

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

The Labour Office. DEGREE OF THE National Government.

Considering the advantage to immigrants of an Office where they would be supplied with work on landing, and there being funds enough at the disposal of the Immigration Department, as shown by the 1st Annual Report, the President of the Republic...

Art. 1. Let an Office be created under the name and title of "Labour Office" under the direction of the Immigration Committee.

Art. 2. The staff shall consist of a Head Clerk with salary of one hundred and fifty patacos per month, with an Assistant at fifty patacos per month, another fifty being also allowed for Office expenses.

Art. 3. Let it be communicated, published, and entered in the National Register.

SARMIENTO, DALMACIO VELEZ SAISFIELD, ED. FOX, Secretary.

The Standard. "Nil falsi audeam nil veri non audeam dicere."

MONDAY, SEPTEMBER 30, 1872.

REVIEW FOR EUROPE.

The most important news by this mail is the full confirmation of the rumor respecting the successful issue of the Mitre mission, which we announced by last mail.

The present month has been one of unusual activity in new railways. The Senate of Congress has passed unanimously on first reading a bill for the construction of six new railways, forty-inch gauge, throughout the Upper Provinces and connecting with Chile on the one side and B. Ayres on the other.

On England, 405,504. Antwerp, 530,535. Discounts, 6 to 8 per cent. per annum. National Bonds, 7 1/2.

ARGENTINE COMMERCE. STATISTICAL REPORT FOR 1871.

The new Statistical Department established in 1870 gives general and detailed tables of our commerce for the past year, much fuller than some we published several months ago, showing the great increase of trade in this country.

It is mentioned in the preface that the present returns are only for 10 months, all business having been suspended during two months of the plague. The returns show...

The countries with which we trade come in this order: England, 15, 67, 213. France, 12, 61, 200. Belgium, 2, 3, 21. United States, 2, 3, 21. Russia, 2, 3, 21. Italy, 2, 3, 21. Spain, 2, 3, 21. Other countries, 1, 1, 11.

Here we see that England stands for 30 per cent. of the entire trade, our nearest country at all rivaling her. Strange to say we do more trade with Chile than with Brazil; and the United States represent as much in our commerce as Italy and Spain put together.

Comparing 1871 with the previous year we find France fell off one-half both in imports and exports, England declined about 10 or 12 per cent., Belgium remained stationary, United States fell off one-third in imports, Spain and Germany one-fourth; while Italy increased one-third and Banda Oriental nearly doubled. Chile also increased one-fourth.

The total decline in trade caused by the plague was over 104 millions, the port of B. Ayres showing only 47 1/2 millions against 62 for the previous year; the smaller ports increased four millions. In normal times the port of B. Ayres stands for 83 per cent. of the trade of the Republic, Rosario for 8, and the minor ports 9 per cent.

of the export trade to Chile is by way of Mendoza and passes duty-free. Most of the import trade in 1870 and 1871 we find that in the latter year the articles which suffered notable increase or decrease were—

Table with 2 columns: Article, Per Cent. Increase/Decrease. Includes Wool, Cotton, Sugar, etc.

order of the day, the Finance Minister having requested Congress to allow the National Government to contract for the work, the cost of which is roughly estimated at 25 millions sterling.

Even more than docks and railways the question of establishing a National Bank engrosses attention both in and outside Congress, and it is possible some one of the numerous schemes battling for preference will be passed into law before the Session closes.

A project has passed both Houses of Congress authorizing the National Government to expend £40,000 sterling in building or enlarging public offices at Buenos Ayres, Cordoba, and San Juan, &c. for postal and telegraph departments, the accommodation for which is at present very deficient.

The upper provinces are in the enjoyment of complete tranquillity, as are also the neighboring republics of Paraguay and Banda Oriental. The Central Uruguay Railway section to Santa Lucia was opened to traffic with great eclat on the 15th inst., a special train with 1,000 guests (including the Government) making the run of 37 miles from M. Video in two hours.

In our commercial columns are full details of the business of the fortnight. The Commercial Bank of the River Plate, under the able and experienced management of Mr. F. Wanklyn, has already effected very large exchange operations for the last three weeks; as yet this bank has not moved into its new premises.

Dividing the tonnage in nationalities, according to the respective flags we find as follows: English, 321,084; Italian, 139,836; French, 71,499; Various, 26,112.

The above shows how incorrect is the vulgar impression that the Italians are cutting out the English in the carrying trade. The British flag stands for 34 per cent. of the whole tonnage, the Italian only 17, the French 12, and all others collectively 37 per cent.

The report for 1872 will doubtless show a great increase, and it is pleasant to remark that as the trade and wealth of the Argentine Republic progress so also in double ratio our commercial relations with Great Britain.

Mr. Clark publishes the following interesting report on the above line: The length from Buenos Ayres to Valparaiso is 1238 miles, of which 1058 are in Argentine, and 180 in Chilean territory, viz: B. Ayres to Villa Maria, 378; Villa Maria to top of Andes, 680; Top of Andes to Valparaiso, 180.

The Argentine Government pays a subsidy of \$1,300,000 per annum on the section from Villa Maria to top of the Andes, equal to \$4.4 per mile. The Chilean Government gives a subsidy of \$1,800,000 on the section of sixty miles that had to be made from the Andes to connect with the telegraphs of the Pacific side; this is equal to \$4.130 per mile.

On the Argentine side were used 1800 tons of materials, the cargo of 9 vessels from Europe, the Villa Maria section to the top of the Andes, 1300 metal posts, 280 tons of wire, the land carriage of which from Rosario was as much as the first cost. On the Chilean side are 3800 metal posts and 184 tons of wire.

There are two snow cables, for a stretch of 30 miles over the top of the Andes (besides a wire line on post), and this was a difficult work. We had brought over the Andes piecemeal on the backs of mules, on May 13th, 1871, but snow storms soon stopped us until Sept. 6th, when we resumed the work, and it was completed on Feb. 6th, 1872.

Even in the Pampas it was not smooth sailing; sometimes we came short of materials, sometimes the men deserted, and besides the constant trouble of Indians we had to stop the works during a great drought in Mendoza, San Luis and Cordoba at the close of 1871.

The offices on the Argentine side are at Villa Maria, Rio Cuarto, Mercedes, San Luis, Mendoza and San Juan; the staff consisting of 6 station-masters, 11 telegraph assistants, 20 guards and sundry posts. The Chilean offices are at Valparaiso, Santiago and Santa Rosa de los Andes, employing an Inspector-General for the whole line, a telegraph superintendent, 3 station-masters, 6 telegraph assistants, 10 guards and an overseer. At Santa Rosa the line leaves the railway, striking off by Chacabuco, and crossing the Andes by the Uspallata pass.

The line can never work satisfactorily until the Argentine Government give permission to prolong the wires from Villa Maria to Buenos Ayres, instead of sending messages over the Government wires, causing great delay. The Directors would reduce the present cost of a message (\$8) if they could work as they desire. During

the days of inauguration 611 telegrams of 2,912 words were transmitted from and from Chile, but some of the answers had to be posted at Rosario because the Government Inspector stopped the wires. The business during August through the Buenos Ayres office showed—

Table with 2 columns: Word, Amount. Includes Buenos Ayres, Rosario, etc.

The total tonnage of Argentine parts (not including coast-traffic) for 1871 was as follows: Steamers, 1028; Sailing-vessels, 2297; In ballast, 113.

of the remarks of Mr. Revy, formerly Bateman's assistant. In the conflict of so many opinions we think it better to give the preference to Bateman's project as originally contemplated in the law of Oct. 1871.

Project of Law. Art. 1. The National Government is hereby authorized to contract for making the port of B. Ayres on Bateman's plan.

Art. 2. Besides the funds already provided, five million dollars in Public Works bonds shall be given, at 95, to the contractor.

Art. 3. The co-operation of the Province of Buenos Ayres as by law, May 18th, 1872, is hereby accepted.

Report of Engineer's Department. Aug. 17th, 1872. Relative to the port project, I have carefully studied Bateman's plans, and find all essentials clear enough, but some details wanting; so that if Government wishes to push on the works, we have simply to get details and specifications, and call for proposals.

Besides the temporary sheds for receiving merchandise it would be well to add bonded stores, which could be constructed when the port approached completion.

The most important work is the excavation of the dock and deep-water channels. As it is likely that large deposits will be silted into the channels during construction, it is difficult to arrive at the cost of this work, and he proposes the Government should contract for it at a bulk sum, and pay something on account monthly.

The Chilean Government is anxious to hasten telegraphic communication with Europe and engages to increase our subsidy to 20,000\$ a year when the Brazilian cable is laid. It further offers 20,000\$ a year to anyone who will lay a cable along the coast to Peru, as in that way we should soon reach Panama, which is already connected with South America and Europe.

Minister Dominguez has crossed the Rubicon and staked his reputation with present and future ages by calling on Congress to accept Bateman's port-project and begin the works at once. He says the cost will be \$2,400,000 sterling, and as the sum specified in the Provincial Law of Buenos Ayres is \$2,500,000, it will be necessary to take about one million sterling from the surplus of the loan as yet undisposed of.

Mr. Alfred Moore rebuts Mr. Revy's objections by showing the reasons on which Bateman made his report, and he has confirmed in two subsequent reports, only adding that the works may be under, instead of over, the estimate, by the nature of the latest borings.

The following are the official documents, but we may observe that public opinion, including that of some eminent engineers, is not so completely in favor of Bateman's scheme as Minister Dominguez declares himself.

President's Message to Congress. Finance Dept. B. Ayres, Sept. 17th, 1872. The port surveys having been concluded by J. F. Bateman, who executed important hydraulic works in England, Scotland and Spain, nothing remained but to consult public opinion and arrange with the Provincial Government what share it would take in the work.

There is no parity between a wreck exposed on all sides to the currents and a dock-wall protected on one side with large stones, not merely a column of bricks and worse mortar.

It is used in contracts of this kind to stipulate that the contractors shall keep the works in order for two or three years after completion; and if you get a respectable firm to undertake the work this is sufficient guarantee of its practicability.

People will not sink a large capital in such business if they are not quite sure of its stability. I feel certain the nature of the ground will not increase the estimates, but the rise in coal, iron and wages may.

Mr. Bateman spent a month here before writing his first report; his last is dated May 1872 (17 months later) and events have only confirmed his first views. It is therefore unfair to tax him with making a hasty or unfounded report.

As we have, therefore, funds sufficient we submit the annexed project of law. Mr. Lindmark, vice-president of the Board of Engineers, has submitted a project of floating-docks and warehouses, which he considers more feasible; but they are not of cheaper or speedier execution than Bateman's. Mr. Alfred Moore rebuts all Lindmark's objections to Bateman, as well

as the remarks of Mr. Revy, formerly Bateman's assistant. In the conflict of so many opinions we think it better to give the preference to Bateman's project as originally contemplated in the law of Oct. 1871.

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COMMERCIAL NEWS.

Sept. 16th 1872. The amount that the Paraguay Minister returns to his native land without having effected anything like a settlement on the Bond market today, it was the first of the kind...

Sept. 17th 1872. The Paraguay Minister returns to his native land without having effected anything like a settlement on the Bond market today, it was the first of the kind...

Sept. 18th 1872. The Paraguay Minister returns to his native land without having effected anything like a settlement on the Bond market today, it was the first of the kind...

Sept. 19th 1872. The Paraguay Minister returns to his native land without having effected anything like a settlement on the Bond market today, it was the first of the kind...

Sept. 20th 1872. The Paraguay Minister returns to his native land without having effected anything like a settlement on the Bond market today, it was the first of the kind...

VESSLS IN THE PORT OF BUENOS AYRES.

Table with columns: NAME, TONS, CAPTAIN, ARRIVAL, CONSIGNER. Lists various ships and their details.