

MAUA BANK

101 & 103 CALLE CANGALLO

The Offices of this Bank having been removed to the above address...

Advances

LIBERAL ADVANCES Made on Consignments of Produce to the United States of North America...

ALFREDO JONAS & CO. 1612-CALLE CANGALLO-1614

Royal Mail Steampacket Company

Direct and Quickest Route to Europe. Twice a Month. The Royal Mail Steampacket Company...

E B R O

1800 Tons Register, 350 Horse Power, Captain PARKES. To sail 30th DECEMBER.

LA PROBIIDAD COMPANIA

Argentina de Seguros. Doncella en Buenos Ayres, 87 CALLE RECONQUISTA.

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Argentina de Seguros. Doncella en Buenos Ayres, 87 CALLE RECONQUISTA.

Frederick Dennehy

Buy and sell on Commission all kinds of Estates, Shares, Cattle, Sheep, Cattle, Poultry, etc.

Florenio Donovan

Wool and General Broker. Calle Cuyo, In Front of the Telegraph Office.

Angio-Argentine SEMINARY

CABALLITO. The Annual Public Examination begins on Thursday the 30th...

The Standard AND RIVER PLATE NEWS.

Per R. M. S. 'NEVA' BUENOS AYRES, SUNDAY, DECEMBER 15, 1872. CIRCULATION, 3000.

London and River Plate Bank

101-103 CALLE CANGALLO. INTEREST FOR CURRENT MONTH ON ACCOUNT CURRENT, SPECIE...

Carabassa's Bank

127-CALLE CANGALLO-127. From this date the rate of Interest will be as follows:—

P.S.N.C.

PAKIFIC STEAM NAVIGATION COMPANY. Carrying Mails, under Contract with her Britannic Majesty's Postmaster-General.

BANCO DE ITALIA

Rio de la Plata. 71-CALLE PIEDAD-71. SUBSCRIBED CAPITAL, \$1,500,000.

LA POPULAR ARGENTINA

CAPITAL—\$500,000. DIRECTORS: Sr. Domingo Llavallol, Sr. F. H. Marshall, Sr. A. Marroff...

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Buy and sell on Commission all kinds of Estates, Shares, Cattle, Sheep, Cattle, Poultry, etc.

WANKLYN & CO.

108-CALLE SAN MARTIN-108. From the 1st of SEPTEMBER. In account current...

Carabassa's Bank

127-CALLE CANGALLO-127. From this date the rate of Interest will be as follows:—

P.S.N.C.

PAKIFIC STEAM NAVIGATION COMPANY. Carrying Mails, under Contract with her Britannic Majesty's Postmaster-General.

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ARGENTINE BANK

31, 33, and 35 San Martin. BANKING HOURS FROM 10 A.M. TO 4 P.M. PRESIDENT: BERNARDO YRIGOYEN.

Carabassa's Bank

127-CALLE CANGALLO-127. From this date the rate of Interest will be as follows:—

P.S.N.C.

PAKIFIC STEAM NAVIGATION COMPANY. Carrying Mails, under Contract with her Britannic Majesty's Postmaster-General.

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PROVINCIAL BANK

OF BUENOS AYRES. Business Hours, from 10 a.m. to 4 p.m. Deposits of not less than \$100 mps...

Carabassa's Bank

127-CALLE CANGALLO-127. From this date the rate of Interest will be as follows:—

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Deutsch, Belgische La Plata Bank.

Cologn & Buenos-Ayres. Authorized Capital: Prussian Silver 20,000,000.

Offices in Buenos Ayres, 20-CALLE FLORIDA-20. CREDIT ACCOUNTS opened with commercial firms and private individuals.

LETTERS OF CREDIT issued available for purchase of merchandise in all parts of the world on terms to be ascertained on application to the Bank.

Deutsch-Belgische La Plata Bank.

From the 1st of December and till further Notice the rate of Interest allowed and charged by the Bank will be as follows:—

Interest Allowed. On Deposits in Account Current, in both Currencies 3 per cent per annum.

Interest Charged. Debit Balances in Account Current in currency 5 per cent per annum.

AVISO OFICIAL

\$4000 mps POR AÑO. EN GANANCIA. Para el Servicio de Fronteras.

INSPECCION GENERAL DE LAS MILICIAS DE LA PROVINCIA. En cumplimiento de la Ley de las H.E. Camaradas...

DECLARACION. Haciendo uso de la autorización que confiere el Poder Ejecutivo la ley fecha 17 de Octubre pasado...

PRE-PAYED PASSAGES. Are issued to Parties wishing to bring out their Friends from England, at the following rates:—

Another Lot of Diaries FOR THE NEW YEAR. Published by T. J. & J. Smith, London.

MACKENZIE BROTHERS. 41-San Martin-41. ENGLISH DRY GOODS WAREHOUSE.

Montevideo. 142 CALLE CAMARAS. AMY & ROBERTSON.

Carmen de Areco. IN THIS Flouring Mill Camp Town, the centre of rural riches...

GENERAL CAMP STORE. where shop-shears, twine, tea, coffee, &c., are retained at the LOWEST PRICES.

EL MEJOR DE TODOS LOS COGNACS. Otard, Dupuis y Cia.

BUENOS AYRES. BARRAN & BRIET, 115-Cuyo-115.

VOCAL MUSIC. THE Art of Reading at Sight and Singing with expression and facility...

Corralon 11 de SETIEMBRE. L. & V. Casares.

SHIPPING. The Company's splendid Steamship "RIO", 1700 Tons Register...

PRE-PAYED PASSAGES. Are issued to Parties wishing to bring out their Friends from England...

THE Art of Reading at Sight and Singing with expression and facility...

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THE Art of Reading at Sight and Singing with expression and facility...

Corralon 11 de SETIEMBRE. L. & V. Casares.

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

The Standard.

"Nil falsi andeum nil veri non andeum dicere." SUNDAY, DECEMBER 15, 1872. REVIEW FOR EUROPE.

The most important event of the fortnight is the promulgation of the new law by the Provincial Government of Buenos Ayres authorizing an emission of 7 1/2 per cent Provincial Bonds for the amount of one hundred millions currency, or say eight hundred thousand pounds sterling; the bonds to be issued at par and paid to the bank to discharge the indebtedness of the Government for outstanding accounts.

News arrived yesterday of a very disastrous fire in Santiago, Chile, and the building and offices of the Porvenir de las Familias, and other companies were destroyed, luckily the books were saved. Only the day previously we received a message from Valparaiso announcing a revolution in Bolivia and the assassination of the President things on the West Coast look stormy.

Mr. Bateman's very able reply defending his port scheme, has attracted much notice, both Governments seem now determined to carry out the Bate man scheme, and the Provincial Government has closed the Riachuelo office of engineers as no longer necessary, this step has much affected the value of property in the Boca which now rules rather heavy.

The subscription lists of the Rosario Railway Co. have been closed, the total number of shares subscribed for in this Republic is two thousand the rest in London. Mr. Barry's report on this line will be found in another column.

The Ensenada Railway will be inaugurated in a few days, the road is now finished from this city to that port, and will prove one of the grand trunk lines of this country.

Mr. Wheelwright may well feel proud of his work, last week a small party of English engineers and others ran out by rail to Ensenada and afterwards made an excursion in a small steamer through the bay, they pronounce it the finest on this coast and the natural port of Buenos Ayres.

Another important item is the splendid mining concession granted by the Government of Rioja to Mr. Treloar, the fullest particulars respecting these mines we publish in another column, and an effort will be made to start a company in this market to work said mines.

For the last fortnight we have had very heavy rains, notwithstanding that we are now in the summer or dry season, still the rains are continuous and the country districts look charming. The wheat crop will after all prove much greater than anticipated and every day now we have heavy arrivals from the interior.

The general state of the Interior is satisfactory; everything is quiet and orderly, and the works of the two railways now being constructed in the provinces—the Rio Cuarto and Tucuman—are progressing. All the saladeros along the rivers have now commenced working, and in most cases the hides and tallow of the fauna have been contracted for.

The last advices from Paraguay are only what all foreigners in Buenos Ayres anticipated, the English colony business has proved such a wretched failure, that the unfortunate English women have returned to Asuncion to look for work, whilst the men who were sent into the interior to found the colony have struck work, and it is probable will do their best to make their escape to B. Ayres. A more creditable business than this English emigration to Paraguay we have never been called to chronicle, from first to last we opposed it, and we feel bound to say that our views on this matter were shared by every respectable foreigner in the River Plate. The fate of these poor English people if they can manage to get back to B. Ayres need cause their friends in England no concern, but if shut up in Paraguay, it is to be hoped that the British Minister will interfere.

The health of Buenos Ayres was never better, and the season so far has proved most favorable. There is still quarantine on all vessels touching at Brazilian ports, and likely to be so all during the summer.

In our commercial columns will be found a full summary of the business of the fortnight. Our wool trade has been somewhat checked by the unfavorable news from Europe, and most of the farmers are depositing with a view to higher prices next May. Trade in general is good, and the continuous arrivals of European steamers with thousands of immigrants is a certain sign that the progress of the country is real and lasting.

Exchange on England, 49 1/2. On France, 5.30. On Antwerp, 5.28. Nat. Bonds, 80 1/2. Gas shares, 2,500 per share. Cedula Hipotecaria, 98.

effort to develop that industry should meet with the warmest support from the government and the public. By the last mail from the Interior we have news of a valuable mining concession to an Englishman whose name has long been connected with some of the most successful mining enterprises of Brazil—Mr. Treloar.

In the hope that something good may come of this concession, and that the hidden treasures of Patagonia may yet become an article of Argentine export, we give to our readers the following exhaustive description of these mines; the paper is well deserving an attentive study by all who take an interest in the future of this Republic.

Report on the Patagonia Mines.

1. The mountains in which these mines are situated are known as the Sierra de Patagonia, which form part of the Andes range; they are situated between the latitudes 29 and 30 deg. south, and longitude 71 deg. west, and are at an elevation of from 18,000 to 20,000 feet above the level of the sea.

2. The mines are about 7 leagues from the town of Cheliefito, in the Province of Rioja, which is one of the 14 provinces forming the Argentine Confederation. This town is distant from Cordoba about 310 miles, and from Rioja (the capital of the province) about 50 miles. Cordoba is connected by rail (247 miles) with the port of Rosario in the province of Santa Fe, which is distant from Buenos Ayres about 180 miles. Between Cordoba and Rioja the high road is in good condition, and coaches run regularly. The mines are at an elevation of from 8,000 to 12,000 feet above the level of the sea.

3. The mining knowledge on the part of the native inhabitants has always been, and still is, very limited; they have not possessed capital for carrying on works of any magnitude, neither have they introduced machinery of any kind; the consequence is that an immense number of mines have been opened and worked at a very limited depth only, and these mostly on different lodes and veins; and an immense number of lodes still remain untouched. These "minas operadas" is of a very primitive nature, both as regards working the mines and treating the ores. They extract the rich ores to the depth of a few fathoms from the outcrops of the lodes, carrying them to the surface in leather bags attached to the backs of men, who with their burden climb to the mouth of the pit by the aid of small ladders, cut in the foot wall, no mechanical aid, of any kind, being in use. If the lode become poor, they have not the patience to work on in order to ascertain if it would again make, but at once remove to what they consider may be an easier or richer spot.

4. When once at surface the ores are picked, and the best sent on muleback to the proprietor's house, a distance of seven leagues and over, where the primitive method of crushing them between two stones by hand, preparatory to the process of amalgamation, is still in vogue. As this process is so very laborious and slow, it, of course, does not answer the purpose of these people to operate on any but the richest ores. Some of these yield, I am informed, as much as 3,000 oz. of silver per ton, but the general run of stuff so treated gives from 100 to 500 oz per ton (a parcel of about 15 tons I saw treated, this gave at the rate of 610 oz per ton). From what I have seen of their miserable processes I am convinced that it would not pay them to operate on ores yielding much under 100 oz. Notwithstanding their wretched appliances so great has been the quantity of silver extracted, that many Chilenos have been induced to cross the Andes, and reopen some of the mines which had been abandoned and to work others, in some instances they have attained the depth of from 25 to 30 tons, and in nearly every case the lodes have improved, and promise to improve in depth.

5. There are some old and crushed to pieces machinery, judging from the pillars that stand near the collar of the mine must have been sunk to a good depth by the former inhabitants, and which, from various indications, such as their being in auriferous ground, and silver veins being 1 m. informed, left untouched in the sides of some of them, I believe were worked principally for gold.

6. During the revolutions some years ago, I should have told you, many of the well to do inhabitants were either killed or driven away, consequently the works at the mines were suspended, and it is only about two years since that operations were resumed by the natives.

Many of the mines are on the offshoots of the mountains, on lodes running, some E and W, others S.E. and N.W. across the general run of the country. The lodes mostly run nearly parallel and are generally not more than a few feet fathoms apart. These are however intersected some at right angles and others diagonally by other lodes or cross-courses. At the junctions are the principal works, and from which great riches have been obtained.

7. I have taken some general samples and arranged for them to be forwarded to Buenos Ayres. These shall be sent to you as soon as possible to be assayed. A month or two since a parcel of about 10 tons of ores from the Buena Esperanza mines in the Caldera Mountains was sent to England, to be tried. I will let you know the result as soon as I myself may be informed.

8. The facilities for mining in this district I consider very great. The altitude of the mountains, the proximity of the numerous lodes to each other, and the lodes being in almost a virgin state, offer great advantages for exploring and working by cross-cuts and levels, and the mountains generally rising at a great angle offer facilities for shooting ores to the level at which the machinery may be erected.

9. For a company the primary and principal outlay would be for roads, teams, buildings and machinery, and of course the expenses attendant upon having open to the mines.

10. For these purposes I calculate that an outlay of about £35,000 would be sufficient, and the time required for getting into working order say two years. These preliminary works over, I feel convinced that the results, would be everything that could be desired, for if we suppose the company to have then a 36-head stamping mill at work, and calculate the monthly expenses at £2,500, and I do not think it would be more, the result would be as follows:— 36 heads x 11 hrs daily x 24 days = 11136 tons milled at 20 oz. per ton = 223,776 oz. silver at 95 = £213,587. Monthly cost £2,500 = 2500 Profit per month at 20 oz. only per ton = £3250

In this calculation I am confident I am under rather than over the mark, for judging from what I have seen there is little of doubt that the average yield of unworked ores will exceed 20 oz. per ton.

12. When I consider that operations have been resumed about two years only, many of the natives, notwithstanding their primitive modes of working, and of breaking the ores, have become comparatively rich from these mines, that the lodes and veins are very numerous, rich, and still almost intact, and that the mines can be so easily worked, I state with every confidence that the undertaking may be considered rather as an investment, than as a speculation, and that such a promising one has seldom been offered to a company.

Mines.

13. The lodes and veins, as I have before stated, are very numerous and close together, being generally not more than a few fathoms apart, and most of the principal ones being worked in the same manner—like and superficial manner, it is unnecessary for me to allude to them separately. I will therefore merely refer to the following:—

The Caldera Mountain. 14. This mountain is an offshoot of the main range, and the lodes, running across the general run of the country, seem to make for the main hill. In this mountain the principal lodes being worked are:—

San Pedro. 15. This is the most northerly worked in this mountain. It runs east and west, and is about 2 1/2 miles. At times it contracts, but opens out again. The ores are very rich, and the profits on the working have been very great.

Esperanza. 16. Is about 1 1/2 m. south of the San Pedro. The ores are also remarkably rich, more so even than the other, but the size is much smaller, being not more than 8 inches. It runs also east and west.

Pilar. 17. Is separated from the Esperanza by a ravine; is said to have been very rich, but the late proprietors having lost the lode suspended operations. Preparations are now being made to return working by another party. The lode is about 3 1/2 miles wide.

Buena Esperanza. 18. This is about 1 1/2 m. S. from the Pilar; there are, however, several smaller veins interstratified which have been neglected for the more important ones. In this mine there are two well defined lodes, one at 4 feet and the other about 6 ft. running E. and W.; these are intersected by a well defined cross-course about 3 feet wide, running S. E. and N. W. The chief operations have been at the junction of the cross-course with the 4 foot lode.

At surface the formation is a gneiss, but in the present bottom, about 25 fms., the lode has improved in size, and is of a highly mineralized nature. It is from this mine that the parcel of ore sent to England was taken. The lode in the bottom carries a large quantity of ore yielding about 500 oz. per ton.

The Cerro Negro. 19. This is a large mountain south ward of Caldera, and contains, I may say, hundreds of mines, and principally, or rather the larger number, on different lodes. The sizes of the lodes vary very considerably, some not being more than a few inches, and others ranging up to as much as 9 and 15 feet. The quantity of silver extracted from this mountain is said to be enormous. For reasons before stated I shall only refer to one or two of the principal lodes.

This lode can be traced for upwards of a league; it varies from 9 to 15 feet in width; runs in a south-easterly and north-westerly direction. Many persons have taken grants on this lode, and I am told all have done well. The works are generally very shallow owing to many of the workers having abandoned them at the depth of about 5 or 6 fathoms, they having so many other available points at surface. There are one or two proprietors who having more capital have continued to sink and these have done, and are doing well. The lode in depth is getting highly mineralized and richer, I am told, for silver.

Santa Dominga. 21. Is about 8 feet wide, and runs in a westerly direction. Is a very rich lode, and has given abundance of silver.

22. Of other mines which have given good results I may mention Rosario, Pellegrina, Cienega, &c., &c., the lodes in which vary from about 3 feet to 5 feet in width.

23. Throughout the mountain the lodes examined have an underlie of about 70° and a dip of about 45°. The walls of the mines are very firm, and require little or no timber.

Climate. 24—Very healthy. At the base of the mountains it is sometimes very warm, and on the hills, on the contrary, very cold (some of the mountains being constantly covered with snow). At some of the mines, owing to the great altitude, the "puna" (disregard of the atmosphere) disagrees with new comers, but they soon get accustomed to it. The natives do not feel it.

Water. 24. At the foot of the mountain there is an abundant supply for machinery and other requirements.

Materials. 26. Timber sufficient for mining and building purposes can be procured in the neighbourhood. Special pieces can be readily obtained from Tucuman.

Iron. There is none and would all have to be imported from England or elsewhere.

Labor. 27. Being in the vicinity of the following towns and villages, viz. Cheliefito, Patagonia, San Miguel, Magistera, Noguera, Bichigasta, Singasta, &c., I do not anticipate any difficulty under this head, wages range from 15 to 25 per day.

Provisions. 28. Are abundant and cheap. Meat is easily procured and all kinds of vegetables and fruit grow very luxuriantly, stores of all kinds are easily obtained.

Pastures and roads. 29. Pastures are abundant and good consequently it is easy to maintain live stock for work and for consumption. 30. Roads between Cheliefito and the mines at present are only passable by mules. They would have to be put in order by a company.

Mr. Treloar requests us to state that he not having had the necessary instruments for carefully examining all the mines, the various distances, angles of dip and underlie &c. must be taken as only approximate. The concession by the Rioja Government we shall publish to-morrow.

completed, and the company, road and enterprise may now be regarded as a fact.

Mr. Barry's report is so detailed and minute that there is really nothing to add, if we except the fact that henceforward parties wishing to subscribe for the stock will have to send to London, where, very probably, it can only be had at a premium.— 18, Duke-street, Westminster, Oct. 22, 1872. To Lisandro Billinghurst, Esq., 7, Brook-street, London. Dear Sir,

The staff of engineers who left this country at the end of March, this year, for the purpose of prosecuting the surveys of the railway, were prevented by the quarantine regulations of Buenos Ayres from proceeding from Montevideo to Buenos Ayres, and were not able to commence their work till the beginning of June. It was not without considerable exertions by the whole party that the surveys were finished, and the plans and sections drawn in the time allowed, they were the Government on the 5th of September last, the day fixed by the concession.

When I arrived in Buenos Ayres on the 11th day of August, I found the surveys well advanced, but there were some points which had been reserved for my opinion. I started therefore to ride over the railway, within three days of my arrival at Buenos Ayres, with the exception of a small portion of the line which is quite free from difficulties, went from end to end of the main line, and inspected also the San Pedro and Baradero branches.

I will proceed to describe the course of the main line and branches, advertising by the way to any points of interest as each occurs. The commencement of the main line is in the city of Buenos Ayres, at Almagro, on the southern side of the Calle Rivadavia, which may be said to be the principal street of the town. The ground is of a very suitable level, and the position is a large depot station, there being plenty of room for sidings, station buildings, goods sheds, engines, and repairing sheds, and a space of ground of about eight hundred metres long by about one hundred and fifty metres to two hundred metres in width is here available for these purposes, and of this space a large proportion has been bought and now belongs to your firm.

Adjoining the station grounds is the Tramway Argentino, one branch of which crosses the whole course of the Calle Rivadavia, while the branches of the same tramway go in a transverse direction through the city to the Recoleta on the north, to the Barracas on the south. It is proposed that the Tramway Argentino should work in conjunction with the railway, and its cars would then collect passengers from all parts of the city and bring them to the railway station.

Near the eastern side of the ground a branch of the Western Railway crosses in a direction north and south. Branch lines have been surveyed to join the Rosario Railway with the Western Railway in both directions, it should therefore be found desirable to work in connection with the Western Railway, these branches will become of importance. They afford the means of access to the passenger station in Parque, to their goods depot at the square of the 11th September, and, as will probably be the case, the Western Railway is joined with the Southern Railway and the Ensenada Railway near the Riachuelo, it will be possible to exchange by their means through goods or passenger traffic from all parts of the Upper Provinces to the Southern Railway or to Ensenada.

You are aware that the original concession contemplated that the Rosario Railway should leave B. Ayres from the station ground I have described, but it was intended to start in a line at right angles with the direction of Calle Rivadavia and of the Western Railway, and to cross that street and the Western Railway on the level. There are considerable objections to crossing the railway on a level, and these reasons are urged with force by the officials connected with it. These objections, however, were not of sufficient force to induce me to give up the permission for a level crossing accorded to us by the concession; but there are more weighty reasons for adopting another course. In the first place, the station ground being situated between the two important and nearly parallel streets of Victoria and Rivadavia, if the station were placed at right angles to the corner of the streets there would not be length enough for efficient sidings and platforms.

Secondly, though the first cost of crossing on the level would be small, the yearly expenses would be very considerable. The cost of the signals and the wages of the signal-men would fall entirely on our company, and the wages alone, capitalised, would amount to £2000 or £1000.

Thirdly, the risk of accident and its attendant expenses had to be considered; and fourthly, as the Western Railway is Government property, it was desirable as far as possible to fall in with the views of the managers of that undertaking.

For all these reasons I determined to waive our privilege of crossing the Western Railway on the level, and to cross beneath their line, and at the same time to place the station parallel to the Calle Rivadavia. This necessitates a bridge over the Western Railway, and a raising of that railway to such a height as will admit our line being placed out of the reach of floods. The Calle Rivadavia will be crossed on the level, and the roadway and tramway will be raised 1 1/2 metre to allow of this being done.

After the line leaves Buenos Ayres its general direction is north-west, and at 12 kilometres it passes close to the town of San Martin on the south side of it. In the description which follows of the main line the distances given will be distances from Buenos Ayres. At 24 kilometres the river Las Conchas will be crossed by a bridge with a waterway of 30 metres, and at 30 kilometres the river Uruguay will be crossed. The Pilar will be reached. There seems to be no doubt that San José del Pilar will soon become a place of importance as it is well situated, and is in the hands of an energetic proprietor, Mr. Sodeana. Mr. Sodeana offers to give the railway company land for a length of several kilometres. At 40 kilometres the railway crosses the Cañada Escobar, a bridge 40 metres long, and at 50 kilometres arrives at Pilar, where the station will be adjoining the town on its north side. Within 4 kilometres after leaving Pilar the line will cross the river Uruyutí by a bridge 100 metres in length. The valley in which the river runs is flat, and at times floods extend for a long distance on each side of the river banks. I have had careful investigations made here

and elsewhere of the height and extent of the floods, and have adopted such a level for the rails, and such a width of opening as will, I believe, avoid all risk.

At 75 kilometres the Cañada de la Cruz will be crossed by a bridge 50 metres long, and the town of Capilla del Señor will be reached. Capilla del Señor is an important place, being the centre of the sugar and coffee district. At this point the Zarate branch will leave the main line, and will reach Zarate in 25 kilometres. There are no works of importance on the Zarate branch, but it will be of great utility both in the construction of the line and in future. Ocean going ships of a large draught of water can lie alongside the River Bank at Zarate, and I have proposed a pier in the river connected with the railway by an incline through the barranca of 1 in 40. I think that Zarate will be an important port for the whole district between Buenos Ayres and San Antonio, and that produce will be shipped for foreign countries there instead of being sent to Buenos Ayres, where the inconveniences of the port are notorious. Owing also to the proximity of Zarate to Buenos Ayres, it is probable that it will be convenient to ship and discharge goods there for the capital. When the railway is completed Zarate will be within 60 miles of Buenos Ayres. The freight to Zarate will be important for the safety of the anchorage, and the risks of the anchorage at Buenos Ayres, will be probably little, if any more than to Buenos Ayres. The cost of lighterage and landing at Buenos Ayres which often amounts to a large proportion of the freight from Europe, will be saved. Vessels are delayed in the Roads at Buenos Ayres for months owing to the difficulties of landing cargo, while, if they were chartered to Zarate when the railway is made, they could be discharged with certainty and safety in a comparatively short time.

The main line after leaving Capilla del Señor runs in direct course to San Antonio de Areco, and after crossing at 102 kilometres the Arroyo de Giles by a bridge 50 metres wide enters the town at 111 kilometres on its southern side. San Antonio de Areco is a thriving busy town, and is the centre of a large agricultural district. The station ground is well situated within 500 yards of the Plaza. Immediately after leaving the town the railway will cross the river Arroyo de Giles by an existing road bridge and the large corn mill below it. The railway bridge will have a waterway of 80 metres. At 130 kilometres the branch line to Baradero will leave the main line and will reach Baradero in 32 kilometres. Baradero is an important river side town, and is the site of a thriving Swiss colony. It is not so good a port as Zarate from its being situated on a branch of the Parana and not on the main river, but for all that a considerable trade in corn and farm produce is carried on, and it is one of the most important foreign colonies in the Argentine Republic. From San Antonio de Areco to 145 kilometres the line is straight, and like all that has gone before, very easy of construction—but from 145 kilometres to 158 kilometres the works are somewhat more troublesome. At 150 1/2 kilometres the river Arceifes is crossed by a bridge with a waterway of 400 metres, and at 152 kilometres the Cañada de Burgos is crossed by another bridge of 150 metres waterway. These are the most important structures on the railway, and the Arceifes runs in a valley which is the adjacent country, and consequently some cuttings for the railway descend into and ascend from the valley.

The highest of these embankments is 43 metres, and the deepest of the cuttings is 42 metres. These being the most important of the earth works the easy nature of the rest of the line will appear by inference.

When the line has ascended from the valley of the Arceifes it becomes of a remarkably easy character for the whole distance to San Nicolas, which is reached at 237 kilometres. The only important works are a bridge 40 metres long at 175 kilometres over the Arroyo Tala, and another bridge 80 metres long at 200 kilometres over the Arroyo de las Hormonas, and a third at 230 kilometres 60 metres long over the Arroyo Banal. Between San Arceifes and San Nicolas the San Pedro branch leaves the main line at 165 kilometres and reaches San Pedro in 22 kilometres.

San Pedro is one of the oldest established towns of the province, and is a good one. The port is at present a good one, but it is situated on a "laguna" and not on the main river; it is deficient in depth of water. This is about to be remedied and a large jetty is to be constructed, the concession for which was approved by the Government while I was at Buenos Ayres. When these works are finished ocean going ships will lie alongside, and San Pedro will be the outlet for the greater part of the district from San Nicolas to Zarate, the Railway which is to be connected with the quays being the means for carrying merchandise from the country to the shipping and vice versa.

The position selected for the station at San Nicolas is on the south side of the town, about a mile from the Plaza. San Nicolas struck me very much as a rapidly rising town. The port is excellent and the largest ships lie alongside the quays; the population is already 8,000, and is increasing rapidly, while building is going on in all directions. I have laid out a branch line for goods 2 kilometres in length to connect the main line with the quays. The branch line will run out of the station and go down to the level of the quays by an incline of 1 in 40.

After leaving San Nicolas the main line presents no difficulties for the whole way to Rosario. There are several rivers to be crossed, but all these are in valleys which are not subject to much flooding. At 244 kilometres the Arroyo del Medio is crossed by a bridge 80 metres long and we enter the Province of Santa Fe. At 242 kilometres the town of Las Piedras is passed; this is a small unimportant town but will probably rise quickly with Railway communication. At 247 kilometres, the River Parana is crossed by a bridge 80 metres long. At 284 the Arroyo Seco is crossed by a bridge 40 metres long. At 292 kilometres there are two more bridges each 20 metres long and at 300 kilometres the station ground at Rosario is reached.

The station will be placed in close proximity to that of the Central Argentine Railway, and two short junction lines have been laid out to facilitate interchange of all sorts of traffic. I had many communications with Mr. Woods the General Manager of the Central Argentine Railway on these points and found him ready to afford all facilities for interchange of

traffic. The Central Argentine Company are constructing a new quay in the Parana as an enlargement of their existing quay, and Mr. Woods said the Company would afford us all facilities for loading and unloading from ships at a moderate toll. I considered, however, that it would be best for any Company to have at any rate the right to reach the River and to construct a quay if they thought it desirable to do so, or in case any difficulties occurred with the Central Argentine Company, I therefore have laid out a short junction crossing below the Central Argentine Railway by an existing bridge and affording us direct access to the Parana.

I need not remark on the importance of the trade of Rosario as it is so well known to every body acquainted with the country. I suppose it offers an example of a rise in importance almost unrepresented. It is to be borne in mind that in joining the Central Argentine Railway, Rosario will connect with the only means of access between the upper Provinces of the Argentine Republic and Buenos Ayres. The importance of this can scarcely be overestimated. I do not suppose that goods which are now shipped at Rosario for foreign countries will to any great extent be carried over our line, as Rosario is so good a port that such a course is unnecessary; but so long as Buenos Ayres occupies its position as by far the most important Province and town of the Republic, the traffic between the upper Provinces apart from sea going traffic must be an ever-increasing amount.

The passenger traffic from Rosario to Buenos Ayres is of great importance. Steamers start four times a week in each direction and upwards of 18,000 passengers travel by them annually. It is to be borne in mind that this passenger traffic exists in spite of the difficulties and delays attendant on its conveyance by steam boats. I came from Rosario to Buenos Ayres by a steamboat on the line and we had as good a passage as possible, but in spite of this, I was nineteen hours on the road and had to change from a steamboat to a Railway train at the Tigre and then from the train to a tramway car. Mr. Robinson, my chief assistant, on his way down from Rosario struck on a sand bank for upwards of 24 hours and I am told that such things may be expected from time to time. The fare is 14 patacones.

Taking the distance by Railway as 180 miles this would be equal to about 40 miles. I am aware that some people allege that as passengers can have sleeping accommodation, the steamboat travellers would, if the Railway were open, continue to go by steamers if they were running. For my part, I disbelieve such a thing altogether and more particularly in a business country like Buenos Ayres. The train would convey passengers in from seven to eight hours, and we could afford to do it at a lower fare than is charged by the steamboat companies. It is universally found that for passenger traffic no conveyance can compete with a railway, and I cannot doubt that our Railway would convey the whole passenger traffic, and that the amount of it would be enormously increased by the facilities afforded.

With respect to goods from the Central Argentine Railway district consigned to Buenos Ayres, I think it probable that the Railway would convey the major part, provided the Central Argentine Railway trucks could run through about the same time as the existing lines. The expense and delay of sending landing goods at Buenos Ayres is so great that the Railway could complete successfully with river carriage.

Assuming a rate of 2d per ton per mile for long distances; the rate per ton from Rosario to Buenos Ayres would be 31s per ton. I am informed that it is no unusual thing to pay 15s per ton for landing alone at Buenos Ayres; while in rough weather goods are exposed to all sorts of risks and delays.

The ramifications of the Central Argentine Railway are now being extended by the Rio Cuarto Railway and they will soon be further increased by the Tucuman line. These circumstances are in favour of our Railway, as it must be the trunk line of the country and the more the Railways are extended at each end of it, the better for the Central portion.

Having now given a description of the course of the new line, I will offer a few general remarks on it. First, the length as deposited will be:—

Main line from B. Ayres to Rosario, 188 Miles. Branch to Zarate, 16. Do San Pedro, 22. Do Baradero, 32. Do Escobar, 40. Do Rosario, 1. Total 244 1/2.

I should propose that the whole line should be a single line, except at the stations, at each of which there would be crossing places. I should also propose to make the line double from the terminus at Buenos Ayres until after it has passed below the Western Railway. The permanent way I should recommend would be a flat bottomed rail on hard wooden or on iron pot sleepers. The rail would be of steel and the sleepers would be of hard wood from Corrientes or else from Chile. If possible, I would use a heavy rail for the main line and a lighter one for the branches. The permanent way is so expensive an item in the total cost that I should prefer to give the weight per yard further consideration, and particularly so having respect to the present high price of iron and steel. I have estimated for a 70 lbs iron rail or 60 lbs steel rail for the main line, and a 60 lbs iron rail for the branches, and I think these weights need not be exceeded. The bridges over the rivers are estimated to be of wrought iron resting on screw piles. Beneath the top soil and at a moderate depth is found almost universally a bed of tufa which forms a hard trustworthy foundation. The bridges, therefore, though long will not be expensive. By the concession we are bound to construct and maintain an Electric Telegraph. There are already two lines of telegraph to Rosario, but it would be necessary for the purposes of the railway to have a telegraphic communication between the Stations. I have little doubt that the revenue from the public use of our telegraph will pay a good interest on its cost. The new telegraph will communicate with many places at present without telegraphic advantages, and if our wires are well managed I have no doubt we should get a large share of the through messages. There are many complaints of the existing lines, so much so, that the Engineer of the Transandine Telegraph told me he was ready to enter into negotiations with us to secure for his company two wires on our posts, from Buenos Ayres to Rosario.

I think it would be desirable to pursue this motion and endeavour to arrange terms to carry it into effect.

With respect to stations I have estimated what I consider a sufficient sum to secure efficient permanent buildings, with temporary buildings, if money can be found for building the permanent stations at once. The contrary course is not economical for the long run, and the traffic and prospects of the railway suffer from insufficient accommodation to an extent which is difficult to retrieve.

In order to estimate the revenue prospects of the railway I think it only necessary to contemplate the line of country traversed, the number of towns placed in communication with Buenos Ayres, the fact of our line to compare these circumstances with those of existing railways.

The list of partidos traversed and their population is as under. The population is taken from the Government census of 1869:—

Table with 2 columns: Partido, Population. Rows include Buenos Ayres (177,387), Partido San José Flores (6,329), San Martin (2,567), Moreno (2,429), Zarate (3,718), Capilla del Señor (3,070), Giles (3,820), San Antonio de Areco (2,840), Baradero (4,919), San Pedro (3,410), Ramayo (3,140), San Nicolas (9,234), Tucuman (3,764), Province of Santa Fe (24,608).

For the population in 1872 these figures would be considerably increased. By joining the Central Argentine Railway at Rosario our line will be placed at once more or less in communication with all the upper provinces of the Republic. These provinces are rich in all natural products as every description of climate is to be met with in them.

I may mention that coal is lately reported to have been discovered in the province of San Juan, and that wine is being manufactured for its own trade. The list of upper provinces is as under, with their population in 1869:—

Table with 2 columns: Province, Population. Rows include Cordoba (70,538), San Luis (33,294), Mendoza (132,938), San Juan (60,319), La Plata (48,746), Catamarca (79,962), Tucuman (79,962), Salta (88,933), Jujui (49,379).

But apart from through traffic, there can be no doubt that the camp through which the line passes is richer than most of the camp of the province of Buenos Ayres, and compares very favourably with that traversed by the Western and Southern Railway, both of which pay handsomely for the use of the line. The population per square league in the north part of the province through which our line runs compared with that of the central and southern parts is returned by the census of 1869 as under:—

Table with 2 columns: Province, Population per square league. Rows include Southern (31.02), Central (68.15), Northern (62.68).

(N.B.—This is exclusive of the population of the city of Buenos Ayres.) It is to be remembered that both the Western and Southern Railways start from Buenos Ayres, and end as 'cal de sue' in the camp. The Southern Railway is now earning from £33 to £40 per mile per week. I believe the Western Railway is doing quite as well, but as it is a government line, and managed by a department, I cannot give the exact figures. Our line traversing between the cities of Rosario and Buenos Ayres, and ending at the terminus at Buenos Ayres and Rosario, and forms a junction at Rosario with an existing line of nearly 250 miles which will soon be in its turn connected with, perhaps, as many miles again. Our railway also runs from the camp to excellent ports on the river Parana from which exports and imports will take place; but there is nothing of the sort on the existing lines. Our main line is at the same time a sufficient distance from the river to serve a district on both sides of it at present quite unaccommodated by the river traffic.

I believe that the River so far from being a rival, will be a source of revenue to the Railway. If the line were

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

The Standard.

SUNDAY, DECEMBER 15, 1872.

REVIEW FOR EUROPE.

The most important event of the fortnight is the promulgation of the new law by the Provincial Government of Buenos Ayres authorizing an emission of 7 1/2 per cent Provincial Bonds for the amount of one hundred millions currency, or say eight hundred thousand pounds sterling; the bonds to be issued at par and paid to the bank to discharge the indebtedness of the Government for outstanding accounts.

News arrived yesterday of a very disastrous fire in Santiago, Chile, and the building and offices of the Porvenir de las Familias, and other companies were destroyed, luckily the books were saved. Only the day previously we received a message from Valparaiso announcing a revolution in Bolivia and the assassination of the President things on the West Coast look stormy.

Mr. Bateman's very able reply defending his port scheme, has attracted much notice, both Governments seem now determined to carry out the Bateman scheme, and the Provincial Government has closed the Riachuelo office of engineers as no longer necessary, this step has much affected the value of property in the Boca which now rules rather heavy.

The subscription lists of the Rosario Railway Co. have been closed, the total number of shares subscribed for in this Republic is two thousand and the rest in London. Mr. Barry's report on this line will be found in another column.

The Ensenada Railway will be inaugurated in a few days, the road is now finished from this city to that port, and will prove one of the grand trunk lines of this country. Mr. Wheelwright will well feel proud of his work, last week a small party of English engineers and others ran out by rail to Ensenada and afterwards made an excursion in a small steamer through the bay, they pronounce it the finest on this coast and the natural port of Buenos Ayres.

Another important item is the splendid mining concession granted by the Government of Rioja to Mr. Treloar the fullest particulars respecting these mines we publish in another column, and an effort will be made to start a company in this market to work said mines.

For the last fortnight we have had very heavy rains, notwithstanding that we are now in the summer or dry season, still the rains are continuous and the country districts look charming. The wheat crop will after all prove much greater than anticipated and every day now we have heavy arrivals from the interior.

The general state of the Interior is satisfactory; everything is quiet and orderly, and the works of the two railways now being constructed in the provinces—the Rio Cuarto and Tucuman—are progressing. All the saladeros along the rivers have now commenced working, and in most cases the hides and tallow of the fiama have been contracted for.

The last advices from Paraguay are only what all foreigners in Buenos Ayres anticipated, the English colony business has proved such a wretched failure, that the unfortunate English women have returned to Asuncion to look for work, whilst the men who were sent into the interior to found the colony have struck work, and it is probable will do their best to make their escape to B. Ayres. A more creditable business than this English emigration to Paraguay we have never been called to chronicle, from first to last we opposed it, and we feel bound to say that our views on this matter were shared by every respectable foreigner in the River Plate.

The fate of these poor English people if they can manage to get back to B. Ayres need cause their friends in England no concern, but if they shut up in Paraguay, it is to be hoped that the British Minister will interfere.

The health of Buenos Ayres was never better, and the season so far has proved most favorable. There is still quarantine on all vessels touching at Brazilian ports, and likely to be so all during the summer.

In our commercial columns will be found a full summary of the business of the fortnight. Our wool trade has been somewhat checked by the unfavorable news from Europe, and most of the farmers are desponding with a view to higher prices next May. Trade in general is good, and the continuous arrivals of European steamers with thousands of immigrants is a certain sign that the progress of the country is real and lasting.

Exchange on England, 49 3/4. On France, 5.30. On Antwerp, 5.28. Nat. Bonds, 80 1/2. Gas shares, 2.50 per share. Cedulas Hipotecarias, 98.

OUR MINING INDUSTRY.

The mining industry of the Argentine Republic is, notwithstanding all our progress, in its infancy; and any

effort to develop that industry should meet with the warmest support from the government and the public. By the last mail from the Interior we have news of a valuable mining concession to an Englishman whose name has long been connected with some of the most successful mining enterprises of Brazil—Mr. Treloar.

In the hope that something good may come of this concession, and that the hidden treasures of Patagonia may yet become an article of Argentine export, we give to our readers the following exhaustive description of these mines; the paper is well deserving an attentive study by all who take an interest in the future of this Republic.

Report on the Famatina Mines.

1. The mountains in which these mines are situated are known as the Sierra de Famatina, which form part of the Andes range; they are situated between the latitudes 29 and 30 deg. south, and longitude 71 deg. west, and are at an elevation of from 15,000 to 20,000 feet above the level of the sea.

2. The mines are about 7 leagues from the town of Chelchito, in the province of Rioja, which is one of the 14 provinces forming the Argentine Confederation. This town is distant from Cordoba about 310 miles, and from Rioja (the capital of the province) about 50 miles. Cordoba is connected by rail (247 miles) with the port of Rosario in the province of Santa Fe, which is distant from Buenos Ayres about 180 miles. Between Cordoba and Rioja the high road is in good condition, and coaches run regularly. The mines are at an elevation of from 8,000 to 12,000 feet above the level of the sea.

3. The mining knowledge on the part of the native inhabitants has always been, and still is, very limited; they have not possessed capital for carrying on works of any magnitude, neither have they introduced machinery of any kind; the consequence is that an immense number of mines have been opened and worked at a very limited depth only, and these mostly on different lodes and veins, and an immense number of lodes still remain untouched. Their 'modus operandi' is of a very primitive nature, both as regards working the mines and treating the ores. They extract the rich ores to the depth of a few fathoms from the outcrops of the lodes, carrying them to the surface in leather bags attached to the backs of men, who with their burden climb to the mouth of the pit by the aid of small ladders cut in the foot wall, no mechanical aid, of any kind, being in use. If the lode become poor, they have not the patience to work in order to ascertain if it would again make, but at once remove to what they consider may be an easier or richer spot.

4. When once at surface the ores are picked, and the best sent on muleback to the proprietor's house, a distance of seven leagues and over, where the primitive method of crushing them between two stones by hand, preparatory to the process of amalgamation, is still in vogue. As this process is so very laborious and slow, it, of course, does not answer the purpose of these people to operate on any but the richest ores. Some of these yield, I am informed, as much as 3,000 oz. of silver per ton, but the general run of stuff so treated gives from 100 to 300 oz per ton (a parcel of about 6 tons I saw treated, this gave at the rate of 610 oz. per ton). From what I have seen of their miserable processes I am convinced that it would not pay them to operate on ores yielding much under 100 oz. Notwithstanding their wretched appliances so great has been the quantity of silver extracted, that many Chileans have been induced to cross the Andes, and reopen some of the mines which had been abandoned and to work others, in some instances they have attained the depth of from 25 to 30 fms, and in nearly every case the lodes have improved, and promise to improve in depth.

5. There are some old and crushed together mines which, judging from the pile of stuff near the collar of the mine seem to have been sunk to a good depth by the former inhabitants, and which, from various indications, such as their being in auriferous ground, and silver veins being I am informed, left untouched in the sides of some of them, I believe were worked principally for gold.

6. During the revolutions some years ago, I should have told you, many of the principal veins and lodes were killed or driven away, consequently the works at the mines were suspended, and it is only about two years since that operations were resumed by the natives.

Many of the mines are on the offshoots of the mountains, on lodes running, some E and W, others S. E. and N. W. across the general run of the country.

The lodes mostly run nearly parallel and are generally not more than a very few fathoms apart. These are however intersected some at right angles and others diagonally by other lodes or crosscourses. At the junctions of the principal works, and from which great riches have been obtained, I have taken some general samples and arranged for them to be forwarded to Buenos Ayres. These shall be sent to you as soon as possible to be assayed. A month or two since a parcel of about 104 tons of ores from the Encena Esperanza mine in the Caldera Mountain was sent to England to be tried. I will let you know the result as soon as I myself may be informed.

7. The facilities for mining in this district I consider very great. The attitude of the mountains, the proximity of the numerous lodes to each other, and the lodes being in almost a virgin state, offer great advantages for exploring and working by cross-cuts and levels, and the mountains generally rising at a great angle offer facilities for shooting ores to the level at which the machinery may be erected.

8. For a company the primary and principal outlay would be for roads, trams, buildings and machinery, and of course the expenses attendant upon laying open to the mines.

For these purposes I calculate that an outlay of about £25,000 would be sufficient, and the time required for getting into working order say two years. These preliminary works over, I feel convinced that the results would be everything that could be desired, for if we suppose the company to have then a 30-head stamping mill at work, and calculate the monthly expenses at £2,500, and I do not think it would be more, the result would be as follows—36 heads x 14 tons daily = 504 tons. 504 tons x 20 oz. per ton = 10,080 oz. Monthly cost £2,500. Profit per month at 20 oz. only per ton = £350.

In this calculation I am confident I am under rather than over the mark, for judging from what I have seen there is little or no doubt that the average yield of the milled ores will exceed 20 oz. per ton.

12. When I consider that operations have been resumed about two years only, many of the natives, notwithstanding their primitive modes of working and of breaking the ores, have been comparatively rich from these mines, that the lodes and veins are very numerous, rich, and still almost intact, and that the mines can be so easily worked, I state with every confidence that the undertaking may be considered rather as an investment, than as a speculation, and that such a promising one has seldom been offered to a company.

13. The lodes and veins, as I have before stated, are very numerous and close together, being generally not more than a few fathoms apart, and most of the principal ones being worked in the same manner, it is unnecessary for me to allude to them separately, I will therefore merely refer to the following:—

The Caldera Mountain. 14. This mountain is an offshoot of the main range, and the lodes, running across the general run of the country, seem to make for the main hill. In this mountain the principal lodes being worked on are:—

San Pedro. 15. This is the most northerly worked on in this mountain. It runs east and west, and is about 2 ft. wide. At times it contracts, but opens out again. The ores are very fine, and the profits on the working have been very great.

Esperanza. 16. Is about 14 fms. south of the San Pedro. The ores are also remarkably rich, more so even than the other, but the size is much smaller, being not more than 8 inches. It runs also east and west.

Pilar. 17. Is separated from the Esperanza by a ravine; it is said to have been very rich, but the late proprietors having lost the lode suspended operations. Preparations are now being made to return working by another party. The lode is about 3 1/2 feet wide.

Bueno Esperanza. 18. This is about 7 fms. S. from the Pilar; there are however several smaller veins intervening, which have been neglected for the more important ones. In this mine there are two well defined lodes, one about 4 feet and the other about 6 ft. running E. and W.; these are intersected by a well defined cross course about 3 feet wide, running S. E. and N. W. The chief operations have been at the junction of the crosscourse with the 4 feet lode.

At surface the formation is a gossan, but in the present bottom, about 25 fms., the lode has improved in size, and is of a highly mineralized nature. It is from this mine that the parcel of ore sent to England was taken. The lode in the bottom gives a large quantity of ore yielding about 500 oz. per ton.

The Cerro Negro. 19. This is a large mountain southward of Caldera, and contains, I may say, hundreds of mines, and principally, or rather the larger number, on different lodes. The sizes of the lodes vary very considerably, some not being more than a few inches, and others ranging up to as much as 9 and 15 feet. The quantity of silver extracted from this mountain is said to be enormous. For two reasons before stated I shall only refer to one or two of the principal lodes.

India. This lode can be traced for upwards of a league; it varies from 9 to 15 feet in width; runs in a south-easterly and north-westerly direction. Many persons have taken grants on this lode, and I am told all have done well. The works are generally very shallow owing to many of the workers having abandoned them at the depth of about 5 or 6 fathoms, on the lode becoming temporarily poor, they having so many other available points at surface. There are also one or two properties who having no capital have continued to sink and sink, and have done, and are doing well. The lode in depth is getting highly mineralized and richer, I am told, for silver.

Santo Domingo. 21. Is about 8 feet wide, and runs in a westerly direction. Is a very rich lode, and has given abundance of silver.

22. Of other mines which have given good results I may mention Rosario, Pellegrina, Cienega, &c., &c., the lodes in which vary from about 3 feet to 5 feet in width.

23. Throughout the mountain the lodes examined have an underlie of about 700 and a dip of about 45°. The walls of the mines are very firm, and require little or no timber.

Climate. 24. Very healthy. At the base of the mountains it is sometimes very warm, and on the hills, on the contrary, very cold (some of the mountains being constantly covered with snow). At some of the mines, owing to the great height, the atmosphere, disagree with new comers, but they soon get accustomed to it. The natives do not feel it.

Water. 24. At the foot of the mountain there is an abundant supply for machinery and other requirements.

Materials. 26. Timber sufficient for mining and building purposes can be procured in the neighbourhood. Splendid pieces can be readily obtained from Tucuman. Iron. There is none and would all have to be imported from England or elsewhere.

Labor. 27. Being in the vicinity of the following towns and villages, viz. Chelchito, Famatina, San Miguel, Magistaga, Nonogasta, Bichigasta, Sinigasta, &c. I do not anticipate any difficulty under this head, wages range from 1s 6d to 2s per day.

Provisions. 28. Are abundant and cheap. Meat is easily procured and all kinds of vegetables and fruit grow very luxuriantly, stores of all kinds are easily obtained.

completed, and the company, road and enterprise may now be regarded as a fact. Mr. Barry's report is so detailed and minute that there is really nothing to add, if we except the fact that letters forward parties wishing to subscribe for the stock will have to send to London, where, very probably, it can only be had at a premium.—

18, Duke-street, Westminster, Oct. 22, 1872. To Lisandro Billinghurst, Esq., 7, Brook-street, London.

Dear Sir, The staff of engineers who left this country at the end of March, this year, for the purpose of prosecuting the surveys of the railway, were prevented by the quarantine regulations of Buenos Ayres from proceeding from Montevideo to Buenos Ayres, and were not able to commence their work till the beginning of June. It was not without considerable exertions by the whole party that the surveys were finished, and the plans and sections drawn in time for depositing them with the Government on the 5th of September last, the day fixed by the concession.

When I arrived in Buenos Ayres on the 11th of August, I found the surveys well advanced, and that some points which had been reserved for my opinion, I started therefore to ride over the railway, within three days of my arrival at Buenos Ayres, with the exception of a small portion of the line which is quite free from difficulties, went from end to end of the main line, and inspected also the San Pedro and Baradero branches.

I will proceed to describe the course of the main line and branches, advertizing by the way to any points of interest as each occurs. The commencement of the main line is in the city of Buenos Ayres, at Almagro, on the southern side of the Calle Rivadavia, which may be said to be the principal street of the town. The ground here is very suitable in levels and position for a large depot station, there being plenty of room for sidings, racking buildings, goods sheds, engine running sheds, and repairing shops for engines and carriages. A space of ground of about eight hundred metres long by about one hundred and fifty metres to two hundred metres in width is here available for these purposes, and of this space a large proportion has been bought and now belongs to your firm.

Adjoining the station grounds is the Tramway Argentine, one branch of which runs down the whole course of the Calle Rivadavia, while the branches of the same tramway go in a transverse direction through the city to the Recoleta on the north, to the Barracas on the south. It is proposed that the Tramway Argentine should work in conjunction with the railway, and its cars would then collect passengers from all parts of the city and bring them to the railway station.

Near the eastern side of the ground a branch of the Western Railway crosses in a direction north and south. Branches have been surveyed to join the Rosario Railway with the Western Railway in both directions, it should hereafter be found desirable to work in connection with the Western Railway, these branches will become of importance. They afford the means of access to the passenger station in Parque, to their goods depot at the square of the 11th September, and, as will probably be the case, the Western Railway is joined with the Southern Railway and the Ensenada Railway near the Riachuelo, it will be possible to exchange by their means through goods or passenger traffic from all parts of the Upper Provinces to the Southern Railway or to Ensenada.

You are aware that the original concession contemplated that the Rosario Railway should leave B. Ayres from the station ground I have described, but it was intended to start in a line at right angles with the direction of Calle Rivadavia and of the Western Railway, and to cross that street and the Western Railway on the level. There are considerable objections to crossing the railway on a level, and these reasons are urged with force by the officials connected with it. These objections, however, were not of sufficient force to induce me to give up the permission for a level crossing accorded to us by the concession; but there are two very good reasons for adopting another course. In the first place, the station ground being situated between the two important and nearly parallel streets of Victoria and Rivadavia, if the station were placed at right angles to the corner of the streets there would not be length enough for efficient sidings and platforms.

Secondly, though the first cost of crossing on the level would be small, the yearly expenses would be very considerable. The cost of the signals and the wages of the sign-men would fall entirely on our company, and the wages alone, capitalised, would amount to £3,000 or £4,000.

Thirdly, the risk of accident and its attendant expenses had to be considered; and fourthly, as the Western Railway is Government property, it was desirable as far as possible to fall in with the views of the managers of that undertaking.

For all these reasons I determined to waive our privilege of crossing the Western Railway on the level, and to cross beneath their line, and at the same time to place the station parallel to the Calle Rivadavia. This necessitates a bridge beneath the Western Railway, and a raising of that railway to such a height as will admit our line being placed out of the reach of the floods. The Calle Rivadavia will be crossed on the level, and the roadway and tramway will be raised 1 1/2 metre to allow of this being done.

After the line leaves Buenos Ayres its general direction is north-west, and at 12 kilometres it passes close to the town of San Martin on the south side of it. In the description which follows of the main line the distances given will be distances from Buenos Ayres. At 24 kilometres the river Las Conchas will be crossed by a bridge with a waterway of 40 metres, and at 30 kilometres the new settlement of San José del Pilar will be reached. There seems to be no doubt that San José del Pilar will soon become a place of importance, as it is well situated, and is in the hands of an energetic proprietor, Mr. Sodaena. Mr. Sodaena offers to give the railway company land for a length of several kilometres. At 40 kilometres the railway crosses the Cañada Escazobari, a bridge 40 metres long, and at 50 kilometres arrives at Pilar, where the station will be adjoining the town on its north side. Within 4 kilometres after leaving Pilar the line will cross the river Lujan by a bridge 100 metres in length. The valley in which the river runs is flat, and at times floods extend for a long distance on each side of the river banks. I have had careful investigations made here

and elsewhere of the height and extent of the floods, and have adopted such a level for the rails, and such a width of opening as will, I believe, avoid all risk.

At 75 kilometres the Cañada de la Cruz will be crossed by a bridge 80 metres long, and the town of Capilla del Señor will be reached. Capilla del Señor is an important place, being in the centre of an excellent camp, and at this point the Zarate branch will leave the main line, and will reach Zarate in 25 kilometres. There are no works of importance on the Zarate branch, but it will be of great utility both in the construction of the line and in future. Ocean going ships of a large draught of water can lie alongside the River Bank at Zarate, and I have proposed a pier in the river connected with the railway by an incline through the barranca of 1 in 40. I think that Zarate will be an important port for the whole district between Buenos Ayres and San Antonio, and that produce will be shipped for foreign countries, there instead of being sent to Buenos Ayres, where the inconveniences of the port are notorious. Owing also to the proximity of Zarate to Buenos Ayres, it is probable that it will be convenient to ship and discharge goods there for the capital. When the railway is completed Zarate will be within 60 miles of Buenos Ayres. The freight to Zarate will, owing to the safety of that port as compared with the risks of the anchorage off Buenos Ayres, be probably little, if any more than to Buenos Ayres. The cost of lighterage and landing at Buenos Ayres which often amounts to a large proportion of the value of the goods, will be saved. Vessels are delayed in the Roads at Buenos Ayres for months owing to the difficulties of landing cargo, while, if they were chartered to Zarate when the railway is made, they could be discharged with certainty and safety in a comparatively short time.

The main line after leaving Capilla del Señor runs in direct course to San Antonio de Areco, and after crossing at 102 kilometres the Arroyo de Giles by a bridge 50 metres wide enters the town at 111 kilometres on its southern side. San Antonio de Areco is a thriving town, and is the centre of a large agricultural district. The station is well situated within 300 yards of the Plaza. Immediately after leaving the town the railway will cross the river Arco between the existing road bridge and the large corn mill below it. The railway bridge will have a waterway of 80 metres. At 139 kilometres the branch line to Baradero will leave the main line and will reach Baradero in 32 kilometres. Baradero is an important river side town, and is the site of a thriving Swiss colony. It is not so good a port as Zarate from its being situated on a branch of the Parana and not on the main river, but for all that a considerable trade in corn and tannin produce is carried on, and the most important foreign colonies in the Argentine Republic. From San Antonio de Areco to 145 kilometres the line is straight, and like all that has gone before, very easy of construction—but from 145 kilometres to 158 kilometres the works are somewhat more troublesome. At 150 kilometres the river Arrecifes is crossed by a bridge with a waterway of 400 metres, and at 152 kilometres the Cañada de Burgos is crossed by another bridge of 150 metres waterway. These are the most important structures on the railway, and the Arrecifes is the principal river we encounter. The valley in which the Arrecifes runs is much depressed below the adjacent country, and consequently some cuttings and embankments are necessary for the railway to descend into and ascend from the valley.

The highest of these embankments is 43 metres, and the deepest of the cuttings is 4 1/2 metres. These being the most important of the earth works the easy nature of the rest of the line will appear by inference.

When the line has ascended from the valley of the Arrecifes it becomes of a remarkably easy character for the whole distance to San Carlos, which is reached at 237 kilometres. The only important works are a bridge 40 metres long at 175 kilometres over the Arroyo Tala, and another bridge 80 metres long at 209 kilometres over the Arroyo de las Herminas, and a third at 230 kilometres 60 metres long over the Arroyo Ramallo. Between the Arrecifes and San Nicolas the San Pedro branch leaves the main line at 165 kilometres and reaches San Pedro in 28 kilometres.

San Pedro is one of the oldest established towns in the province, and is a busy place. The port is at present a good one, but it is situated on a 'figura' and not on the main river; it is deficient in depth of water. This is about to be remedied and a large jetty is to be constructed, the concession for which was approved by the Government while I was at Buenos Ayres. When these works are finished ocean going ships will lie alongside, and San Pedro will be the outlet for the greater part of the district from San Nicolas to Zarate, the Railway which is to be connected with the quays being the means for carrying merchandise from the country to the shipping and vice versa.

The position selected for the station at San Nicolas is on the south side of the town, about a mile from the Plaza. San Nicolas is one of the very much used and rapidly rising towns. The port is excellent and the largest ships lie alongside the quays; the population is already 8,000, and is increasing rapidly, while building is going on in all directions. I have laid out a branch line for goods 2 kilometres in length to connect the main line with the quays. The branch line will run out of the station and go down to the level of the quays by an incline of 1 in 40.

After leaving San Nicolas the main line presents difficulties for the whole way to Rosario. There are several rivers to be crossed, but all these are in valleys which are not subject to much flooding. At 244 kilometres the Arroyo del Medio is crossed by a bridge 80 metres long, and we enter the Province of Santa Fe. At 242 kilometres the town of Las Piedras is passed; this is a small important town but will probably rise quickly with Railway communication. At 261 kilometres, the River Pavon is crossed by a bridge 80 metres long, and at 269 kilometres the Arroyo de la Cruz is crossed by a bridge 40 metres long. At 292 kilometres there are two more bridges each 20 metres long and at 300 kilometres the station ground at Rosario is reached.

The station will be placed in close proximity to that of the Central Argentine Railway, and two short junction lines have been laid out to facilitate interchange of all sorts of traffic. I had many communications with Mr. Woods the General Manager of the Central Argentine Railway on these points, and found him ready to afford us all facilities for interchange of

traffic. The Central Argentine Company are constructing a new quay in the Parana as an enlargement of their existing quay, and Mr. Woods said the company would afford us all facilities for loading and unloading from ships at a moderate toll. I considered, however, that it would be for our Company to have at any rate the right to reach the River and to construct a quay if they thought it desirable to do so, or in case any difficulties occurred with the Central Argentine Company. I therefore have laid out a short junction crossing below the Central Argentine Railway by an existing bridge and affording us direct access to the Parana.

I need not remark on the importance of the trade of Rosario as it is so well known to every body acquainted with the country. I suppose it offers an example of a rise in importance almost unprecedented. It is to be borne in mind that in joining the Central Argentine Railway we connect with the only means of access between the upper Provinces of the Argentine Republic and Buenos Ayres. The importance of this can scarcely be overestimated. I do not suppose that goods which are now shipped at Rosario for foreign countries will to any great extent be carried over our line, as Rosario is so good a port that such a course is unnecessary; but so long as Buenos Ayres occupies its position as far the most important Province and town of the Republic, the traffic between the upper Provinces apart from sea going traffic must be an ever increasing amount.

The passenger traffic from Rosario to Buenos Ayres is of great importance. Steamers start four times a week in each direction and towards Buenos Ayres passengers travel by them annually. It is to be borne in mind that this passenger traffic exists in spite of the difficulties and delays attendant on its conveyance by steam boats. I came from Rosario to Buenos Ayres by the best steamer on the line and we had as good a passage as possible, but in spite of this, I was nineteen hours on the road and had to change from a steamer to a Railway train at the Tigre and then from the train to a tramway car. Mr. Robinson, my chief assistant, on his way down from Rosario struck on a sand bank for more than 24 hours, and I am told that such things may be expected from time to time. The fare is 14 patacones.

Taking the distance by Railway as 180 miles this would be equal to about 40 per mile. I am aware that some people allege that as passengers can have sleeping accommodation, the steamer travellers would, if the Railway were open, continue to go by steamers if they were running. For my part, I disbelieve such a thing altogether, and more particularly in a business country like Buenos Ayres. The train would convey passengers in from seven to eight hours, and we could afford to do it at a lower fare than is charged by the steamer companies. It is universally found that for passenger traffic no conveyance can compete with a railway, and I cannot doubt that our Railway would convey the whole passenger traffic, and that the amount of it would be enormously increased by the facilities afforded. With respect to goods from the Central Argentine Railway district consigned to Buenos Ayres, I think it probable that the Railway would convey the main part, provided the Central Argentine Railway trucks could run through, about which there is no difficulty. The expense and delay attending landing goods at Buenos Ayres is so great that the Railway could complete successfully with river carriage.

Assuming a rate of 2d per ton per mile for long distances; the rate per ton from Rosario to Buenos Ayres would be 3s per ton. I am informed that it is not unusual thing to pay 15s per ton for landing alone at Buenos Ayres; while in rough weather goods are exposed to all sorts of risks and delays.

The ramifications of the Central Argentine Railway are now being extended by the Rio Cuarto Railway, and they will soon be further increased by the Tucuman line. These circumstances are in favour of our Railway, as it must be the trunk line of the country and the more the Railways are extended at each end of it, the better for the Central portion.

Having now given a description of the course of the new line, I will offer a few general remarks on it. First, the length as deposited, will be—

Table with 2 columns: Miles, and 10 rows of route details including Rosario to Buenos Ayres, San Antonio de Areco, Baradero, San Pedro, and Rosario.

I should propose that the whole line should be a single line, except at the stations, at each of which there would be crossing places. I should also propose to make the line double track, but the terms of the concession until after it has passed below the Western Railway.

The permanent way I should recommend would be a flat bottomed rail on hard wooden or iron post sleepers. The rail would be of steel and the sleepers would be of hard wood from Corrientes or else from Chile.

If possible, I would use a heavy rail for the main line and a lighter one for the branches. The permanent way is so expensive an item in the total cost that I should prefer to give the weight per yard further consideration, and particularly so having respect to the present high price of iron and steel. I have estimated for a 70 lbs iron rail or 60 lbs steel rail for the main line, and a 60 lbs iron rail for the branches, and I think these weights need not be exceeded. The bridges over the rivers are estimated to be of wrought iron resting on screw piles. Beneath the top soil and at a moderate depth is found almost universally a bed of tesson which forms a hard trustworthy foundation. The bridges, therefore, though long will not be expensive. By the concession we are bound to construct and maintain an Electric Telegraph. There are already two lines of telegraph to Rosario, but it would be necessary for the purposes of the railway to have a telegraphic communication between the Stations. I have little doubt that the revenue from the public use of our telegraph will pay a good interest on its cost. The new telegraph will communicate with many places at present without telegraphic advantages, and if our wires are well managed I have no doubt we should get a large share of the through messages. There are many complaints of the existing lines, so much so, that the Engineer of the Transandine Telegraph told me he was ready to enter into negotiations with us to secure for his company two wires on our posts from Buenos Ayres to Rosario.

I think it would be desirable to pursue this motion and endeavour to arrange terms to carry it into effect. With respect to stations I have estimated what I consider a sufficient sum to erect efficient permanent buildings, I am not in favour of opening the line with temporary buildings, if money can be found for building the permanent stations at once. The contrary course is not economical in the long run, and the traffic and prospect of the railway suffer from insufficient accommodation to an extent which it is difficult to retrieve.

In order to estimate the revenue prospects of the railway I think it only necessary to contemplate the line of country traversed, the number of towns placed in communication with Buenos Ayres, the two termini and to compare these circumstances with those of existing railways. The list of partidos traversed and their population is as under. The population is taken from the Government census of 1869:—

Table with 2 columns: Partidos, and 10 rows of population data for various regions like Flores, Moreno, Pilar, etc.

For the population in 1872 these figures would be considerably increased. By joining the Central Argentine Railway at Rosario our line will be placed at once more or less in communication with all the upper provinces of the Republic. These provinces are rich in all natural products as every description of climate is to be met with in them. I may mention that coal is lately reported to have been discovered in the province of San Juan, and that wine is being manufactured in Mendoza. The list of upper provinces is as under, with their population in 1869:—

Table with 2 columns: Population, and 10 rows of population data for provinces like Cordoba, San Juan, Mendoza, Tucuman, Salta, and Jujuy.

But apart from through traffic, there can be no doubt that the camp through which the line passes is richer than most of the rest of the province of Buenos Ayres, and compares very favourably with that traversed by the Western or Southern Railway, both of which pay handsome dividends. The population per square league in the north part of the province through which our line runs compared with that of the central and southern parts is returned by the census of 1869 as under:—

Table with 2 columns: Southern per square league, and 3 rows of population density data.

(N.B.—This is exclusive of the population of the city of Buenos Ayres.) It is to be remembered that both the Western and Southern Railways start from Buenos Ayres, and end as a rule de sae in the camp. The Southern Railway is now earning from £33 to £40 per mile per week. I believe the Western Railway is doing quite as well, but as it is a government line, and managed by a department, I cannot give the exact figures. Our line traversing between the rest of the Southern or Western lines, has for its two termini Buenos Ayres and Rosario, and forms a junction at Rosario with an existing line of nearly 250 miles which will soon be in its turn connected with, perhaps, as many miles again. Our railway also runs from the camp to excellent ports on the river Parana from which exports and imports will take place; but there is nothing of the sort on the existing lines. Our main line is at the same time a sufficient distance from the river to serve a district on both sides of it, at present quite unaccommodated by the river traffic.

I believe that the River so far from being a rival, will be a source of revenue to the Railway. If the line were close to and parallel to the River, we might fear competition, but such is not the case. It is some 25 to 30 miles inland and the cross lines will have a large traffic in conveying produce to the River for shipment to Ports beyond the sea.

By all the above reasons, I have come to the conclusion that if existing lines return a good dividend, a fortiori ours will return a better one even by local traffic alone. But we have in addition a source of revenue in the through passenger and goods traffic of which the existing lines are destitute. I have looked at this subject in every point of view and have come to the conclusion that financially the Buenos Ayres and Rosario line cannot be a success greater than any existing Argentine Railway; I believe that this opinion is shared by most of the inhabitants who are acquainted with the locality.

In conclusion I would remark that no one could see the district as I have done without being struck with the immense progress which every where meets the eye. Nature has done everything for the country but afford means for food-making. The soil is such that roads cannot be made so cheaply as railroads. The traffic of the country must therefore gravitate to the railroads as they are the only means of communication. The Northern part of the Province requires and can support a railroad better than any other and consequently judging not by theory but by what has been practically demonstrated by the existing lines, I can come to no other conclusion than that the Buenos Ayres and Rosario Railway will be the best in the Republic.

I am, Dear Sir, Yours faithfully, (signed) J. WOLFE BARRY.



Table listing vessels in the port of Buenos Ayres, including columns for Name, Tons, Captain, Arrival, and Consigner. Includes sub-sections for BRITISH, AMERICAN, GERMAN, FRENCH, ITALIAN, SPANISH, and DUTCH.

Business in general is in a quiet state... The market for the Pacific Loan is... The market for the Pacific Loan is...

ON CHANGE AT MONTEVIDEO. Wednesday, Dec. 12, 1872. The market for the Pacific Loan is... The market for the Pacific Loan is...

Exchange on London is very weak... The market for the Pacific Loan is... The market for the Pacific Loan is...

Exchange on London is very weak... The market for the Pacific Loan is... The market for the Pacific Loan is...

Exchange on London is very weak... The market for the Pacific Loan is... The market for the Pacific Loan is...

Exchange on London is very weak... The market for the Pacific Loan is... The market for the Pacific Loan is...

Exchange on London is very weak... The market for the Pacific Loan is... The market for the Pacific Loan is...

Commercial News. The London market was very quiet... The market for the Pacific Loan is...

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Commercial News. The London market was very quiet... The market for the Pacific Loan is...









WESTERN RAILWAY.

From the 1st of November, 1872, until the 28th February, 1873, the trains will run as follows:—

Table with columns for stations (Rosario, San Carlos, etc.), departure times, and return times. Includes a section for 'BRANCH TO LOBOS' with specific train schedules.

N.B.—x indicates where the trains cross.

Large table with columns for stations (Rosario, San Carlos, etc.), departure times, and return times. Includes a section for 'BRANCH TO LOBOS' with specific train schedules.

ENTERTAINMENT FOR MAN AND BEAST. The weary traveller, kindly take to thy... HOTEL DE LOS ESTRANEROS. DON PEDRO DUFOUIL, Proprietor.

SAVINGS BANK BANK MAU & CO. 101-Calle Cangallo-103 BUENOS AYRES.

The immense advantages of Accounts Current... The Bank of Mau & Co. in Montevideo has already provided for the working classes in that city a safe and profitable depository for their savings.

Conditions. First—The Bank receives at interest any sum from Twenty-five Dollars currency or one hundred Dollars upwards.

Ferro Carril de B. Aires y PUERTO DE LA ENSENADA. En combinacion con el FERRO-CARRIL DEL SUD. Estacion Central, Paseo de Julio.

Estaciones del Ferro-Carril del Sud. Para la conduccion de Pasajeros, Embarcaciones, etc., cuyo destino sea cualquier de las estaciones de este Carril del Sud, saliran de la Estacion Central del Paseo Julio, en carriages pertenecientes a la misma linea que incorporaron en Buenos al Norte con todos los trenes que salen de la Plaza Constitucion, siguiendo viaje sin abas.

Northern Railway. Commencing on Monday, the 9th Inst., the undermentioned Extra Trains will run daily until further Notice:— 25 de Mayo (dep.) P.M. 8.10

LA ESTRELLA ARGENTINE COMPANY FOR INSURANCE AGAINST FIRE. CAPITAL: 2,000,000 HARD DOLLARS. Sanctioned by Decree of National Government, October 24th, 1865.

THE BENEHCHORA DEL PLATA LIFE ASSURANCE COMPANY. It being an admitted fact, that "Money makes money," the object of LA BENEHCHORA could be better secured, since it opens a safe Saving Bank for the surplus or savings of the Public.

OWNERS OF DRAUGHT HORSES. In a Wheat-growing District. FIVE-HORSE THRESHERS. OFFERED ON LIBERAL TERMS to any qualified person willing to travel and work them during the coming harvest.

REMATE POR Pedro Ebbeke & Ca. Importante Remate DE LA Hermosa Casa C ALLE DE CERIFITO No. 172. Entre Parque y Tucuman.

Tres vias de Tramway. Una a la Puerta y dos a media cuadras. El Martes 17 del corriente a las 3 en punto y dentro de contado, vendemos por orden terminante de su Excelencia...

Atencion! Al mismo tiempo Y EN La misma Casa a la 1 en punta de la tarde. Venderemos al mejor precio y el contado una cantidad de lindisimos muebles...

Montevideo. Sale of Giot's Cabana. RAMBOUILLET RAMS & EWES. ANGLO-NORMAN BLOOD HORSES.

Thursday, Jan. 16, 1873. MESSRS. MADERO, PERDRIEL & CO. By order of the Proprietor, M. Perfect Giot, With SELL BY AUCTION, The entire Farming Stock of the magnificent Establishment known as GIOT'S CABANA.

THE STOCK COMPRISES— 227 Rambouillet Rams. 707 Rambouillet Ewes. 25 Anglo-Norman Entire Horses. The parent stock of Rambouillet was for the most part imported in the Notre-Dame de Victors and Les Flam of this Cabana is now general in the River Plate.

RESULT. Three Shepherds, wages yearly \$1,200. Hay, grass, corn, &c. for animals, 1,300. \$2,500. PROCEEDS. 200 Young Rams, at \$10 1,000. 200 Do. Ewes, at 10 2,000. 400 Arboles Wool 40 1,600. \$18,500.

CHRISTMAS PRESENTS. The finest Assortment of Pictures—English, French, German, and Italian. CHROMOS AND ENGRAVINGS. August Bjorkman, Painter, Glazier, & Paper-hanger, 11—VENEZUELA—11

Guinness's CELEBRATED Extra Stout. BOTTLED IN QUARTS AND PINTS. BOTTLED IN DUBLIN, and guaranteed by SPECIAL LABEL from the Brewery. WILLIAM BARRY & CO., 161—Calle Potosi—161

REMATE POR Pedro Ebbeke y Cia. EN EL Pueblo de San Martin, DE UNA CASA FORMANDO ESQUINA, A una cuadra de la Plaza.

Importante Remate POR GUILLERMO F. QUIRNO. EN SAN JOSE DE FLORES. El Domingo 15 del Corriente. A LAS 3 DE LA TARDE. Do un magnifico terreno compuesto de 60 vacas de terreno...

Hidalgo y Torres. No. 5445, JUDICIAL 100 MANZANAS. En el pintoresco pueblo de las LOMAS DE ZAMORA.

Terronos elivadisimos! No se ha vendido hasta hoy cosa igual! Para casus, quintas, Para chacras! Y para todo lo que se quiera POR SU CALIDAD DE TIERRA Por lo inmediato a la ciudad etc.

REMATE POR Pedro Ebbeke y Cia. EN EL PINTORESICO PUEBLO DE BELGRANO de un LINDO TERRENO Formando Esquina. 25 varas a la Calle Real, 45 varas a la Calle Castelli.

REMATE POR Pedro Ebbeke y Cia. EN EL PINTORESICO PUEBLO DE BELGRANO de un LINDO TERRENO Formando Esquina. 25 varas a la Calle Real, 45 varas a la Calle Castelli.

Ballast—Ballast—Ballast. We, the undersigned, having built a Mole and Lighters of our own, beg to notify Shipmasters, and all in general, that with the facility we have at our disposal, we can now receive all objects in that line, guaranteeing good weight and quick despatch, and at the lowest prices.

JOHNSON AND CO. SHIPHANDLERS, 53—CALLE COLON—53 Montevideo. BOOTS AND SHOES. CHEAP AND DURABLE. DEFENSA 19. (Mr. Fleming's Old Premises).