

MAUA BANK

101-103 CALLE CANGALLO.

Interest for current month. In account current. For balance in favor of Customers 5%.

Fixed Deposits.

Two Months 8 per cent.

Three Months 9 " "

Four Months 10 " "

P. P. MAUA & CO. M. A. DE LAS CARRERAS. A. DE LAS CARRERAS.

January 1st, 1874. c-13

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P. P. MAUA & CO. M. A. DE LAS CARRERAS. A. DE LAS CARRERAS.

July 1st, 1874. c-13

Royal Mail Steampacket Company

Direct and quickest Route to Europe

The Royal Mail Steamer "LIFEY," Captain DONNE, 1500 Tons, 300 Horse Power, will leave this Port for ANTWERP, calling at Montevideo, Rio de Janeiro, St. Vincent, and Southampton, on the 29th of AUGUST.

Royal Mail Steamer

N E V A, Captain WEST, 3000 Tons, and 600 Horse Power, will leave this Port for SOUTHAMPTON, calling at Montevideo, Rio de Janeiro, Bahia, Pernambuco, St. Vincent, and Lisbon, on the 29th of AUGUST.

F A R E S.

1st Class	21 Class	3d Class
420	220	130
20	10	5
10	5	2 1/2

BANCO DE ITALIA

Rio de la Plata. 74-CALLE PIEDADA-74. SURSCRIBIDA CAPITAL, \$1,500,000.

TENDERS.

Water Works Committee

The Committee charged with the drainage and sewerage, and water works, call for proposals with the view of erecting a brick factory in San Lidro.

Just Received

Suitable for the season Among various novelties

A BEAUTIFUL ASSORTMENT OF LADIES AND CHILDREN'S FINE CLOTH BOOTS, Galoshes with Seal.

LADIES' STEAMER BOOTS. A speciality.

To walk with security on board ship. 19-DEFENSA-19

McKiernan & Cantero

Consignatarios de Frutos del Pais

COMISIONISTAS EN GENERAL.

552-PIEDAD-552

Buenos Ayres.

London and River Plate Bank

(LIMITED.)

London, Buenos Ayres, Montevideo, Rosario, and Cordoba.

Authorized Capital, £2,000,000 Sterling

Deutsches, Belgische La Plata Bank.

Cologn & Buenos Ayres

Authorized Capital, £1,000,000

Deutsches, Belgische La Plata Bank.

Cologn & Buenos Ayres

Authorized Capital, £1,000,000

La Popular Argentina.

SAVINGS BANK.

Deposits in account current are received from \$250 up to the largest sum.

THE MERCANTILE BANK OF THE RIVER PLATE.

(LIMITED.)

BEG TO ADVISE THE PUBLIC that, owing to the closing of the Money Order Office in London, and on the 1st of August, 1874, they will be happy to issue their drafts for the principal towns of Great Britain and Ireland, at the same rate as formerly charged.

Banco Argentino

El Director del Banco Argentino, en cumplimiento de la Ley de 2 de Agosto, convoca a los Accionistas para la Asamblea General Ordinaria que tendra lugar el Martes 26 de Agosto a las 2 p.m., en el local que se indica en el presente anuncio.

Standard Circulating Library.

NEW BOOKS.

The Dead Alive. By W. Collins.

W. H. GREENWOOD, GENERAL COMMISSION AGENT, SANDYPOINT.

al, Timber, Indian Produce, &c.

FERNANDO MOOG,

Civil Engineer and Architect.

Has removed his Office to 85 CHACABUCO.

MERCANTILE BANK OF THE RIVER PLATE.

London, (limited) Buenos Ayres, and Montevideo.

Authorized Capital, £1,000,000

MERCANTILE BANK OF THE RIVER PLATE.

(LIMITED.)

No. 85-Reconquista. No. 85

MERCANTILE BANK OF THE RIVER PLATE.

(LIMITED.)

No. 85-Reconquista. No. 85

THE MERCANTILE BANK OF THE RIVER PLATE.

(LIMITED.)

Telegram Agency.

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al, Timber, Indian Produce, &c.

Calderwood & Leslie, ENGLISH PLUMBERS AND GAS FITTERS.

Sole Contractors for the Buenos Ayres Water Company.

Mr. Charles E. Tinney,

Professor of Music and Singing.

NATIONAL BANK

32 Calle Reconquista.

Rate of Interest from June 20th, till further notice, as follows:

ARGENTINE BANK.

31, 33, and 35 San Martin.

BANKING HOURS FROM 10 A.M. TO 4 P.M.

PROVINCIAL BANK

BUENOS AYRES.

Business Hours, from 10 a.m. to 4 p.m.

Jose de Carabasa,

127-CANGALLO-127.

Desde esta fecha hasta nuevo aviso la tasa de interes sera como sigue:

THE MERCANTILE BANK OF THE RIVER PLATE.

(LIMITED.)

Telegram Agency.

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STANDARD CIRCULATING LIBRARY.

Subscription, \$25 PER MONTH.

BOOK-STORE, For the Sale of New and Second-Hand Books

COMMISSION AGENCY.

Commission of All Kinds executed for England, France and United States.

P.S.N.C.

PACIFIC STEAM NAVIGATION COMPANY.

LIVERPOOL AND VALPARAISO LINE.

Liverpool & Ports.

PRICES OF PASSAGES FROM BUENOS AYRES.

GOVERNMENT MORTGAGE BANK

Offices—111 CALLE SAN MARTIN.

DEUTSCHE DAMPFSCHEIFFAHRTS GESELLSCHAFT "KOSMOS."

The splendid German Steamer "LUXOR," G. KAEMPFER, Commander, 2,000 Tons burthen, and 300 horse power.

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R. Plate Telegraph Co. LIMITED.

TELEGRAMS TO EUROPE. Reduction OF THE River Plate Company's TARIFF.

W. J. WILCOX & CO., NEW YORK.

SOLE PROPRIETORS OF THE RED CROSS BRAND OF PRIME LEAF LARD.

Emilio Hansen

Public Accountant AND JUDICIAL AGENT

Private Sanatorium

QUINTA VILLA NOVA MONTEVIDEO

DR. LAURIE

Begs to inform the Medical Profession and Public that he has ACCOMMODATION AT HIS Private Residence FOR A FEW LADIES & GENTLEMEN

THE HOUSE

Delightfully Situated

Millinery & Dressmaking

MISS LOWE

THE LATEST FASHIONS,

And respectfully solicits an inspection AT 300—CALLE CUYO—309

Las Damas de la Misericordia.

Charles Stuart. JUDICIAL AGENT.

Charles Stuart.

JUDICIAL AGENT.

NEW ADVERTISEMENTS

THE REASON WHY THE HAIR FALLS OFF—When the cuticle shrinks from disease, age, or other cause, it peels around the roots of the hair, thereby preventing the coloring substance and vital element from passing up from the roots.

There will be no suspension of performance on Tuesdays, Thursdays, Saturdays, or Sundays, in consequence of bad weather.

Doors open at 7.30, to commence at Eight o'clock precisely.

Theatre of the Opera

47th APPEARANCE OF THE GRAND ITALIAN OPERA COMPANY & FULL CORPS DE BAILE.

SATURDAY, AUGUST 15. LA FAVORITA.

To commence at 8 o'clock. DEUTSCHE DAMP-SCHIFFFAHRTS-GESSELLSCHAFT "Kosmos."

Linea mensual entre Hamburgo Buenos Aires y el Pacifico. El vapor fice Vajser Aleman SA K K A R A H,

2,000 Toneladas de Carga y Fuerza de 300 Caballos. Es esperado en Este Puerto procedente de Hamburgo, Ambers y Havre,

El dia 18th de AGOSTO. y saldra a las 4 horas despues de su llegada Valparaiso, Arica, Isav, y Callao.

Admito Pasajeros, Carga, Encomiendas y Dinero a flete a precios convencionales. Para mas informacion conersate al Secretario, A. SOLA FENORTEH,

Northern Railway. Athletic Sports in Palermo, (By the Men of H.M. "Cracker.")

AUGUST 15, 1874. A SPECIAL TRAIN will leave Palermo for the Centre Station at the conclusion of the Sports, between the hours of 4.30 p.m. and 6.0 p.m.

Look Out! JUST ARRIVED. Spanish Espartaco Matting, sold by the Picador Yard. All-o Carpets of all kinds arrive by every packet.

NOTE—Open from 7 p.m. till the "Oracion" at 12.15 p.m. Illustrated Fun. Ally Sloper, a moral lesson, 750 Pictures; words by Judy's Old Boy.

MACKERN BROTHERS, 44—San Martin—44. h 135 6 p a 15

COMMERCIAL. NOTICE is hereby given that the Partnership between the undersigned William Boyle Barbour and Robert Barclay carrying on business together as Merchants at Montevideo under the firm of Barbour Barclay and Co., was dissolved on the 20th day of February 1874.

NOTICE is hereby given that the Partnership between the undersigned William Boyle Barbour, Robert Barclay and John Campbell, carrying on business as Merchants at Buenos Ayres, south America, under the firm of Barbour Barclay and Co. has been dissolved by mutual consent.

NOTE—We are in combination with the Oriental Telegram Agency (Limited) of London, and have obtained a great reduction for messages sent through us. Answers will be received through us also.

STEAMBOAT AGENCY OF A. MATTI AND PIRRA. 30—CALLE GARGALLO—30.

SATURDAY 15th. For Rosario, Panama, and Santa Fe, LUJAN. D. Salo and Port, VILLA DEL SAUTO. Do Montevideo, at 5 p.m., RIO DEL PLATA. SUNDAY 16th. For Rosario and Ports, the PROVEEDOR.

ARGENTINE STEAM NAVIGATION CO. "RIO DE LA PLATA." Line of Packets between Buenos Ayres and Asuncion.

THE National Steamer "PARAGUAY" will leave on FRIDAY, 21st inst., for Asuncion and intermediate Ports, taking passengers, specie, cargo, Ac. Agency, Calle Cuyo, No. 24. h 127 7 p a 15

WANTED. MARRIED COUPLE, three years in this country. The wife, a capital cook, and the husband, able to care for a garden, seek immediate employment in town or camp. Address "Edinburgh Cook," at the Office of the Standard. c. 3p a 15

SE OFRECEN—Una joven, Costurera e aprendiz de modista. Calle 25 de Mayo No. 252. f 3p a 15

LETTERS. The following are lying at the Office of the STANDARD—Barclay, Miss Caldwell, Ellison, Womersley, Rev. Knelam Vaughan, G. Dancy 2, Elly, Park, Plucke-t. c-j

Aviso Municipal

Por orden del Consejo Municipal se llama a licitacion para el alquiler de un local de almacenamiento a las 10 de la mañana de este dia, para el termino de treinta dias, de quinientos a mil cajones, con el destino del consumo del Municipio. Es entendido que de la carne y grasa solamente, habiendo que sea buena carne, y que sea gorda.

Los animales se entregaran en los puntos que se indiquen dentro de cinco dias. El pago se hará al contado diariamente, de lo que resulten por entregas, a la presentacion del recibo. B. Ayres, Agosto 14, 1874. MARIANO OBARRIO, Secretario.

A los Ingenieros y Jardineros. LICITACION.

Se saca a licitacion la construccion del plano para el Parque de Educacion en Palermo, los planos las bases y condiciones que se han conecor a los interesados en Secretaria. RIVADAVIA 109. La Comision.

LICITACION.

Se saca a licitacion la construccion de dos carreros de 4 ruedas y dos de dos ruedas bajos las condiciones que se han conecor a los interesados en Secretaria. RIVADAVIA 109.

El plano que se ha aprobado lleva un premio de \$1,200 y el segundo en monto a juicio de la Comision \$400, quedando ambos planos como Croquis ad id, quedando a disposicion de los interesados a sus autos. Las propuestas deberan presentarse en la Secretaria de la Comision el 30 de Setiembre proximo. La Comision.

Average Adjustments.

NOTICE IS HEREBY GIVEN, That in accordance with an agreement entered into this day, the heirs of the late John Taylor Fox, Average Adjuster, lately residing in Buenos Ayres, have authorized George Hiram Tucker, Commercial and Judicial Accountant, of No. 3 Calle Peru, in said City, to add the words, "Successor to the late John Taylor Fox," on signing Average Adjustments. Buenos Ayres, 3rd August, 1874. EDWARD FOX, G. H. TUCKER.

Referring to the above Notice, I beg to inform the Commercial Community that the Registry of the late Mr. Fox has been transferred to my Office and at the same time to offer my professional services. G. H. TUCKER, h 130 3 p a 15

CHAS. A. DAVIS Public Accountant, AND Average Adjuster,

Received by the Superior Courts of Justice. Being duly authorized; undertakes to arrange all questions of Heirship and Legacies, the Liquidation of Societies, whether Public or Private, in Bankruptcy or otherwise; to Audit the Books of Companies, and to adjust Averages of every description. Correspondents in England: Messrs. CLARK, SON, & PURDAY 14 LITTLE TOWER STREET, London. 117—Calle Potosi—117 c-j24

Corrales y Wehmann. WOOL AND PRODUCE BROKERS.

OF F I O R S, 377—Calle Lima—377 h. 115

T H A N K S TO MR. JOSEPH CHARLIER, No. 118 Calle de Entre Rios.

My sincere thanks to the above gentleman for his present of a box of remedies to the poor of Cordoba, afflicted with rheumatism, deemed incurable. Also thanks to Mr. Blotcher, 62 Calle Maria, for forwarding said box. These remedies have produced a miraculous cure, in four of the oldest and poorest patients cured in 15 days, and who have not suffered for a year since then. Eternal thanks to Messrs. Charlier and Blotcher. RODRIGO GIMENO, GERONIMO CABRERA, SIMON VALDIVIA. Concordia, Entre Rios. f 128 3p a 15

ENGLISH CHURCH SERVICES. AUGUST 16.

ST. JOHN'S CHURCH. TWELFTH SUNDAY AFTER TRINITY. Morning Prayer 11 a.m. Evening Prayer 7 p.m.

FLORES CHAPEL OF E. E. Divine Service 3 p.m. BARRACAS INSTITUTE. Divine Service 7 p.m. TRINITY CHURCH, LOMAS DE ZAMORA Divine Service 3.45 p.m. c-j a 15

TELEGRAMS TO Europe and United States

To Rio Janeiro, for direct and instantaneous transmission by cable to Europe, or to U. States. Received up to Three p.m. LAMAS & CO., 216 Picadilly. Please send as early as possible, to prevent crowding. NOTE—We are in combination with the Oriental Telegram Agency (Limited) of London, and have obtained a great reduction for messages sent through us. Answers will be received through us also. c-j—70 xp 15

Steamboat Agency OF A. MATTI AND PIRRA. 30—CALLE GARGALLO—30.

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RAILWAYS.

DEPARTURES. NORTHERN—7.0, 8.10, 9.30, 11.0, *12.22, 1.0, *3.20, *4.30, 5.15, 7.30, 8.0.

GREAT SOUTHERN—11.20, 11.35, 1.30, 2.20, 3.10, 4.10, 5.10, 6.10, 7.10, 8.10, 9.10, 10.10, 11.10.

QUILMES & ENSENADA—8.0, 10.25 Also 19 Trains to Boca and Barracas. WESTERN—7.30, 9.55, *11.50, 1.35, 4.35, 6.35.

* Only those marked go full length. *SUNDAYS AND YEAST-DAYS. The Standard. Nil fati audeam nil veri non audeam dicere. Cizeke.

Special Telegrams to the "STANDARD."

Stand-by O'Gorman to STANDARD. Montevideo, August 14th. 4.15 p.m.

Bolsa continues brisk. Denda Interna 63 end of month, 633 end of September. Exchange done to heavy amount, but at firm rates, 50g and 51.

TELEGRAM FROM CHILE.

Valparaiso, Aug. 14th. Government has decreed an increased subsidy to the Transandino Telegraph.

From the 4th inst. it will be paid at the rate of 15,000 pats. per annum, in consequence of direct communication with Europe being established.

PROVINCIAL BUDGET.

Governor Acosta's Minister of Finance has submitted the Budget for 1875, which amounts to 125 millions currency, or 5 million hard dollars, equal to one-fourth the National Expenditure.

Comparing it with the budget of 1874 we find a reduction of 33 millions, owing to the Reformed Constitution, which transfers schools, police, and Society of Beneficence to the care of the Municipality.

The Budget comprises 3 sections:— 1. Pay to Senators and Deputies 5 millions. 2. Department of Government 50 millions. 3. Finance department 70 millions.

The first item is new, the Legislature having formerly worked gratis, and now voted \$6,000 each per annum to Senators and Deputies. The change is a good one, as formerly they never attended the discharge of public business.

The Department of Government showed expenditure for 1874 at 80 millions, from which the following reductions are made—

Table with 2 columns: Category and Amount. City police 36 millions, Schools 9, Society of Beneficencia 6, Public Works 61 millions.

This would bring down the estimate to 20 millions, but there are 6 now or increased items amounting to 21 millions, thus bringing up the Department of Government to 50 millions. The items of increase are—

Table with 2 columns: Category and Amount. Public Works 11 millions, Judges 34, Frontier guards 3, University and B. of Health 1, Engineers 1, Schools of Telegraph 14.

The item of Public Works is only a real increase of 14 millions, as it includes an item of 10 millions transferred from the Finance Department. The increase of salaries to Judges and new Juzgados in the city cause an expense of 3 1/2 millions. It is proposed to raise 700 recruits for frontier service instead of calling out National Guards, and a bounty of \$4000 is offered to each man. As regards the University and Board of Health, it is only right to pay the officials better, that they may do their work well.

The Department of Engineers is of new creation; as are also the four schools of Telegraphy, Fine Arts, Music, and Mechanics, intended to open new careers for boys of humble parentage.

The Finance Department shows no material change: it is 8 millions less than in 1874, but as 10 millions for Public Works have been transferred to the Department of Government, there is in reality an increase of two millions. This is caused by the appointment of 34 tax collectors for the camp districts. At the end of 1873 the camp people owed 3 1/2 millions of Contribution Directa in arrears; besides 50 per cent of the Patentes.

On the whole the expenditure of the Provincial Government next year will be 33 millions less than at present, but we shall have to provide suitable funds for the Municipality, to pay for Police, Schools &c. which at present cost 50 millions and will require fully 70 millions to be properly attended to.

As regards Ways and Means we find no new taxes, the following items being calculated on a natural increase of revenue proportionate to population and public wealth—

Table with 2 columns: Category and Amount. Public Lands 24 millions, Stamp paper 20, City Cont. Directa 16, Camp do. 8, City Patentes 82, Camp do. 32, Saladeros 24, Int. on Loans 11, Western Railway 6, Pror. Bank 73, Bridges, water-rate &c 32, Nat. Government subsidy 103.

It will be seen how largely Public Lands contribute to the revenue of the Province, say 20 millions (from the sale of a shilling an acre or a patacon per cuadra) as by law of August 1871. If the Government paid more attention to frontier interests the revenue could be made to yield ten times what it does at present.

Stamped paper produced over 17 millions in 1873, and the present estimate of 3 millions increase is only in keeping with the growth of our city. City Contribution Directa is about 33 millions, of which one half will go to the Municipality. The Government calculates an increase of 25 per cent on present valuation, as the returns of 83 properties sold this year show 50 per cent over valuation.

Camp Contribution yielded last year only 8 1/2 millions, but is now estimated at 17, one-half of which will go to Camp Municipalities. Of 38 estancias sold this year the valuation barely reached 12 million, whereas the sellers realized \$45,358,930, showing that the actual valuation represents only quarter the value. The Government intends to double all the camp valuation as a rule.

Patentes or licenses, for the city, are estimated at an increase of 15 per cent on the present year, but we doubt whether the increase of shops and trades has been so great. The present estimates are only for 7 months, at the rate of 15 millions per annum. Camp Patentes, at assimilar increase of 15 per cent, are estimated at 6 1/2 millions per annum, or 3 1/2 for 7 months. In future the Patente year will begin on January 1st instead of June 1st.

Saladeros gave last year 3 millions, but will hardly give over 2 next year, and we predict a deficit in the Minister's estimate, which is 3 1/2 millions. Bridges: the Government has put up 63, but only 8 give any toll-returns, and with the Barracas bridge the whole income is only \$500,000. Dominguez and Aguirre loans yield 7 1/2 millions per annum, interest on balance unemployed.

Waterworks yield \$800,000 per annum. The Western Railway 12 millions, but only half goes to the Budget; we believe the other half will go as interest on the proposed Iturro loan debentures. The Nat. Government pays 16 1/2 millions yearly as interest on the London Debts of 1826-54, which have become national obligations since B. Ayres surrendered the Custom-house, in 1861, to the Nation.

The Governor thinks the Contribution Directa (now 4) may be reduced in 1876 to 3 per mil, as soon as properties are more evenly valued. He thinks Stamped paper might be increased by putting a small stamp fee on all bills or money orders through this Province, but not on drafts on the Interior or on foreign countries. On the whole the Budget before us is remarkably clear, and quite satisfactory. Give us a little protection for life and property and we will gladly pay all that is asked.

PORT OF SAN FERNANDO.

Messrs. Armstrong, Carranza, Hopkins and Zapiola, directors of the San Fernando Wharf Co., have petitioned Congress for authority to raise a sum of 3 million its. (say £600,000 sterling) by means of Hypothecary Bonds bearing 8 per cent interest and guaranteed by the National Government for a period of 30 years. The object in view is to canalize the Abra Vieja and carry out all the Harbor works at San Fernando as originally proposed in the concession of 1863.

Both the National and Provincial Governments hold shares in the Company; the utility of the enterprise being so manifest, that so far back as 1856 it was resolved to make San Fernando the port of our fluvial commerce. It was for this purpose that the Northern (then called the San Fernando) Railway was first undertaken, but as it subsequently fell into the hands of London capitalists who never saw B. Ayres the line was diverted to the Tigre.

San Fernando is the natural port of our coastwise traffic, besides offering a ready harbor of refuge for lighters or coast-traders when bad weather prevails in the roadstead of B. Ayres; at times as many as 300 of these craft have found shelter at San Fernando. Unfortunately the Wharf Co. has never possessed sufficient capital to carry out the end in view, and the necessary canalization and harbor works will require an outlay of over £500,000 sterling. An attempt was made to form a company in London, but as there is no Government guarantee, and as the enterprise is more or less opposed to the views of the Northern Railway Directors, it is not surprising that the attempt proved unsuccessful.

It is now proposed to raise the money in this country, in almost the same manner as if the Hypothecary Bank were to advance the required sum on the works at San Fernando; and as the Nat. Bonds at present market rates give less than 8 per cent we may anticipate that the Company will find no difficulty in getting its Bonds taken up at par.

The petition of the Directors (which we publish in full on our 4th page) shews very conclusively the injury caused to our river traffic by the delay of coast-traders abreast of San Fernando, for want of the Abra Vieja and proposed canalization and harbor works. It will be seen from the Company's books that 6120 vessels passed through the Capitan last year, the delay to each being 4 days, equal to \$10; representing a sum of 244,800ft., which is more than the total amount of guarantee (240,000) on the proposed 3 million Bonds.

In many instances these delays and the expense of traushipping 'troja' cause such loss to coast-traders that the 'patron' has his trip for nothing. And yet our river freight is enormously dear; say 30 times as much as ocean freight:—

Table with 2 columns: Destination and Rate. B. Ayres to Rosario 65f, B. Ayres to San Pedro de Yaguajay 45f, Antwerp 71, 31.

The same occurs in our trade with Paraguay, the freight being 20 1/2 per ton, whereas from Callao to England, exactly ten times the distance, the charge is only 16 1/2 per ton.

No wonder that our trade with the Interior is crippled by the cost of carriage. Lime worth 5 1/2 per ton in Cordoba costs 15 1/2 per ton freight to Buenos Ayres; whereas in the United States they carry a ton of produce 500 miles for 2 1/2ft. Passenger traffic by steamboat in N. America is only one-fifth what it costs here.

The value of the port of San Fernando for our river traffic will be evident to anyone who studies the map of the River Plate, and it is only to be regretted that the original project of the Northern Railway was not at first carried out. Congress is now asked to give a guarantee which can never exceed \$50,000 a year, and will probably not require one-fourth of that sum. The port of Campana will soon be ready, the Tigre may also serve in a limited degree, but we want them all. As Mr. Wheelwright said "we want Campana, San Fernando, Boca, Ensenada and still other ports for the growing trade of B. Ayres."

LONDON LETTER.

(From our own Correspondent.) July 16th. The attempted assassination of Prince Bismarck, on the 13th instant, at Kissingen, by Edward Kullman, a journeyman cooper and religious fanatic, is exciting beyond decent bounds the Protestant press of Germany.

There is no doubt that the young man, Kullman, who is only 21 years of age, is a member of several religious societies, and he confesses himself that it was to avenge the persecution of the Roman Catholic priesthood he had long waited for the opportunity of assassinating the Prince. On the other hand it already appears that the mother of the young man was a lunatic, and that there are strong grounds for supposing him to be of unsound mind.

The wound was slight, but enough to cause nervous irritation, and the inflammation which has subsequently set in gives some cause for uneasiness. At present the ice treatment is continued, which appears to subdue the unfavorable symptoms. The prince himself interviewed Kullman in prison, but nothing has transpired in regard to confessions. The worst of this kind of event is that it frequently precedes a crop of fatalities, and particularly in hot weather, and when, as at present, we are under the influence of comets. Not that those "beautiful visitors," as the delighted astronomers fondly call them, have any direct participation in our crimes, but there is always a certain amount of madness in existence; and the excitement is increased by the notoriety of an overt example of insanity.

Our ex-Premier, Mr. Gladstone, has descended from his eyrie in Wales to Westminster, and taken part in the Scottish church patronage bill, the Edinburgh school bill, and the Public Worship bill. He has opposed them all, although the last comes from a Whig Archbishop, and is supported by his own political friends as well as by the Tory Government. Mr. Disraeli puts the question very plainly, and by so doing upsets Mr. Gladstone's nicely drawn subtleties. He says, the bill is intended to put down Ritualism. Mr. Gladstone asks "what is Ritualism?" The Tory chief was too clever to fall into the trap, and fortunately Mr. Walter, proprietor of the Times, and member for Berks, answered the question by quoting a passage from the writings of the great Ritualist, Mr. Orby Shipley, to this effect—"Consider how much is to be done before we achieve our conquest over Protestantism. How can we re-Catholicise the Church of England?"

Mr. Gladstone this evening withdrew his resolutions; therefore the Public Worship bill is virtually passed. The Wimbledon rifle meeting concludes to-day. Scotland seems likely to carry off the Elche shield. She was also victorious in the International Trophy match. The Queen's Prize, the great event of the meeting, was won by a young joiner named Atkinson, from Durham. In the match he tied with Mr. Dal, of Edinburgh; but in the final "shooting off" he distanced his competitor, with whom he had generously agreed to divide the money. The prize is also disputed by a Mr. Mitford, who complains that the marker scored a miss instead of a bull's-eye. Your celebrated marker, by the way, instead of "scoring one," should score a bull's-eye; which reminds me that the Irish have not been successful this year at Wimbledon.

The Brazilian ironclad to be the most formidable vessel afloat was to have been launched this afternoon from Mr. Dudgeon's yard. You will probably see an account of it in the Times of to-morrow. I had the pleasure of meeting Mr. Alfred Dudgeon, as well as several Brazilian gentlemen who will be present at the launch, at a magnificent evening entertainment given last Monday evening by Mr. B. Webb at his residence, the Bottoms, Kensington. The ironclad, I may mention, will not be ready for sea for four months. When she visits the

Plate, Dr. Arellaneda will have de-

clared his pacific policy, and will be ready to entertain her officers with an exhibition of Argentine beauty and talent at the Government-house. Mr. Webb's bill reminded us of the 'Progress' not only on account of the many South American faces we saw, and the splendor and profusion which reigned there, but on account of the night and the early morning when we turned into the great squares on river-side. The climate we are now enjoying, and are promised as long as the comet remains, is rather more tropical than that of Buenos Ayres; it approaches the feel of Rio. The spectroscopists are in great glee at the unusual opportunities they now get of analysing the head and tail of the first great comet they have ever caught since their instrument has been perfected. I am not able to make out yet from Mr. Lockyer's and Mr. Proctor's accounts whether the comet is made of oldfaint gas or pure hydrogen. Perhaps you won't mind waiting another week to know all about it. They have enthusiastically about "an exquisitely soft blackness" near the nucleus. Meantime you will find something of the kind between the 'rejas' of Calle Florida. I allude, of course, to the eyes of the young Portefias, not their faces.

Please refer to 'enclosures' for full and true accounts of 'the death of the flying man,' 'the fight between the man and the dog,' and the new 'Chicago fire.' They are all great events, but quite beyond my limits. I must find room to say that the last number of the Englishman announces that the Benchers of Gray's Inn have withdrawn their charges against Dr. Keene, as far as his conduct of the Tichenor case is concerned; but the letter of the steward of the Inn says that the enquiry in the adjourned session will be limited to the fact of Dr. Keene being editor of the Englishman.

There is no doubt at all about the authority of the letter, and I think, without further comment, your readers will agree with me there can be no doubt as to the malignant perverseness and stupidity of the Benchers.

Marker score a bull's eye for Keene. Uruguay stock went up, through the speculative instrumentality of some of our friends, but has again declined.

EDITOR'S TABLE. Bravo Dr. Canard! As we are going to press the Municipality sends us a notice, calling for a daily supply for 30 days of 500 to 1,000 sheep, to be slaughtered for the use of the city. Bills to be opened on Tuesday, at two o'clock. This is the first blow at the butchers and their meat family. Mutton chops and 'gigots' will be cheap enough before the end of the week.

The Royal Mail Steamer Douro sailed yesterday afternoon for England with a heavy mail and fair passenger list. There was but little of a demonstration on the mole, the weather being raw and rainy, and unfavourable for the display of leave taking sentimentality.

Yesterday was rather dull in the news way. There was no steamer from the Mount, nor did any European news of moment transpire. The Duke of Genoa having gone, things social and speculative down there are easy, though the recorded sales on the Bolsa are heavy enough. We learn that the Rev. Father Davis, English Catholic Chaplain in the sister city, will preach at the Caridad Church there to-morrow, Sunday, after the mass at 11 1/2 o'clock.

Let any of our subscribers who may have forgotten it, we beg to remind them all that to-day is a strict holiday, the natural consequence being that the STANDARD will not be published again till Tuesday morning.

Our London Letter by the Aconagua will be found in another column. It treats pleasantly of Bonds and Bills, the climate, the Comet and the Keene, who, it appears, has escaped the rangs of the Benchers, and will be allowed to retain his gown and again bully Bouch and Bar on the first opportunity. At the special suggestion of our London correspondent we call on the Marker to score 'a bull's eye' for the Doctor, who, like most 'diablos,' is not half as bad as he is painted.

The petition of the San Fernando Wharf Company to Congress will be found on the fourth page of this issue. It proposes a novelty in the way of carrying out public enterprises in this country, and is worthy the attention of Congress and capitalists.

The beefsteak squeeze was again a prominent topic of conversation yesterday, and wondrous tales were told and swallowed as to the price of every eatable thing in the meat yard, from 'lomo' to a liver and bacon. Fish is also reported to have risen enormously—12 paper dollars for a wretched 'pecarey'. The next things in which a rise may be expected are knives and forks, and 'quien sabe' if napkins won't go up also? A little foresight and energy on the part of the Municipality would have saved the present situation, which cannot last very long, however, as accounts from the camp are more cheering. We were horrified yesterday to learn that there are not half so many dogs to be seen in the streets since the beginning of the beefsteak crisis! We devoutly hope this is not true. Hippophagy is bad enough in emergency, but dogophagy is simply awful to contemplate.

We yesterday saw some of the invitation cards to the grand Avellaneda banquet which came off "hier, au soir". They are very handsomely got up, the arms of each of the thirteen Provinces of the Republic being beautifully emblazoned round the edge of the card.

As we passed the Variety Theatre last night on our way home to "a tea dinner" (meat is quite out of the question for the Press just now) the clatter of knives, forks and teeth inside was something stupendous.

Interesting particulars of the flight and capture of the Lanuz Assassins are given in the papers. The first information was given to Mr. O'Gorman last Monday week, late at night, by a man who had been talking with the 'patron' of the whaleboat in which the murderers escaped. In half an hour the Chief of Police was at the Boca, and the 'patron' and the crew prisoners. The next day Commissary Anzo, two policemen and the cabin boy were in Colonia, but the bird had fled to Rosario Oriental. The pursuit was hot; the assassins had no money and paid their way across country with oranges. They stopped at a 'fonda' in Rosario, and two of them remained to work out the score, while the other two fled. Commissary Anzo met the former accidentally in the street and pounced on them. They were put in prison, but the Mount Government ordered their release, and they would have been lost to Justice but for the Commissary who allowed himself to be imprisoned as a hostage till the necessary papers for their extradition arrived from Buenos Ayres. The two assassins captured have made no confession as yet, and it is supposed that those who escaped are the real murderers of the poor cook.

Amongst the latest fashionable arrivals in town is Don Mariano Rosas junr, son of the famous Indian Cacique of that name. The young gentleman has been a student in the College of Mendoza for three years, and intends to complete his studies for the Bar here. He says he will not return home till he can put Doctor before his name. This distinguished denizen of the Pampa dresses as elegantly as the most accurate Callo Florida 'awell,' and is, according to our colleagues, a very nice young man.

Our North American subscribers should bear in mind that the fine steamer Europa, which will sail on Tuesday next, will take mails for the United States, via Rio. The Capitania closes that day at 2 o'clock. Letters for Europe by the Pacific steamer Potosi can be posted same day up to 3 1/2 o'clock, and by the Galatea up to a quarter before 2 o'clock.

The Duke of Genoa made handsome donations to the principal charitable institutions of Montevideo before leaving that city; H. R. H. also gave the Solis Theatre a 'pecuniary tit'. The young Prince is charitably inclined and has given away a good deal of money since he set out on his voyage.

A parboiled Cockney writes in the following strain about the terrific heat reigning last month in the Capital of the World:—"The dog days are upon us with a vengeance. The thermometer was 70 in the shade at eight this morning, and high up among the eighties after noon. It is all the comet's doing, of course. But the results will be serious. For instance, how can anyone hope to pass such a measure as the Public Worship Bill in such weather as this? It is too hot to discuss ritualism in London, fancy what it must be to discuss the constitution at Versailles! Yet now in this torrid weather some 700 odd angry gentlemen of Celtic race are discussing whether it shall be monarchy, marshalate, or republic by which they will be governed. But there are 700 and odd reasons against dissolving the Assembly. Every deputy gets £400 a year?"

There is a flare up in some of the local Justice of Peace 'refusing to take payment of Contribution Directa in National Bank notes. The Juez at Dolores telegraphed to the P.G. to know if he should take them, and

SAN FERNANDO WHARF CO.

To the Honorable Congress.

Thomas Armstrong, Adolfo Carranza, E. A. Hopkins, Achille Mavoroff, and Donato Zapiola, Directors of the San Fernando Wharf and Branch Railway Co., declare as follows:—

That they are fully authorized by the shareholders to open negotiations for the purpose of obtaining the capital necessary for completing the works in hand, and both the National and Provincial Governments are among the principal shareholders. That in consequence of the vicissitudes which our company has undergone, before determining anything the present Directory proceeded to a serious study of its affairs, rigorously examining these three points: Exact and irrefragable data upon the kind of elements which ought to assist the enterprise; the financial system most adequate to obtain the pecuniary resources required to complete its work; and finally the probable results, when they are the wharf, railway and canalization of the Arroyo Capitan be finished.

This study being made and our calculations proved in view of the plan and estimates, the Directory is convinced that the company requires to raise the amount of 3,000,000 hard dollars to finish the works and place them in a state of complete service. Now inasmuch as this company has no guarantee from Congress, notwithstanding that it is based upon conditions more important for the service of the political and economical interests of the country, than any of those which have been favored with lands and guarantee of 7 per cent.; we petition that this guarantee should be granted to us, and under a system now as yet to this country, which virtually localizing our enterprise will make all its economical and financial results profitable to the country, by providing that the company shall carry out its designs with native capital; the which p. obliterating its future incorporation abroad, will radiate its direction, advantages, benefits and dividends, here among ourselves, and not cause them to emigrate only to enrich foreign capitalists and speculators. This system consists in authorizing the company to emit its bonds for 3,000,000 hard dollars at an interest not exceeding 8 per cent., payable at par in 30 years without annual amortization, said bonds to be guaranteed by the Government against a mortgage in its favor of all the works, property, and income of the company, present and future.

The United States have employed these financial principles with results so complete that all the operations of its great economical enterprise, being managed at home, they have carried the prosperity of that country to the height already recognized by all the world, at the same time lowering the prices of freights and passages; all of which the Argentine Republic has not been able to do, notwithstanding it already possesses an extensive network of railways, and a fluvial system almost without parallel in the world.

The reason of this is that all our great enterprises are incorporated in foreign countries; on the one side they take from us 9 to 11 millions in interest on capital, and on the other 5 or 6 millions in dividends, which are also cleared abroad with heavy discounts for the shareholders here, and all this aside from 25 per cent which is paid in commissions and the financial combinations required to procure the capital of any enterprise in London.

It is time that your Honorable Body should study the economical results of the enterprises of this country which had been established abroad, and to try the domestic system which in the U. States has produced the double phenomenon of enriching its companies, and of reducing the passage and transport to such a low figure that the poorest of its inhabitants can travel with comfort, and its products of least value be transported hundreds of leagues with advantage, whilst in the Argentine Republic he unexplored we will not say only its fertile, and arable lands, but even its minerals and its most important productions, by cause their transport to the seaboard completely absorbs their value and oftentimes leaves a heavy loss to those who send them forward.

Nor under the present system does 10 per cent. of the population ever travel.

An examination of what happens in the traffic of passengers and the transport of Cordoba line suffices to prove this.

There is a railway between two large towns, and in the station of one of them it may be said an inexhaustible quantity of quick lime is found, equal to any in America; and at the extremity of one of the largest rivers in Buenos Aires, only 450 miles distant, is a city three-quarter parts of whose edifices are built with mud, and the other quarter part with fossil lime of the worst quality; yet neither does that railway do a business in passengers corresponding to the population which it serves, nor can we employ in a proportionable degree that inestimable product of the province of Cordoba, which ought to be sufficient alone to make the fortune and happiness of its inhabitants.

Foreign enterprises may give to a country viability, but they will never give the cheapness, the comforts and the facilities which have been gained in the United States by the democratic system of a guarantee against a mortgage of the properties which it represents.

We do not wish to extend the limits of our petition, but the delucidation of these economical questions which are yet awaiting in authority among us have to be partially studied by each enterprise formed for a given object.

In our case it is necessary to enter into a series of details which may enlarge your honorable body to give us the assistance which we solicit, to undertake for the first time in this country a system which will open to credit a vast horizon, causing capital to seek investment in economical enterprises of the country, instead of their going abroad with a clear loss from the beginning of 25 per cent. at least of the capital required.

Eighteen years have passed since the Legislature of Buenos Aires first considered the question of uniting this great commercial metropolis with the vast fluvial interior of the republic, destined then to obviate the inconveniences of the port to commerce, and the scale of passengers caused by the Plate; and notwithstanding our general progress, the annual increase of the river trade, and the travel from the interior to the coast, this necessity, even though so much felt, is not as yet satisfied.

The same difficulties, the same delays, and consequently the same irrefragable data exist for want of the canalization of the Arroyo del Capitan, and the construction of the works of the Port of San Fernando which the concession granted in 1863 by your Hon. Body provided. But it is even worse than then, because owing to the railroads which have been constructed in the interior of the Republic, thus augmenting the traffic, these difficulties as yet unreduced increase in such a way that a vessel ground, or two should meet in certain points of the Arroyo, all communication with the interior, but what it may, is temporarily suspended.

The same happens in S. W. N. and N. E. gales, during which none of the steamers in the Tigre line nor from Balizas, and which carry the national mail can sail; it being a notorious fact that all the difficulties of the fluvial navigation begin at the entrance and end at the outlet of the Arroyo del Capitan, which after all is the only sure pass from Buenos Ayres to the entire fluvial interior of the Republic.

This company, which was formed in this city during the Paraguayan war, for the object of putting an end to these difficulties, has been obliged to acquire at a considerable price its present experience as to the kind of work required, even as happens to all hydraulic enterprises of the same nature in which the Government and Congress have a proof in the experimental canal Bateman. As for ourselves, convinced of the superiority of our enterprise, we never thought of asking the Government for a guarantee on the capital required for its exploitation; but this financial requisite since then has been accepted in such a general and absolute manner, and the price of the materials necessary has risen so much, that all our attempts to obtain the necessary capital have not been sufficient to place our shares, by which alone could we continue the works. Nor have we been enabled, on account of the small portion already finished, to derive any advantage from them, owing to the want of an independent railway line to Buenos Ayres, although they have fully proved the solidity of the enterprise itself in every commercial sense.

Given the position of the city of B. Ayres and the conditions of its open roadstead, San Fernando is the natural port for the river traffic, by which the great majority of the vessels engaged in that traffic are obliged to pass, and where they are compelled to wait many days in expectation of favorable winds and tides which may enable them to prosecute their upward or downward voyages from or to the city, and this solely for want of the commodities, which our Company desires to give them by the completion of its works. All the vessels anchor there always in front of the town of San Fernando, the very position chosen for the construction of our Wharves, and opposite to the 'Abra Vieja' which we wish to canalize.

This obligatory and inevitable delay to which all vessels are condemned with their idle crews on board, surcharges the price of freight in such a way that it is no exaggeration to say that "river freight in the Argentine Republic is the dearest on the surface of the earth," as there is none either in stating that once finished the works that we propose, it would be reduced "ipso facto" to one half of the present rate.

Your honorable body will permit us to insert here some commercial data to which we solicit your special attention.

The usual price of freights from Buenos Ayres to Antwerp or New York, 7,000 miles across the seas of both hemispheres, is— By steamer..... 7.50 hard dollars per ton. By sailing vessel..... 3.75 do. But from the same city of Buenos Ayres to Rosario, a distance of 200 miles, the price of freight is "mirabile dictum"..... 6 hard dollars per ton. By sailing vessel..... 4 do.

From Callao to Europe, 10,000 miles by sea, the price of freight is 15 hard dollars per ton; whereas from this city to Assuncion, 1,000 miles distant by river, the price is 20 dollars per ton; that is to say, 33 per cent. more for a distance 90 per cent. less, and a voyage of one against one hundred of risk. So much in reference to the transport of freight. Let us see how it is with the cost of passage.

The inconveniences of the small steamers which leave the Tigre for the interior are notorious. Nevertheless, the ordinary price of passage to Rosario, a distance of about 200 miles, is 12 hard dollars, whilst a ticket by rail from Rosario to Cordoba, a distance 20 per cent. greater is the same; it being a principle recognized by science and universal experience, that the difference between passage and transport by water and rail ought to be 70 per cent. less in favour of the former.

In the United States a passenger can travel the same distance in palace steamers with every imaginable commodity known to man for \$4 per cent. less than Argentines have to pay to travel miserably from Buenos Ayres to Rosario. And still it is not the fault of the steamers or their owners, because the Arroyo del Capitan will not permit them to build larger and better ones, and being as they are, they cannot carry any cargo, and oftentimes lose all the gain of the voyage, owing to the difficulty to enter or leave the Arroyo del Capitan in the Tigre during the S.W. and N. breezes.

We call attention to the fact that all articles of first necessity for the consumption of the city and country districts of Buenos Ayres come from the rivers. Firewood, building timber, fencing posts, so indispensable for corrales, fruit, potatoes, corn of all kinds, and lime, arrive here so overloaded with expenses, that living, especially in the city, is the most uncommodious and the dearest of any part of the world; inasmuch as the effect is rigorously enchainment to the cause, it is not at all strange that epidemics break out among us without intermission, and that, once established, they are more mortiferous than anywhere else, especially in view of the fact that a ton of quick lime from Cordoba, so indispensable in every sense to hygiene, costs in freight alone 15 hard dollars or 300 per cent. more than the first cost of the article in Cordoba.

It has been proved by the books of our Company during the past three years, that without counting steamers, more than fifteen vessels per day anchor in front of San Fernando, in the river Lujan, all of which would undoubtedly use our wharf if it were completed. These same vessels, one with another, spend three days, each in passing the Arroyo Capitan, a distance of only eleven miles. An arithmetical demonstration is sufficient to enable us to comprehend this enormous injury to the river trade.

The ordinary, inevitable and least delay of each vessel is four days; the daily expense of each one may be estimated at its lowest figure of 10 hard dollars. By our books last year 6120 vessels entered and sailed, each one of which, being four days, lost the amount of \$6.00, or a total of 211,800 fuertes.

Is it yet necessary to prove that this large sum surcharging production weights directly upon the consumer of the city and country districts of Buenos Ayres? Such is, nevertheless, the immediate, constant and progressive result, precisely because as traffic increases so increase the difficulties and expenses caused by the agglomeration of vessels.

After these delays those vessels which are bound to the city or the Bona, unable to navigate on the open River Plate with their heavy deck loads, are obliged to procure lighters to transport those deck loads, in which operation they lose again a number of days. Thus it happens that, notwithstanding the excessive freights they charge, often they make nothing at all out of the round voyage.

San Fernando is notoriously the only port of refuge for the numerous lighters and river craft drugg by weather and gales on the River Plate. Sometimes more than three hundred can be counted there at once; and yet the Government has not established there a port of Call for the Custom-house authorities, although it has been declared that it is one of the favorite localities for the contrabandists.

The Government of the Province, satisfied of all these facts, as well as that of the monopoly of the Northern Railway, which commenced its operations by violating its charter, given for the service of the river trade, by carrying its line to the Tigre, has granted us another line, direct from San Fernando, because both the river trade and commercial circles are satisfied that the Tigre can never become a port which could offer the necessary conveniences required to lower at any cost the price of freights and passages to and from the interior.

Our company, which to its cost has already acquired, through the works undertaken, the necessary experience for their continuance, possesses all the machinery required to carry them on at the shortest notice, and under the certainty of a favorable result, guaranteed by undoubted data which prove that 500,000 tons of merchandise and three-fourths of all the passengers for the interior pass annually through the Arroyo del Capitan, to which may be added the certainty that this traffic must increase with the natural progress of the country and from the conclusion of the works.

On the other hand there is no reason whatever to fear any competition from any port works in front of the city; for it is not possible nor does anyone ever dream of the construction of a breakwater longer 2 1/2 miles long to the mouth of the Parana de las Palmas to protect the dangerous outlet in the River Plate. Thus also it would be absurd to pretend that the railways projected or decreed from Buenos Ayres to the interior could suppress the river traffic which it is an axiom is the best, the most convenient, and the cheapest.

With this sketch of the vast importance of concluding the works of our enterprise from an economical point of view let us touch for a moment upon the political interest at stake.

The possibility of a foreign or civil war, whose fortunes might cause the island of Martin Garcia to fall into the power of an enemy, thus producing for instance a separation of the naval forces of the Republic is a consideration of the highest importance. But were the Arroyo del Capitan canalized, an interior communication would be secured perfectly capable of absolute defence, because the immediate high land could be armed with all the necessary heavy artillery.

The recent construction of the military arsenal in Zarate, above the Arroyo on the Parana de las Palmas, also renders more than ever indispensable the opening of the Arroyo. At present all fluvial communication between that point and the capital is frequently interrupted, and to reach it by way of Martin Garcia it is necessary to make 180 miles instead of 50, which is the distance by the Arroyo; moreover this can only be done in good weather.

Although at the risk of giving to this petition a length which ought to be avoided, we wish to call the attention of your Hon. Body to another fact of the greatest import. The construction of the railway between Montevideo and Higeritas is proceeding with extraordinary vigor. That that city is a market of the first order, and this port one of the best on the Plate, are facts known to all the world, and it continues by its progress the entire navigation of the rivers Parana, Uruguay and the Uruguay. When that road is finished it would only require a law of free transit in the Oriental Republic to annihilate our interior commerce, unless it be saved by the competition, against the railway, of the water way improved by the port works of San Fernando.

It is necessary also to bear constantly in mind, that even now Montevideo has the advantage over us in lighters, and European freights to the enormous difference of 2 1/2 hard dollars less, per ton. These demonstrations, which cannot be disputed, give confidence to the Directory that the Hon. Congress, doubly interested in the good success of this enterprise and convinced of its importance, in view of the attributions of Art. 67, Section 16, of the Constitution will receive this petition with benevolence, by providing the legislative means by which the company under the proposed system of a guarantee to its mortgage bonds may be enabled to carry on its works. For we believe that, once undertaken, this system will soon be applied to other enterprises in substitution of the already useless previous system, which monopolizes all the benefits of all existing enterprises in favor of foreign companies.

In the Northern Railway we have a striking example of its deplorable effect, since this company commenced by totally changing the primordial object of its concession, which was to serve the port of San Fernando, and at present is opposed to all the legitimate commercial demands of the city of B. Ayres. Such notorious and eloquent facts require no further commentary, save that it is necessary to find the remedy in the cause, and to oppose to this system of European credit that other American system for the construction of our public works.

Our enterprise in San Fernando, its works commenced, its experience and studies completed, a view of legitimate results, with the conscience of rendering to the country an inappreciable service in the double sense of its economical and political interests, cannot renounce to be indifferent to the honor of initiating among us this great revolution in the movement and use of credit, which, giving an impulse to national progress, will reclaim for the country all the benefits of its economical enterprise. Certain of the rights which assist us, and strong in the conscience of the good that we propose, we demand the aid of your Hon. Body which the Constitution offers in the articles already cited, and which the Congress has granted in other forms to all other enterprises brought before it. It being no vain theory that we propose, we present separately our plan preceded by an inventory, state of works and calculations upon the income and expenses, to enable your Hon. Body to appreciate with entire exactness the truth of the facts set forth in this petition.

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ROYAL AGRICULTURAL SOCIETY OF ENGLAND. CARDIFF MEETING, 1872.

CLAYTON AND SHUTTLEWORTH, Have much pleasure in announcing the following List of Prizes awarded them at this Show: THE FIRST PRIZE OF £40 THE FIRST PRIZE OF £10 HIGH COMMENDATION. THE FIRST PRIZE OF £10. THE PRIZE OF £5. SILVER MEDAL.

CLAYTON AND SHUTTLEWORTH have received First Prizes at every trial of the Royal Agricultural Society at which they have competed since 1819; and on three occasions in succession, namely, at Bath in 1844, at Oxford in 1857, and at Cardiff as above, they have been awarded all the first Prizes offered for Steam Engines.

AL BUEN JARDINERO. 78—CALLE CHACABUCO—78 STORE-HOUSE OF SEEDS OF ALL KINDS. BY WHOLESALE AND RETAIL.

SEEDS OF AUSTRALIAN EUCALYPTUS. CASUARINAS. Flower. Pasture—Such as—Swainifor, Goat's-rue, Lucerne, Clover. Vegetables for the Getting of Cattle. Medicinal Plants. Industrial and Economical Plants, such as—Cotton, Hemp. Flax, Furze, Tobacco, Buck-wheat, &c.

HEADS AND ROOTS OF OBFUSCATED PLANTS, such as—Hyacinth, Dahlias, Crocus, Pansies, Eucomis, Daffodilly, Amaryllis, Muscari Vinousus, Amorophyllus, Kiviwi, Ghidolus, Anemone, Renoncullus, Marigolds, Iris, &c. 20,000 WINE PLANTS, great variety, suitable for Wine. VINE PLANTS for Table Grapes. FRUIT TREES.

16,000 SAPLINGS, which comprise the following—Tulip Trees, Plane Trees, Judas Trees, Catalpa Trees, Maple Negundo Trees, Maple Plane Trees, Maple Sycamore Trees, Maple Red-tail Trees, Mahonia Trees, White Mulberry Trees, Oak Trees, Chestnut Trees, India Chestnut Trees, Ash Trees, Flower Ash Trees, Hawthorn, Rush-may Trees, &c. FOREST TREES. Ornamental Shrubs and Trees. Special Implements for Gardening use. Mr. L'Honnme Lefort's Wax for Graffiti and Clearing injured Plants. ARUYER'S EARTH. The Establishment has a Nursery for Propagating the Seeds and Depositing the Plants, 556, CALLE MEXICO. TERMS—CASH. A detailed and Descriptive Catalogue will be given (Gratis) to any one who may wish for further information. GUSTAVUS HAMONET, 78 CHACABUCO. cj—xp 6720

REMATE POR ENRIQUE RODRIGUEZ Y CIA. Sucesores de Rodriguez, Larrazabal y Cia.

La Propiedad mas hermosa de Buenos Ayres CALLE PIEDAD Nos. 113 al 123 ENTRE FLORIDA Y SAN MARTIN.

34 vs. de frente a la Calle Piedad por 36 de fondo. A indicacion de varios interesados se venderá en uno, dos o tres Lotes, al contado.

AL MEJOR POSTOR. El MARTES, 18 de Agosto, a las 3 de la tarde, Gran edificio antiguo—Libro de contratos—Todo alquilado.

Apesar de ser una casa vieja produce una fuerte renta, que se puede aumentar solo con hacer contratos con los inquilinos actuales. Una parte de la casa esta ocupada por la Fotografia del Sr. Posso. El centro del Comercio—El Banco de la Provincia—El Banco de Londres—El Banco Italiano—El Banco Argentino—El Banco Carrabassa—El Banco Nacional—El Banco Aleman—La Bolsa de Comercio. En fin, todo el Comercio principal rodea esta propiedad que podemos asegurar es unica por su situacion especial y tamaño colosal; 34 varas de frente a la Calle Piedad entre Florida y San Martin, es algo que debe llamar muy seriamente la atencion de los poseedores que desean comprar en esta propiedad en condiciones iguales a aquellas que estan en la City de Londres, que al cubriendolos de oro se llega a pagar su valor. Titulos perfectos. Mas detalles Victoria 143. g 107 ap 18

N O W IS YOUR TIME.

If you want a really good, well-situated PIECE OF GROUND, Alongside a Railway Station, and at an easy distance from Town, go to Banfield ON Saturday, 15th August (FEAST-DAY)

FREE TRAIN, Leaves Pasco Julio..... 11.30 Do. Estacion Lima..... 11.15

For Plans and Tickets apply to Adolfo Bullrich & Co., 70—Calle Potosi—70 cj-106 2p a13

Ferro-Carril del Oeste.

Desde el 1° de Mayo 1874, el servicio de los trenes sera omo sigue: SALIDAS. 1° Parque a Chivilcoy..... 7.30 a.m. 2° " Morceno..... 9.55 " 3° Chivilcoy..... 11.50 " 4° Morceno..... 1.55 p.m. 5° " " 4.35 " 6° " " 6.35 "

REGRESOS. 1° Moreno llega a Parque 9.5 a.m. 2° " " 10.55 " 3° Chivilcoy " 12.50 " 4° Morceno " 3.35 " 5° " " 5.35 " 6° Chivilcoy " 7.30 "

RAMAL A LOBOS: SALIDAS. Estaciones..... 10 " 35 Parque..... 7.30 " 40 Morlo (lugar)..... 9x 3x Morlo (Est.)..... 9.15 9.15 Lobos..... 11.40 6.40

REGRESOS. Estaciones..... 4 " 14 Lobos..... 6.55 6.20 Morlo (lugar)..... 9.15 8.45 Morlo (Est.)..... 9.30 x 7.30 Parque..... 10.55 6.30

NOTA—Los pasajeros de linea principal al Ramal a Lobos y vice versa cambian del tren en Morlo. cj—24

FAIRBANK'S SCALES.

THE STANDARD. Highest Price at Paris, 1 8 6 7. Highest Price at Vienna, 1 8 7 3.

IRON SAFES

CHUBB AND SON, Guaranteed as proof against Fire, Robbers, and Powder. Only Agents, DIEGO L. THOMPSON & CO. 71—Reconquista—21 cj—986p a11

Madame Laforque

Begs to advise her Customers that she has just received a LARGE ASSORTMENT OF SPRING NOVELTIES. SUCH AS Mantels, Sleeveless Jackets, Polones, Tunics, &c. &c. GRO, GRANADINE, & CACHEMIR. ALSO HATS & BONNETS OF THE Latest Styles. 130—CALLE CUYO—130 h 55 6 p a 8

THE ARGENTINE RAIL AND TRAMWAY Advertising Company.

Full particulars can be obtained on application to AUGUSTUS FISHER, Secretary, No. 33 Pasaje del Teatro Argentino jc. 28 xp 9j

English Tea-Store. PAYSANDU.

All kinds of the best groceries kept at this place suitable for families, imported direct from England and the U. States. ROBERT DOUGLAS, Proprietor. 87 lm 9

Cheap Central Deposits.

TWO LARGE DEPOSITS For WET GOODS, at STANDARD COURT RENT—460 per Month per DEPOSIT. cj-109 j11

THE GREAT ANNUAL AUCTION OF THE RAMS OF THE Cabana de Los Alamos

ON Wednesday 19th, Thursday 20th, & Friday 21st Aug., At 12 O'clock precisely,

Messrs. P. NAZAR & CO. WILL SELL

150 Rams, 15 to 16 months old, with corresponding growth of wool.

These Rams are descended from the most select Stock of the CABAÑA IMPERIAL DE RAMBOUILLET

Modified and improved under selection to suit the climate by natural pastures of the River Plate, by WILFRED LATHAM, Cabaña de Los Alamos.

The special care of the Breeder has been to form and perfect a type in all respects adapted to the country and producing the most valuable class of wool in the greatest abundance, "all intonporic". Pursuing this object, he has attained a simple and character of wool not approached by any other class here or Europe, and surpassing even the most famous fleeces of the most renowned Adelaide, Port Phillip, Combing Merino Cabanas.

The Rams will be on view at the Auction Mart of Messrs. C. Nazar and Co., 164 Calle Victoria, for three days previous to the Auction.

AUCTION BY A. BULLRICH & Co.

Fine Camp for Sheep CLOSE TO 25 DE MAYO ON TUESDAY SEPT. 1st At 2 p. m.

Will be put up for auction at 70 Calle Potosi a splendid piece of land, 600 cuerdos (or 2400 acres English) bordering on toward on the town of 25 de Mayo, the property of Lobos de Luna and Co. Terms one-third cash, one third at 3 months, and one-third at 6 months, free of interest. But if the buyer wish to pay cash in full he will be allowed 1 per cent per month on the second and third portions. The camp is high, and well suited either for sheep or agriculture, being close to the town; it is bounded on the north by Pedro Felguera, on the south by Durations Brothers, on the east by Benito Rodriguez, on the west by the village 'chaca'.

This is a grand chance for Irishmen. A nice piece of camp for a little money. See titles at POTOSI 70, o | 66 20p a 8

LARGE AUCTION BY Adolfo Bullrich & Co.

OF PURE NEGRETTIS MARUECOS, From the well-known Establishment, LOS REMEDIOS, Belonging to Señores Livera, Brothers.

At our Auction Mart, 70 POTOSI, ON Tuesday, August 18th, At 12 Noon, sharp.

We propose selling for cash, and without reserve, to the highest bidder, by order and for account of the Gentlemen referred to, 34 splendid Negretti, born and bred in Los Remedios near the town of Florida.

It is notorious, that the Breed referred to has become one of the best in the country, or perhaps the only one, on account of the excessive care which, from the year 1858, has been devoted to it, no expense or sacrifice having been spared—even during the crisis of 1866 to 1868—to render it perfect.

It is, on the other hand, well-known, that from the year 1838 to 1870, new blood was imported, the descent from Ho-bitz, and from the principal German Breeds of Passero, Jolkensagen and Mordorfin.

Especial attention is called to the reserved numbers, 42—67—38—52, all born in 1873 in Passero, and 233 in Santa Maria. e h | 208 20p j32

Banco Hipotecario

El MARTES, de 18 AGOSTO, A las 4 de la tarde En la casa del Banco 111—Calle San Martin—111.

Por orden del Director del Establecimiento se procede por el Secretario del mismo, al remate a la mas alta postura, y dentro de cada uno de un terreno con todo el edificio, de propiedad de Don Jo. Alfredo Barreaux, situado en la Calle Lengua de Barracas al Norte, con 114 varas de frente al oeste por 231 de fondo, teniendo a las 4 varas por el oeste un manzillito a su favor de 10 varas por lo que resta de fondo. Linda por el frente calle en merdion con D. Juan journal, por el fondo al este con D. Jose Gregorio Lpezano, por el norte con la testamentaria de D. Manuel Carreras, y por el sur con J. Juan Simons.

El terreno en venta se encuentra situado en el Ensero de 1873 un 520,000 pesos mto, y el remate se verifico ra indicacion en la mas alta postura por el Sr. Secretario del mismo, sobre dicho terreno con todo el edificio de propiedad de Don Jo. Alfredo Barreaux, situado en la Calle Lengua de Barracas al Norte, con 114 varas de frente al oeste por 231 de fondo, teniendo a las 4 varas por el oeste un manzillito a su favor de 10 varas por lo que resta de fondo.

Linda por el frente calle en merdion con D. Juan journal, por el fondo al este con D. Jose Gregorio Lpezano, por el norte con la testamentaria de D. Manuel Carreras, y por el sur con J. Juan Simons.

MANUEL HORTA TORROBA HAS THE HONOR to announce to the native and foreign gentlemen of

That he has established a branch of his well known house in the flourishing town. He eagerly avails himself of this occasion to return his best thanks to the residents of the Carmen de Areco for the generous support, and trusts by continually observing the same motto CIVILITY AND INTEGRITY to merit the same sympathy and support. Arceife, Sept. 7, 1873. 1 178 xp 10