

MAUA BANK, 101-103 CALLE OANGALLO

The Office of this Bank having been removed to the above spacious building, in order to suit the increasing flow of business, the public is informed that the following transactions are carried on in a currency and with promptness and accuracy...

MAUA BANK, 101-103 CALLE OANGALLO

INTEREST FOR CURRENT MONIES IN ACCOUNT CURRENT, SPECIE, FOR BALANCES IN FAVOR OF CUSTOMERS...

ROYAL MAIL STEAMPAKET COMPANY

DIRECT AND QUICKEST ROUTE TO EUROPE. The Royal Mail Steamship Company, 3,460 Tons, Captain REEKES.

ROYAL MAIL STEAMPAKET COMPANY

Will leave this Port for Southampton, on the 16th JULY, 1872, at four p.m., carrying Her Majesty's Mails, &c., and call at Montevideo, Rio de Janeiro, Bahia, Pernambuco, St Vincent, and Lisbon.

Colonía Germania

ONLY ANGLIO-SAXON COLONISTS ADMITTED. Price of 25 SQUARES, \$100 Bbl., or \$4,000 inc.

Geo. W. Wheatly & Co.

London, Liverpool, & Bombay. The Globe Parcel Express. Agents in Buenos Ayres, MAC LEAN AND CO.

Geo. W. Wheatly & Co.

Shipping and General Commission Agents, Proprietors of the Argentine Parcel Express. HEAD OFFICE, No. 4 CALLE RECONQUISTA.

Wanted

FOUR LADS to drive Wagons of the PARCEL EXPRESS. MAC LEAN & CO., 4 Calle Reconquista.

Wanted

MAC LEAN & CO., 4 Calle Reconquista.

The Standard AND RIVER PLATE NEWS. Per M. S. "GIRONDE"

BUENOS AYRES, SUNDAY, JUNE 30, 1872. CIRCULATION, 3000.

London and River Plate Bank, (LIMITED)

London, Buenos Ayres, Montevideo, Rosario, and Cordoba. Authorized Capital, £2,000,000 Sterling. Reserves, £150,000.

PROVINCIAL BANK OF BUENOS AYRES

Deposits of not less than \$400 m/c. and not less than \$100 m/c. are received. The Bank will deliver to the depositors, on demand, bills of exchange payable to order...

WANKLYN & CO., 108-CALLE SAN MARTIN-108

From 1st of July until further Notice, the rates of interest allowed and charged will be as follows: In account in our favor, 10 per cent.

ARGENTINE BANK, 21, 33, and 35 San Martin

BANKING HOURS FROM 10 A.M. TO 4 P.M. PRESIDENT: BERNARDO YRIGOYEN. D. ANACARIS LANUS.

GOVERNMENT MORTGAGE BANK

Offices—111 CALLE SAN MARTIN. This Bank will be open to the Public on all Business days from 10 a.m. to 4 p.m.

Carabassa's Bank, 127-CALLE OANGALLO-127

From this date the rate of Interest will be as follows: In Account Current, 6 per cent. per annum. In a fixed term 30 days, 8 per cent.

Monte Pio Autorizado

By Special Permission of the Municipality, and under its inspection. Charges for Interest 1 per cent. per Month.

Guinness's Extra Stout

BOTTLED IN QUARTS BY W. PATTS & CO., 161-Calle Potosi-161. The Great Northern Stakes. A Sweepstakes of \$400 each, to be run on the 1st of July.

Real Hollands

HERMAN VAN HOUTEN. Imported here since 25 years, is superior to any other brand of the same name.

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FRANCO-PLATENSE BANK

BRANCH OFFICES. G. S T U M P. 87-Calle Cangallo-87

FRANCO-PLATENSE BANK

It advances Money on Public Funds. It receives Money at Interest for fixed periods and in Account Current.

RATES OF INTEREST

1. For balances against in Account Current, 4 to 7 per cent. 2. Sums on Call with Cheque, 3 per cent.

MACLEAN & CO, SHIPBROKERS

GENERAL CUSTOM-HOUSE AGENTS, 4-CALLE RECONQUISTA-4 BUENOS AYRES.

JOHN WALKER

Wholesale and Retail Grocer, 97-CALLE DEFENSA-97 (Corner of Moreno).

GUINNESS'S CELEBRATED STOUT

PALE ALES, &c. 97-CALLE DEFENSA-97 (Corner of Moreno).

P.S.N.C.

PACIFIC STEAM NAVIGATION COMPANY. LIVERPOOL AND VALPARAISO LINE.

EXTENSION TO CALAO

Liverpool to Rio de Janeiro, 21 days. Liverpool to Montevideo, 25 days. Liverpool to Valparaiso, 28 days.

THE RIVER PARANA STEAMSHIP COMPANY (LIMITED)

This Company will dispatch a Steamer every Month from Liverpool, for Montevideo, Buenos Ayres, and Rosario.

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Various small advertisements and notices on the right margin, including 'FOR LIVERPOOL', 'PORTENA', and 'ENGLISH SADDLERY'.

Booth & Stevens, Wine and Spirit Merchants, 1363 - CALLE FLORIDA - 1363

LETTERS OF CREDIT ON SOUTH AMERICA. THE NATIONAL BANK IN LONDON, and all its BRANCHES IN THE LONDON AND LONDON LETTERS OF CREDIT.

The Standard. "Nil falsi audiam nil verum autidiam dicere."

SUNDAY, JUNE 30, 1872.

REVIEW FOR EUROPE.

The question with Brazil is the order of the day, and it seems the Government is resolved to send General Mitre as special envoy to Rio Janeiro, although in view of the excited feeling in Brazil it was said only yesterday that the mission would be postponed.

The Great Southern Railway branch was opened to Las Flores on the 21st, 135 miles, being the longest line in the Province of Buenos Ayres.

The Ensenada line has also completed another section, six miles, from Quilmes to Conchitas; the first train ran last Sunday.

Mr. Billinghurst's engineers are making the surveys for the proposed railway to Rosario, which will take a more inland course than at first contemplated, passing through the rich farming districts of the north of Buenos Ayres.

Nothing has yet been heard about the Tucuman Railway, but we may predict that the proposals of Messrs. Webb or Wheelwright will be accepted, offering to make the line, on a 40 inch gauge, at sums more or less equivalent to £3,000 a mile.

The Port scheme also hangs fire, and many people think that Bateman's project will never be carried out. Another scheme of a similar character has been submitted by Mr. L. Burmester.

The Budget which we give elsewhere in extenso, has no reference to the proposed Public Works, as they do not form a part of the ordinary expenditure. The estimates for 1873 are half a million over the Ways and Means and leave unpaid a floating debt of 5 millions dollars from last year.

Several projects are before Congress for establishing colonies along the Patagonian coast, the concessionaires agreeing to bring out the settlers and asking only a grant of lands at present idle and valueless.

The trade of Buenos Ayres is so rapidly increasing that new lines of steamers from Europe are as weekly occurrences. The magnificent pioneer steamer Bahia, of the Hamburg line, is at present in port.

There is but little to note in an industrial point, as we are now in the dull season. Our markets are empty, our business silent, and our sidewalks, at a stand still; but our city and import trade was never brisker than at present, and what with the rumours of troubles with Brazil, there has been an additional push given to trade, particularly in coal, sugars, hams, and other comestibles.

ceived here, as it is rumored that Luengo was in league with rebel Lopez Jordan. The last advices from Paraguay announce another revolution in that unfortunate country. As yet we have no particulars of the revolt, but there are gloomy rumours that many foreigners were mixed up in the business, and that some Englishmen were killed in the affray.

During the past fortnight the Provincial Bank of Buenos Ayres has reduced its rate of interest from 7 to 6 per cent. This change is the more significant since for the last seven years the Bank, in all the fluctuations of the market, held to the uniform figure of 7 per cent.; but the enormous deposits now existing in that bank, coupled with the fact that the London and River Plate Bank was discounting at 6 per cent., compelled the board of directors to reduce the rate, and also to reduce the interest allowed on Government deposits from 5 to 4 per cent.

The arrival of the pioneer steamer Bahia, of the Hamburg line, was made the occasion of great rejoicings by the German merchants of the Plate. Everyone augurs well for the new line. Immigration continues as still as ever. Two Italian steamers have just entered crowded with emigrants, and it is probable that Congress will this Session pass the proposed law allowing 20 patents a-head to shipowners for every immigrant brought to the country.

For commercial news we refer our reader to our mercantile columns. There has been very little exchange passed for the packet, and the rates close at: - England, 49-1/4d. - Antwerp, 5-20-22. - France, 5-21-22. Bank rate, 6 per cent. National Bonds, 74.

THE BUDGET FOR 1873.

President Sarmiento and Minister Dominguez have presented to Congress the budget for the ensuing year, which amounts annually to 25 millions \$ (say 5 millions sterling) and shows a deficit of 6 millions. The above figures would probably mislead our readers, as they do not represent the ordinary expenditure of the country, but include an old floating debt of some years standing which amounts to more than 5 millions. The real estimated expenditure for the year is 19 1/2 millions, and the ordinary revenue 18 millions, leaving a deficit of \$1,500,000, which will be made good in this way: - Interest on Public Works money 750,000 \$

Table with 2 columns: Item, Amount. Includes Interest on Public Works money, Cont. Arg. shares, Bills and discounts.

In fact the real deficit is little over half a million or 2 1/2 per cent on the budget, which may be covered over the year is out by an increase of import or export trade, and if not, it must only be added to the present floating debt, raising it to 5 1/2 millions. The Minister has probably valid reasons for including the old floating debt in the estimates for 1873, but as it is a kind of legacy from year to year we prefer to exclude it. In every other respect the Budget is so clear that a child may understand it.

In the estimates for the Home Department we notice 200,000 \$ for the Central Argentine Railway, equal to 2 1/2 per cent on the capital of that Co., but as the line is giving over 5 per cent net, it is not likely the Government will have to pay more than 100,000 \$ to make good the 7 per cent guarantee, and as the Government will receive 116,000 \$ upon its 17,000 shares the account will be about even. The item of 200,000 \$ for Immigration shows an improving tendency but is far short of what might be expected; the rich colony of Victoria gives the rich colony of £33,000 although its revenue is only one million sterling or a fourth of ours; the Government of Victoria (established in 1854) also gives more (£22,000) than the above vote. The item of 26,916 \$ for Telegraphs is more than double the income, but probably includes the prolongation or construction of new lines. The Post-office revenue is only two-thirds of the expenditure; nevertheless the estimate is always too low, and we should like to see Mr. Posadas allowed an increase of 100,000 \$ to attend to the service properly. The offer of 25,000 \$ premium for the discovery of coal is insufficient, our territory being so vast; it is exactly the same amount as West Australia offers for the same purpose. We are glad to welcome among new items the sum of 13,000 \$ for the Department of Agriculture, which promises to be of great benefit to the country.

The Foreign Office expenditure is too small to provoke criticism [119,372 \$], and again suggests the idea of a welcome among new items, the sum of 13,000 \$ for the Department of Agriculture, which promises to be of great benefit to the country.

The Finance estimates show that 40 per cent of our entire revenue goes to pay the interest of the Public Debt; this is a little over the proportion of what the National Debt of England takes out of the British revenue (39 per cent.). Most of the Argentine Debt has been caused by war expenses, but a portion of it arises from public works and enterprises that are already yielding sources of revenue. The Custom-house of B. Ayres takes nearly a million dollars yearly for its employees, being nearly ten per cent of its proceeds. The other custom-houses of the Republic are dearer in proportion. If the Government would consent to abolish export duties the cost of Customs-officials would admit of great reduction.

The Department of Justice, Worship and Instruction shows a total of nearly 1 1/2 millions, two-thirds of which is for schools, the rest for Judges, Bishops, Free Libraries, Observatory &c. Until the present administration no sums of such magnitude were devoted to schools, and although it is not money thrown away we should prefer to see it laid out in police, prisons and purposes of security for life and property. Free libraries are an invention of Pre-

sident Sarmiento, and almost every town in the Republic can now boast of one. The Cordoba Observatory has also been established by him. The hon for Judges might be doubled, so as to facilitate justice. The War-office absorbs nearly a third of the whole, and shows an increase of 20 per cent, on 1871, but if the result be some protection for the frontier we shall be only too glad. We observe a "special vote" of \$700,000 the purpose of which is not stated, possibly for the purchase of ironclads; although these can be of little service to keep back the Indians.

Under the heading Ways and Means it will be seen that the revenue is derived nearly 3-fourths from Import Duties, one-fifth from Export do., and the rest from various sources. The Message accompanying the Budget is as follows: - Buenos Ayres, June 21st, 1872.

The Executive submits to the Congress Deputies the submitted budget for 1873. The estimates of expenditure are \$25,000,000, which shows \$2,163,438 less than for the current year [23,836,562 \$]. The reductions are as follow: - in the Home Department 1,635,296 \$ in the Finance 5,306,918 4,771,574 \$

On the other hand there is an increase: - in the War Department 651,653 \$ in the Public Instruction 391,050 \$ in the Foreign Affairs 1,200 1,253,903 \$

The reduction in the Home Department is only apparent, as the estimates for 1872 included 1,800,000 \$ for the Rio Cuarto Railway, deducting which it will be seen that the estimates for this department in 1872 were 164,704 \$ less than we put down for 1873. In fact there is an increased expenditure in all the Departments except Finance which shows a reduction of more than three millions, caused by the steady redemption of the floating debt which we have for some time been carrying out. Meantime Congress will observe that any fresh needs of expenditure proposed do not weigh too heavily upon our resources, the principal being: -

Table with 2 columns: Item, Amount. Includes Immigration, Telegraphs, Engineers, Customs-stores, Pub. do., Schools, Army &c.

The above estimates are fully justified, and we anticipate will be the actual expenditure of 1873, which will not exceed 24,600,000 \$.

The estimated revenue is made up thus: - Customs and taxes 17,740,000 \$ Central Argon dividends 116,620 \$ Int. on Public Works money 750,000 \$ Bills and discounts 6,295,250 \$ 24,901,870 \$

It is satisfactory to think that the Customs revenue will yield such an increase without any heavier duties than heretofore, and even in view of certain reductions we propose to Congress on some of the chief articles of importation. Nevertheless we regret to see that our income is not yet sufficient to cover all our expenses; but it would be unwise to complain of this, as it is the present responsibility of our Government to make good the deficit in certain duties and the abolition of others, without detriment to the public service.

D. F. SARMIENTO. Luis L. Dominguez.

PROJECT OF LAW. The Senate and Chamber of Deputies for the Budget for 1873 are 25,000,000 \$ for the 5 public departments, as follow: -

Table with 2 columns: Item, Amount. Includes President's salary and expenses, Home Ministry, Police, Telegraphs, Education, Agriculture, Public Works, Immigration, Roads and bridges, Socialities to provinces, Cont. Argon guarantee, Coal-mines subsidies, Coal-mine premium, Pensions &c.

Foreign Affairs. Minister and clerks 26,116 \$ Legations abroad 94,256 120,372 \$

Table with 2 columns: Item, Amount. Includes Minister and clerks, Arccon suits custom, Buenos Ayres custom-house, San Nicolas and others, Stamp Office, Bonds-tories, Int. on public debt, Discoms, Floating debt, Pensions &c.

Instruction and Worship. Minister and clerks 141,720 \$ Law courts, 15,628 \$ Bishops and clergy, 39,400 \$ Subsidies to churches, 57,770 \$ National schools, 450,000 \$ Sanitized observatory, 19,075 \$ Printing, 31,770 \$ Libraries, 255,000 \$ Sanitary grants &c, 206,576 1,489,951 \$

Table with 2 columns: Item, Amount. Includes Minister and clerks, Inspection of arms, Staff, Frontier commands, Standing army, Civil officials, Artillery, commissariat, Pensions, Indian subsidies, Army of operations, Sanitary, Purchase of arms, Navy, Subsidies, Special vote.

War and Marine. Minister and clerks 36,393 \$ Inspection of arms, 48,206 \$ Staff, 276,238 \$ Frontier commands, 180,756 \$ Standing army, 1,056,200 \$ Civil officials, 106,880 \$ Artillery, commissariat, &c, 1,862,848 \$ Pensions, 206,000 \$ Indian subsidies, 225,257 \$ Army of operations, 255,000 \$ Sanitary, 206,576 \$ Purchase of arms, 60,000 \$ Navy, 206,250 \$ Subsidies, 30,000 \$ Special vote, 700,000 5,736,889 \$

To meet the above expenditure the Government is to avail itself of the following sources of revenue: - Import duties 10,400,000 \$ Export duties, 2,000,000 \$ Stamp-office, 170,000 \$ Telegraphs, 80,000 \$ Sanitary, 80,000 \$ Dividend on 17,000 Central Arg. shares, 116,620 \$ Interest on Public Works, 750,000 \$ Savings on various items, 498,220 \$ Bills and discounts, 5,395,250 25,098,319 \$

THE MITRE MISSION.

The questions between Brazil and the Argentine Republic, have given rise to the most violent expressions, on the part of the press of both countries, and rumours of war have been rife in every circle, both at Rio and Buenos Ayres. Happily, so far, the war has been purely one of words, a newspaper fight, which worked no greater damage than wounding the feelings and susceptibilities of citizens and subjects. When the Brazilian Treaty with Paraguay was signed, the press of Buenos Ayres attacked it in the most unmeasured language. There is therefore really nothing wonderful in the fact that the Brazilian papers should now have their say. But there the matter should stop; and we are happy to think that there it will stop, since from the tenor of the excellent article of the Tribune, which we publish in another column it will be seen that the leading nation organ of this country has assumed a temperate and dispassionate tone, and suggesting the suspension of the Mitre Mission for the present, we recognize the ascendancy of common sense, and an end to the National vituperation which has gone quite far enough in both countries.

The Argentine Republic is just raising its head amongst the nations of the earth, and are we not, at the very outset of our career, to plunge into a war that no man can see the end of? I will take all the cash in the Provincial Bank lump them together, they are but a boy's pocket money when weighed against the expenditure of a war with Brazil. Let us go further; take the cost or value of all our railways, tramways, and telegraphs, at present completed, or in construction, or to be built in this country for the next 10 years, yet what does it represent against the cost of a war with Brazil for six months? These are considerations which we would urge upon our statesmen at the moment, and which, if properly weighed, will cause them to pause before they hurry the country into a struggle, which, granted even the most vigorous, would prove the downright ruin of the country.

President Sarmiento and his Ministers are not aware of the fact, that there are foreigners in this country who preserve so great an interest in its prosperity and happiness, that they have already taken steps to secure the mediation of their Governments, should such mediation become necessary; but, judging the temper of the Argentine Cabinet by the leading article of its organ, the Tribune, we trust that no such difficult emergency will arise, and that as it has never been the intent or desire of the Argentine Government to offer any affront to her ally, Brazil, so it is neither the interest of the country, nor the wish of the people that any diplomatic note such as Dr. Tejedor's, should give rise to a war between the two countries.

GREAT SOUTHERN RAILWAY INAUGURATION OF THE CARMEN DE FLORES BRANCH.

On Friday at 7 a.m. a special train for Carmen de Las Flores left the Constitution terminus, the party comprising Mr. George Drabble, Director and special representative of the London Board, Messrs. Parish and Santamaría, local Directors, Mr. A. Rumball, resident engineer, Messrs. Woodgate, Naylor, W. Thompson, Lambl, Coghlan, Mortimer, Moores, A. Gray (Rio Plate Lines), R. Drabble, Mosser and Du Pré (Central Uruguay Railway), Crabtree (Northern Railway), M. G. Mullall (Standard), J. Zimmermann &c.; the train was in charge of Mr. Cooper, the General Manager, whose arrangements were of the most complete description.

The morning was fine, but exceedingly cold, and the country looked beautiful after the previous night's rain, the first thing calling our attention being the picturesque village of Lomas, with its many charming country-houses, among which those of the Green, Temperley, Brown, Livingston and other English and American families are conspicuous for taste and elegance. A little further we observed a stately edifice which Sr. Adrogue is building for a suburban hotel. The camps along the line showed recent watermarks, the lagoons being full. At Altamirano we left the main line and the extensive 'graciera' of M. Churin bowled along at a smooth and rapid pace on the new branch in a south-westerly direction which is already longer than the trunk line. Two sections of this branch, to Ranchos and Salado, have been for some time open to traffic, giving last year the splendid result of 9 per cent. to the shareholders; the gaitage is of course the same as the main line to Chascomus, but owing to many causes the cost of construction has been less than half a little over £4,000 a mile exclusive of rolling-stock. From Altamirano to Ranchos the engines are simply to lay down the rails, the only 'travoy' being a shunting one near the Alegre estancia. We passed close to Dr. Gibbins' estancia, before arriving at the little town.

Ranchos looks something livelier since the railway whistle is heard through its formerly deserted 'montes'. Here we took in Mr. Grant, the engineer, and pushed on for the Salado. Leaving the estancia lately owned by Mr. John Hannah a couple of leagues to the right, and Fair's estate of the Esparillar about the same distance to the left, we soon reached the Villanueva station, which takes its name from 3 fine properties hard-by, belonging to that family. On reaching the river Salado, which an olden times was the pale of civilization beyond which it was dangerous for sheep-farmers to venture, and whose rapid stream and steep banks were a barrier against the Indians, we alighted to examine the bridge known as Paso de Ponsists of 4 spans, making an arcuate of 150 feet, it is supported by iron uprights, in three rows, and the girders are at an elevation of 17 feet, being some inches higher than maximum flood-levels; besides the double-track for railway trains there is a road for public conveyances, thus making the bridge doubly useful. A hundred yards higher up the stream was the usual place for bullock-carts crossing, where they were often detained weeks together, and sometimes even months, unable to get over, being in general heavily laden with produce from the outside districts. Looking at the steep, shelving banks it was only a wonder how carts could cross at any season: the river at present had only a few feet depth of water. A little above, Paso Ponce de Leon, a little the immense territory owned by the Torre family, and on the south side are the Ramirez and Peredo estancias; lower down stream the north bank is owned by Vozzi, the south by Stegmann. The railway runs in a straight line across the lands of Sr. Obas, whose large peach-cult, farm-houses and sheds are seen on the left; here it was that the works were for some time delayed by the demands of Mr. Chas, happily arranged a few months since. The San Pedro station, Sr. La Torre's, and the Victoria, Sr. Osmung, and the Victoria, Sr. Osmung, are behind the last mentioned by the Anchorage estates which stretch away 50 miles in a right line to the Cañada del Vecino. Before reaching our destination we passed another small station called Rosas in the vicinity of the farm of D. Sepio Rosas.

The railway runs right through the town of Carmen de Las Flores, the outskirts of which consist of 'montes' lined with poplars. We saw flags flying from the church, municipal-house, Juzgado, school and other buildings, while a discharge of rockets by the police of the village was a kind of 'fede-joie' to welcome us. We were received by Sr. de Marquis, and a crowd of villagers, including the parish-priest, members of the municipality, school-master &c. with a sprinkling of the fair sex and numbers of 'paisanos' in their holiday attire. The Justice apologized to us for having no music, as there was none in the town except two hurdy-gurdies. It was 1.40 p.m. when we arrived, having made the run of 135 miles (the longest stretch of railway in the Province) in 6 1/2 hours, including some delay at the Salado and other places. The Directors had rigged up a tent in which mine host Watson awaited us with a sumptuous repast; covers laid for 60 persons. Messrs. Drabble, Parish and Santamaría did the honors, inviting the Justice of Peace, Curate and a crowd of villagers, including the parish-priest, members of the municipality, school-master &c. with a sprinkling of the fair sex and numbers of 'paisanos' in their holiday attire. The Justice apologized to us for having no music, as there was none in the town except two hurdy-gurdies.

At this stage (3.30 p.m.) Mr. Cooper announced that the train was in readiness, and although the Justice kindly pressed us to stay for a ball of the townspeople, we bade him and his fellow citizens adieu, and arrived safe and sound, but a little fatigued, at Chascomus, where the Plaza Constitution, after a trip of nearly three hundred miles. We understand that before Mr. Drabble returns to England the first of the Dolores extension line will be turned, with the accustomed solemnity.

Monday morning broke on us wet and cheerless, and only Germans would have attempted a pleasure excursion in such dreary weather. At 9.30 a.m., Mr. Meyer, of the firm of Luders and Co., the agents of the steamer, stood on the Mole head awaiting his friends. The steamer Rio Uruguay had just entered from the Uruguay, and the Isabel from Gonona, both crowded with passengers. The Mole-head was, as one likes to see it, thronged with passengers. There was a life and bustle about the place which even astonished old resident foreigners. At 10 sharp the Germans mustered strong, every one armed with overcoat and umbrella. The little steamer lay in the offing, pulling and snoring, and whistling to get away; and at last the party took to the small boats and started. When we boarded the little steamer we noticed the following gentlemen present: - Mr. Nordenholz, German Consul; Messrs. Meyer, Bertram, Arning, Schlieper, Meunier, Pfeiffer, Iken, Bilschlager, Ebbringhaus, Wilke, Grimland, Sommer, Eckell, Korjien, Rubland, Nolte, Peters, Schmidt, Satter, Hune, Roil and sons, Cramer, Hartenfels, Galvao, Bachmann, Natta, and some 35 others, whose names we did not know. As we pushed out from the inner roads and made for the 'Pozos,' we all had full opportunity of descending upon Mr. Burmester's Port scheme, which most of the party considered as the cheapest and best idea as yet. We all remarked with pleasure the absence of the old eyesore, the wrecks, which, thanks to President Sarmiento and Captain Harrison, have been removed. We passed an Argentine war steamer, a more like a passenger boat than a war vessel, and after about an hour's steaming got out to the roads. We shot by that famed River Plate trader, Mr. Ropes La Plata. Yonder lay the Olga, from London, discharging; whilst on our bows lay the Isabel, crowded from stem to stern with Italian immigrants preparing to go ashore. The outer roads are at present crowded with shipping, and dreary as the morning was the roads looked pretty, studded with ships of every nation. Mr. Wilke, who had not been to the outer roads for the last thirty years, protested that there was nothing new whatever in the place; but we, for our part, testify that we never saw such a stir outside before. Lighters, schooners, and barges scudding along, sailors shouting, long-shoremen whistling; there was a bustle even on the water. The Bahia lay very far out, yet away beyond her for miles was anchored the Gironde. Soon, it seems to us, the big steamers will anchor over in Colonia, for gradually they keep farther and farther out. As we neared the Bahia, she fired off two guns. We replied by whistling continuously. At last we ran alongside, and Captain Kier welcomed us on board. The Bahia for her size and build is one of the finest steamers that has ever entered this port; she measures in length 300 feet, and in beam 35 feet, and was launched in this present year for the China trade. She was built by J. Laing at Sunderland, and was purchased by the Hamburg Company for the River Plate line for £40,000 stg. The other steamers on this line are the Santos, Brazilian and Rio. This is the first trip the Bahia has made which she did in the short time [steam time] of 29 days - she is 2700 tons and draws 22 feet of water; her engines were made by Messrs. Thompson and Boyd. Spring Garden Engines works Newcastle, and are 250 horse power 65 pressure, 70 inch low pressure and 37 high, direct 30 inch stroke; is supplied with 2 steam winches and crane, patent steam fan &c. Her cabin accommodation is splendid; the staterooms are much larger than the averaged sized, staterooms of any of our ocean steamers; she can carry 54 first class and 250 third class passengers and her average speed is 11 knots she burns 17 tons coal in 24 hours the following is a list of her officers: -

Mr. Nordenholz, the German Consul, rose to give the first toast, and his beautiful ship to the Plate; it was a happy sign to see a German line of steamers established; he believed that the trade between the two countries was sufficiently sufficient to maintain the line. The Germans of the Plate would do their best to support it, and he proposed success and prosperity to the enterprise - drunk with tremendous applause, the quarter master on deck firing a salute of two guns. Mr. Nolte, next rose and in most eloquent terms proposed success and prosperity to the German Commerce of the cities of Hamburg and Bremen. Mr. Rohl next rose, and in a pleasant and facetious strain, proposed the health of the gallant officer who commanded the ship, Captain Kier. Drunk with tremendous applause, hereupon the whole company rose and sang that magnificent chorus, "Hoch sollt sie leben." Every member of the party seemed to be a musician, and the chorus was sung as only Germans can sing it. The effect was splendid. Mr. Meyer rose to propose health and prosperity to the German newspaper of Buenos Ayres, the Deutsches Zeitung, and complimented the editor on the spirit and ability with which he edited his paper (great cheers).

Mr. Rupland, editor of the Deutsches Zeitung, returned thanks. Mr. Bertram rose and proposed health, prosperity, and long life to the Standard (great cheers). He said he was delighted to find Mr. E. T. Mullall, one of the editors, present, and hoped that he would soon make a trip to Hamburg, and learn to speak German, which in fact was the only part of his education he found deficient. "We all know Mullall, we all know that he is the symbol of good humour and also good luck." The Standard, he had no hesitation in saying, was by far the best addition to the River Plate, always interesting, always full of news, and was proud to have the opportunity of drinking health and prosperity to the paper and to its editors (tremendous applause, the company again singing "Hoch sollt sie leben"). Mr. E. T. Mullall rose to reply. He said that when he first took his seat at the table, and found that he was the only British subject present, he well understood the very high compliment which the Germans had paid him; but when he heard the complimentary terms in which Mr. Bertram had proposed the Standard, and witnessed the enthusiastic manner that had been received, he felt, indeed, that only response was to fall back upon his native modesty, for no language could express his feelings. The Standard, he said, in fact, he had found no stancher friends in the River Plate than the Germans; he thanked them for their support, and assured them that it was with the most unmingled satisfaction he witnessed the arrival of this new German steamer in these waters; it showed that the Germans were intent on achieving as great victories in trade and commerce as they had already won on the battle field. The Germans are to be found in all the highways of life, battling along, and every step is a success. Before he saw down he had a duty to perform, which under the circumstances was a painful one, it was to give a toast, which he was prepared to say he did not himself well understand, and he much doubted if any of the company would understand it; he drank health, prosperity, and success, to the Hamburg Sudamerikanische Dampfschiffahrt Gesellschaft (drunk amidst roars of laughter and tremendous applause).

Mr. Meyn proposed the health of Mr. Korjien, the talented editor of the La Plata Australasia. Mr. Korjien in very complimentary terms replied. Captain Kier rose, and in a very eloquent speech proposed the German commerce of the River Plate. Drunk with bursts of applause, Mr. Bertram next rose, and in a splendid speech proposed Home and Fatherland. Drunk with rapturous applause, the whole company rising and singing, "The Watch on the Rhine." Mr. Arning next rose, and in very graceful terms proposed The Land we Live in. Drunk with the greatest applause. Mr. Natta, rose to reply on behalf of his native country. He said there were but two Argentines present, and neither understood German, still he felt that he rightly interpreted the means of his friends present, and thanked them for their kind expressions towards his country. Mr. C. Sommer, as a passenger of the Bahia, wished to toast the steamer (Applause). Mr. Ellerhorst, drank to the health of their worthy and much esteemed Consul, Mr. Nordenholz. (Tremendous applause, and "Hoch sollt sie leben," sung standing by the whole company.) Mr. Nordenholz, in very graceful terms returned thanks. Mr. Arning rose, and in eloquent strains proposed the health of the engineers and other officers of the Bahia. Mr. Bertram rose, and addressing the company in Spanish, gave in splendid style the Argentine ladies. Mr. Natta was, at once on his legs, and returned thanks on their behalf. Mr. Mantels again rose and in most complimentary language proposed the health of Mr. Grimbein, of the firm of C.W. Benn & Co., one of the first ship-building firms of Buenos Ayres. Mr. Nordenholz then rose and called

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TRIP TO "THE BAHIA."

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