

MAUA BANK, CALLE CANGALLO, Nos 101-103. DEPOSIT FOR CURRENT MONTH. IN ACCOUNT CURRENT, SPECIE. For balances in our favor, 15 per cent. For balances in favor of Customers, 8 per cent.

THE ARGENTINE MARINE INSURANCE COMPANY. Established in this City, issues at moderate premiums all risks of sea and fire.

ENGLISH GRAMMAR SCHOOL. Colegio Comercial de Santa Lucia, Al pie de la Barranca de la Calle Buen Orden.

Perfect Security from Burglars or Fire. Can only be obtained by having George Price's Patent and up-to-date Patent Fire Metal Safes.

THE LONDON & LANCASHIRE FIRE INSURANCE COMPANY. CAPITAL, £1,000,000. INCOME, £110,000.

Santa Fé Lands for Sale. For sale four square leagues of splendid and well watered Camp in the Province of Santa Fé.

La Projección del Pilar. Starts from Moreno every morning. Loggage letters, etc. to be left with Mr. Francis Rodriguez at the Loggage room of the Parque Station.

Newcastle Coal. For quality, on sale, Montevideo, 23-15p15

The Standard AND RIVER PLATE NEWS.

BUENOS AYRES, WEDNESDAY, JULY 25, 1866. Circulation, 2,500 per English Mail.

LONDON AND RIVER PLATE BANK (LIMITED). 80-CALLE DE LA PIEDAD-80. Authorized Capital, £2,000,000 sterling. Deposited Fund Jan. 1866, £1,500,000 do.

LONDON AND RIVER PLATE BANK (LIMITED). 80-CALLE DE LA PIEDAD-80. The interest allowed and charged by the Bank will be as follows, till further notice: On Specie deposits on account current, 5 per cent.

THE LONDON ASSURANCE, INCORPORATED BY ROYAL CHARTER, 1720. FOR INSURING BUILDINGS, GOODS, MERCHANDISE, VESSELS IN PORT OR IN DOCK.

GERMAN BURMEISTER, Consignatario de frutos del país. Wool and produce broker, 105-CALLE VENEZUELA-105

E. MEDICOTT & CO., 33-RECONQUISTA-33. ENGLISH FAMILY WINE MERCHANTS. Medlicott and Co. respectfully invite the foreign public to pay them a visit and taste a new assortment of superior Portwines and Sherry Wines.

FOR ROSARIO AND PORTS. Passengers and Cargo, the Oriental Steamer SOLIS. Captain ADOLFO FLORES. Departure direct to Santos, O'Clock, TUESDAY and SATURDAY.

LANDED ESTATES OFFICE. DANIEL G. KELLY. This office undertakes business in all its varied branches, under the supervision of the director, who is an established practical farmer of many years experience.

THE LONDON & LANCASHIRE FIRE INSURANCE COMPANY. CAPITAL, £1,000,000. INCOME, £110,000.

COAL DEPOT. At the Island of Terceira, Azores, Important to Commanders of Steamers. At this well known coaling station there is always on hand a large stock of the best quality of Welsh coal suitable for steamers.

To the Commercial Public. The undersigned has the honor to inform the Mercantile Community that at this date they have established in this city a house of Mercantile Brokerage for the dispatch of vessels and Consignments of goods.

MONTEVIDEIAN BANK. CAPITAL, 1,000,000 DOLLARS. In 2,000 Shares of 500 Dollars each. Officers, Carlos de Cárdenas, in the new house of Don Juan Miguel Martínez, Montevideo.

DEPOSITS FOR FIXED PERIODS. Sums of 50 dollars and upwards are received for fixed periods, say from one to 12 months, at rates of interest to be agreed upon with reference to the amount and term of the Deposits.

DISCOUNTS. Bills of Exchange and Promissory notes will be discounted subject to the manager's approbation.

FERRO-CARRIL DEL OESTE. DIAS DE PARABO. DIAS DE PIERNA.

FOR ROSARIO AND PORTS. Passengers and Cargo, the Oriental Steamer SOLIS. Captain ADOLFO FLORES. Departure direct to Santos, O'Clock, TUESDAY and SATURDAY.

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BILLS OF EXCHANGE. SIGHT DRAFTS. Drafts at Sight, for large or small amounts, can be obtained from WANKLYN & Co. No. 104 Calle de San Martín.

Boas, Barrages & Eisenbahn Railway. Between Venezuela and Tres Esquinas. From and after Friday, July 15th, the Trains will run as follows:

From Friday, the 18th of May, inclusive, the following alterations will be made in the Traffic: One third of the First Class Saloons will be converted into smoking saloons.

Office of the Provisional Director of the Central Argentine Railway. Buenos Ayres, 8th July, 1866.

To Parents and Guardians. A thorough English and Spanish Education. Mr. Bird respectfully informs the above that he has two hours under his care each day.

Al Comercio. Avisamos al Comercio, que hemos establecido en esta plaza una casa de importacion en el ramo de tabacos y cigarros, bajo la razon de Clausen & Rathje.

THE QUEEN FIRE AND LIFE INSURANCE COMPANY. CAPITAL, £2,000,000. INCOME, £160,000.

REAL HOLLANDS. Sole Exporter HERMAN VAN HOUTEN. Rotterdam. This celebrated and well known Gin is to be had of the office of the undersigned in lots to suit the purchaser.

PROTECTION FROM FIRE. PRIZE MEDAL, 1862. BRYANT AND MAY'S PATENT SAFETY MATCHES, WAX TAPER, AND CHALK LIGHTS.

Bass Ale, ON DRAUGHT AND IN BOTTLE, AT THE CASINO. 37 1m m7

LA ESTRELLA. ARGENTINE FIRE INSURANCE CO. AT FIXED PREMIUMS. Authorized by decree of the National and Provincial Governments.

RICH BURGUNDY WINES. We beg to advise consumers that we have received our 1866-67 vintage of our Roulier Burgundy wines in cases and quarters.

HEALTH TO THE INVALID. HOLLOWAY'S PILLS. LOSS OF APPETITE, LOSS OF STRENGTH, LOSS OF SLEEP.

No mas Tontería. Santiago Christie, contador y traductor, avisa que por disposición superior no hay mas necesidad de Traductores públicos (ni nombrados).

The Central Argentine Railway. Train Time Table from 1st July, 1866.

OPERA, PIANOFORTE SOLA. Puriani, Marchetti, Miller, Bigolotto, Ernani, Yegros, Scilloneas, Diamanteo de Corona.

F. Sprunck & Co. 93-CALLE ZAVALA-93. Agents for the Standard. Pianos of Hoyer, Wolf & Co., Paris.

DAY AND MARTIN'S Real Japan Blacking. 97, HIGH HOLBORN, LONDON. For affording nourishment and durability to the Leather.

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BENSON'S WATCHES. Clocks, Jewellery, Silver and Electro-Plated. J. W. BENSON, LUDGATE HILL, LONDON, E.C.

LA ESTRELLA. ARGENTINE FIRE INSURANCE CO. AT FIXED PREMIUMS. Authorized by decree of the National and Provincial Governments.

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THE "STANDARD"

Sent to Subscribers in Europe by each fortnightly mail.

AGENTS. Mr. G. Street, 30 Cornhill, London.

Mr. J. C. Sharpe, Reuter's Telegraph Office, Southampton.

NOTICE TO EMIGRANTS.

WANTED 100 capitalists with £5,000 each, to start as estancieros: guaranteed profit 50 per cent per annum.

WANTED 1,000 young men of limited means (from 2500 to 1000, to enter as partners or mediocres in flocks of sheep: guaranteed income after 5 years, £1,000 per annum.

WANTED 20,000 good shepherds or farm-laborers, wages £2 per month, with board, lodging, &c., and a prospect of sheep on halves.

WANTED 1,000 good housemaids and cooks: wages £2.10s. per month.

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 hail audiam, nil veri non audiam dicere."

WEDNESDAY, JULY 25, 1866.

REVIEW FOR EUROPE.

The Paraguayan war still continues. The belligerents are in the same position. During the fortnight there has been a slight engagement between the Argentine advanced guard and the Paraguayans, in which the latter were routed with considerable loss.

The most important feature in the war news is the arrival of some 2,000 of Baron Porto Alegre's men at Itapiru, and the change in the command of the Brazilian army. General Polidoro has been installed as Osorio's successor: the retirement of so brave a General as Marshal Osorio has caused much surprise here, and we believe was brought about mainly by the Rio Cabinet, which is impatient at the tedious march of the campaign.

The squadron is in the same position, anchored a little below the Paraguayan fort called Curupaity. The enemy is constantly engaged in sending down "torpedos" and fire-ships to annoy the Brazilians, but luckily up to the present none of these awful instruments of destruction have caused much damage, as the Brazilian Admiral has attached to his gunboats and ironclads an apparatus purposely made to destroy them off. Vice-Admiral Barroso is about to form a squadron of reserve at the mouth of the River Plate.

The news of a European war, which arrived here last week, has had no perceptible influence on our markets. Neither has the financial crisis in England caused any panic or commercial disaster. Exchange has slightly receded, but as the merchants of B. Ayres some few months ago availed themselves of the very high rate then current to make their remittances, the Exchange business at the present season is very limited, and the present low rates have but a trifling effect on trade.

The last mail from the provinces brought us the gloomy intelligence of two successful revolutions, one in Cordova and the other in Catamarca. As these disturbances are, however, of a purely local nature, and have been effected with very little bloodshed, the public in Buenos Ayres takes very little interest in them; the successful party have no ambition to disobey the national authority of Pres. Mitre, and the petty squabbles of parties in the provinces are destitute of any political importance.

The most important event of the fortnight has been the inauguration for public traffic of the first railway in Entre Rios. We publish, in a supplementary sheet, full particulars of this important event. The railway connects the thriving town of Gualeguay with Port Buzo, a convenient river port on the Gualeguay. This railway is now running, and as it has been built by the merchants and estate-owners of the place, we have no doubt it will do a very lucrative business.

In Rosario another bank is about to be started, the charter of which our readers will find in our supplementary sheet. Messrs. Brassey, Wythes, and Wheelwright are the founders of this new bank. The city of Rosario is no doubt a place of great importance, but the business of the place is altogether insufficient for so many banks.

The Legislature of Santa Fé has accorded permission to the London and River Plate Bank to issue its own bank notes, payable in specie. Thus this bank has the right of emission secured to two of its branches, and we have little doubt that before long the head house in Buenos Ayres will obtain a like privilege, as the policy of the Provincial Government is to liberate the banking business from unjust monopolies. The circular of the London Directors, declaring besides the regular semi-annual dividend a bonus of 2 1/2 per cent. to the shareholders, has caused a very favorable impression; and, we are happy to say, that notwithstanding the gloomy news from Europe, respecting joint-stock concerns, the London and River Plate Bank still enjoys the very highest credit, and is regarded as one of the soundest banking institutions in the River Plate.

The enormous Brazilian business done here, consequent on the war, is monopolised by the Mauá Bank, which enjoys the reputation of being the largest holder of specie in the River Plate. On the occasion of the inauguration of the Gualeguay Railway, the authorities of Entre Rios paid the Baron Mauá the very highest compliment for his great liberality towards all sound schemes calculated to advance the commerce and industry of the River Plate, as it was mainly owing to the Mauá Bank that the railway in question proved a reality.

Great attention is now paid to the lands on the right bank of the Paraná, situated at the extreme point of the Gran Chaco, in the province of Santa Fé. These lands are renowned for their fertility, and as they are conveniently situated for the river steamers, which pass up and down, they are now beginning to be regarded with preference. Governor Oroño, the governor of Santa Fé, has just sold to a small party of Californians, 17 families,

THE BATTLE OF VERONA.

The defeat of the Italian army in front of Verona was even more complete than the first Austrian telegrams had led us to apprehend. We have now the bulletins of both parties, and they agree on all essential points. The Italian army, divided into three corps and a reserve—making up a force of from 80,000 to 90,000 combatants—after crossing the Mincio at Goito and other points on Saturday afternoon, and sending reconnoitring parties towards Peschiera and Verona, encamped for the night at some place beyond Roverbella, equidistant from the two fortresses. On the ensuing morning an attempt was made upon some high positions of Sona, Somma Campagna, and Santa Giustina, which command the 15 miles railway line joining the two strongholds, positions which played a conspicuous part in the campaign of 1848. The object of the Italians was evidently to take possession of the railway so as to isolate Peschiera and secure a basis of operations against Verona. The Austrians however, who were massed in great force at Verona, called forth from their camp at Verona, and anticipating the Italian movement, took up their position upon those hills, which are now everywhere bristling with bastions and redoubts, and may be looked upon as the outer works of the two citadels, extending from the gates of one to those of the other. After a severe and bloody, or, as the Italians describe it, "desperate" struggle, which lasted nearly the whole day—the longest of summer days—the Imperial army was victorious along the whole line. They stormed the summit of Montevento, where the Italians held out the longest, and at the close of the engagement, at 5 o'clock in the afternoon, they also carried the position of Custozza, a place fatal for the Italian arms in their encounter with Radetzky in July, 1848. The victors captured several guns and about 2,000 prisoners, and behaved, as the Archduke Albert's bulletin assures us, and as we may readily believe, with even more than their ordinary bravery and endurance. On the same evening the Italian army was obliged to recross the Mincio.

The "Times" says—"We have reason to believe that an intimation was conveyed to Lord Derby that her Majesty would grant him an interview at Windsor this afternoon. The most important office, especially in the present state of Europe, is unquestionably that of Secretary of Foreign Affairs. If we are correctly informed, and subject to the approbation of her Majesty, he is proposed to entrust this great department to Lord Stanley. Such an appointment will, we believe, be greatly approved, and will obtain the confidence of the public in the foreign policy of the Government. Mr. Disraeli, Lord Cranburn, Sir Bulwer Lytton, and Sir H. Cairns will, of course, be prominent members of the new administration. Lord Stanhope will also probably accept office, and it is hoped that some of the more Conservative Whigs will be conceded an adequate representation in the Cabinet."

The "Daily Telegraph" says—"The decision announced last night by Mr. Gladstone closes the first campaign of reform with dignity and advantage. Reform has lost a session, but it has gained an impulse which will never be stayed till justice is done. The 'Standard' says the Earl of Derby proceeded to Windsor this (Wednesday) afternoon, in obedience to her Majesty's commands. The noble earl has received an intimation of general support from his adherents, and there will be few difficulties in the way of the formation of a strong ministry."

The "Globe" says nothing is known of the ministerial arrangement beyond the fact that Lord Derby is in communication with her Majesty to-day. (Wednesday). The "Pall Mall Gazette" says her Majesty, with great consideration, does not formally summon Lord Derby to Windsor till Thursday, in order that he may have more time to complete the outline of his proposed arrangement. Her Majesty holds a Privy Council at Windsor this (Wednesday) afternoon, when the proclamation of neutrality will be issued.

COMMERCIAL.

June 26. Simultaneous with the announcement of the first great battle of the long-dreaded war Consols have experienced a few sharp advances, and the other markets here not only supported the improvement of Saturday, but have exhibited increased firmness. The first transactions were at 86 1/2 to 87 for delivery, and 86 1/2 to 87 for the account. In the market for foreign securities Italian has experienced a relapse of 3/4 to 3/8. In the corn-market this morning there was a further rise of 3s. In the Liverpool cotton-market of 4d. per lb. The suspension has been announced to day of the private bank of Messrs. Martineau, Price and Co., but, although from the character of the partners the suspension created great regret, it had no effect upon any of the markets, the business of the firm having been in course of decay for some time past, so that the liabilities had been reduced to a comparatively moderate amount. Their total is said to be £250,000, and as is usually the case in worn out establishments, the prospects of liquidation appear to be unfavourable. The firm were London agents for five country banks—namely, the Bedford Bank, the Bank of Whitehaven, the Cleveland Bank of Messrs. Harwood and Haydock, the Guildford Bank of Messrs. Haydon, Smallpiece, and Flayler, and the Langollen Bank of Messrs. Richards and Co., all of whom have already opened accounts with other London establishments.

The suspension had also been announced of Messrs. Smead and Co., of the Chepstow Old Bank. This bank was founded nearly 40 years ago, and it enjoyed an authorized note issue of £9,387. The causes of difficulty are thought to have been for some time in operation. The actual amount of their notes in circulation, according to the last monthly return, was £7,068. The approaching renewal of the attempt to lay the Atlantic Telegraph cable has produced some movement in the shares of that undertaking. The importance of the undertaking has received a new and strong illustration from the service that would have been rendered if the line had been in operation during the recent panic, and the European war will now create an additional interest in its completion. Electric communication with New York will establish an unbroken intercourse with California and Vancouver's Island, a line to those points being already in existence. A cable is also to be laid in the short distance between New York and Cuba, which will place New York in direct communication with the West Indies. After office hours consols 87 1/2. Markets good. Alliance 4 to 3 1/2 dis.

THE NEW MINISTRY.

The House having met on June 26th, at 6 o'clock, Lord Russell announced that, in consequence of the adverse vote of the House of Commons on Monday week, the Ministers had tendered their resignations to Her Majesty, who had invited them to reconsider their determination, suggesting that a dissent upon a matter of detail need not demand such an extreme resolution at so critical a period as the present. At an interview with Her Majesty that afternoon the resignation of the Government had been accepted, and therefore he invited the House to suspend any progress with public business for the present. Lord Russell then entered into a history of the various propositions for Parliamentary Reform which had engaged the attention of the Legislature for the last seven years, and remarked that, in his opinion, the Government was pledged to some definite action, justified the measure recently introduced as a moderate and just compromise which had been met with opposition upon points of detail only with a view to prevent any settlement of the question.

In support of this intimation he referred to the declaration of Lord Derby at the commencement of the present Session, that, had the world been fairly and honestly governed, the Reform Bill introduced by the Government, notwithstanding which declaration various meetings of members of the party in opposition in the other House had been held, at which Lord Derby attended and spoke in condemnation of the measure. A majority having been obtained against one portion of the Bill, it was useless for the Government to attempt to proceed in the face of such determined resistance, and therefore, as honourable men, the Ministry had no other course open to them than that which they had adopted.

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THE BATTLE OF VERONA.

The defeat of the Italian army in front of Verona was even more complete than the first Austrian telegrams had led us to apprehend. We have now the bulletins of both parties, and they agree on all essential points. The Italian army, divided into three corps and a reserve—making up a force of from 80,000 to 90,000 combatants—after crossing the Mincio at Goito and other points on Saturday afternoon, and sending reconnoitring parties towards Peschiera and Verona, encamped for the night at some place beyond Roverbella, equidistant from the two fortresses. On the ensuing morning an attempt was made upon some high positions of Sona, Somma Campagna, and Santa Giustina, which command the 15 miles railway line joining the two strongholds, positions which played a conspicuous part in the campaign of 1848. The object of the Italians was evidently to take possession of the railway so as to isolate Peschiera and secure a basis of operations against Verona. The Austrians however, who were massed in great force at Verona, called forth from their camp at Verona, and anticipating the Italian movement, took up their position upon those hills, which are now everywhere bristling with bastions and redoubts, and may be looked upon as the outer works of the two citadels, extending from the gates of one to those of the other. After a severe and bloody, or, as the Italians describe it, "desperate" struggle, which lasted nearly the whole day—the longest of summer days—the Imperial army was victorious along the whole line. They stormed the summit of Montevento, where the Italians held out the longest, and at the close of the engagement, at 5 o'clock in the afternoon, they also carried the position of Custozza, a place fatal for the Italian arms in their encounter with Radetzky in July, 1848. The victors captured several guns and about 2,000 prisoners, and behaved, as the Archduke Albert's bulletin assures us, and as we may readily believe, with even more than their ordinary bravery and endurance. On the same evening the Italian army was obliged to recross the Mincio.

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IMPORTANT FROM U. STATES.

PHES. JOHNSON ARRESTS THE FENIANS. Queenstown, Friday. The royal mail steamship Cuba from Boston on the 6th, and Halifax on the 8th, arrived off the harbour this evening. She brings the United States mails, 1,649,927 dollars in specie on freight, and 246 passengers. Having landed mails and 30 passengers, she proceeded immediately for Liverpool. All well. New York, June 7. President Johnson has issued a proclamation admonishing all good citizens against aiding or countenancing the expedition now being carried on by evil-disposed persons from the Federal territory against British colonies in violation of the laws of the United States. He exhorted the national officials to employ all lawful power to arrest and bring to justice such persons. He empowered General Meade to employ the Federal land and naval force to prevent the carrying on of the said expedition.

General Sweeney was arrested last night at St. Albans by the Federal authorities. Roberts, President of the Senate faction, was arrested to-day at N. York by the Federals. Marshal's warrants have been issued for the arrest of other prominent Fenians. The Fenian prisoners at Buffalo were released on Tuesday—the men on their own recognizances, the officers on bail to appear when called on to answer the charge of breaking the neutrality laws.

Various seizures of Fenian arms and supplies by the Federal authorities are reported. The Fenians who seized the arms at Watertown were overtaken by the Federal troops at Richville. The arms were recovered and the Fenians retained prisoners. It is reported that 5,000 Fenians are on the St. Lawrence, mostly at Malone, Potsdam, and opposite Montreal, at Edwinstown. They have no artillery and are poorly armed. Numbers were arriving yesterday, but it is reported to-day that many are seeking to return. 1,000 left Fairfield, and 800 left Highgate, yesterday, all going towards the border.

The inhabitants of St. Armand have removed all valuables to Montreal. General Meade is at Ogdensburg. Recruiting progressed vigorously among the Fenians in large cities. On Tuesday and Wednesday 2,000 were enrolled in New York. Funds were largely donated, but it was generally conceded that the action of Federal authorities would cause the permanent and immediate abandonment of the Fenian scheme of the invasion of Canada.

Stephens is at Washington. The Circuit Court at Richmond has adjourned till the first Tuesday in October, until which time the trial of Mr. Davis has been postponed. His counsel left for Washington to appeal for his release on parole or bail. The shipment of gold yesterday for Europe amounted to 34 millions. New York, June 5, Evening. The Fenians at Fort Erie have been prevented receiving reinforcements by the Federal picket boats. They evacuated the place before daylight on the morning of the 3rd instant, leaving 32 on a picket boat, who were captured by the Canadian boats, and 400 men, including O'Neill and a number of other officers, were captured by the Federal boats and are now held prisoners at Blackrock under the guns of the Federal steamer Michigan.

General Meade arrived at Buffalo on Sunday and ordered General Barry to seize all the arms intended for use by the Fenians. The reports of the killed and wounded at the fight at Ridgway are conflicting. Only six Canadians are positively reported killed. It is reported that five Fenians were tried by drum-head court-martial, at Fort Erie, on Sunday, and were

SUMMARY FOR THE FORTNIGHT.

THE WAR IN THE NORTH.

OUR SPECIAL CORRESPONDENT.

On board Braz, transport President, Alto Paraná, July 5th.

Gentlemen,— We are here for the last 26 days awaiting the advent of Baron Porto Alegre.

Since the passage of the Tranquera de Loreto...

It was my determination to have counted the forces as they passed over the dam. It was not difficult to do so.

It was noon when the distribution of clothing began: 220 cases which had been landed the previous night was given out to the troops.

From our starting point to the distance was 8 leagues...

170 feet deep. From the time the excavation was made...

There are extensive quarters now occupied by a piquet of Corrientino troops...

Nothing absolutely nothing is known of affairs on the right bank of Alto Paraná. The enemy's force stationed there was variously stated from 200 to 20,000 men.

Immediately on our arrival Commodore Alvin left for Corrientes, with the intent to fetch up transports to bring down at once the remaining part of Baron Porto Alegre's army...

We arrived here last evening by the steamer Marcelo Dias, in one hour from Cerrito, meeting the English steamer Viper, bound up.

Corrientes, July 13. We arrived here last evening by the steamer Marcelo Dias...

July 11th. Today has been a busy time. At 11 a.m. the long-looked for army appeared, marching upon a point of a half league...

It was noon when the distribution of clothing began: 220 cases which had been landed the previous night was given out to the troops.

Two days later news. Despatches from Sibinda. Corrientes, July 15, 1866.

From the Alto Paraná I sent you a confused sort of a journal; it reached here and was sent you.

DIARY AT HEAD-QUARTERS

LATEST FROM ESTERO BELLAGO.

(By Colonel Palleja)

July 5th. The enemy is every day strengthening his positions...

July 6th. At midnight we heard a cannonade and some explosions in the direction of the fleet...

July 7th. Another terrific explosion last night by a Paraguayan torpedo. At day-break a fast boat between the two trenches...

July 8th. Another terrific explosion last night by a Paraguayan torpedo. At day-break a fast boat between the two trenches...

July 9th. Another torpedo last night as usual. At 8 a.m. our men were returning from drill...

July 10th. Our men going for beef were exposed to an awful fire: the enemy's heavy guns are a great advantage over ours...

July 11th. Firing all the morning until 11.30, when the enemy rested. Alvin's expedition has arrived with nearly 3,000 men...

July 12th. Firing all the morning until 11.30, when the enemy rested. Alvin's expedition has arrived with nearly 3,000 men...

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July 14th. Firing all the morning until 11.30, when the enemy rested. Alvin's expedition has arrived with nearly 3,000 men...

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July 19th. Firing all the morning until 11.30, when the enemy rested. Alvin's expedition has arrived with nearly 3,000 men...

broke out at Cordoba, and the Minister Echagay was put in prison: the rebels sought for the Governor, but he had escaped from the city.

THE CORDOVA REVOLUTION.

At 8 o'clock on the morning of the 14th the citizens of Cordova revolted in collusion with some ex-supporters of Governor Ferrer...

LATEST FROM CATAMARCA.

The 'Discussion,' of Cordova, July 13th, says: Dr. Carlos Talgo has arrived from Catamarca with news that Col. Cordoba's revolution triumphed with a trifling effusion of blood...

LATEST FROM FRAYLE MUERTO.

Several English gentlemen who arrived yesterday from the new English settlement, Frayle Muerto...

Mr. Pearson has just purchased a magnificent estancia, 4 square leagues, within 8 leagues of Frayle Muerto...

Mr. Troter, whose estancia is four square leagues of prime land, is also about building an azotea house.

THE TWO DAYS BUSH-FIGHT.

Head-quarters, Tuyuti, July 12th. In the Vice-presidency of the Republic D. Marcos Paz.

Within an interval of 24 hours the Argentine vanguard has had three encounters with the enemy...

Yesterday about 4 p.m. the enemy again fell on our advanced guard with greater numbers...

NEWS FROM THE PROVINCES.

MR. WHEELWRIGHT'S ENGINEER AT JUJUY. The Solis arrived yesterday with news of a nature that would be considered startling...

Yesterday about 4 p.m. the enemy again fell on our advanced guard with greater numbers...

Seeing that the enemy had not brought out all his reserves, and that the routed forces had re-formed at their rendezvous...

PASSENGERS ARRIVED PER S.S. URUGUAY.

Messrs William Bullough, Henry Brown, Horace Portal, Robert Burns, Edward Peck, Adam Douglas, Bobt Douglas, William Clayton, Charles Mason, Adolpho Jones, Robert Hall, James Gagon, Robert Hall, John...

SHIPS IN THE PORT OF BUENOS AYRES.

Table listing ships in the port of Buenos Aires, including ship names, classes, arrival dates, and agents.

RANSOMES Y SIMS, ORWELL WORKS, IPSWICH, 9, GRACECHURCH STREET, LONDRES.

Advertisement for Ransomes & Sims, featuring various steam engines, portable engines, and agricultural machinery with detailed descriptions.

Advertisement for BURGESS & KEY, featuring sewing machines, cotton gins, and other industrial equipment.

Barry, F. F. Marroco, John McCracken, Thomas A. Alexander, Jr., McLaughlin, James Gibson, Jas. Smith, McLaughlin, Francis Bateman, Danl. Will, Thomas Berry, James McHarg, William do., Andrew do., Diglan Gorman, James do., Thomas Edwards, W. Browley, Michael Rooney, James Mackay, Patrick Dooley, — Duffy, James Behan, wife and four children; Miss Jane McAllister, Helesi Riddell, Kate Tuite.

TESTIMONIAL. SS. URUGUAY, July 13, 1866. Captain O. E. Smith, Dear Sir, We, cabin passengers of the Uruguay, wish to express our sincere thanks to you and your officers for the friendly and attention we have received at your hands during our pleasant and speedy voyage out from Liverpool, trusting that you may be long spared to make many such successful voyages to the River Plate. We wish now to make public the liberality and hospitality that we have ourselves experienced on board the good ship Uruguay, and therefore we hope that you will not dissent from this being published in the Liverpool and Buenos Ayrean papers.

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RIVER PLATE STEAM-SHIP COMPANY. LIVERPOOL AND RIVER PLATE DIRECT.

Advertisement for the River Plate Steam-Ship Company, listing steamers, routes, and contact information for H. A. Green & Co.

J. S. WYLLIE AND CO. General Merchants and Commission Agents CHASCOMUS

Advertisement for J.S. Wyllie & Co., listing various goods and services available for sale and commission.

AMMUNITION. TARGET 12 FEET SQUARE.

Advertisement for ammunition, specifically targeting 12-foot square targets, offered by Eley's Ammunition.

TEETH WITHOUT PAIN OSTEO OIL

Advertisement for 'Teeth Without Pain' medicine, featuring 'Osteo Oil' and 'Messrs. Gabriel's' products.

HOWARD'S CHAMPION PLOUGH

Advertisement for Howard's Champion Plough, highlighting its features and performance in agricultural work.

IMPORTANT REDUCTION in the prices of PORTABLE ENGINES FOR 1866.

Advertisement for portable engines, announcing a price reduction for the year 1866.

WELLINGTON KNIFE POLISH

Advertisement for Wellington Knife Polish, a product for maintaining and shining knives.

THE BEST ROOFING MATERIAL. BEAUFORT'S ITALIAN ROOFING ZINC.

Advertisement for roofing materials, specifically Beaufort's Italian Roofing Zinc.

HOWARD'S CHAMPION PLOUGH

Advertisement for Howard's Champion Plough, detailing its benefits and availability.

IMPORTANT REDUCTION in the prices of PORTABLE ENGINES FOR 1866.

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ON CHANGE.

Section titled 'ON CHANGE' discussing market fluctuations and exchange rates.

REMATES.

Section titled 'REMATES' containing various notices and public information.

ANY ONE CAN USE THEM.

Section titled 'ANY ONE CAN USE THEM' advertising a product or service.

JUDSON'S ANILINE DYES.

Section titled 'JUDSON'S ANILINE DYES' advertising various dye products.

POR MARIANO BILLINGHURST.

Section titled 'POR MARIANO BILLINGHURST' containing legal notices and public information.

AL MISMO TIEMPO.

Section titled 'AL MISMO TIEMPO' containing various notices and public information.

ABRAHAM'S Celebrated Apparatus for Dressing.

Section titled 'ABRAHAM'S Celebrated Apparatus for Dressing' advertising a new product.

DANIEL JUDSON & SON.

Section titled 'DANIEL JUDSON & SON' advertising various goods and services.

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