

Teatro Franco Argentino

BOUFFES PARISIENS. Sous la Direction de M. d'Hote, Dimanche 4, Juillet 1869. Premiere Representation de LES DOMESTIQUES. Comedie en 3 actes. MOUSSEUR VOTRE FILLE, Vaudeville en un acte.

ALCAZAR LYRIQUE. 196-CALLE VICTORIA-196

GRAND NEW ENTERTAINMENT EVERY EVENING. DIRECTOR: MR. CHERI LABROCAIRE. SOLIS OPERA COMPANY, MONTEVIDEO.

SIG. PESTALARDI'S Grand Opera Company gives performances at the Solis Theatre three times a week.

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.

"Nil falci eudem, nil veri non audeam dicere." Cicero. SUNDAY, JULY 4, 1869.

SPECIAL TELEGRAM FOR "STANDARD"

Montevideo, Saturday, 12.30 p.m. President Batlle has come back to town, and is suffering from sore eyes. We hear nothing but conflicting rumors about Caraballo. Things look uncertain. Probably, the upshot will be a National Bank. Exchange, 50 1/2 gold. Paper, 11 1/2 discount. Bills on B. Ayres wanted.

THE CITY OF RIO JANEIRO

MAILS. MR. MOTLEY'S MISSION. FAILURES IN ENGLAND. IRISH CHURCH BILL, THIRD READING. SERRANO REGENT OF SPAIN. WOOL MARKET STILL FALLING.

New York, June 2. The public debt of the United States has decreased during the past month by 4 1/2 millions dollars.

New York, June 3. It is reported that President Grant has expressed his disapproval of the terms of Mr. Sumner's speech on the Alabama claims.

On the evening of May 31st, in the House of Commons, the Irish Church Bill passed a third reading by a majority of 114 votes.

Liverpool, June 3. Cotton Market. We have had a good demand to-day and a strong market, and prices in some cases are against buyers. The sales are 15,000 bales, of which 5,000 are for export and speculation.

London, June 3, Evening. Tallow is steady, at 42s 9d spot; 44s 9d last three months. Consols closed at 92 1/2 to 92 1/2 for delivery.

Argentine Bonds opened with a strong market, and for a time they stood at an advance, but subsequently on sales they receded to the price current yesterday—viz., 80 1/2 to 81 1/2 the business was at 81 1/2, 81 1/2, and 80 1/2.

The failure is announced of Mr. G. Mason, spinner and manufacturer, of Clayton. The liabilities are estimated at about £49,000, and a dividend of 8s in the pound is expected.

Messrs. E. G. Muntz and Co., in the copper trade of London and Birmingham, have stopped payment; the liabilities are understood to be large. The house has no connection with Muntz's Metal Company.

France, nothing new transpired. Spain, Madrid, June 2nd. The promulgation of the Constitution will take place simultaneously in Madrid and the provinces on Sunday next, and on Monday the proposition to confer the Regency on Marshal Serrano will be discussed by the constituent Cortes.

The death is announced of General O'Donnell of apoplexy. Mr Motley, the new American minister to St. James', has arrived in England.

The newspapers speak of his mission as a peaceful one, and which his speeches made in Liverpool would indicate. Serious riots in Flintshire. Military called out, mob fired upon, and several killed.

German and French wool markets much depressed, and prices continue falling.

VERY LATEST. Montevideo, July 3, 5.30 p.m. Business more active to-day. Paper, 11 1/2 dis. No news from camp.

Very early this morning, owing to some disarrangement on board, the James T. Brady, has made water and almost settled down. Great efforts are being made to save her.

Rio, June 29. Exchange on London, 13 1/2. Sovereigns, 129/700.



FOURTH OF JULY.

This is the anniversary of a day that will be handed down through the annals of time as the nativity of a great people, an era at which mankind may well rejoice, a landmark in the history of civilization and liberty. The declaration of American Independence in 1776 was a turning point in the destinies of the human race, and all right-minded men of whatever creed or country must regard the signers of that great deed as benefactors to mankind. If we are indebted to the barons of Runnymede for the liberties of the British Constitution, we are no less so to Jefferson, Adams, Franklin, Sherman and Livingston, who indited the Magna Charta of the New World.

It is less than a century since the United States declared their independence, and the history of the American people in that brief epoch is the most wonderful that the world has known. For the Anglo-Saxon race it is a signal triumph that men of the same blood, language and traditions as ourselves have raised up in the New World an empire far greater than that of Cesar or Mahomet, and entirely by the arts of peace, industry and progress. In every sea and under every clime the flags of America and England wave side by side; in every field of industry and advancement the genius of Americans and Englishmen is seen in noble rivalry; in a word mankind is indebted to one or other of the great Anglo-Saxon nations for the chief blessings of modern progress, liberty and civilization. It was only the other day that we celebrated the laying of the Atlantic Cable, one of the greatest enterprises Englishmen have ever accomplished; and now we have a counterpart to that colossal work in the Pacific railway, which stretches across the vast continent "dall' uno all' altro mar."

In whatever light we regard the American people on this 93rd anniversary of their independence, we find cause to rejoice at their greatness. A nation of 30 millions of enlightened citizens, among whom popular education is at a higher standard than in any other country of Christendom, occupying a territory nearly as large as the whole of Europe, with an amount of railways and canals greater than all the rest of the world collectively; a nation which has invented machinery for every work and office in life, multiplying the resources and means of human industry throughout the globe; a nation that is foremost of all others in civil and religious equality, and possesses more public schools than the whole rest of the universe; a nation that reads 3 million newspapers every morning, that reduces its public debt by so many millions daily, that exists without a standing army, and like one vast piece of nicely adjusted machinery goes through its manifold functions with ease, harmony, and good order. Such is the idea presented to us by the United States, and the picture falls infinitely short of the reality, for it is impossible in one glance to take in all the bearings of so vast a subject as the growth and position of the Great Republic.

It is customary on this glorious anniversary to offer the usual congratulations to Americans, and we do so to-day with the same fullness of heart that our illustrious countryman Edmund Burke would do were he now alive to see the fulfilment of his prophecies. Nor is there a generous Englishman throughout the world that does not feel an inward impulse of pride and satisfaction to-day in seeing the American people celebrate its great festival amid auspices of unprecedented freedom, enlightenment, and prosperity.

LATEST FROM RIO JANEIRO.

A NEW ENGLISH PAPER.

THE NEW AMERICAN MINISTER.

PROPOSED DOCKS AT RIO.

A new journal in English has been started by an American citizen named Vivaldi, and we extract the following: It is with sentiments of the deepest gratitude that the Editor and Proprietor of the 'Correspondence of Brazil' tender his thanks to the distinguished merchants and other honorable individuals, who received him so kindly, and honored and encouraged him with their subscriptions to his paper, during his street peregrinations of the last two weeks. As no paper like ours can subsist with less than 1,000 subscribers, it is our intention to continue our wanderings from door to door, till that number shall be complete, when we shall feel the fully confident of the success of our journalistic enterprise; and in respectfully and gratefully inserting at the head of our columns the honorable names of the one thousand founders of the 'Correspondence of Brazil,' we shall remember in future years, that to them alone we are indebted for the existence of our journal. We are happy to announce to our readers the appointment of our much esteemed friend the Honorable Henry F. Blow, of Missouri, as United States Envoy Extraordinary and Minister

Plenipotentiary to the Court of Brazil. Mr. Blow is one of the most distinguished statesmen of the North Western States of America, a lawyer of great erudition, and a gentleman of amiable and refined manners. Firmness of purpose, enlightenment of mind, soundness of judgment, and extreme courtesy are the peculiar qualities that form the noble character of the new American Minister. He may not write official despatches of one hundred and fifty pages, that justify our Ministers for Foreign Affairs, and throw into despair the poor translators of our Government; he will have nothing to do in peddling coffee hullers, corn shellers, and ploughs throughout this Empire; he will abstain, we are sure, from menacing to put to fire and sword everything and everybody, and still we are not afraid to predict that the important mission of the Honorable Mr. Blow in this country will be a great success. We heartily congratulate our American friends in Brazil, the Brazilian Government, and His Excellency President Grant for this well advised and judicious appointment of a truly distinguished Minister to the Empire of Brazil.

We notice with great pleasure that the port of Rio de Janeiro will soon be enriched, as Liverpool is, with a grand system of docks, through the energetic interposition of Messrs. Stephen Buck & Co., distinguished merchants of our city, and the mature studies of our celebrated civil engineer, Dr. A. Rebouca. Nothing is of more vital importance, or more immediate necessity, than the adoption and execution of this system of docks for our port. We, therefore, heartily wish to Messrs. Stephen Buck & Co. and Dr. Rebouca a complete success.

Coffee—Little or no alteration noticeable in this market until the 12th inst., when a demand for Europe imparted some animation to the trade, and the most, if not the only, desirable assortment were taken off the market at a concession of 200 reis per arroba on the packet's quotations.

All further business has been arrested by the sudden firmness and advance in exchange, consequent on the receipt of favorable news from the seat of war in the south.

Purchasers have withdrawn from the market, trade is at a dead-lock, and our quotations are once more quite nominal.

The sales comprise 32,000 bags, mostly for the Channel and European markets.

Prices of cargoes are nominal, and the stock amounts to 110,000 bags.

WRECK OF THE AMERICAN MAIL STEAMER MISSISSIPPI.

The wreck of the Brazilian and North American mail steamer Mississippi, off the island of Martinique, in the West Indies, on the night of the 12th May, is, looked at from a pecuniary point of view, one of the most serious shipping disasters that has for a long time been announced. Most happily, no lives were sacrificed; but the vessel itself, valued at nearly £100,000 sterling, and the costly cargo of coffee she carried (the largest ever shipped from Rio to New York) have proved a total loss. The estimated value of ship and cargo was about £200,000 sterling, or 1,000,000 of hard dollars, the latter being partly insured—the former, strange to say, being left uninsured.

This magnificent steamer left Rio on the 26th of April last, with 28 passengers, a crew of 27, officers and men all told, and a steward, together with the cargo above mentioned. The weather continued fine along the coast, but when a few hours out from Para a change came on. For three days and nights consecutively it blew a full gale, sometimes rising to a hurricane; but the vessel behaved nobly, and at no time was there any danger, though the passengers could not come on deck, so high did the sea run.

Nearing the West India Islands, the weather again became perfectly fine and calm, and the steamer continued her northward course at a minimum rate of 12 knots an hour, or nearly 200 miles a day.

The evening of the 11th was soft and warm, the scarcely perceptible breeze having all that balminess which is alone felt in the tropics. The passengers were all on deck enjoying the soft air, and little dreaming of the deadly peril in which a few hours more would involve them. As the evening advanced, a dense fog fell over the sea; neither moon or stars were visible; the ocean was like a mirror, and no sound met the ear but the monotonous click of the engines, the subdued hum of conversation on the poop, or a snatch of a home song from a sailor on the fore-castle. One by one the passengers retired to their cabins, and the deck was left to the watch. The steamer continued her course, every man was at his post, nevertheless whether that the compasses were astray, or from other reasons which have not yet appeared, in two hours afterwards the noble ship ran at full speed on a reef of rocks to the S.E. of Martinique, near the "Petit Francois" island.

The shock was so terrific that according to the account of a passenger, the vessel seemed as if rent from stem to stern, and so she was, though she held together till daylight. Scarcely

had the ship struck, when the captain was on deck. He had only given the first orders necessary when the crowd of terrified passengers came up, some half dressed, others as they had jumped from their berths, but all frightened, some of them beyond control.

In a clear, firm voice the captain ordered the crew to their posts, and then told his passengers to prepare for the worst, as their only chance lay in the vessel holding together till daylight.

An eye witness says the time that passed waiting for the break of day was a terrible one. The crew behaved well, and the greatest order prevailed amongst them. Throughout the night at intervals that most dreadful of sounds, "the minute gun at sea," was distinctly heard by the dwellers on "Petit Francois," but so thick was the darkness that no succor could possibly be sent to the doomed vessel, as it was impossible to ascertain her exact position.

Meanwhile on board the Mississippi hope and fear struggled for mastery in the minds of the passengers. In the grand saloon and the cabins women might be seen on their knees praying silently, some of them with little children beside them, while the male passengers, when not engaged in endeavoring to calm their fears, spoke together in groups on the deck, straining their eyes towards the East in anxious watch for the coming day.

The morning of the 12th broke calm though foggy, and it was half past ten o'clock before the first boats, containing the women and children, left the ill-fated ship for the shore. The male passengers and crew remained behind, and the parting scenes, as the women were handed into the boats, uncertain whether they should ever see their husbands, brothers, or friends again, were quite as affecting as the wild terror of the previous night.

The Guyane and Achéron steamers sent by the French Consul at Martinique to the scene of the disaster, arrived there late on the 12th, and took off the passengers to Fort Francois, and 2,000 of the 16,000 bags of coffee on board.

The reports received do not mention whether the mail-bags were saved.

The passengers were forwarded to New York via Havannah; amongst them we find the names of Macias and Sandford, and we sincerely congratulate them on their miraculous escape. No hope whatever remained of saving the vessel, which will prove a total loss to her owners.

EDITOR'S TABLE.

We understand that in observance of a custom prevailing in the United States, when Independence Day falls on Sunday, the celebration of this glorious anniversary will be postponed till to-morrow at the American Legation, when the United States Minister, the Hon. Mr. Worthington, will hold the usual reception.

The Rio de la Plata arrived yesterday from Montevideo. The rebels are doing nothing particular, neither is the Government army; so President Batlle has returned to the capital, suffering it is said, from sore eyes. Telegrams represent things as looking very uncertain, and it is probably as good an epitome of the situation as can be given. People are beginning to talk of financial matters again, and the probable formation of a National Bank is discussed anew; so, after all, there may be no fighting in the tented field, and the settlement of all matters in dispute be referred back to the decision of debate. We hope so.

The public of Buenos Ayres will soon have an opportunity of appreciating a species of entertainment for a long time very popular in England and the United States. A numerous and celebrated troupe of Christy's Minstrels arrived in this city per the Annis, and intend giving a series of concerts here before returning, via Montevideo, Rio, &c., to the States. This troupe have performed at 472 Broadway, N. York, Her Majesty's Theatre, and St. James's Hall, London, and have had the honor of appearing before Her Majesty Queen Victoria, their Majesties the Emperor and Empress of the French, the Imperial Family of Austria, the President of the United States, and the Governors of many of the British colonies. The comments of the press of the various countries in which this company has appeared have been unanimously and exceptionally favorable, and we augur for them an equally successful reception in this city at the hands both of the foreign and English communities. Due notice will be given next week per advertisement of their first appearance.

The greater portion of the cargo of the Valparaiso, lately lost off the island of Paloma, has been saved, although at first it was thought that it would be entirely lost. It was of considerable value. The Copernicus met on her way up, a barque, name unknown, abandoned. She was supposed from her rig to be North American, and was apparently laden with timber.

Four iron schooners, named Primavera, Verano, Otoño, and Invierno, have just been launched on the Clyde for coast service in these waters. They will each be sent to Montevideo, with a cargo of iron pipes for the Waterworks in that city.

The Principality from Pensacola to Montevideo, which was posted in the Rooms in New York as lost, having come into collision with the Dolores, near Havannah, was met with amongst the Bahamas waterlogged.

The auction sale by Mr. Rivas of building lots in the Calle Charcas, opposite Plaza Libertad, the advertisement of which will be found in another column, comes off to-day.

"Rigoletto" was performed on Friday night at the Opera House before a very thin audience, the rain having prevented many from going. The cast was the same as on former occasions, all the performers securing in their turn the applause of the house.

The Sociedad Musical gives a concert at the Coliseum on Tuesday evening. There is a considerable amount of amateur talent to be found in the ranks of the Society, and the concert hall will certainly be well filled on the evening in question.

Mr and Mrs Anderson gave an evening party on Friday at their residence in Calle Defensa. Dancing commenced at 10 o'clock, and was kept up with unusual spirit till an advanced hour in the morning. The arrangements were of the most tasteful kind.

The Hon. Mr. Stuart has lately been subjected to a most unusual specimen of the stupid ignorance of the rural police. His carriage was stopped the other day at Merlo, and himself subsequently fined for not having a "patente" on the carriage. Mr Stuart of course remonstrated, and the Government has addressed a sharp reprimand to the Juez of the district.

Our friend Mr. Watson expects at crowd at his celebrated restaurant at Belgrano to-day, and we feel sure he will not be disappointed, should the weather continue fine.

We understand that Mr. Hinton Rowan Helper has been again appointed American Consul in this port.

We have been requested by several camp subscribers to call attention to an abuse which if not stopped in time will become a prominent evil. It appears that since the railway has been extended to Chivilcoy the different cart roads leading to town have been completely changed. Bullock cartmen have adopted new roads wherever they wish, and keep continually changing them in accordance with the weather and their own 'gusto,' thus continually getting 'stuck in the mud.' To release the carts they dig immense holes which they coolly leave behind, totally forgetful of the harm they do as trespassers, or the danger of leaving such dangerous traps in the path of the traveller; this is only the smaller part of the evil, as wherever these men stop they clip the 'arbojo grande' off the bullock's tail, which in a few weeks produces a splendid crop, which if allowed to seed becomes an irreparable evil; of this we are assured by an eye-witness who has recently been shewn a spot where over 300 seeds were strewn, ready to grow with the first rain. We beg to call the attention of the Rural Society to this important matter, and above all, we respectfully call the attention of its very energetic member D. Eduardo Olivera, who, from his vast experience as a practical sheepfarmer, will do his utmost to have a stop put to this nuisance.

The sixth rehearsal for the next Philharmonic Concert, for solo and chorus parts, will take place to-morrow (Monday) night at 7-30 p.m. in the Coliseum. We have received by the last mail a pamphlet published at New York, with the heading of "Paraguay and the Alliance against the Tyrant Francisco Solano Lopez." It is written by a distinguished Argentine, at present residing in the United States. Its aim is to enlighten foreign public opinion as to the political, social, and military condition of Paraguay, and the real tendencies of the present war. It is accompanied by some of the documents taken by the Allies in the attack of the 27th December, 1868, proving the horrible doings in Paraguay lately by order of Lopez. As far as we have glanced at its pages, it shows considerable ability on the part of its author, and we doubt not will prove to be interesting and useful. We have been requested to contradict the statement which has appeared that Don Bartolomeo Mitre is the author of the above pamphlet. Such is not the case.

A pamphlet has just been published here by Professor Francisco Rave, of the Buenos Ayres National College, suggesting the reconstruction of the Province of Misiones, at present incorporated with that of Corrientes. This small work derives considerable merit from the historical data which Mr. Rave gives therein, in connection with the ancient Jesuitical establishments. It also contains some useful hints as to the means of promoting European immigration to the River Plate.

The following curious anecdote has been forwarded to us from the sister city under the attractive heading of Cash v. Credit. It affords a curious and interesting proof of the logical powers so universally and justly attributed to the Teutonic mind.—"One of our leading shipbrokers who resides at a pretty suburban residence, westly,

employed an old German blacksmith to do a certain job, for which he paid cash. Afterwards a neighbour got a similar job done on credit, for a less price. Upon being asked the reason, the blacksmith replied: You see I have so much charge on my poek, and I sometimes lose em; and so, ven I have a coat gash customer I sharge coat brace; put ven I butts it on my poek I do not like to sharge so much; zo, if I never gets 'em I no lose so much."

A man well known in the town disappeared last week from Salto, taking with him a cart and horse and \$6,000 dollars mje, belonging to his employer. When his flight was discovered the telegraph was set to work, and on the worthy driving leisurely that evening into Pergamino with his booty he became the object of an amount of attention on the part of the police which under the circumstances must have proved slightly embarrassing. The plunder was recovered, thanks to the best of 'thiefcatchers,' the electric wires.

We find by our English exchanges that the 'cause celebre,' of Tiebhorne v. Tiebhorne is set down for hearing at the present assizes. The progress of this lawsuit will be watched with great interest by many people here.

Private letters from Rio de Janeiro inform us that the reports of the deaths from yellow fever in that city have been greatly exaggerated. Up to the present any deaths that have occurred have been those of sailors transported to the hospitals from on board their ships, no cases having as yet been reported amongst the resident population. We think it right to state also that other accounts represent some fatal cases as having occurred amongst the poorer classes in the city.

On the 9th, the last foot-ball match of the season comes off at Palermo. This time the players appeal to our historical sympathies in an irresistible manner, changing the somewhat common-place pseudonyms of Conservatives and Liberals for the romantic 'bons de guerre' of Yorkists and Lancastrians. Doubtless many a fair partisan of the ill-fated Margaret and young Prince Henry, as well as admirers of the brave though dissolute Edward, will encourage the champions by their presence at Palermo on the day named, and render this football 'barnet' as hotly contested a game as possible; though in drawing the historical parallel we by no means wish to discourage the wearers of the red rose. The committee, in the case of the gentlemen who may not have as yet fixed on 'their rose,' kindly undertake to decide for them on the ground: a delicate business, we should think. To-day being the 4th of July, the anniversary of North American Independence, we tender to the Ministers, Consuls, and citizens of the Great Republic at present residing amongst us, our warmest congratulations and wishes for the continued prosperity and greatness of their country. All the foreign Consuls hoist their flags in honor of the occasion.

THE BUENOS AYRES GREAT SOUTHERN RAILWAY.

[From the "River Plate Mail."] The report, issued by this Company to be presented at a meeting of the shareholders to be held on the 25th inst., is one of those satisfactory documents that fully justifies the outlay of British capital in a comparatively new country, where the railway system is yet in its infancy and, as it were, on its trial. After three years' working, the Government guarantee is in this case covered, as we always asserted it would be, and a future prosperous career is opened up for the Southern Railway, as well as for others judiciously constructed to meet the requirements of the traffic.

Few people are able to realise the profitable field that exists in the River Plate for railway enterprise, and much will depend on the action of Government as to its ulterior development. One of two principles must be established—either to leave the making of railways entirely free to private enterprise, as in the United States and in this country, or that the Government should take the railway system into their own hands, raising the necessary capital on bonds issued against the railways themselves. The latter course is certainly the most simple and efficacious; but it may be objected that it throws too much power and patronage into the hands of the Executive for the time being.

On the other hand, it may be remarked that the two most successful railways in Brazil and the River Plate are the Dom Pedro Segundo and the Western Railway of Buenos Ayres, both under public management, and no evil results of the kind suggested have been experienced. The Great Southern is a favourable exemplification of a railway exclusively worked under foreign management, and as a proof of the confidence felt by the directors and the shareholders, they now propose under a distinct organisation to extend the line without the aid of a guarantee, to which there is always an objection. At the same time it is equally clear that neither the Great Southern nor the Central Argentine would have been made on any other terms.

FOURTH OF JULY.

Americans and all true lovers of liberty throughout the world will commemorate this day as the anniversary of the establishment of those great principles upon which the Great Republic was founded. To recur back to the early days of the colonies, and give a minute statement of the motives that urged them to defend their rights whilst under British rule, would occupy too much space and time, for they are fresh in the minds of all Americans, and the admiration and esteem of the entire world. We need not refer to the enforcement of the Trade Act, when, as John Adams says, referring to Otis's speech—"The seeds of patriots were then and there sown. Every man of that dusky-crowded audience appeared to me to glow, as I did, ready to take up arms against 'writs of assistance.' Then and there was the first scene of the first act of opposition to the arbitrary claims of Great Britain. Then and there the child of Independence was born. In fifteen years—that is, in 1776—he grew up to manhood, and declared himself free!"

It is unnecessary to recall the many difficulties, trials, and immense sacrifices the revolutionary patriots underwent to sustain their course of action. Those days of trial and blood were dark and gloomy, but amid all that gloom there loomed in the distant horizon bright rays of the glorious sun of victory, and history records the happy result that gave birth to a free, independent, and united people. The war for independence, the most memorable epoch in the history of America, was followed by no less tremendous a test, the war for the Union. The United States, poor, miserable, and dejected by oppression, wanting all the requirements of a rude warfare, with nought but God and their right, achieved the greatest of triumphs over a superior foe. They acquired their recognition among the nations of the earth. The United States, with the Declaration of Independence and Constitution by Washington and his followers, solved the next grand problem against a more formidable foe—internal discord and rebellion. They

The railway question is one that demands the serious consideration and prompt decision of the Argentine Government. President Sarmiento has had practical experience of the railway system in the United States, and we have no doubt he will bring this knowledge to bear in the decision to be arrived at. We allude to the subject because we know that differences of opinion exist in Buenos Ayres as to what is the best policy to be followed, taking into account the difference in the financial position of the two countries.

The United States command almost unlimited resources within themselves, spite of their enormous civil war debt, as the extraordinary completion of the great Pacific Railway in so short a time fully bears out. The resources of the Argentine Republic are only yet in their infancy, but no one who really knows its true position can doubt what they will shortly become. With an indebtedness, so to speak, infinitesimally small, and as realised capital becomes more plentiful, so will greater facilities exist for the development of its railway system. In the meantime we can only congratulate the shareholders of the Great Southern Railway on the satisfactory position it has attained, and the well merited tribute that has been paid to its successful management.

THE STEAMER AMERICA.

Sir, Captain Bossi of the steamer America should be thankful that the public of Buenos Ayres is long suffering in the extreme, otherwise the frequent complaints respecting him that now form the subject of many private conversations would long ago have reached the press.

No one can be more ready than I am to support order and discipline, but I wish in my own name and in that of eight or nine fellow passengers, to enter an indignant protest against the uncivil and violent manner of Mr. Bossi when he communicates his orders to the passengers, and against the tyrannical instructions he issued privately to his stewards, last night, respecting the party of which I was one.

I do not wish to impose on your good nature by asking you to give me space for the insertion of a history of the petty annoyances to which we were subjected. Suffice it to say that from the moment we entered the ship we were actually persecuted, chiefly I believe because one of our party once complained to the agents about the steamer leaving before her time.

The gentlemen whose names I hand you in the accompanying list, are willing to corroborate my statements and support my complaints, and I give you my own name as a guarantee in case of need. I hardly think it will be necessary to publish it. If it be, I shall be exposed to the dreadful vengeance of Captain Bossi.

Other passengers on board have complaints to make, but my own grievances are enough to day for

Your obedient servant,

A BULLED BRITON.

showed its enemies and the world that they were worthy of their charge; they proved by that most tremendous test that the Great Republic and the Union were practically invincible, and to quote John Quincy Adams, that "the Declaration of Independence was the crown which the people of United America, rising in gigantic stature as one man, encircled their brows, and there it remains; there so long as this globe shall be inhabited by human beings, may it remain a crown of imperishable glory."

Through the dark and dreary pages of that fratricidal war we have seen brother against brother and father against son, engaged alike battling bravely for victory—but why recall those dreadful scenes? They have passed, and they should be forgotten. Americans should now endeavor to bury the memory of civil and political enmities in the dark shades of oblivion; they should this day with brotherly feeling unite to celebrate the glories of the past, and hope for a brighter future—a brighter future that will regenerate the country, and restore to her those good olden days of peace, happiness, and prosperity. With the election of General Grant the new difficulties after the termination of the war, termed politically the "new rebellion", disappeared, and the last hope of slavery reigning again in the New World expired. A new clause was inserted in its Constitution, the "equality of all races of men," and the Declaration of Independence, which for nearly a century hovered over the country a mere ideal, became the organic law of the nation, and assumed the control of its destinies. The distracted state of the country, owing to the differences of opinion as regards the reconstruction policy, we may hope are now at an end, as in his letter of acceptance when nominated for the position he now occupies, General Grant states, "Let us have peace."

If such be the policy of the present Chief Magistrate, what more can we hope? Then the experiment made by the revolutionary fathers 93 years ago will be complete—for with peace, prosperity, and union, we have a right to rejoice as never before, and a right to believe that hereafter every question among the people will be wisely settled by the same popular good sense and patient heroism which until the present time has saved the nation.

We understand that Messrs. Carrulla & Son have petitioned Congress to subsidize shares to the amount of \$1,200,000 towards the cloth factory, and intend asking the Provincial Legislature of Buenos Ayres for a similar amount. We extract from a New York circular of May 22nd, the following:— "There has been rather less activity in domestic during the last half of the week, which is not so much the result of a want of demand as the disposition of holders to meet buyers on the basis of the low prices offered. Manufacturers complain of their loss on goods, and buy only in accordance with pressing exigencies, and then only of a thorough canvass of the market to ascertain its weakest spots. From present indications, goods are not only ruinously low, but the distributive demand is extremely light, thus leading to overstocks. Spring clip California wool is very slow of sale, the best grades ranging from 30 to 33 cents, and of quality 24 to 28, and heavy burry 17 to 22. Texas is quiet and unchanged. Foreign is inactive, and prices nominal. Hides—There is a fair demand from the trade at previous prices. The sales are—500 southern, 16lb, at 22 cents, 2,000 city slaughter, 70lb, 12 to 12 1/2 currency; 2,500 Buenos Ayres, 22lb, 5,200 Corrientes, 20 1/2 to 22b, 600 kip, 13.6, 360 wet salted do, 53 1/2, 3,900 Texas, 23 to 23 1/2, and 500 wet salted do, 6 1/2, on private terms. By auction, 210 dry salted West India, 40lb sold at 1 1/2 cents. The receipts are 29,830 Montevideo, 5,225 Rio Grande, and 3,419 coastwise—total, 39,883. Total import since 1st inst., 235,825, including 165,106 from foreign, and 70,717 from Domestic ports. Stock, 167,600; same time 1868, 139,600; 1867, 146,200; 1866, 207,100.

We extract from foreign produce circulars as follows:— "Marseilles, May 20. Hides—The arrivals for the month have been 37,717 dry and salted, including 19,700 dry River Plate Hides, 5,491 hides, including 13,300 dry, and 1,800 salted from the River Plate. Stock, 27,702, including 13,838 dry, and 13,864 salted River Plate. The market for dry hides continues unchanged and dull; still there are some transactions, especially for re-exportation, and prices are maintained, with a slight tendency to rise. Salted hides are very weak. Wool—Arrivals, 714 bales. Sales, 111 bales at 22 1/2 to 23. Stock, 800 bales. Transactions dull. The news from London and Antwerp shows a falling tendency, which has yet to go lower, and buyers hold back, expecting low prices. Sheepskins—Arrivals, 1,631 bales. The total of the auction sales at Bordeaux on the 5th day has injuriously affected 40 sales. The article is now a drug, as there are 7,000 bales in the French markets, and a fall must take place before they move off. Stock, 1,638 bales. Tallow—Arrivals, 2,680 pp., and 251 boxes. Sales, 800, at 105-6. The large arrivals have subdued the market, and the news of a fall at Paris, Havre, and Bordeaux has caused a decline in our prices. Stock, about 60,000 kilos. Cargoes to arrive comprise 350,000 kilos, from River Plate, and 150,000 from Russia. Exchange at Rio Janeiro from 1818 to 1868. Annes. London. D. 1817 27 1/2-29 1818 24 1/2-25 1819 24 1/2-25 1820 24 1/2-25 1821 24 1/2-25 1822 24 1/2-25 1823 24 1/2-25 1824 24 1/2-25 1825 24 1/2-25 1826 24 1/2-25 1827 24 1/2-25 1828 24 1/2-25 1829 24 1/2-25 1830 24 1/2-25 1831 24 1/2-25 1832 24 1/2-25 1833 24 1/2-25 1834 24 1/2-25 1835 24 1/2-25 1836 24 1/2-25 1837 24 1/2-25 1838 24 1/2-25 1839 24 1/2-25 1840 24 1/2-25 1841 24 1/2-25 1842 24 1/2-25 1843 24 1/2-25 1844 24 1/2-25 1845 24 1/2-25 1846 24 1/2-25 1847 24 1/2-25 1848 24 1/2-25 1849 24 1/2-25 1850 24 1/2-25 1851 24 1/2-25 1852 24 1/2-25 1853 24 1/2-25 1854 24 1/2-25 1855 24 1/2-25 1856 24 1/2-25 1857 24 1/2-25 1858 24 1/2-25 1859 24 1/2-25 1860 24 1/2-25 1861 24 1/2-25 1862 24 1/2-25 1863 24 1/2-25 1864 24 1/2-25 1865 24 1/2-25 1866 24 1/2-25 1867 24 1/2-25 1868 24 1/2-25 1869 24 1/2-25 1870 24 1/2-25 1871 24 1/2-25 1872 24 1/2-25 1873 24 1/2-25 1874 24 1/2-25 1875 24 1/2-25 1876 24 1/2-25 1877 24 1/2-25 1878 24 1/2-25 1879 24 1/2-25 1880 24 1/2-25 1881 24 1/2-25 1882 24 1/2-25 1883 24 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2083 24 1/2-25 2084 24 1/2-25 2085 24 1/2-25 2086 24 1/2-25 2087 24 1/2-25 2088 24 1/2-25 2089 24 1/2-25 2090 24 1/2-25 2091 24 1/2-25 2092 24 1/2-25 2093 24 1/2-25 2094 24 1/2-25 2095 24 1/2-25 2096 24 1/2-25 2097 24 1/2-25 2098 24 1/2-25 2099 24 1/2-25 2100 24 1/2-25 2101 24 1/2-25 2102 24 1/2-25 2103 24 1/2-25 2104 24 1/2-25 2105 24 1/2-25 2106 24 1/2-25 2107 24 1/2-25 2108 24 1/2-25 2109 24 1/2-25 2110 24 1/2-25 2111 24 1/2-25 2112 24 1/2-25 2113 24 1/2-25 2114 24 1/2-25 2115 24 1/2-25 2116 24 1/2-25 2117 24 1/2-25 2118 24 1/2-25 2119 24 1/2-25 2120 24 1/2-25 2121 24 1/2-25 2122 24 1/2-25 2123 24 1/2-25 2124 24 1/2-25 2125 24 1/2-25 2126 24 1/2-25 2127 24 1/2-25 2128 24 1/2-25 2129 24 1/2-25 2130 24 1/2-25 2131 24 1/2-25 2132 24 1/2-25 2133 24 1/2-25 2134 24 1/2-25 2135 24 1/2-25 2136 24 1/2-25 2137 24 1/2-25 2138 24 1/2-25 2139 24 1/2-25 2140 24 1/2-25 2141 24 1/2-25 2142 24 1/2-25 2143 24 1/2-25 2144 24 1/2-25 2145 24 1/2-25 2146 24 1/2-25 2147 24 1/2-25 2148 24 1/2-25 2149 24 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2482 24 1/2-25 2483 24 1/2-25 2484 24 1/2-25 2485 24 1/2-25 2486 24 1/2-25 2487 24 1/2-25 2488 24 1/2-25 2489 24 1/2-25 2490 24 1/2-25 2491 24 1/2-25 2492 24 1/2-25 2493 24 1/2-25 2494 24 1/2-25 2495 24 1/2-25 2496 24 1/2-25 2497 24 1/2-25 2498 24 1/2-25 2499 24 1/2-25 2500 24 1/2-25 2501 24 1/2-25 2502 24 1/2-25 2503 24 1/2-25 2504 24 1/2-25 2505 24 1/2-25 2506 24 1/2-25 2507 24 1/2-25 2508 24 1/2-25 2509 24 1/2-25 2510 24 1/2-25 2511 24 1/2-25 2512 24 1/2-25 2513 24 1/2-25 2514 24 1/2-25 2515 24 1/2-25 2516 24 1/2-25 2517 24 1/2-25 2518 24 1/2-25 2519 24 1/2-25 2520 24 1/2-25 2521 24 1/2-25 2522 24 1/2-25 2523 24 1/2-25 2524 24 1/2-25 2525 24 1/2-25 2526 24 1/2-25 2527 24 1/2-25 2528 24 1/2-25 2529 24 1/2-25 2530

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WINTER TIME TABLE. Table with columns for stations (Rosario, Salto, Montevideo, etc.) and times for up and down trains.

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THE LONDON ASSURANCE. INCORPORATED BY ROYAL CHARTER, FOR INSURING BUILDINGS, GOODS, AND MERCHANTS AGAINST LOSS OR DAMAGE BY FIRE. AT MODERATE RATES OF PREMIUM. AGENTS: MOLLER and CO., 25 DE MAYO, No. 54. 72p,my23

THE EXCHANGE GRAND CAFE OF BRISTOL. Has changed hands, Mr. Luis Cervelli having bought out Mr. Joseph Morry, the Proprietor, now offers to his Friends and the Public the following Bill of Fare, and as he will keep the House on a different style, there will always be a band—Cold Ham, "Sandwiches," "Hot Coffee," "Sandwiches." The Proprietor will do all in his power to make his Establishment one of the best Lunch Rooms in Buenos Ayres.

SEWING MACHINES. A large and varied assortment on hand. Warranted to work well. They are all of the latest and best invention, and of different prices. JOHN SHAW, 208—Venezuela—208. IMPORTANT LETTER. MESSRS JOHN and JAMES THOMSON Shippers, will receive a very important letter from Scotland, by applying at the English and French Seminary, 96 Independencia. 265,1m,jel26

Equitable Life Assurance Society. No. 92 BROADWAY, NEW YORK. Sum Assured during the Fiscal Year, terminating January 31, 1869, \$47,020,134. INCOME—\$4,500,000. CASI ASSETS—\$7,000,000. PURELY MUTUAL—All Profits annually divided among Policy Holders. Five modes of applying Dividends: 1. Permanent Increase of Policy. 2. Term Reduction of Policy. 3. Term Reduction of Premium. 4. Term Reduction of Premium. 5. Limitation of number of Premiums to be received. These Privileges are granted by no other Company. The ratio of the EQUITABLE'S total outgo for Deaths and Expenses, to Cash Premium received for the last five years, is less than that of any other Company for the same period. President—WILLIAM C. ALEXANDER, Actuary—GEORGE W. PHILLIPS, Vice-President—HENRY B. HYDE, Treasurer—JAMES W. ALEXANDER. Local Board in Buenos Ayres: Sr. SAMUEL B. HALE, Sr. Dr. MANUEL J. GUERRICO, Sr. AMBRONIO P. LEZICA, Sr. TOMAS ANSTRONG, Sr. Treasurer in Buenos Ayres: Sr. SAMUEL B. HALE, 24 Calle Itzcaguita. The STANDARD—Printed and Published Every Morning at the Standard Printing-Office 74 Calle Belorazo, Buenos Ayres, by the Proprietors and Editors, M. G. & E. T. MULHALL.

Table with columns for stations (Rosario, Salto, Montevideo, etc.) and times for up and down trains.

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Religions Meeting, for the benefit of Eng Fish-keeping seamen and other interested will be held every Sabbath in Montevideo, Calle Zabala, No. 179, at Four o'clock p.m. Friends of the seamen are respectfully requested to call attention to this Notice. 84my26,1

FOR NEW YORK The Barque RAMBLER, A Clipper, Now loading in Rosario, for New York direct, has room for Measurement Goods, and will sail in the early part of July. For further particulars apply to the Agents MATTI and PIERA, 361 Cuyo-street. 260,21p,jel24

Table with columns for 'GREAT SOUTHERN RAILWAY', 'DEPARTURES', and 'RETURNS'. It lists train schedules for various stations including Chacabuco, Guadalupe, and Barracas.

Table with columns for 'THE NORTHERN RAILWAY', 'UP TRAINS', and 'DOWN TRAINS'. It lists train schedules for stations like Plaza Constitución, San Vicente, and Barracas.

SAVINGS BANK BANK MAU & Co. 101-Cangallo-103. Text describing the bank's services, interest rates, and deposit options.

CONDITIONS. Text detailing the terms and conditions for deposits and withdrawals at the Savings Bank.

T. B. Coffin, Son, & Co., 83 to 87 Calle Esmeralda, BUENOS AYRES. Advertisement for a large assortment of tools, machinery, and hardware.

WESTER RAILWAY RIVER PLATE. WINTER TIME TABLE. Table showing train schedules and arrival/departure times for various stations.

The Central Argentine Railway. Advertisement for train services, including routes to Rosario, Tucuman, and Cordoba.

LIBRERIA AMERICANA. English Books & Stationery. Advertisement for a bookstore specializing in English literature and stationery.

THE LONDON ASSURANCE. INCORPORATED BY ROYAL CHARTER. Advertisement for a life insurance company, highlighting its financial strength and services.

THE EXCHANGE GRAND. CAFE OF BRISTOL. Advertisement for a cafe and restaurant, listing menu items and location.

ALLIANCE BRITISH AND FOREIGN LIFE AND FIRE ASSURANCE COMPANY. Advertisement for a mutual insurance company.

From the 23rd day of MARCH, 1869, the Trains will run as follows. Text providing specific details about the railway schedules.

On and after the 23rd day of March, 1869, and until further Notice, the Trains will run as under. Text providing specific details about the railway schedules.

LONDON, BRAZIL, BELGIUM, AND RIVER PLATE ROYAL MAIL STEAMSHIP COMPANY, [LIMITED]. Advertisement for a shipping line connecting Europe, South America, and the River Plate.

PLEASURE STEAMERS & STEAM LAUNCHES. (FROM £15 UPWARDS). Advertisement for a company providing leisure travel options on the water.

AGRICULTURAL MACHINERY, RANSOMES, SIMS, & HEAD, ORWELL WORKS, IPSWICH. Advertisement for agricultural machinery and engineering services.

NEW LANDING, PORT AND SHERRY. Advertisement for a wine and liquor merchant.

CONFITERIA PORTER WINES OF THE EAST & LUNCH. Advertisement for a confectionery and wine shop.

LEWELYN J. JONES AND CO. Operative Chemist. Advertisement for a chemist and pharmacist.

CECILIA B. DYE. WINE AND SPIRIT MERCHANT. Advertisement for a wine and spirit merchant.

NOTICE TO SHIPOWNERS AND SHIPMASTERS. Advertisement regarding shipping regulations and services.

EQUITABLE LIFE ASSURANCE SOCIETY. No. 92 BROADWAY, NEW YORK. Advertisement for a life insurance company.

FOR NEW YORK The Barque RAMBLER, A Clipper. Advertisement for a fast sailing ship.

MISS GATES YOUNG LADIES SCHOOL, 143-CALLE PARQUE-143. Advertisement for a school for young ladies.

AGRICULTURAL MACHINERY, RANSOMES, SIMS, & HEAD, ORWELL WORKS, IPSWICH. Advertisement for agricultural machinery and engineering services.

NEW LANDING, PORT AND SHERRY. Advertisement for a wine and liquor merchant.

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SAILMAKER-CALLE GANGLA-O. Advertisement for a sailmaker.

THE LONDON ASSURANCE. INCORPORATED BY ROYAL CHARTER. Advertisement for a life insurance company.

THE EXCHANGE GRAND. CAFE OF BRISTOL. Advertisement for a cafe and restaurant.

ALLIANCE BRITISH AND FOREIGN LIFE AND FIRE ASSURANCE COMPANY. Advertisement for a mutual insurance company.

SEWING MACHINES. Advertisement for sewing machines.

IMPORTANT LETTER. Advertisement regarding a letter or notice.

EQUITABLE LIFE ASSURANCE SOCIETY. No. 92 BROADWAY, NEW YORK. Advertisement for a life insurance company.