

VESSELS IN THE PORT OF BUENOS AYRES.

Table listing vessels in the port of Buenos Ayres, including ship names, tonnage, captains, arrival dates, and consignees.

River Plate Handbook

Section 3 of the River Plate Handbook, covering various topics such as the Argentine Republic, foreign colonies, and emigration.

WESTERN RAILWAY.

Table showing train schedules for the Western Railway, including departure and arrival times for various stations.

COMPANIA GENERAL ARGENTINA

Advertisement for the General Argentine Company, detailing insurance services and company information.

REMATES

Public notices and advertisements for various goods and services, including real estate and commercial items.

GRAN REMATE NAVAL

Advertisement for a large naval auction, listing various ships and equipment for sale.

Advertisement for the Gran Hotel Argentino, featuring an illustration of the hotel and text describing its facilities and location.

Advertisement for the Submarine Railway, detailing its route and service between Buenos Aires and Montevideo.

Advertisement for The London Assurance, providing information about insurance policies and rates.

Advertisement for The Standard, a publication or service, with contact information and details.

Advertisement for Hennessy's Brandy, highlighting the quality and variety of the brandy.

Advertisement for Maoken Brothers, listing various goods and services available for purchase.

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

The Standard

WEDNESDAY, JUNE 29, 1870. REVIEW FOR EUROPE.

There is little of importance to communicate to the foreign reader. The Entre Riano affair still drags along. Lopez Jordan has fallen back towards the Upper Parana, evidently with the intention of crossing over to the Banda Oriental if hard pressed by the national troops.

The project of the Argentine Government for the negotiation of a loan of six millions sterling, has passed the Chamber of Deputies by a large majority. It is probable that the bill will become law shortly.

We are happy to say that the disease in horned cattle which we referred to in our last issue for Europe has diminished greatly: in the 'partido' of the Magdalena where it first broke out it has disappeared in 'toto,' and the matter now no longer attracts attention.

In the Southern frontier of this Province, the Indians have recently made an invasion; as yet no official report has come to town, and it is to be hoped that the details at hand are somewhat exaggerated, both the National and Provincial Governments are busy taking steps to drive the Indians the other side of the river Colorado, which will liberate this Province from all further dangers on this head.

The last advices from Paraguay are very distressing, the return of the prisoners of war from Rio has only increased the general misery and famine in the city of Assuncion, and in the country districts it is carrying off a large portion of the population. Mr. Paranhos, the special Brazilian Envoy, has not yet returned, although questions amongst the allies arising out of the Triple Alliance have been definitely arranged, and the protocols signed by the three powers.

The works of the Cordoba Exhibition progress with great activity, the materials of the building have arrived as also some skilled workmen from the States to superintend the work. There is a general desire on the part of the foreign manufacturers that the inauguration should be postponed to the month of March, which will probably be acceded to, and will be of great advantage as the season will be more favorable.

In the country districts the sheep-farmers have suffered severe losses, owing to a recent heavy hail storm which killed nearly all the lambs in the flocks. The wool market for the last fortnight has been almost empty; nearly all the wool in the country has been sent into market, and what little remains outside cannot now be forwarded, owing to the state of the roads and the scarcity of bullocks; whatever, meantime, comes in sells readily at high prices; some small lots have been sold at 65, which a few months ago could not be sold over 50.

Within the last few days we have had nearly 2,000 Italian immigrants landed on our shores. Emigration from Southern Europe to the Plata is steadily increasing, and all find immediate employment either in town or camp.

Exchange for the pocket has closed rather flat, and the total amount passed has been under the average; the closing rates are— On England, 49. On France, 5.16. On Rio, nominal.

NEW GOVERNOR FOR ENTRE RIOS

War Office, Buenos Ayres, June 20th, 1870. Whereas it is necessary to relieve the Commander in Chief in Entre Rios of the civil duties on his hands, so as to allow him to attend solely to military affairs—

The President of the Republic hereby decrees— That don Apolinario Benites shall act as Provisional Governor of Entre Rios.

SARMIENTO. Martin de Gainza. Government house, June 20th 1870.

The National Executive to Congress. The rebellion in Entre Rios has been quelled in all the large towns of that province. The ring-leader Lopez Jordan is a fugitive with a few followers and seems about to escape from the country. It seems, therefore, expedient to establish constituted authorities in Entre Rios, and for this reason we submit the annexed project of law.

The war was due to two causes—1st. The refusal to allow Federal troops to occupy the Province. 2ndly the election of the person who murdered Gen. Urquiza to be Governor. If these acts had been solely caused by Lopez Jordan, the Executive in Entre Rios would simply have been a Federal power, but the contrary the Legislature of that Province sided with Lopez Jordan although they knew he had murdered Urquiza. In fact they deprived the Tribunals of a criminal, to invest him with the crime of Governor, thus violating the first principles of law and order.

The project of the Argentine Government for the negotiation of a loan of six millions sterling, has passed the Chamber of Deputies by a large majority. It is probable that the bill will become law shortly.

The Executive begs your sanction to the annexed project. D. SARMIENTO. D. PALMICO Velez Sarsfield. Project of Law.

1. The Provisional Government of Entre Rios shall proceed to reorganize the public authorities as soon as the rebellion is crushed— 2. When the National Government declares the time arrived he shall order elections throughout the Province, to provide a new Legislature and Constitutional Governor of Entre Rios— 3. The Provisional Government shall cease on the election of a Constitutional Governor— 4. The Supreme Tribunal of Justice, which protested against the rebellion, shall be restored to office.

GOVERNOR CASTRO'S MESSAGE

Railways to Azul, Bragado and Rosario. In the Message to the Chambers the Executive laid much stress on the necessity of making new railways. One of the best proofs of their utility is that the present lines, although built at extravagant cost and charging high rates of tariff, give a handsome dividend to the shareholders. Hence we find our stocks and securities in England at a high figure, while the State religiously fulfils its obligations and the peace of the country is firmly consolidated.

I am happy to say that the law for erecting a large number of bridges throughout the camp will be an immense advantage; about them the railways are comparatively valueless. In wet weather, many of the creeks being impassable, the great work we must now lay down railways that will connect this grand commercial emporium, with the principal departments of the camp and the Upper Provinces. Without at all overlooking the value of the River Parana and its steam communication I am convinced that the project of a branch line from the Western to Rosario, being meeting the Central Argentine, is all important both in an economic and political view.

Such a line would bind Buenos Ayres to the inner Province, open up the possibility of revolution, open up our northern ports, and bring us into the commerce of the world. The National Government has offered to pay us half the 7 per cent guarantee on the cost of the line, or a premium of £500 per mile if taken up by private contractors. It is as yet a debated question whether it suits us best for the State to build railways itself or give the concession to others; it is clear that the country has not capital sufficient for such works, but that private companies demand such guarantees as are hostile to Republican principles. I, therefore, think it is better for the Provisional Government to undertake the Rosario line, and I trust the Congress will confirm the guarantee offered us by the National Government, although

the line will probably pay so well as to leave this matter nominal. The two branch lines of the Western, to Bragado and Azul, are also important, for developing the resources of thickly settled departments which are at present cut off by rivers. Seeing that these lines had better be built by the State we must raise a loan for the purpose. The ordinary revenue of the Province cannot pay the interest, for it is hardly sufficient to cover our working expenses; we must therefore provide a special rental till these lines be self-paying. In my opinion a portion of the receipts from lands beyond the frontier would suffice, and it is advisable for the Legislature to designate at once the bill for Sale of Public Lands, which was prevented last year. The interest of the loan would be easily covered in the way I indicate, and the project may be framed in the manner annexed.

EMILIO CASTRO. Project of Law

Art. 1. An omission shall be made of 250,000,000 currency in Public Funds, or an equivalent in pounds sterling (at \$122 1/2 per pound sterling) with 6 per cent. interest and 1 per cent. amortization.

2. The funds above alluded to cannot be emitted under 80 per cent.

3. The emission may be here or abroad, in parts or altogether.

4. The interest and amortization on bonds held abroad shall be paid half-yearly by an agent of the Government, and in Buenos Ayres quarterly by the Credits Publicos.

5. The interest and amortization to begin from date of issue.

6. The amortization to be made at par, by lots.

7. Coupons to be payable without the Bonds, even to bearer, when he is a responsible person.

8. The amount to be divided thus— 1st. A railway from Lobos to Azul 100 millions, and a long line from Chivilcoy to Bragado 30 millions. Line to Rosario 150 millions.

9. Cost of emission &c to be deducted proportionally from the above.

10. For payment of interest and amortization there shall be— 1st. The net proceeds of the three lines. 2nd. Five per cent. from proceeds of frontier lands. 3rd. The subsidy of 34 per cent. on the cost, as offered by the National Government. Deficit if any, to be covered by the general provincial revenues.

11. The works to be mortgaged for fulfillment of their obligations.

AGOTE. THE "CANTERA PORTEÑA" FACTORY.

There are several different points of view from which the true progress of this country might be considered. From most of them light will be thrown on the resources of the country, and on the persistent industry of the foreigner. The patronising contempt of Congress, which holds that industry, trade, and commerce are but useful so far as they increase the level of the nation, illustrative of the sixteenth, if not of the nineteenth century in the River Plate; and to men born in other climes, and under less onerous and more progressive administrations, the fashions of the repressive political economy of the day seem as strange as those of one hundred years ago.

THE PLANCHON HOTEL.

In a series of papers already published in our columns we have informed our readers of the practicability of the Transandino Railway. The distance from the town of Chivilcoy to the Planchon Pass, in the Andes, according to the route now surveyed, is 600 miles, and the estimated cost for labor and materials for the Argentine portion of the line five millions sterling.

The line strikes from Chivilcoy into the very heart of the Pampa, and follows along the level plain until it reaches a point above the confluence of the rivers Barrancas and Rio Grande, which, lower down, are known by the name of Rio Colorado. The line follows the river's banks on to the Valley of Azufre, and, winding along the base of the mountain, reaches the Planchon, which is the lowest and most practicable pass of the Andes for the purposes of a railway.

Five years ago any man who talked in Buenos Ayres of a railway to Chile would be regarded as mad; to-day it is the aim of the ablest and most ambitious in the land. Before 3 months are about, if we are to credit the gossip at the Parque station, the works will be commenced, and already the Parisian proprietress of the Restaurant at the Parque station, has applied to Sr. Elordi for the exclusive privilege for a Restaurant and Hotel at the Planchon Station.

Truth after all is stranger than fiction, and preparations are now going on in this city for the starting of a splendid first-class hotel on the top of the Andes.

What will the people in Europe say when they read in the advertisement columns of THE STANDARD the following notice:—

PLANCHON HOTEL. Proprietress Madame Therese. POTAGES. Cuzcua in la Chilienne, Consommé de pama, Lievre blanc des Andes.

ENTREES. Truite de Lago Ynguirica, Filet de veau a la Chateaubriand, Rissoles de gato montero, Supremo de perdreaux bleus, Vol-au-vent de millet a la financiere, Mayonnaise aux œufs d'autruche, Pate de quailles panivies, Cotelet de guano a la Pompadour, Filet de veau a la Chateaubriand.

ROZIS. Mogatherium, Conder, Aigle trafico, Mataco, Canard du Planchon, etc. Snoot, Baths at 40 Hours.

Why, the very novelty of such a thing would bring half Europe to the Plata. It is a dream to imagine an early breakfast on the summit of the Andes with Sarmiento, Castro, Agote, Malaver, Madero, and, above all, Elordi. The Americans would flock down upon us in millions, with the sole aim of being able to say that they had their claim pipes and buckwheat cakes and pork and beans on the very summit of the Andes. This would beat the American feat of smoking a cigar on the top of the Pyramids. We should have no more to chronicle such melancholy affairs as the Grecian muses, for English lords and foreign secretaries of legations could give up the battle fields of old Greece to visit the virgin peaks of the great Andes. Marathon with all its associations is nothing in comparison with the unexpected Tappungato or the sublime Planchon. The whistle of Elordi's locomotive will be the best of all frontier troops against the Indians; if there can be any doubt as to this, let anyone go to the Parque and hear the roar of the new American locomotive; we can only compare it to the howling of a megatherium.

A good hotel or inn at the Andes has been a want long felt; railway or no railway the hotel in question is much required, and one would have been long since started, but for the uncertainty as to the proper pass on the Andes for such an establishment. The Uspallata pass has always been the favourite one for travellers, but now that the railway has been determined upon the planchon will be the site.

The fact that the new hotel will be within a stone's throw of an old volcano called Petoro is nothing; for years the volcano has remained quiet; but a square vara, selling at the rate of \$42 per square vara, and the same class of flag-stones, which are imported here from Germany, sell for \$60 per square vara.

Owing to some scientific improvements introduced by Mr. Ubbelohde in the manufacture of the flags, those made here are much harder and stronger than the European article; the sand from Uruguay is also particularly adaptable, and also the Parana lime, which costs \$45 per fanega. This industry is yet in its infancy, but we believe in a country such as this, where stones of any description are nowhere to be found, the prospects of the enterprise are very bright.

The tax on the Roman cement should be waived at least for a few years, and, as for the 'patente' tax charged on the manufacture, it should be again on the office in Calle Piedad, the principal public defender.

New industries which tend to increase value to natural productions should be, if not protected, at least spared from such monstrous exactions.

Mr. Ubbelohde manufactures large flag-stone tubes for wells, which are indeed a very novel invention and an immense improvement on the present system of making wells; also what he calls 'monoliths,' or one large slab for the roof of a house, which defies any weather, and is decidedly the best sort of 'azotea' roof ever used; head-stones for the great and the good, 'pesebres,' 'en fin,' the plastic hand of art triumphs over the rude mud cutters of the River Plate, and gives to us an article which time enriches not destroys.

CENTRAL ARGENTINE PROLONGATION

MR. WHEELWRIGHT'S PROPOSAL. Buenos Ayres, June 10th.

To H. E. Dr. Velez Sarsfield, Minister of Interior. I, the undersigned, William Wheelwright, concessionaire of the Central Argentine Railway respectfully state to Your Excellency—

I, the undersigned, have completed and opened to traffic the first section of the Central Argentine Railway from Rosario to Cordoba, and wishing to carry out this great work so as to unite the seaboard of the Republic with the Northern Provinces and Chile, which has been my constant aim for 16 years, I now propose to construct the 2nd and 3rd sections, between Cordoba and Tucuman.

By virtue of Art. 7 of my concession the right of preference is given me for prolonging the line from Cordoba, and to the town of San Juan de los Rios, and thence to Tucuman.

I am ready to enter into the same arrangements for the Rosario and Cordoba line, and as it seems the wish of the Government and public to make it at the expense of the nation, I propose the following terms:

1st. The line shall follow the plans of the Government engineers.

2nd. Prices shall be arranged with the engineers and the Government for the relative cost of outworks and permanent way (according to measurement) rolling-stock, walls, roofs, floors and with all customary details and specifications.

3rd. The payment of the works shall be made quarterly, according to the returns and certificates of the Government engineers. In this manner the Government can simplify the management, direct the works, introduce any changes that may be desirable and pay only their exact cost.

If the Government accept this proposal I engage to begin the works within one month from the date of signing the contract, and establish 500 workmen along the entire route, so as to finish the line to Tucuman, within 4 years unless the surveys show insuperable obstacles to exist against completing it in that time.

If for payment of these works the Government is authorized to contract a loan in Europe I offer to take charge of its negotiation with my partners, Messrs. Brassay and Wythes on terms to be hereafter arranged with Your Excellency.

I consider that my proposal suits all the best interests of such an enterprise, especially solidity and economy for Your Excellency has been able to judge of how solidly the line to Cordoba is built; and by fixing before-hand the measurement price with the Government engineers it will be easy to see what may be the fair remuneration for the construction without prejudice to the interests of the Government.

Moreover this will be in fulfillment of Art. 7 which gives me the preference for such a work; and at the same time it will answer the specific completion of the line, seeing that I have at hand all the elements for beginning the works at once and concluding the railway within the term I specify (unless insuperable obstacles result from the present surveys).

The payment of the work by piece-meal is another advantage for the Government, which neither advances nor risks anything, and herein is a guarantee that the work will be well and quickly done, as it will always be the interest of the constructor to get paid for his work as soon as possible and deliver it to the satisfaction of the Government.

These are, Mr. Minister, the terms that I propose for carrying out the Central Argentine Railway to Tucuman, and which I promise to adhere to as scrupulously as I have hitherto done in all my works.

WILLIAM WHEELWRIGHT.

BURNING OF THE MANIN BARRAVINO.

100 PASSENGERS LOST.

The Telegrapho Maritimo gives the following details of this dreadful catastrophe, as communicated by the captain of the "Adele de Louise," French barque, which saved 28 persons from the ill-fated vessel.

The Manin Barrovino, from Genoa for Montevideo, had on board 130 passengers and 21 of a crew. On May 27th, about 9 p.m., being abreast of Rio Janeiro, the Adele Louise sighted

some distance astern the said Italian vessel in flames and at once put about to her assistance. The spectacle presented by the burning ship was extremely awful: the cries of the passengers, the flames leaping out on all sides, the women shrieking frantically, some of them jumping overboard, others holding on to the chains and bow of the vessel, formed a scene of confusion and disaster that baffles description. One boat that was lowered was speedily filled with people crowding into her, and went down. It was almost impossible to render assistance, but the barque succeeded in taking off 13 persons, including the captain and mate. The schooner Mary from London, for Australia, also happened to pass and rescued 10 more, whom she transhipped to the Adele Louise. The remainder, about 123 in number, perished.

It seems the fire broke out in the chimney of the cooking-galley and spread to one hundred bundles of chairs that were in the cargo. The flames increased with wonderful rapidity and a panic at once seized both the passengers and crew: the captain vainly tried to get the men to work the pumps and buckets; they were not to hear his orders, and then he got into a boat that was lowered from the bows and escaped with his life. Next morning at 9 o'clock the Manin Barrovino was burnt to the water's edge.

Among the few that were saved are women and children that are left completely destitute, their relatives having all perished. The captain of the Barrovino has made the following declaration:—

"On May 28th at 9 p.m. in Lat. 23 45 S. and Long. 39 54 W. I had to abandon my vessel, the barque Maria Barrovino of Genoa, owing to a fire that had broken out on board, and from which I had a miraculous escape, thanks to the aid of the French barque Adele Louise, Captain G. Marie Bédex, who brought me to this port, along with my mate, quarter-master, and some of the sailors and passengers, to the number of 28, all whom I have placed under the protection of the Italian Chargé d'Affaires in this city.

M. Video, June 17th, 1870.

"AGOSTINO BRINZI."

The night was dark, and the wind blowing pretty fresh. In ten minutes after the fire broke out the flames had seized complete hold of the ship. The passengers and crew numbered 130 souls, including 26 women, whose escape I frantically and increased the confusion. Everybody ran here and there as if for safety, while the flames mounted higher and higher. The captain begged and prayed of them to render assistance of the pumps and keep order; it was all useless. A thick plume of flame and smoke rose up to the sky. Some of the women threw themselves into the sea; others got over the bows and held on by the chains, even while their clothing was on fire and their limbs scorched.

The quartermaster is said to have worked manfully, giving every possible aid, and being the last man to leave in the boats. Seeing that he could no longer be of use, he lowered the last boat to forward, just as the flames had begun to catch her timbers. But at the same time a crowd of some fifty passengers also jumped into her, causing a dreadful struggle ensued for the floating fragments, on which so many vainly tried to support themselves for a few minutes: this scene was the most terrific of all. At last the captain and quartermaster succeeded in holding on to some planks, and were picked up, after four hours' floating about, by the Adele Louise.

A subscription is being raised in Montevideo for the survivors.

FURTHER PARTICULARS.

21 MORE SAVED.

The Nazionale Italiana gives the following report by Mr. Consol. Negri of the under-mentioned passengers rescued by the barque Oidara, who arrived at Buenos Ayres on Saturday, 18th inst., and were treated with every attention at the Asilo de Inmigrantes:

Table with 4 columns: Name, Age, Name, Age. Includes J. Vespasiani, B. Achille, P. Fantl, G. Veggis, L. Borgo, G. Zucchini, J. B. Carbergio, G. Moccetti, E. Fagallo, S. Gollo, M. Azzoni, M. Pelliccio, P. Lafranca, E. Malvicch, G. Pericchi, H. Zettels.

This number, added to the 28 rescued by the Mary and the Adele Louise, would reduce the number of missing to 81 persons.

THE HENLEY COLONY.

Our latest advices from Rosario inform us that the 'locale' of the Henley Colony has been altered. Instead of going up to Bellville (Frayle Muerto) or any other backward destination, Mr. Henley is about settling himself and his band of Englishmen on the Estancia de Santa Carolina, which is only two leagues south of Rosario. This estancia belonged to Mr. Nash of Pernambuco, and was occupied some few years ago by Mr. Robert Stewart, since which time it has been in the hands of Messrs. Titjen, Sejarza, and Schleifer of Rosario, from whom Mr. Henley is about effecting the purchase.

The extent of land here is nearly a square league, or 6,500 acres. The river Saladillo runs through it, and there are 1,200 acres of it on the Rosario side of the river. At its north-eastern boundary it is only a league and a half from the main bed of the river Parana, and nearly in a direct line from the saladero of Sr. Tabela, seen from the steamers on passing up within two leagues of Rosario.

Mr. Henley and his associates are very well pleased with this change of venue. It appears to us, in a common sense point of view, to be a change for the better, as the land is excellent.

The propinquity to Rosario is in many senses advantageous, chiefly that the transport of wheat, flax, or any other produce will not cost a twentieth part for freightage from the new settlement to what it would cost from Bellville.

We wish Mr. Henley every success in his undertaking, and shall be glad to report its progress.

Rosario, 20th June.

I notice your remark in yesterday's paper that you have heard nothing from me since leaving Buenos Ayres, but if you know how much my time has been occupied, you would, I am sure, make every allowance for me. Owing to the state of Mr. Melrose's affairs I did not think it prudent to go to Frayle Muerto, and for a little

while I was somewhat puzzled to know what course to pursue. I soon found, however, there was no necessity to tangle as my disposal, and after looking at some and enquiring about others, I finally agreed and purchased one about 2 1/2 leagues from here, its proximity to this port, and consequent saving in carriage for the transit of my goods, inducing me to give a much higher price for the land (one league), than I could have purchased the same quantity for at Frayle Muerto or elsewhere. I have said and written so much about the wonderful richness of the soil of this country, that I hardly care to repeat it. I cannot, however, help saying that now my travels have I seen land equal to this which I have purchased (and of course that in the same neighbourhood), and if you could hear the exclamations respecting it which fall from the lips of my farm labourers, and also of those gentlemen amongst my party who have been engaged in farming pursuits in England (and I have some thoroughly practical men amongst my number), you would say I am fully justified in all I have said in its praise; six months hence I hope to report to you practical results which will confirm every statement I have made.

We have been delayed a week or so through the non-arrival of our cargo and baggage, and I have been put to a very heavy additional expense in consequence, as all my party—more than eighty in number—have been living at the hotels in this town.

To-morrow we leave for the estancia, taking with us our ploughs, hoes, &c., so that we may make a beginning, and as one acre of our goodly tract of doing nothing, and only long to be at work, we shall, I think, soon make a show, and, I hope, succeed in preparing sufficient land before the season is past to sow all the flax seed I brought out with me.

I have received the kindest assistance from our Consul here, and from several other gentlemen also; the authorities, too, at the Custom House have been exceedingly courteous with respect to the landing of our goods, and even the weather has favoured us, for although yesterday was one of the most disagreeable I ever spent in South America, owing to the snow and bitter cold wind we had, still one could not grumble, as it will help our ploughing amazingly. But why on earth people build houses without putting a single stove in them I cannot imagine; we were all nearly frozen last evening, and several of my party went to bed soon after dinner in order to keep themselves warm.

I took a very interesting trip to Mr. Krell's place at Cañada de Gomez last Tuesday, and was much pleased with what I saw there. The camp in that neighborhood reminded me of Salisbury Plain; hundreds of acres of it have been ploughed up, and the young wheat coming up looks right well. Mr. Krell showed me some wheat he grew last year weighing 64 pounds to the bushel, and the yield was, he told me, worth in England (or was when I left a month ago) 25s. per sack, and some freights are, I am told, low. I think I cannot be far wrong in saying that the last year he got for his wheat, leaving £7 per acre for rent and expenses; but why send it to England whilst bread is selling here for double what you pay for it there, in spite of the rent and expenses, which amount to £6 and sometimes £8 per acre?

Some gentleman near Frayle Muerto was to send me a letter, but it was published the day I last wrote, complaining of the statements I had made, respecting what may be done here in farming; and yet the very first place I go to where it has been fairly tried the results are as stated above, unless I have been deceived, which I do not consider at all likely.

I hope in a few weeks to send you an account of the progress we have made, and the number of acres we have succeeded in cropping.

Permit me to say that if you publish this, and it meets the eye of Mr. Garnett, of Bonhill House, near Tamworth, I have a wooden house and some money for him, sent out by his father, who wishes him to join me.

T. L. HENLEY.

IMPORTANT FROM ROSARIO.

June 20, 1870.

I have to inform you that the Yauhan, with 165 immigrants for the Central Argentine Land Company, arrived at Rosario on the 10th. I have been so occupied in the labor of establishing them in their new homes, where comfortable houses were all ready for them, that I have had no time to write to you before to-day. I am happy to say that not one of the 165 immigrants on board on the arrival of the vessel, notwithstanding the alarming rumours that appeared in the papers, and which I could not contradict at the time for want of correct information. The Yauhan had a long and tedious passage from Marseilles, a great portion of which was between Montevideo and Rosario. About the same time the English ship Agiles was upwards of forty days in the river. This fearful loss of time could be avoided entirely by steam, and a commercial luxury we must wait for yet. I understand, however, that a Rosario company has been organized, and a competent person has gone to the States to bring out a steam tug.

The colonization of the Company's lands is progressing very fairly. The first colony at Roldan already numbers nearly five hundred souls, and a handsome town is laid out, in which many lots have been sold and building commenced. The town of Bernhardt will rival Belgrano one of these days, and it will be sustained not only by families from Rosario who will build there their summer residences, but by an agricultural population that will soon number a couple of thousand souls.

Five leagues further on, and situated on a beautiful rise of ground near the river Caracaras, another colony has been founded within a month, where about forty people are at work ploughing and sowing.

At Cañada de Gomez, where Mr. Krell's magnificent agricultural establishment is located, is a colony of English farmers. The future importance of this fertile region, so palpable that at Cañada de Gomez, on an extensive scale has been laid out. There is already a population of about fifty English people settled on the Company's lands, and it is only a few months since the first operations of colonization were initiated.

At Tortugas, in the Province of Cordoba, the first steps are taken towards founding an Italian colony, to be composed of the hard-working and intelligent Piedmontese and Lombardy farmers. Still further on at Leones there is a valuable English farm, on which has been produced some of the best wheat I have seen in the country.

LETTERS OF CREDIT ON SOUTH AMERICA. THE NATIONAL BANK OF LONDON, AND ALL ITS BRANCHES IN IRELAND issue LETTERS OF CREDIT.

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In the country districts the sheep-farmers have suffered severe losses, owing to a recent heavy hail storm which killed nearly all the lambs in the flocks.

Within the last few days we have had nearly 2,000 Italian immigrants landed on our shores. Emigration from Southern Europe to the Plata is steadily increasing, and all find immediate employment either in town or camp.

Exchange for the packet has closed rather flat, and the total amount passed has been under the average; the closing rates are— On England, 49s. On France, 5.16. On Rio, nominal.

NEW GOVERNOR FOR ENTRE RIOS

War Office, Buenos Ayres, June 20th, 1870. Whereas it is necessary to relieve the Commander in Chief in Entre Rios of the civil duties on his hands, so as to allow him to attend solely to military affairs—

The President of the Republic hereby decrees— Citizen Apolinario Benites shall act as Provisional Governor of Entre Rios.

SARMIENTO. Martin de Gaitana. Government house, June 20th 1870. The Nat. Executive to Congress. The rebellion in Entre Rios has been quelled in all the large towns of that province.

The war was due to two causes—1st, the refusal to allow Federal troops to occupy the Province. 2ndly the election of the person who murdered Gen. Urquiza to be Governor.

These acts of the Legislature of Entre Rios were the immediate cause of the rebellion, and Lopez Jordan has simply followed its orders in raising the standard of revolt, while the civil Government remained with the President of the Chamber till the occupation of Concepcion by the Federal troops.

1. The Provisional Government of Entre Rios shall proceed to reorganize the public authorities as soon as the rebellion is crushed— 2. When the National Government declares the time arrived he shall order elections throughout the Province, to provide a new Legislature and Constitutional Governor of Entre-Rios.

GOVERNOR CASTRO'S MESSAGE

Railways to Azul, Bragado and Rosario.

In the Message to the Chambers the Executive laid much stress on the necessity of making new railways. One of the best proofs of their utility is that the present lines, although built at extravagant cost and charging high rates of tariff, give a handsome dividend to the shareholders.

I am happy to say that the law for erecting a large number of bridges throughout the camp will be an immense advantage: without them the railways are comparatively valueless in wet weather, many of the creeks being impassable.

The line will probably pay so well as to leave this merely nominal. The two branch lines of the Western, to Bragado and Azul, are also important, for developing the resources of thickly settled departments which are at present cut off by rivers.

Art. 1. An emission shall be made of 250,000,000 currency in Public Funds, or an equivalent in pounds sterling (at \$122 1/2 per pound sterling) with 7 per cent. interest and 1 per cent amortization.

Art. 2. The funds above alluded to cannot be emitted under 80 per cent. 3. The emission may be here or abroad, in parts or altogether. 4. The interest and amortization on bonds held abroad shall be paid half-yearly by an agent of the Government, and in Buenos Ayres quarterly by the Credito Publico.

AGOTE.

THE "CANTERA PORTEÑA" FACTORY.

THERE are several different points of view from which the true progress of this country might be considered.

THE PLANCHON HOTEL.

In a series of papers already published in our columns we have informed our readers of the practicability of the Transandine Railway.

Five years ago any man who talked in Buenos Ayres of a railway to Chile would be regarded as mad; to-day it is the dream, the aim, the hope and ambition of the highest and most influential in the land.

PLANCHON HOTEL.

Proprietress Madame Therese. POTAGES. Cazuela a la Chilienne, Consomme de puma, Lieve bleu des Andes.

ENTRES. Truite du Lac Tinguirica, Por Roy de l'Azofra, Rieoles de gato monero, Supreme de perdueux blancs, Vol-au-vent de ma de financier, Mayonnaise aux oeufs d'autruche, Paté de quailles paniches, Coletoles de guano a la Pompadour, Filet de vicu'a a la Chateaubriand.

ROIS.

Megatherium, Condor, Aigle truffée, Mataco, Canera au Planchon, etc. Show Baths at All Hours.

Why, the very novelty of such a thing would bring half Europe to the Plate. It is a dream to imagine an early breakfast on the summit of the Andes with Sarmiento, Castro, Agote, Malaver, Madero, and above all, Eldordi. The Americans would flock down upon us in millions, with the sole aim of being able to say that they had their clam pies and buckwheat cakes and pork and beans on the very summit of the Andes.

and ready for the market. Besides flag-stones, pillars, troughs, piping and, in fact, every description of ornamental work can be made on the premises. There are seventeen hands employed in the establishment, and the company owns two schooners which are constantly employed in bringing sand from the Banda Oriental to the schooner on anchor in the river, not very far from the factory, and the cost of carting the sand from on board to the premises is \$40 mpc. per ton. The sand is admitted free of duty; but the company has to pay the Custom-house 7 pats. per trip for each schooner. The Roman cement, which is a staple article of consumption, and without which the flags could not be manufactured, pays 23 1/2 per cent import duty; this tax is a very heavy item, and almost sufficient to annihilate the business.

The average monthly consumption at the factory is as follows:— Sand, 1,200 tons. Roman Cement, 300 " Lime, 300 " The manufactory at present turns out about 8,000 flags per month, and this is irrespective of all ornamental work, etc. The flags are generally six centimetres thick, and four go to a square vara, selling at the rate of \$42 per square vara, and the same class of flag-stones, which are imported here from Germany, sell for \$60 per square vara.

Owing to some scientific improvements introduced by Mr. Ubbelohde in the manufactory of the flags, those made here are much harder and stronger than the European article; the sand from the Uruguay is also peculiarly adaptable, and also the Parana lime, which costs \$45 per fanega. This industry is yet in its infancy, but we believe in a country such as this, where stones of any description are nowhere to be found, the prospects of the enterprise are very bright. The tax on the Roman cement should be waived at least for a few years, and, as for the 'patente' tax charged on the manufactory, and again on the office in Calle Piedra, the principle of a police tax defers it. New industries which tend to give increased value to natural productions should be, if not protected, at least spared from such monstrous exactions.

Mr. Ubbelohde manufactures large flag-stone tubes for wells, which are indeed a very novel invention and an immense improvement on the present system of making wells; also what he calls 'monoliths,' or one large slab for the roof of a house, which defies any weather, and is decidedly the best sort of 'azotea' roof extant; head-stones for graves, slabs, crosses, 'brocales,' 'pesebres,' 'en dn,' the plastic hand of art triumphs over the rude mud cutters of the River Plate, and gives us an article which time enriches not destroys.

THE PLANCHON HOTEL.

In a series of papers already published in our columns we have informed our readers of the practicability of the Transandine Railway. The distance from the town of Chivilcoy to the Planchon is 100 miles, according to the route now surveyed, is 600 miles, and the estimated cost for labor and materials for the Argentine portion of the line five millions sterling.

The line strikes from Chivilcoy into the very heart of the Pampa, and follows along the level plain until it reaches a point above the confluence of the rivers Barranca and Rio Grande, which, lower down, are known by the name of Rio Colorado. The line follows the river's banks on to the Valley of Azufre, and, winding along the base of the mountain, reaches the Planchon, which is the lowest and most practicable pass of the Andes for the carriage of heavy loads.

PLANCHON HOTEL.

Proprietress Madame Therese. POTAGES. Cazuela a la Chilienne, Consomme de puma, Lieve bleu des Andes.

ENTRES. Truite du Lac Tinguirica, Por Roy de l'Azofra, Rieoles de gato monero, Supreme de perdueux blancs, Vol-au-vent de ma de financier, Mayonnaise aux oeufs d'autruche, Paté de quailles paniches, Coletoles de guano a la Pompadour, Filet de vicu'a a la Chateaubriand.

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on the top of the Pyramids. We should have no more to chronicle such melancholy affairs as the Grecian massacre, for English lords and foreign secretaries of legations could give up the battle fields of old Greece to visit the virgin peaks of the great Andes. Marathon with all its associations is nothing in comparison with the unexpected 'Tampague' or the sublime Planchon. The whistle of Glord's locomotive will be the best of all frontier troops against the Indians; if there can be any doubt as to this, let anyone go to the Parque and hear the roar of the new American locomotive; we can only compare it to the howling of a megatherium.

A good hotel or inn at the Andes has been a want long felt; railway or no railway the hotel in question is much required, and one would have been long since started, but for the uncertainty as to the proper pass on the Andes for such an establishment. The Capitalista has always been the favorite one for travellers, but now that the railway has been determined upon the planchon will be the site.

The fact that the new hotel will be within a stone's throw of an old volcano called Peteroa is nothing; for years the volcano has remained quiet; the last eruption, it is true, was a desperate one, and Mr. Bennett, of Tijuca, on the road from his hotel to the Cascata Grande, shows some immense boulders which, according to tradition, were pitched from the Peteroa to Brazil in the early part of the fifteenth century, and which, as the tradition goes, had on the sides of a volcano dishes not every day to be had; in fact, this is a kind of additional inducement to the English and American travellers, and there are reasonable probabilities that the new Hotel Planchon will be a great success.

CENTRAL ARGENTINE PROLONGATION

MR. WHEELWRIGHT'S PROPOSAL.

Buenos Ayres, June 10th. To H. E. Dr. Velez Sarfield, Minister of Interior.

I, the undersigned, William Wheelwright, concessionaire of the Central Argentine Railway respectfully state to Your Excellency—

That having completed and opened to traffic the first section of the Central Argentine, from Rosario to Cordoba, and wishing to carry out this great work so as to unite the seaboard of the Republic with the Northern Provinces and Chile, which has been my constant aim for 16 years, I now propose to construct the 2nd and 3d sections, between Cordoba and Tucuman.

By virtue of Art. 7 of my concession the right of preference is given me for prolonging the line from Cordoba, added to which the firm of Brassy Wythes and Wheelwright caused surveys to be made in 1866 and 1868 for a continuation of the line as far as Jujuy; and from Orqueta to Finambal. Moreover I possess an advantage in having in readiness all the staff and material employed by me in making the line to Cordoba, so that I begin the works at any moment. All these considerations, led me to trust that Your Excellency will accept my proposal as that most suitable to the interests of so great an enterprise.

For the construction of the line I am ready to enter into the same arrangements as for the Rosario and Cordoba line, and as it seems the wish of the Government and public to make it at the expense of the nation, I propose the following terms:— 1st. The line shall follow the plans of the Government engineers.

2nd. The prices shall be arranged with the engineers of the Government for the relative cost of earthworks and permanent way (according to measurement) rolling-stock, walls, roofs, floors and with all customary details and specifications.

3rd. The payment of the works shall be made quarterly, according to the returns and certificates of the Government engineers. In this manner the Government can simplify the management, direct the works, introduce any changes that may be desirable and pay only their exact cost.

If the Government accept this proposal I engage to begin the works within one month from date of signing the contract and establish gangs of workmen along the entire route, so as to finish the line to Tucuman, within 4 years unless the surveys show insuperable obstacles to exist against completing it in that time.

If for payment of these works the Government is authorized to contract a loan in Europe I offer to take charge of its negotiation with my partners, Messrs. Brassy and Wythes on terms to be hereafter arranged with Your Excellency.

I consider that my proposal suits all the best interests of such an enterprise, especially solidity and economy for Your Excellency has been able to judge of how solidly the line to Cordoba is built; and by being beforehand the Government price with the Government engineers it will be easy to see what may be the fair remuneration for the construction without prejudice to the interests of the Government. Moreover this will be in fulfillment of Art. 7 which gives me the preference for such a work; and at the same time it will answer the speedy completion of the line, seeing that I have at hand all the elements for beginning the works at once and concluding the railway within the term I specify (unless insuperable obstacles result from the present surveys).

The payment of the work by piece-meal is another advantage for the government, which neither advances nor risks anything, and here is a guarantee that the work will be well and quickly done, as it will always be the interest of the constructor to get paid for his work as soon as possible and deliver it to the satisfaction of the Government.

These are, Mr. Minister the terms that I propose for carrying out the Central Argentine Railway to Tucuman, and which I promise to adhere to as scrupulously as I have hitherto done in all my works.

WILLIAM WHEELWRIGHT.

BURNING OF THE MANI BARRAVINO.

100 PASSENGERS LOST.

The Telegrapho Maritimo gives the following details of this dreadful catastrophe, as communicated by the captain of the "Adele de Louise," French barque, which saved 28 persons from the ill-fated vessel. The Manin Barravino, from Genoa for M. Video, had on board 130 passengers and 21 of a crew. On May 27th, about 9 p.m., being abreast of Rio Janeiro, the Adele Louise sighted

some distance astern the said Italian vessel in flames, and at once put about to her assistance. The spectacle presented by the burning ship was extremely awful: the cries of the passengers, the flames leaping out on all sides, the women shrieking frantically, some of them jumping overboard, others holding on to the chains and bow of the vessel, formed a scene of confusion and disaster that baffles description. One boat that was lowered was speedily filled with people crowding into her, and went down. It was almost impossible to render assistance, but the barque succeeded in taking off 18 persons, including the captain and mate. The schooner Mary from London, for Australia, also happened to pass and rescued 10 more, whom she transhipped to the Adele Louise. The remainder, about 123 in number, perished.

It seems the fire broke out in the kitchen, the fire being a scene of confusion and disaster that baffles description. One boat that was lowered was speedily filled with people crowding into her, and went down. It was almost impossible to render assistance, but the barque succeeded in taking off 18 persons, including the captain and mate. The schooner Mary from London, for Australia, also happened to pass and rescued 10 more, whom she transhipped to the Adele Louise. The remainder, about 123 in number, perished.

Among the few that were saved are women and children that are left completely destitute, their relatives having all perished. The captain of the Barravino has made the following declaration—

"On May 26th at 9 p.m. in Lat. 23° 45' S. and Long. 39.54 W. I had to abandon my vessel, the barque Maria Barravino of Genoa, owing to a fire that had broken out on board, and from which I had a miraculous escape, thanks to the aid of the French barque Adele Louise, Captain G. Marie Redonx, who brought me to this port, along with my mate, quartermaster, and some of the sailors and passengers, to the number of 28, all whom I placed under the protection of the Italian Chargé d'Affaires in this city.

M. Video, June 17th, 1870.

"AGOSTINO ERNEST."

The night was dark, and the wind blowing pretty fresh. In ten minutes after the fire broke out the flames had seized complete hold of the ship. The passengers and crew numbered 130 souls, including 26 women, who screamed frantically and increased the confusion. Everybody ran here or there as if for safety, while the flames mounted higher and higher. The captain begged and prayed of them to render assistance at the pumps and keep order; it was all useless. A thick volume of flame and smoke rose up to the sky. Some of the women threw themselves into the sea; others got over the bows and held on by the chains, even while their clothing was on fire and their limbs scorched.

The quartermaster is said to have worked unceasingly, giving every possible aid, and being the last man to leave in the boats. Seeing that he could no longer be of use, he leaved the last boat forward, just as the flames had begun to catch her timbers. But at the same time a crowd of some fifty passengers also jumped into her, causing her timbers to give way, and then a dreadful struggle ensued for the floating fragments, on which so many valiantly tried to support themselves for a few minutes; this scene was the most awful of all. At last the captain and quartermaster succeeded in holding on to some planks, and were picked up, after four hours' floating about, by the Adele Louise.

A subscription is being raised in Montevideo for the survivors.

FURTHER PARTICULARS.

21 MORE SAVED.

The Naziona Italiana gives the following report by Mr. Consul Negri of the under-mentioned passengers rescued by the barque Oiders, who arrived at Buenos Ayres on Saturday, 18th inst., and were treated with every attention at the Asilo de Inmigrantes:

Table with columns: Name, Age, Name, Age. J. Vespasiani, 36, B. Achille, 24, P. Faati, 30, G. Zugicchi, 24, L. Borgo, 27, G. Vezuchini, 25, J. B. Garberoglio, 36, G. Mozetti, 36, P. Travisi, 30, S. Gollo, 22, M. Bellio, 32, A. Mazzoni, 24, P. Lalroccio, 24, Schiapacasse, 22, E. Malvich, 34, & daughter, 17, G. Perich, 28, G. Ferrari, 20, H. Zettels, 34.

This number, added to the 28 rescued by the Mary and the Adele Louise, would reduce the number of missing to 81 persons.

THE HENLEY COLONY.

Our latest advices from Rosario inform us that the 'locale' of the Henley Colony has been altered. Instead of going up to Bellville (Frayle Muerto) or any other backwood destination, Mr. Henley is about settling himself and his band of Englishmen on the Estancia de Santa Carolina, which is only two leagues south of Rosario. This estancia belonged to Mr. Nash of Pernambuco, and was occupied some few years ago by Mr. Robert Stewart, since which time it has been in the hands of Messrs. Tifin, Sejarza, and Schlepfer of Rosario, from whom Mr. Henley is about effecting the purchase.

The extent of land here is nearly a square league, or 6,500 acres. The river Saladillo runs through it, and there are 1,200 acres of it on the Rosario side of the river. At its north-easterly boundary it is only a league and a half from the main bed of the river Parana, and nearly in a direct line from the saladero of Sr. Tubelza, seen from the steamers on passing up within two leagues of Rosario.

Mr. Henley and his associates are very well pleased with this change of 'venue.' It appears to us, in a common sense point of view, to be a change for the better, as the land is excellent.

The propinquity to Rosario is in many senses advantageous, chiefly that the transport of wheat, flax, or any other produce will not cost a twentieth part for freightage from the new settlement to what it would cost from Bellville.

We wish Mr. Henley every success in his undertaking, and shall be glad to report its progress.

Rosario, 20th June.

I notice your remark in yesterday's paper that you have heard nothing from me since leaving Buenos Ayres, but if you know how much my time has been occupied, you would, I am sure, make every allowance for me. Owing to the state of Mr. Malro's affairs I did not think it prudent to go to Frayle Muerto, and for a little while I was somewhat puzzled to know what course to pursue. I soon found, however, there was no scarcity of estancias at my disposal, and after looking at some and enquiring about others, I finally agreed and purchased one about 2 1/2 leagues from here. Its proximity to the Plata, and consequent saving in freightage for the transit of my produce, is a matter to give me no higher price for the land (one league) than I could have purchased the same quantity for at Frayle Muerto or elsewhere. I have said and written so much about the wonderful richness of the soil of this country, that I hardly care to repeat it, I cannot, however, help saying that nowhere in my travels have I seen land equal to this which I have purchased (and of course that in the same neighbourhood), and if you could hear the exclamations respecting it which fall from the lips of my farm labourers, and also of those gentlemen amongst my party who have been engaged in farming pursuits in England (and I have some thoroughly practical men amongst my number), you would say I am fully justified in all I have said in its praise; six months hence I hope to show you practical results which will confirm every statement I have made.

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We have been delayed a week or so through the non-arrival of our cargo and baggage, and I have been put to a very heavy additional expense in consequence as all my party more than sixty in number, have been living at the hotels in this town. To-morrow we leave for the estancia, taking with us our ploughs, huts, &c., so that we may make a beginning; and as one and all seem heartily tired of doing nothing, and only long to be at work, we shall, I think, soon make a show, and, I hope, succeed in preparing sufficient land before the season is past to sow all the flax seed I brought out with me.

I have received the kindest assistance from our Consul here, and from several other gentlemen also; the authorities, too, at the Custom House, have been exceedingly courteous with respect to the landing of my goods, and even the weather has favored me for although yesterday was one of the most disagreeable I ever spent in South America, owing to the snow and bitter cold wind we had, still one could not grumble, as it will help our ploughing amazingly. But why on earth people build houses without putting a single stone in them I cannot imagine; we were all nearly frozen last evening, and several of my party went to bed soon after dinner in order to keep themselves warm.

I had a very interesting trip to Mr. Krell's place. On the 6th of June last Tuesday, and was much pleased with what I saw there. The camp in that neighborhood reminded me of Salisbury Plain; hundreds of acres of it have been ploughed up, and the young wheat coming up looks right well. Mr. Krell showed me some wheat he grew last year weighing 64 pounds to the bushel, and the yield was, he told me, 7 1/2 sacks per acre. Such wheat is now worth in England (or was when I left a month ago) 25s. per sack, and as freights are, I am told, low, I think I cannot be far wrong in saying that 50 per sack would pay the carriage, leaving 27 per sack for rent and expenses; but you will sell it to England whilst bread is so high, and for the rent you pay for it there, in spite of the rent and expenses, which amount to £8 and sometimes £8 per acre?

Some gentleman near Frayle Muerto wrote to the Field, and his letter was published the day I left home, complaining of the statements I had made respecting what may be done here in farming; and yet the very first place I go to where it has been fairly tried the results are, as stated above, unless I have been deceived, which I do not consider at all likely.

I hope in a few weeks to send you an account of the progress we have made, and the number of acres we have succeeded in cropping.

Permit me to add that if you publish this, and it meets the eye of Mr. Garnett, of Bonehill House, near Tamworth, I have a wooden house and some money for him, sent out by his father, who wishes him to join me.

T. L. HENLEY.

IMPORTANT FROM ROSARIO.

June 20, 1870.

I have to inform you that the Vauhan, with 165 immigrants for the Central Argentine Land Company, arrived at Rosario on the 16th. I have been so occupied in the labor of establishing them in their new homes, where comfortable houses were all ready for them, that I have had no time to write to you before to-day. I am happy to say there was not a case of sickness on board on the arrival of the vessel, notwithstanding the alarming rumours that appear in the papers, and which could not contradict at the time for want of correct information. The Vauhan had a long and tedious passage from Marseilles, a great portion of which was between Montevideo and Rosario. About the same time the English ship Agiles was upwards of forty days in the river. This fearful loss of time could be avoided entirely by steam tug—a commercial luxury we must wait for yet awhile. I understand, however, that a Rosario company has been organized, and a competent person has gone to the States to bring out a steam tug.

The colonization of the Company's lands is progressing very fairly. The first colony at Beldun already numbers nearly five hundred souls, and a handsome town is laid out, in which many lots have been sold and buildings commenced. The town of Bernstadt will rival Belgrano one of these days, and in a few years will surpass it, as it will be sustained not only by families from Rosario who will build their summer residences, but by an agricultural population that will soon number a couple of thousand souls.

Five leagues further on, and situated on a beautiful rise of ground near the river Caracaras, another colony has been founded within a month, whereabout forty people are at work ploughing and sowing. At Cafada de Gomez, where Mr. Krell's magnificent agricultural establishment is located, is a colony of English farmers. The future importance of this fertile region is so palpable, that at Cafada de Gomez a town on an extensive scale has been laid out. There is already a population of about fifty English people settled on the Company's lands, and it is only a few months since the first operations of colonization were initiated. At Tortugas, in the Province of Cordoba, the first steps are taken towards founding an Italian colony, to be composed of the hard-working and intelligent Piedmontese and Lombardy farmers. Further on at Leones there is a valuable English farm, on which has been produced some of the best wheat I have seen in the country.

THE FRAY BENTOS FACTORY.

Of all the numerous enterprises in this country the most successful, the most important, and the most ignored is the Liebig Extract of Meat Company at Fray Bentos.

This probably is the very best proof of the real merit of the Fray Bentos meat extract, for it must be borne in mind that inasmuch as Australia is a British colony its products in England have ever a preference in that market.

It was rumored yesterday that the parties under arrest for political motives would be released on condition of leaving the country, emigrating either to Buenos Ayres or Brazil.

LATEST FROM PARAGUAY.

We have Assuncion papers to the 14th inst. A decree has been issued by Loizaga and Rivarola appointing D. Salvador Jovellanos 3rd triumvir to hold the Finanzas portfolio, and his office to be temporarily filled by the Secretary, D. Miguel Palacios.

Mr. Horrocks, manager of the Villa Rica Railway, gave an excursion on the 10th inst. at which Minister Rivarola, Councillor Paranhos, Dr. Stewart, Captain Cilley and others were present.

LATEST FROM THE FALKLAND ISLANDS.

A NEW COLLEAGUE.

We received yesterday the first number of an English newspaper printed at the Falkland Islands. It is printed on half a sheet of letter paper and doubtless will be a novelty for our readers.

STANLEY ADVERTISEMENT SHEET.

Monday, May 30th. 1870.

Her Majesty's Birth day was loyally observed in Stanley. The School Children to the number of nearly one hundred marched in procession to Government House where they were entertained till a late hour of the evening by His Excellency Colonel and Mrs. D'Arcy.

The little folks seemed delighted with the festival provided for them. The Lieutenant Governor, Colonel D'Arcy has received by the Mail Her Majesty's commission as Governor and Commander-in-Chief under the Great Seal.

His Excellency the Governor has received an intimation from the Secretary of State, that His Royal Highness the Duke of Edinburgh will visit the Settlement early in February 1871.

Ecclesiastical.

Trinity Church.—On Wednesday June 5th. there will be (D. V.) Sermons preached in Trinity Church on behalf of the Mission Work of the Church of the Holy Communion and the Collections at the Church Door Morning and Evening will be divided between three Societies, The South American Missionary Society, the Society for the Propagation of the Gospel in Foreign Parts and the Society for promoting Christian Knowledge.

Messrs. A. E. Goss and Company have on Sale at their Stores a Small quantity of Goods.

Obilian Flour at 2s. a bag, moist sugar at 5d. halfpenny a lb. at 4d. halfpenny a lb. White sugar at 6d. a

ON 'CHANGE.

To-day the Bond market was a changed aspect. No sellers whatever for cash, and only a trifling amount of business.

An extra allowance made for any one taking a large quantity of the above Articles for Cash!

The next Mails for England and River Plate will be closed at the office of the undersigned at 2 o'clock in the afternoon of Tuesday the 7th of June 1870.

Money Orders will be issued after 3 o'clock p.m. on Monday 6th June. Stanley.

Post Office. By His Excellency's Command. H. Byng.

LATEST FROM MONTEVIDEO.

It was rumored yesterday that the parties under arrest for political motives would be released on condition of leaving the country, emigrating either to Buenos Ayres or Brazil.

Dr. Lons has been appointed veterinary surgeon for the Abattoirs, to see that no diseased cattle are killed for use of the city.

The Legislature has voted several pensions to ladies and is now busy with a project of railway from Fray Bentos to Tacuarembó.

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Dr. Alucini reports several cases of cattle-plague in the dairies in Calle Colon and other streets.

The little Paraguayan revolution still continues to hang out, despite of the organised armies of the Government on this and the other side of the Rio Negro.

However respectable these claims may be for their antiquity, it is not the time to settle them when the Government is selling private property.

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VESSELS IN THE PORT OF BUENOS AYRES.

Table listing ship arrivals and departures with columns for Name, Tons, Captain, Arrival, Consignee, and Agency.

River Plate Handbook

Handbook for the River Plate region, covering various provinces and providing detailed information on shipping, trade, and local conditions.

WESTERN RAILWAY.

Table showing train schedules for the Western Railway, including departure and arrival times for various routes.

LA PROBIDAD

Advertisement for 'LA PROBIDAD' insurance company, detailing its capital and services for maritime and fire insurance.

REMATES

Public notices and advertisements for various goods, including wool, hides, and other commodities, with details on where and when to purchase.

Advertisement for 'FAMILIES' at the Gran Hotel Argentino, highlighting the comfort and amenities available for guests.

Advertisement for 'THE SUBMARINE RAILWAY' and other transportation services, including details on routes and schedules.

Advertisement for 'THE LONDON ASSURANCE' company, providing information on their insurance policies and contact details.

Advertisement for 'MOLLE and CO.' featuring their woolen goods and clothing, with a list of agents and locations.

Advertisement for 'HENNESSY'S Brandy', showcasing the quality and variety of their spirits and offering information on agents.