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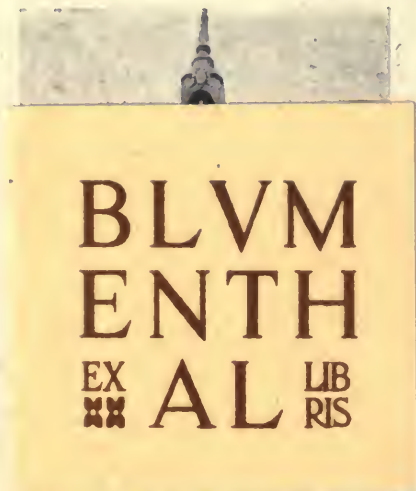
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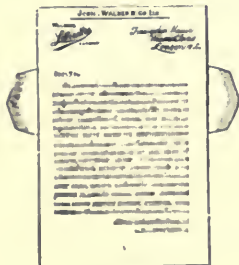
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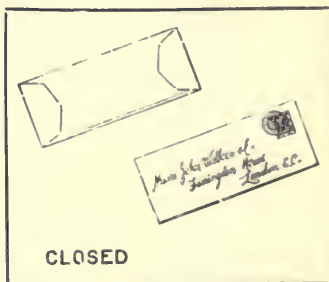
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the year.

INTRODUCTION.

HAVING been repeatedly asked for a Guide to the City of Buenos Aires, with a correct and comprehensive Map, the publisher has replied by putting this book before the public. To deal separately with its features it only need be said that the

Spanish Conversational Phrases do not pretend to convey anything like a full knowledge of the Spanish language, but merely to supply the conversational needs of the new arrival. Should he be only on a short visit they will answer most of his requirements. On the other hand, should he intend making a long stay, they will answer the purpose of assisting him until such time as he makes other arrangements for acquiring the language. For this reason the phrases deal with every situation in which the new arrival is likely to find himself within the first few days.

The Illustrations are in every case original and accurate.

The Compilation has been so arranged for as to ensure its absolute accuracy.

Railway Information, and that concerning postal and telegraphic regulations, municipal and other statistics, &c ,

GUIDE TO BUENOS AIRES.

have in every case been obtained direct from their respective official sources.

Historical Data have been culled from works of proved reliability, and, in short, no pains have been spared by the publisher to put on the market an unambitious but useful book, well calculated to fill its mission of being 'guide,' mentor, and friend to the new arrival.

THE PUBLISHER.

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*For the matter regarding Emigrants and Emigration we are indebted
to the Emigrants' Information Office, 31 Broadway,
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Partial View of Buenos Aires.

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For particulars of Staff, &c., see page 142.

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MITCHELL'S STANDARD GUIDE

TO

BUENOS AIRES.

THE CITY OF BUENOS AIRES.

On first arriving in Buenos Aires, many a visitor, relying upon knowledge gained by the perusal of ancient, out of date, or fictitious literary matter, is surprised to find that Buenos Aires is a city, a really great city, and not a picturesque collection of wooden shanties, backed by a prairie and inhabited by a population of half-civilised 'gauchos,' mounted on rough-coated ponies and armed to the teeth.

It is as well to dispel this illusion at once by stating that Buenos Aires is one of the largest cities in the world; the largest of all in South America and undoubtedly the most important and the most modern and progressive in the whole continent. Larger in area than Paris, Berlin, or Vienna, the 'Paris of the South,' as Buenos Aires has been by no means unaptly nicknamed, is possessed of every possible improvement and convenience that modern ingenuity has devised. In fact, the resident of Buenos Aires would be far more surprised to hear of any modern improvement his city does *not* possess than the newcomer to see the many that it *does*.

Buenos Aires was founded as a city in 1535, but it is only during the last half-century that her progress has been so phenomenal as to attract world-wide attention.

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GUIDE TO BUENOS AIRES.

In a city such as Buenos Aires, where much depends upon the season and even more on the statistics relating to immigration, it is not possible to give any precise figure as to the amount of population. It may be put down roughly at one and a quarter million inhabitants, and a very large percentage could be described as floating population, spending part of their time in the city and part in the camp, as the country districts are generally referred to. Also, the population varies to the extent of very many thousands, according to whether the shipping is brisk or dull. The town is divided into twenty parishes and police districts, and protection is provided by thirty-eight auxiliary police-stations ('comisarias') besides the Central Police Department in Calle Moreno. On the whole the police force is conscientious and efficient, although somewhat scanty for a city of such importance. In all cases of complaint the stranger can depend upon courtesy and civility, more especially on the part of the superior officials. He will, however, not so easily find promptness and dispatch, but the visitor may as well make up his mind from the moment of landing to philosophically practise the virtue of patience when dealing with any class of officials whatsoever.

How to Find Your Way.

The arrangement of the streets is such that, when the new arrival learns to bear a few facts in mind regarding construction, he can find his way about with a minimum of inconvenience. The town is entirely bisected by a long, and, in places, broad thoroughfare, named Calle Rivadavia.

Starting from dock No. 3, this street runs through the whole town, and every street placed at right angles to it starts its numbers there. Thus, walking up Calle Rivadavia and keeping his back to the river, the pedestrian will find that the first house in each street he passes is marked No. 1 on the one side and No. 2 on the other, this rule of numbering odd numbers and even numbers on opposite

sides being preserved without exception. The streets are divided into blocks of fifty numbers per side. Thus, it stands to reason that any given number may be located by a moment's thought. The No. 580, for instance, in Calle Cangallo, is on an exact level with No. 580 in Calle Bartolome Mitre, Cuyo, or any of the other streets running parallel with that thoroughfare. At any corner of Cangallo, the visitor will see by the number-plates of the houses of all streets running at right angles that he is at the end of the second block, the houses show 199 at one side and 200 on the other. By that he knows at once that he is two blocks or squares from Calle Rivadavia, the city's

Map applied with this publication is printed with the City entered from the docks—at the FOOT, which is usually occupied by the South. This is done to place the plan of the City before the traveller as the City itself is when he lands from the steamer.

Population.

To be exact, the census of the Republic, taken on the 31st December, 1908, showed the population of 6,484,023. Of this total the capital was credited with 1,184,252, and the Province of Buenos Aires with 1,647,029. The figures, however, although official, cannot be taken as exact, owing to the difficulties explained in previous paragraph.

Progress of the Capital.

At the present time there are in Buenos Aires 10,349 factories and workshops, representing a capital of £23,470,446. They are worked by mechanical motive power, amounting to 105,575 h.p., and give employment to nearly 120,000 hands. In 1908 they turned out manufactured articles to the value of £50,674,925, and even this

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A LADY OF BUENOS AIRES
in her Walking Dress, 1840.

GUIDE TO BUENOS AIRES.

huge sum probably falls far short of the actual value, as an exact check upon the output is a matter of impossibility. In 1897 buildings were erected in Buenos Aires to the value of £2,060,130, whereas in 1908 the value of the new buildings put up was reckoned at £9,500,000, truly a remarkable proof of the city's advancement. In twelve years the total amount of the buildings constructed has equalled £28,000,000.

Tramway Service.

The city's tramway service claims to be the most perfect in existence. Throughout the entire central portion of the town there is a line of electric tramways in every street with the exception of the Avenida de Mayo and Calle Florida. The narrowness of the streets already referred to forbids the existence of a double line except in such wide thoroughfares as the Paseo de Julio, the Paseo Colon, the Avenida Alvear, and various portions of such streets as Calles Las Heras, Rivadavia, Córdoba, Almirante Brown, &c., and in the various suburbs. For instance, car No. 9, running from Retiro, makes its way up Calle Reconquista, but returns *viâ* the next street, Calle San Martín. To ascertain the various routes traversed by the different numbered cars the visitor cannot do better than purchase one of the ten cents tramway guide-books, on sale in any part of the town.

GUIDE TO BUENOS AIRES.

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(Continued on p. 22).

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Plaza de Mayo, City of Buenos Aires. [Photo: A. W. B. & Co.]

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POSTAL INFORMATION *(Continued from p. 18.)*

City and Inland.

Postcards	4	„
Letter-cards	5	„
Parcel Post : Parcels up to 1 kilo	0.50	
„ from 1 to 2 kilos	0.60	
„ „ 2 „ 3 „	0.80	
„ „ 3 „ 5 „	\$1.00	
Telegrams (Inland): For the first ten words	5 cents.	
and each succeeding word	3 cents.	
Telegrams (City): For the first ten words	2½ cents.	
and each succeeding word	1½ cents.	
Telegrams marked urgent or written in a foreign language are charged double, and in code, quadruple.		

Foreign.

Letters per 15 grammes weight or part thereof	12 cents.
Postcards	5 „
Newspapers and other printed matter per 50 grammes	3 „
Registered letters (extra)	12 „
Letters for Brazil, Chile, Uruguay, Paraguay, and Bolivia, per 15 grammes weight or part thereof	10 „

MONEY.

RATES OF EXCHANGE, &c.

At the ordinary rate of exchange \$11.45 Argentine paper money is equivalent to the English sovereign, or in Argentine gold the English pound sterling is worth \$5.04. The eagle of ten dollars (United States) equals \$10.364 Argentine gold.

The rate of conversion from Argentine paper into Argentine gold is \$227.27 (paper) to \$100 (gold).

The value of the current paper dollar may be reckoned approximately at 1s. 8d. English money or 40 cents. American.

GUIDE TO BUENOS AIRES.

For the convenience of travellers going from Buenos Aires to Montevideo or *vice versa*, it is well to mention that \$1000 Argentine gold equal \$932.84 Uruguayan gold, whereas 1000 Uruguayan gold equal \$1072 Argentine gold.

Visitors to Buenos Aires are strongly advised to transact all financial business and money exchanging at one of the Banks, in preference to patronising the *small* money-changing shops where rates of exchange do not rule so high, nevertheless there is the Exchange Office of Señor Vaccaro at 156 Florida, where you can exchange your money at best rates current. We thoroughly recommend this house.

Principal Banks in Buenos Aires.

London and River Plate Bank, Bartolomé Mitre, 399.

British Bank of South America, Bartolomé Mitre 400.

London & Brazilian Bank, Bartolomé Mitre 402.

Banco de la Nación Argentina, Rivadavia 367.

Anglo South American Bank (late Tarapaca), Reconquista 78.

Italia y Río de la Plata, Bartolomé Mitre 434.

Banco Germánico, Reconquista 29.

Banco Español del Río de la Plata, Cangallo 400.

WEIGHTS AND MEASURES.

The following is a table of weights and measures:—

1 kilogram	...	...	2.2046 lbs. avoirdupois
1000 kilograms	...	...	about 1 ton.
1 kilometre	...	...	0.62138 mile
1 'square'	...	...	about 4 acres.
1 hectare	...	...	2.471 acres.
1 litre	...	...	0.22 gallon.
1 hectolitre	22 gallons.
1 'quintal'	46 kilos = 101 lbs.
1 'arroba'	25 lbs.
1 bushel	55 lbs. = 25 kilos.

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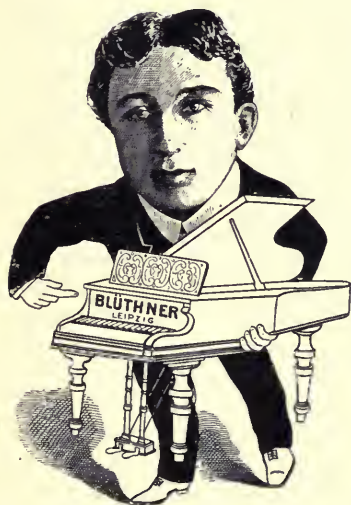
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Avenida de Mayo: Buenos Aires.

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PLACES OF AMUSEMENT—THEATRES, &c.

In the way of places of amusement Buenos Aires possesses a splendid selection of theatres, where some of the very finest artistic talent in the world is to be seen. Especially is this the case with operatic companies, of which a large number visit South America every year. Essentially musical by nature, the Argentine will not tolerate mediocrity in musical or operatic performances, and the result is that at the principal theatres a galaxy of talent is assembled during the opera season that would do credit to any European capital. Many good dramatic companies also visit Buenos Aires, but on the other hand variety entertainments are remarkably few and for the most part by no means good. The principal music-hall is the Casino in Calle Maipú: a good programme is occasionally to be witnessed here; but at all times it is undesirable to take a lady there, and even less so to any of the other music-halls.

Of the theatres, the most magnificent of all is the new Municipal Theatre, the Colon. Only completed in 1908, this imposing building occupies a whole square in the Plaza Lavalle and is one of the finest theatres in the world; its erection cost more than half a million sterling, and more than nine years were required to complete it. The performances given here are always of a very high-class nature consisting principally of grand opera. Entrances are in the Calles Libertad, Tucuman, Viamonte, and the Plaza Lavalle.

The Opera House is another very fine theatre, being beautifully fitted and decorated, though the building itself, wedged in among shops and houses, is not by any means imposing. Here again, the visitor can rely upon good fare being served up for his delectation. The address is Calle Corrientes 860.



The first Settlement at Buenos Aires attacked by the Indians in 1535.

From a print published by Schmidel (who was there at the time).

Other much-patronised Theatres are :—

- Teatro Odeon, Esmeralda 367.
 „ San Martín, Esmeralda 257.
 „ Politeama, Corrientes 1479 and 1491.
 Coliseo Argentino, Charcas 1109–1149.
 Teatro de la Avenida, Avenida de Mayo 1218.
 „ de Mayo, Avenida de Mayo 1099.
 „ Apolo, Corrientes 1386.
 „ Marconi, Rivadavia 2328.
 „ de la Comedia, Carlos Pellegrini 248.
 „ Libertad, Ecuador 577.
 „ Victoria, Victoria 1390.

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UNION TELEF.: 1938 AVENIDA.

GUIDE TO BUENOS AIRES.

A FEW INTERESTING FACTS AND FIGURES.

In a little work of this description it is not proposed to tire the mind of the reader by quoting a lot of official figures which, interesting as they may be to the statistician, convey little or no meaning to the general public. At the same time, it is impossible for the visitor to understand the *raison d'être* of a city of such importance and luxury as Buenos Aires unless it be fully realised that it is the main entrance of the imports and principal outlet for the exports of the Republic, and no idea as to the importance of the country in the commercial scale can be gathered without the aid of a few figures.

Railways.

The railway system of Argentina possesses a peculiar point of interest to the English visitor, for it is almost entirely due to British capital that the network of railways which now connects all points of the Republic was originally brought about. Whoever may entertain the slightest doubt as to the Republic's triumph and march along the road of progress must at once have all such doubts dispelled by even a casual glance at the official railway figures. The total amount in metres of railway track completed, or in the course of construction, on December 23rd, 1908, was 23,722,600, showing an increase over the year 1907 of 1597 kilometres 100 metres. This means to say, that in that year railway lines in the country were pushed forward at the phenomenal rate of $4\frac{1}{2}$ kilometres every day. The total cost of railway construction in the Republic up to December 31st, 1908, was reckoned at £1,411,457. The

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English, French, German,
and Italian spoken.



mileage of some of the principal railways in March, 1909,
was as follows:—

Great Southern Railway	2740
Buenos Aires and Pacific Railway ...	2494
Central Argentine Railway	2390
Buenos Aires Western Railway	1305

The respective capital of these four railways to date is—

Great Southern Railway	£33,300,000
Pacific Railway	15,450,000
Central Argentine Railway	32,188,141
Western Railway	17,020,805

Argentine Wheat.

Firstly, as a wheat-producing country, Argentina ranks sixth in the world, only being beaten by the United States, Russia, France, India, Austria and Hungary. The crop

GUIDE TO BUENOS AIRES.

for the present year (1909) is calculated to reach 5,162,000 tons, and on December 31st last (1908) the various Railways, by order of the Government, had sufficient rolling-stock on the line to ensure the transport of 1,065,000 tons of grain monthly, the tonnage being distributed as follows :—

	TONS.
Southern Railway	235,000
Western Railway	167,000
B. A. and Rosario Railway	142,000
Central Argentine Railway	135,000
Pacific Railway	157,000
Argentine Great Western Railway	60,000
Andino Railway	19,000
Central Northern Railway	30,000
Province of Santa Fé Railway	67,000
Central North Eastern Railway	35,000
Córdoba and Rosario Railway	18,000
	1,065,000

The above quantities do not refer only to wheat, but also include linseed, maize, and oats. The total cereal crop for 1909 is calculated to aggregate 15,494,000 tons.

Geographical Position, &c.

Buenos Aires is geographically placed at Lat. S. 34° 36' and Long. W. 58° 21', the distance from Southampton being 6,471 miles. The time is 3 hours 53 minutes 21 seconds behind Greenwich mean time. Geographically and climatically the city, and, for that matter, most of the entire province of Buenos Aires, is so advantageously situated that, both from an agricultural and commercial point of view, its advancement, rapid as it has been, is perfectly natural and easy to be understood. The climate, although warmer than that prevailing in England, is seldom of such

tropical heat as to be insupportable. The terrible droughts suffered by the northern provinces at times, and the cruel frosts of the extreme south, are unknown quantities in this favoured region, and although something like torrential downpours of rain are experienced in the rainy season, these seldom last long enough to cause anything more serious than inconvenience, or at the worst, slight damage. Topographically, the province is flat, and in a scenic sense somewhat monotonous and uninteresting. This same flatness, however, has been a great advantage in facilitating road transport, and railway construction has been a very valuable asset to the Republic itself.

The City.

As an object of beauty, the city of Buenos Aires is severely handicapped by one circumstance that is invariably noticed by the new arrival. This is, that for the most part the streets are exceedingly narrow, contrary to general belief. They were not so constructed for the purpose of economising space, but so that, in the hot season, one side at least would be shady excepting for the time that the sun is at its zenith. However, no matter what the reason, there is no denying the fact that much of the architectural beauty of the buildings is lost on account of the *coup d'œil* being so very limited. At times one is struck by the magnificent appearance of a corner building, which by reason of its position commands attention. It is only then that one notices that whole rows of buildings on either side of it are equal, or nearly so, in point of beauty, but the narrowness of the street up which he has passed had prevented the visitor from noticing this fact before. Undoubtedly the finest thoroughfare in the city is the Avenida de Mayo (see illustration, page 29), nearly a mile and a-half long, perfectly straight, and some forty yards wide. This splendid street starts at the Plaza 25 de Mayo (also called Plaza

Buenos Aires Great Southern Railway

WORKING 2740 MILES OF LINE.

General Manager - - J. PERCY CLARKE, M.Inst.C.E.



PLAZA CONSTITUCION STATION.

(See illustration of old Station, page 139.)

The Great Southern Railway serves the greater part of the Province of Buenos Aires, and the main portion of the system lies between the Ports of Buenos Aires and La Plata and Bahía Blanca. The Company possesses extensive shipping accommodation at the latter place, with moles and elevators equipped with modern appliances for dealing with large quantities of grain. Beyond Bahía Blanca the Railway runs across the Pampa Central and Rio Negro Territories to Nenquen, from whence an Extension to the Chilian frontier has been sanctioned by Congress.

PLACES OF INTEREST.

Amongst places of interest on the line may be mentioned Tandil, with its famous rocking-stone (see illustration, page 103), and the fashionable watering-places of the Argentine Republic; Mar del Plata, to which a special service of night trains and express day trains with Pullman cars is run. To the latter place the bookings last season were nearly 25,000. At La Plata, the provincial capital, there are many fine buildings, and a museum which has acquired an international reputation. The Company is now undertaking an important Extension programme comprising about 1500 kilometres—say, 930 miles of new lines.

City Office: 568 CALLE CANGALLO

Buenos Aires, May 1909.

(where full information can be obtained).



Stock Exchange (La Bolsa) Buenos Aires.

(Photo: H. G. Olds.)

The VICTORIA TEA ROOMS

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AFTERNOON TEAS.

English Cakes and Pastries, Wedding, Christening, and
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PRIVATE ROOM FOR LADIES.

GUIDE TO BUENOS AIRES.

Mayo and Plaza Victoria), and extends right along to the great pile of the new Congress House, now in course of erection.

Plaza Victoria (see illustration, page 45).

Buenos Aires' principal square or plaza is a splendid open space, tastefully laid out with flower-beds, turf patches, &c., and adorned with fountains and statues.

The most conspicuous building in the Plaza, as also the most important, is Government House (see illustration, page 111), situated in the most prominent part of the Plaza Victoria, is built of red brick and sandstone, and extends the entire length of the bottom of the square. The back of the building gives on to the Plaza Colon, which, being at a lower level than the Plaza Victoria, adds a story to it. Terraces overlook this back view, but, truth to tell, the view itself is scarcely of sufficient interest to cause the terrace to be much frequented. The interior is noteworthy for the abundance of marble used in its construction. Staircases and balustrades everywhere are made of this material, and, in a great measure, the walls of the upper galleries are panelled with it. Two inner courtyards, lavishly planted with palms and plants, are overlooked by the galleries round which the various offices are situated. The furniture with which these apartments are fitted is rich and becoming; it, however, possesses no particular historic interest. Admission to the various chambers may be obtained by letter of introduction to any official in authority, who will facilitate the viewing of such apartments as may not be in actual use at the time of the visit.

Here are found the Presidential Offices and the Ministerial Offices of the various Governmental Departments, each Minister being in possession of a separate suite of apartments according to his requirements. It is at this building that foreign Ministers and other special envoys are received in audience by the Chief Magistrate in order

GUIDE TO BUENOS AIRES.

to present their credentials, and here also departing Ministers or Charges d'Affaires pay a visit to tender their formal or official messages of farewell to the President and his Ministers. Outwardly, the building is more noteworthy for its great length than for any striking point of beauty.

The Port.

The Port of Buenos Aires was completed by Madero Brothers in 1897, and includes the Riachuelo Port, constructed in 1877, and the Great Southern Railway Company's South Dock. Steamers drawing twenty-six feet can enter from the River Plate by the North Channel, which enters the Port at the North Basin and by the South Channel (eleven miles long), which ends at the mouth of the Riachuelo River. The entire Channel is buoyed. The Port consists of four docks, numbered 1, 2, 3, and 4, from south to north, and two basins. The North Basin has two dry docks, that permit the dry-docking of any ship likely to enter the Port. There are many extensive warehouses, the property of the Government.

The opening and closing of the dock and flood-gates are worked by hydraulic machinery. The fixed cranes and derricks employed can lift very heavy weights. The Madero Port and the Riachuelo are lighted throughout by electricity. There are railway lines and traction-engines along the dock-sides, as also many travelling cranes and a floating crane. The grain-elevators are in Docks 2 and 3.

Dock No. 1 is 620 yards long by 170 yards wide, and the depth of water on the sills is 23 feet 9 inches.

Dock No. 2 is connected with Dock 1 by a lock 95 yards long by 25 yards wide, with a swing-bridge attached. The dimensions of this dock are the same as No. 1. On the east side are three grain warehouses, and there are sets of rails to facilitate loading operations.

Dock No. 3 is connected with Dock No. 2 by a lock of

GUIDE TO BUENOS AIRES.

the same dimensions as that between Nos. 1 and 2, with swing-bridge. It is 750 yards long by 170 yards wide. On the east side there are a number of hydraulic cranes for loading, and rails for bringing cargo alongside. On the west side are warehouses for imports.

DOCK No. 4 is connected with Dock No. 3 by a lock 80 yards long and 22 yards wide. It also possesses a swing-bridge. It is 680 yards long by 170 yards wide. On the west side of this dock there are warehouses.

EMBARCADERO.—On the east side of Dock No. 4, with a frontage of about 380 yards, is an embarcadero for the shipment of livestock. This embarcadero adjoins the lock leading into the North Basin, which is five yards wider than any of the others in the Port. It has berthing accommodation for four steamers, with the necessary winches, &c.

THE NORTH DARSENA is reached from Dock No. 4 by a passage 210 yards long by 27 yards wide. It is furnished with a swing-bridge and lock gates.

Exports.

The principal shipments from the Port of Buenos Aires are made up of Wheat, Flour, Quebracho Wood, Oats, Horse-hides, Horns, Dried Blood, Bones, Hair, Calf-skins, Meal, Meat Extract, Copper, Glycerine, Linseed, Wool, Quebracho Extract, Bran, Ox-hides, Tallow, Yerba, Bone-ash, Goat-skins, Hide-cuttings, Oilseed Cakes, Beans, Minerals, Maize, Frozen Meat, Hay, Butter, Sheepskins, Animal Oil, Horn-piths, Sinews, Casein, Nutria-skins, Middlings, Birdseed, and Feathers.

Cable Companies.

Central and South American Telegraph Company, *via* Galveston, corner of Calles Cuyo and San Martín.

Pacific and European Telegraph Company, San Martín 291.

River Plate Telegraph Company, San Martín 287.

GUIDE TO BUENOS AIRES.

Telégrafo, Telefónica del Plata, Reconquista 230.

The above companies all charge \$1.04 (gold) per word to Great Britain or the United States.

Live-stock.

As is well known, the Argentine Republic is the country *par excellence* for the breeding of cattle, and the importance of Buenos Aires in this respect cannot be over-estimated. Not only is it the principal port for the enormous quantities of frozen meat sent all over the world, but as a port of importation of live-stock it ranks equally prominent, for, though the imports are naturally far smaller than the exports, the importation of blood-stock is one of the most important factors that have of late years contributed to the progress of the Republic. This is best illustrated by reference to the official figures.

As recently as 1895 as much as 50 per cent. of the country's cattle was bred from native stock, and therefore of inferior quality. In 1908, native-bred stock only amounted to 8.7 per cent. Cross-breeds in 1895 represented 49.2 per cent., and in 1908, 85.1 per cent.; whereas the pure-blooded cattle in the years indicated increased from 0.6 per cent. to 6.2 per cent., and a proportionate improvement in quality is observable in sheep.

The animal census now being taken by the agricultural authorities of the Republic is not yet completed, but such figures as are so far available will tend to convey some idea of the prodigious productive powers of Argentina's colossal cattle ranches, or *estancias*, as they are called. In seven provinces alone it is computed that there are 25,001,690 head of horned cattle. When it is considered that there still remains another seven provinces and nine vast tracts of national territory, the reader may form his own opinion as to the country's limitless possibilities in this direction, especially when it is remembered that the whole human population of the country is less than seven millions.

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View of Eden Hotel and the beautiful Grotto.

Clubs.

The following are the principal clubs and social societies in Buenos Aires:—

JOCKEY CLUB, Calle Florida 559. Entrance fee, \$3000; subscription, \$120 yearly. Members, 3000. President, Dr. Benito Villanueva. Founded in 1882.

PROGRESO CLUB, Avenida de Mayo 633. Entrance fee, \$500; subscription, \$10 monthly. Members, 1900. President, Dr. A. E. Davilo. Founded in 1852.

STRANGERS' CLUB (Residentes Estrangeros), Calle Bartolomé Mitre 476. Entrance fee, \$200; subscription, \$10 monthly. Membership, 778. President, W. H. J. Dates, Esq. Founded in 1841.

GUIDE TO BUENOS AIRES.

- ENGLISH CLUB, Calle Bartolomé Mitre 478. Entrance fee, \$100; subscription, \$100 yearly. Members, 356. President, J. P. Clarke, Esq. Founded in 1898.
- FRENCH CLUB (Francés), Calle Florida 112. Entrance fee, \$50; subscription, \$10 monthly. Members, 230. President, José Liguieres. Founded in 1866.
- ITALIAN CLUB (Italiano), Calle Florida 8. Entrance fee, \$200; subscription, \$10 monthly. Members, 580. President, L. Tarnassi, Esq. Founded in 1875.
- ARMS CLUB (Circulo de Armas), Calle Corrientes 671. Entrance fee, \$500; subscription, \$17.50 monthly. Members, 250. President, M. Pinedo, Esq. Founded in 1887.
- SPANISH CLUB (Español), Calle Bartolomé Mitre 978. Entrance fee, \$100; subscription, \$8 monthly. Members, 404. President, Fermin Calzada, Esq. Founded in 1871.
- ENGLISH LITERARY SOCIETY (Sociedad Literaria Inglesa), Cangallo 536. Entrance fee, \$15; subscription, \$12 per quarter. Members, 361. President, Dr. Peard. Founded in 1876.

A List of a few of the City's Public Offices and Establishments:—

- Custom House, Calle Balcarce, corner of Calle Victoria, opposite south side of Government House.
- Fire Brigade Headquarters, Calle Belgrano 1551.
- Agricultural Statistics Department, Calle Victoria 318.
- General Statistics Department, Calle Maipú 988.
- Emigration Department, Calle Alsina 627.
- Emigrants' Asylum (Hotel de Emigrantes), next to Retiro Station. New one now in course of construction at the side of the North Basin.

GUIDE TO BUENOS AIRES.

- Botanical Gardens, Calle Santa Fé 3951.
Zoological Gardens, Calles Las Heras and Serrano.
Administrative Offices of National Lottery, Calle Belgrano 666.
National Historical Museum, Calle Defensa 1600.
National Fine Art Museum, Calle Florida 783.
Meteorological Office, Calle Viamonte 640.
National Penitentiary, Calle Las Heras 1580.
Reformatory for Minors, Calle Caseros, between Calles Pasco and Pichincha.
Women's Correctional Asylum, Calle San Juan 369.
National Library, Calle Méjico 564. Open, from April 16th to October 15th, from 11.30 till 4, and from 8 till 10 p.m.; from October 16th to April 15th, from 12 till 5.
Municipal Library, Calle Corrientes 1615. Open, from 12 till 5 and 8 till 10 every day, except Sundays and holidays.
Public Ambulance and Hospital Service (Asistencia Pública), Calle Esmeralda 30.
General Prefecture of Ports, Calle 25 de Mayo 269.
Central Police Department, Calle Moreno 1550.
Supreme Federal Court, Calle San Martín 275.
Naval Asylum, Calle Provincias Unidas 3290, Flores.
Grain Exchange, Calle Puerreydón 190.
Argentine Society for the Protection of Animals, Calle Paraguay 1060.
Sarmiento Society for the Protection of Animals, Calle 25 de Mayo 35.
Argentine Rural Society, Calle Florida 316.
Society for the Protection of Children, Calle Venezuela 468.
Asylum for Orphans and Poor Children, Calle Curapaligüe 727, Flores.

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Freemasonry.

DISTRICT GRAND LODGE OF ANCIENT FREE AND ACCEPTED MASONS OF ENGLAND :—

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D.G. Sec., J. M. Rowbotham, Corrientes 651.

ENGLISH LODGES OF THE DISTRICT.

'Excelsior,' No. 617. Meets first and third Thursdays.

'Star of the South,' No. 1025. Meets first and third Mondays.

'Victoria,' No. 2329. Meets second Thursday each month and May 24th.

'Quilmes,' No. 2459. Meets first Saturday each month.

'St. John's' (Lomas), No. 2517. Meets first Tuesday each month.

'Trevor Mold,' No. 3293. Meets third Friday in April, July and October.

DISTRICT GRAND CHAPTER OF ENGLAND.

Grand Supt., F. H. Chevallier Boutell. D.G.S.E., H. W. Griggs, Cuyo 1230.

Masefield Chapter, No. 617. Meets second Monday in March, June, September and December.

Rosario Chapter, No. 1553. Meets second Tuesday in January, April, July and October.

Silver River Chapter, No. 2329. Meets second Monday in February, May, August and November.

Connaught, No. 1025. Meets second Monday in January, April, July and October.

FREEMASONS' HALL : Prince George's Hall, Cuyo 1230.

GUIDE TO BUENOS AIRES.

Protestant Churches.

BISHOP OF THE FALKLAND ISLANDS, Right Rev. Edward Francis Every, D. D., M. A., Trin. Col. Cambridge. Buenos Aires address : Aristóbulo del Val 1637.

ST. JOHN'S, Calle 25 de Mayo 286. Rector, Rev. J. H. de Turri Croft, B.A., Jesus College, Cambridge. Private address : Calle 25 de Mayo 286.

MISSIONS TO SEAMEN, Chaplain, Rev. Arthur B. L. Karny, M.A. Private address : Calle 25 de Mayo 286. Assistant Chaplain, Rev. F. O. Spanton, Calle 25 de Mayo 286.

ST. SAVIOUR'S, BELGRANO. Vicar, Rev. A. O. Tisdall, M.A., Oxon. Private Address : The Vicarage, Echevarría 3252 Belgrano. Organist, G. Lloyd Davies.

CHRIST CHURCH, Barracas al Norte. Calle Uspallata 657. Vicar, Rev. Albert G. Fenn, M.B., C.M., Edinburgh. Private address : Aristóbulo del Val 1637.

ALL SAINTS', QUILMES, F.C.S. Vicar, Rev. G. H. Knight-Clarke, A.K.C. Organist, W. H. Pott.

HOLY TRINITY, LOMAS (Methodist Episcopal), corner of Calles Gascon and Boedo. Pastor, Rev. W. E. Myers. Private address : Gascon, 52 Lomas.

ST. PETER'S, FLORES. Vicar, Rev. Jules Dubourg.

ST. PAUL'S, Calle Charcas 4670. Presbyter in Charge, Rev. William C. Morris. Private address : Uriarte 2572, Palermo.

SCOTCH PRESBYTERIAN, St. Andrew's, Calle Belgrano 575. Minister, Rev. J. W. Fleming, B.D. Private address : Ituzaingó 520. Assistant, Rev. D. Bruce Nicol, B.D. Camp Minister, Rev. Niel MacColl.

(Continued on page 50.)

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7, SAN ISIDRO.

Coop. Telephone:
7, OLIVOS.

GUIDE TO BUENOS AIRES.

(Continued from page 47.)

AMERICAN (FIRST METHODIST EPISCOPAL), Calle Corrientes 718. Resident Bishop, Right Rev. Dr. Frank Milton, Bristol. Presiding Elder, Rev. G. R. Howard. Private address; corner of Calles Junin and Charcas. Pastor, Rev. W. P. McLaughlin, D.D. Private address: Perú 1552. Organist, Professor H. G. Welby, Calle Santo Domingo 862.

Roman Catholic Church.

HOLY CROSS CHURCH. Corner of Calles Urquiza and Estados Unidos.

Very Rev. Fr. John Mory, C.P., Provincial.

” ” ” Louis, C.P., Rector.

” ” ” Fidelis, C.P. Consultor.

” ” ” Dominic, C.P., Vicar.

” ” ” Raphael, C.P., ”

” ” ” Vincent Logan, C.P.,

” ” ” Martin, C.P.,

” ” ” Patrick, C.P.,

” ” ” Bernard, C.P.,

” ” ” Francis, C.P.,

} Priests.

PROVINCIAL OF THE PASSIONIST ORDER in South America, Very Rev. John Mory, C.P.

THE IRISH CATHOLIC ASSOCIATION'S HEADQUARTERS are at 340 Calle Humberto 1°. President, Monsignor L. E. MacDonnall.

Cab and Automobile Tariffs.

There are two classes of cabs or victorias plying for hire on the Buenos Aires streets, the tariffs for the first class being :

For the first hour ... ..	..	... \$1.50.
For each subsequent hour ... ..	... ..	... \$1.20.
For $\frac{1}{4}$ hour or fraction ... ..	... ..	... \$0 50.

GUIDE TO BUENOS AIRES.

BY DISTANCE :—

For the first ten squares	...	...	50 cents.
For each subsequent ten squares or less	30	„	

THE SECOND CLASS CABS ARE PRICED AS FOLLOWS :—

For the first hour	...	...	\$1.30.
For each subsequent hour	...	...	\$0.80.
For $\frac{1}{4}$ hour or fraction	...	...	\$0.30.

BY DISTANCE :—

For the first ten squares	...	...	30 cents.
For each subsequent ten squares or less	20	„	

Automobiles. With Taximetre.

From 7 a.m. to 12 p.m. First 1200 metres	50 cents.
Each subsequent 300 metres	... 10 „
For each wait of $2\frac{1}{2}$ minutes	... 10 „
From 12 p.m. to 7 a.m. First 800 metres	50 „
Each subsequent 300 metres	... 10 „
For each wait of two minutes	... 10 „

Without Taximetre.

First hour	...	...	...	\$3.00.
Each subsequent hour	...	...	...	\$2.00.
Every $\frac{1}{4}$ hour	...	...	...	\$0.50.

Dispatching Agencies.

On arriving at the docks, the passenger should exercise great care as to whom he entrusts his luggage as many of the men who clamour for customers whenever a passenger steamer arrives are most extortionate in their charges unless some definite price be agreed on beforehand. Amongst those firms of forwarding agents and carriers who can be recommended are the 'Expreso La Plata,' Cuyo 447, and the 'Villalonga Company.' The employees of either of these firms are to be recognised on the wharf-side by the uniform caps bearing the name of the firm, and such men may be safely trusted with the luggage.

GUIDE TO BUENOS AIRES.

Cost of Living.

There are a great number of private boarding-houses and 'pensions' in the city and suburbs, at prices to suit all purses. The full 'pension' for a single man can be obtained for about \$80 per month, upwards, but anything cheaper is certainly not to be recommended. The actual necessaries of life, such as meat, bread, and some kinds of vegetables are by no means dear, the meat especially only costing about half of its price in England. At the same time groceries are dear, good fruit ditto, and all the minor accessories equally so, whilst rents are so abnormally high as to be altogether out of proportion.

Scope for Labour.

Domestic services are very highly paid, and a housemaid who, in England, would jump at the offer of 24*l.* a year with every other Sunday afternoon 'off' would have no trouble, once she knew a little of the language, in getting a situation at \$40 per month (or say, just over 40*l.* a year) and any reasonable number of holidays she might stipulate for.

Clerical labour is in very little demand and remunerative positions even for expert book-keepers, correspondents, shorthand-typists, &c., are difficult to find, though by no means impossible. The young man with the ordinary knowledge of office work generally manages to obtain employment on one of the great railways until his increasing knowledge of the language enables him to improve his position. A beginner on the railway staff will receive from \$100 to \$150 per month, but his bare board and lodging will cost at least \$80, apart from washing, clothing and outside expenses.

Mechanical labour of almost any kind is always in demand, and the steady artisan, be he plumber, carpenter, metal-worker, smith, wheelwright, &c., need never long be out of employment if he is a *steady man*.

GUIDE TO BUENOS AIRES.

Engineers, civil, mechanical, railway, electrical, or marine are also eagerly sought after, and experts in the automobile line never have to seek very far.

There are also very good openings for engineering and architectural draughtsman and designers, whilst black and white artists, especially caricaturists, have a very fair chance.

Agricultural labour is, of course, in constantly increasing demand, but it must be of the worker and not the drone class. Capitalists big and small, providing they are practical agriculturists or stock-breeders, have splendid opportunities for success by the exercise of a little good judgment.

Cattle Auction Marts.

A large percentage of the importers of fine blood-stock from England and Scotland are Scotchmen, and an interesting hour or two can always be spent at either of the two great auction marts, Bullrich's or Iriondo's (the former in Calle San Martín 248, and the latter Calle San Martín 149) where the animals are exhibited. In cattle, a decided preference for shorthorns is shown, although the Polled Angus and Hereford are both establishing positions for themselves, magnificent specimens of all three breeds are being constantly brought over to enrich the Republic's stocks and almost fabulous prices are paid for famous champions. In sheep, Lincolns are far and away the most popular, though Rambouillets and Leicesters both have their partisans. Comparatively few pigs are imported, those which come out being principally Yorkshires or Berkshires.

Horse breeding has been brought to such perfection that no opportunity is lost to continue improving the blood, and magnificent Shires, Percherons, Hackneys, Yorkshire coaching horses and even Shetland ponies are usually to be seen at one or other of the two great marts. All kinds of farmyard birds are also imported, besides a number of dogs,

GUIDE TO BUENOS AIRES.

principally collies, greyhounds, and fox-terriers. A visit to these yards in the busy season conveys a fair idea of the value of Argentine markets to home breeders, and is one that should certainly be made.

Argentine Estancias.

Any visitor to this country who is fortunate enough to possess a letter of introduction to any of the estancia owners should lose no time before presenting his credentials. The estancia is, of course, the real supply of the Republic's riches, and no one who has not seen an Argentine estancia is qualified to speak of the country. It is a sight such as is not to be seen in any other part of the world, and the larger owners, scorning to measure by acres, seldom even speak about miles, and count their estates in leagues! The herds of cattle (or rodeos) are as remarkable for their numbers as for their quality, and some of the home buildings are veritable palaces, although in some cases, miles away from their neighbours. Hedges are unknown, wire-fencing supported by quebracho posts being used instead. So vast are some of these estates that automobiles are generally used by the proprietor or other person making a tour of inspection, and even miniature railways are not unknown. It is no great rarity for an 'estanciero' to entertain a house-party of fifty or sixty guests, and as many of these bring their grooms, 'peons' (men-of-all-work), &c., with them, it is obvious that neither the hospitality nor the accommodation can be very scanty. A few days on an estancia is an experience, a surprise, a revelation, and should most decidedly be indulged in by those who possess the opportunity of doing so.

The Bolsa (see illustration, page 35).

The Bolsa or Stock Exchange is only a building of public interest by reason of the nature of its business, and certainly not for any architectural beauty or historical



Escuela Naval Militar, Buenos Aires.

[Photo: H. G. Olds.]

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connection. With entrances in the Plaza Victoria, and another in Calle Bartolomé Mitre, it lays claim only to be what it actually is—a business house pure and simple. Here are transacted all such affairs as stock and share dealing, and it is also the place where official transactions in Governmental bonds, rates of exchange, gold premiums, &c., are settled, as also grain and shipping speculations or investments. It has a membership of about 5000, divided into two classes; brokers or agents, and ordinary members.

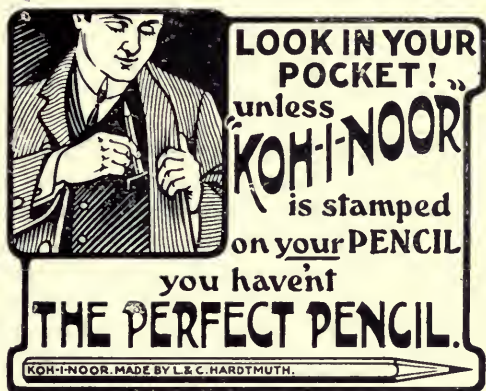
The Cathedral (see illustration, page 19).

Besides this Cathedral in the Plaza Mayo, many of the Buenos Aires churches are worth a visit, if only to see some of the ornate mural decorations in the interior. Amongst the best examples are the Las Victorias (Paraguay 1216), Pilar (Junin 1950), La Merced (corner of Calles Reconquista and Cangallo), San Miguel (corner of Bartolomé Mitre and Suipacha), and San Nicolas (corner of Carlos Pellegrini and Corrientes), whilst San Domingo Church, at the corner of Calles Defensa and Belgrano is interesting from quite another cause, and this is that there are kept the British flags, captured from Whitelock's defeated soldiery, and here also are to be seen several cannon-balls still buried in the eastern tower of the church. They are very high up and some people are heard to say that the 'cannon-balls' are of wood, plastered into the stone for effect. Be this as it may, there they are and look just as interesting as cannon-balls could look.

Lezama Park.

One of the prettiest parks in Buenos Aires is the Parque Lezama which, although in one of the most populous parts of the town, is so laid out that in many parts its rustic charm almost makes one forget the ceaseless hum of the busy city all around. In parts it is beautifully laid out with flower-beds, and many examples of rare botanical specimens,

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consisting of plants, palms and ferns. In other parts vegetation is allowed to grow more or less wild, and the park is a delightful spot in which to spend a spare hour or two roaming through its shady groves or sitting on one of the benches in peaceful enjoyment of a book. For the younger mind, untrained as yet to the peace of quiet paths or the delight of books, there are roundabouts, fields for playing ball, and other glimpses of that Paradise that appeals to the young.

In this park, also, there is a small Historical Museum, the contents of which may all be seen in the brief space of an hour or so. The most striking exhibit is the sleeping apartment of Argentina's greatest general, San Martín. Other of the Republic's great warriors are represented by the uniforms worn by them in life, their swords and ribands of decoration. Pictures, arms, relics and curiosities complete the collection, which is open to the public from 12 till 4 on Sundays only. The guardians of this treasure-house are old military veterans, remarkable for their age and past valour.

Cemeteries.

The lover of sculpture would do well to pass a few hours in the northern cemetery, known as the Recoleta. Set upon a hill laid out into a beautiful little park, the Recoleta is said to be second only to the famous cemetery of Milan for the beauty of its monuments and vaults. Some of these vaults are built almost like small houses or villas, and the flowers, vases and ornaments on the table-like altars seen through the glass doors so much resemble the table decorations beloved of the artistic housekeeper, that it comes almost as a shock to suddenly note the sombre, brass-fitted coffins that line the walls, and to realise that the pretty villa is a charnel-house. On Saints' Day, or All Souls' Day, a visit to this cemetery is not easily forgotten. The people of all classes assemble here to pay tribute to

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the memory of the beloved dead ; vaults are thrown open so that members of the family may renew flowers and altar-cloths, and the whole day is sometimes spent inside these weird little houses of the dead. The paths dividing the vaults are all paved and laid out in the form of streets, and the effect of seeing these streets thronged with an ever-moving crowd—exchanging commonplaces in this city of the dead, whilst on all sides the magnificent but silent villas give back no echo of the animation outside—is bizarre in the extreme.

In this burial-place are to be seen the family vaults of Argentine's great ones, and every few steps the eye is caught by a bronze tablet over the door of some mansion of death, bearing a name that is even more boldly blazoned on the scroll of history.

The other great cemetery is called the Chacarita, and is best reached by the Lacroze line of tramcars. This cemetery covers a very great area, but the monuments are not so imposing as those to be seen in the Recoleta. One portion of the Chararita is reserved for Protestant burials, and of this a considerable portion is known as the British section.

The Zoological Gardens.

The Buenos Aires Zoological Gardens are the property of the Municipality, and, among the many places of recreation and instruction for which the city should be grateful to the Municipal authorities, these beautiful gardens figure very prominently.

They owe their existence to the initiative of General Sarmiento, who, in the last year of his Presidency (June 1874) put before Congress a projected law to establish Zoological Gardens in the '3 de Febrero' Park. The collection of animals proceeded very slowly, General Sarmiento himself being the first donor, giving three specimens. Other donations followed by degrees, princi-

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pally given by private individuals, until a fairly representative collection was gathered together, and eventually, in 1888, the Government decided to present that part of the park devoted to the Zoological Collection, to the Municipality. From that date forward, official documents established the existence of the Buenos Aires Zoological Gardens, as being apart from the '3 de Febrero' Park which they adjoin. Well aware of the instructive value of such an establishment and recognising, as well, the hygienic value of an open-air exhibition likely to attract numerous visitors, the Municipality spared no pains to increase the attractions as much as possible. For all their utmost efforts, however, the gardens were only very little frequented until 1903, in which year the populace seemed suddenly to develop a keen interest in the really excellent exhibition open to them. From that time forward, this interest has increased by leaps and bounds, so that in 1907, 1,135,730 persons passed through the Gates, and nearly a million and a half in 1908.

There are four gates of entrance to the Gardens, the principal of which is in the Plaza Italia, facing the colossal equestrian statue of Garibaldi, the great Italian Patriot and Liberator. Other entrances are in Avenida Sarmiento, the wide and pretty thoroughfare named after the originator of the Gardens; in the Avenida Alvear; and in Calle Acevedo, at the corner of Calle Cabello.

The price of admission to the Gardens is fixed at the extremely moderate sum of 10 cents, and guide-books are obtainable gratis by application at the Administrative Offices in the grounds themselves. They are open from sunrise to sunset, and are well worth a lengthy visit. The staff, a most capable and efficient one, consists of the Director, Señor Clemente Onelli; the Administrator, Señor Pedro Isla; the Secretary, Señor Horacio L. Cadelago; Inspectors J. Liajovitzky and V. Olivera; the chief cage Inspector, Señor V. Dominguez; Agriculturalist, Señor

GUIDE TO BUENOS AIRES.

Manuel Garcia ; eight ticket office officials, eight porters, eight artisans, eighteen groundsmen, twenty-four keepers and eight gardeners. As an instructive institution the value of the Gardens is so well known that free admittance is allowed to all soldiers, as also to school-pupils when accompanied by a master.

By order of the Minister of War, military bands play within the grounds on Sundays ; the tramway company provides a band on Thursdays, and the Chief of Police supplies a band on Saturdays. Music commences at 3 p.m. The attractions offered to children consist of a miniature steam tramway and liliputian railway train, merry-go-rounds, swings, marionette shows, rides on ponies, camels, llamas, &c.

The Gardens are reached by tramcars from almost all parts of the city and suburbs. Visitors are warned against pickpockets, on Sundays especially.

Before passing to the next item, it is interesting to note that, such is the great increase of interest in animals displayed by the Argentine people in recent years that 'Animal Day' was officially recognised by the Government last year, Argentina being the first of the Latin countries to adopt the idea. It was brought about mainly owing to the efforts of Dr. Albarracin, President of the Argentine Animals' Protection Society and Señor Onelli, Director of the Gardens. As the weather on the day set apart for the celebration (May 1st) was unpropitious, the festival was established on the following day, when some 40,000 school-children assembled in the Zoological Gardens to do honour to the day.

A FEW USEFUL HINTS.

1. Do not fear the Custom House. No matter how large your wardrobe, in reason. The quantity of personal luggage allowed duty free is generous to a degree, and, except in cases of flagrant smuggling, no inconvenience is

GUIDE TO BUENOS AIRES.

ever experienced. Should you carry any merchandise, be sure to declare it, otherwise you will pay a fine and the goods will be confiscated.

2. Remember that civility towards officials is the golden key to getting prompt despatch.

3. When approaching an official, no matter how lowly his rank, raising your hat will give you no trouble and save you quite a lot.

4. On no account enter any public office, even though it be only the waiting-hall of a police-station, with the head covered.

5. Buy at the best shops ; it is cheapest in the long run.

6. There are about a hundred million Britons and Americans in the world—a very mighty number. But there are about thirteen hundred million people on the earth, which shows that ‘there are others.’

7. The Buenos Aires cabman is just as honest as the generality of his kind in other parts of the world ; no less so—but no more so.

8. If your ship arrives late, pack a few necessaries in a hand-bag before coming ashore, in case it is too late to have all your luggage passed through the Custom House that evening.

9. If going a long railway journey, book your sleeping apartment some time previously, and do not leave it over until you arrive at the station just before the train starts.

10. Forget that a dollar is worth 1s. 8d., and only remember that its purchasing power is equal to that of a shilling. Otherwise, you will always think you are being robbed.

11. Keep your notes separately until quite used to them, as, when soiled, a five-dollar bill may easily be given away in mistake for a dollar. Special purses for holding paper money can be obtained at Mitchell's, 580 Cangallo.

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12. Do not carry arms. It is quite unnecessary, and may get you into trouble unless the necessary permit be taken out.

13. Lay in a plentiful supply of stamps when at the post-office, as, excepting here (Buenos Aires) or at some of the big hotels, they are difficult to obtain.

14. Remember that tramcars are only allowed to stop at street corners, and not in the middle of a block.

15. If you are in need of reading matter, join Mitchell's Circulating Library at Cangallo 580, one door from Florida.

Dogs (*Cave Canem*).

Owners of dogs who elect to reside in the suburbs are advised to beware of a practice still in vogue. This is the existence of 'dog-carts.' At one time, when Buenos Aires was far more like an 'off the earth' village than it now is, dogs multiplied to such an extent that, especially in the hot season, they became a positive danger—rabies threatened to wreak havoc. It was then decided that stray or dangerous dogs should be lassoed, and, if not claimed within a certain time, destroyed. The measure, stern though it was, was perfectly justified, and at the time was most opportune. Nowadays, however, this regulation is absurd almost beyond belief. In the suburbs, dog-carts still make their rounds, attended by a mounted policeman and some half a dozen men armed with lassoes made of twisted hide attached to the end of a long whip-staff. With this they capture *any* dog they find straying. Even when not actually injured by the lasso, a dog so caught is very often injured beyond cure, for the sudden strangulation crows his spirit, and when thrust inside the dog-cart, together perhaps with a score or so of unfortunate fellow-captives, he runs the risk of bites, worrying, or contagion.

(Continued on page 66.)

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Plaza Lavalle, City of Buenos Aires.

[Photo: A. W. B. & Co.]

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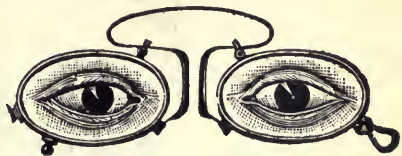
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(Continued from p. 63.)

Despite efforts on the part of the Society for the Protection of Animals, and energetic protests through the Press, the practice still continues, and is one of the very few instances where the Argentine Republic is one whit behind any other nation in advanced civilisation. Therefore, when you want your dog to have an outing it will be best to be near him.

Dog licences should be obtained at the nearest police-station (or 'comisarias'), the cost being \$5.00.



SOCIETIES AND INSTITUTIONS.



The League of the Empire.

Branch in the Argentine Republic, founded 15th October, 1907.

COUNCIL, 1908-1909.

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EXTRACT FROM THE CONSTITUTION.

1. A Branch of 'The League of the Empire' is established in the Argentine Republic with the following objects :—

- (a) To bring British subjects resident in the Republic together, and to keep them in touch with the Mother Country and the Colonies and Dependencies.
- (b) To implant and foster the growth of those qualities which have specially contributed to the formation and the development of the British race and Empire, such as responsibility, duty, sympathy, self-sacrifice.
- (c) To promote the increase and diffusion of knowledge respecting the component parts of the British Empire by means of lectures, lantern-lectures for children, reading of papers, and holding discussions, &c. (but no paper shall be read nor any discussion be permitted to take place tending to give the League a political or sectarian character); to facilitate interchange of experiences amongst persons from all the Dependencies; to establish a reading-room and library, in which recent and authentic intelligence upon imperial subjects may be constantly available, and a museum for the collection and exhibition of British, Colonial, and Indian productions.

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- (d) To provide opportunities for social reunion, and to make arrangements for the proper celebration of national festivals.

2. Membership shall be limited to British subjects, their children and grandchildren wherever born, if they desire it, and shall consist of three classes, *i.e.*, (a) Members, (b) Lady Members, and (c) Junior Members.

SUBSCRIPTIONS.

(a) Members	\$5 m/l per annum.
(b) Lady Members	3 " " "
(c) Junior Members	2 " " "

This Branch, at the last Annual General Meeting held in June, 1908, possessed 558 members, and the number is rapidly increasing. It is affiliated to the London League, and possesses a useful library containing books of reference dealing with all the British Colonies. A council meeting is held once a month, the date duly advertised in the local Press.

The British and American Benevolent Society

is one of the very oldest benevolent societies in the River Plate, having been originally founded more than sixty years ago. Its object is to give assistance in such cases where the applicant is a deserving but unfortunate member of the English-speaking race. The society's office is Room No. 6, Calle 25 de Mayo 158, and the meetings, &c., are generally held either at the hall of St. Andrew's Church or at that of the American Church. In 1908, 284 cases were relieved, nearly \$2,000 being distributed among them. In addition

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to this, the society also lent money in 142 deserving cases, the sum involved being nearly \$4000.

The present Committee is:—

Hon. Presidents: H.B.M. Minister and U.S.A. Minister.

Chairman: Mr. John C. Zimmermann.

Hon. Treasurer: Mr. James Marr.

Hon. Secretary: Mr. Hope Gibson.

Ex-officio Members:

Mr. Claud F. W. Russell, *1st Secretary British Legation*;
Mr. Charles S. Wilson, *1st Secretary U.S.A. Legation*;
Mr. A. Carnegie Ross, C.B., *H.B.M. Consul*; the
U.S.A. Consul-General; Dr. John O'Connor; the Very
Rev. Father Superior of the Passionist Fathers; the
Rev. J. H. de Turri Croft, the Rev. Dr. A. G. Fenn,
the Rev. J. W. Fleming, the Rev. G. P. Howard, the
Rev. W. P. McLaughlin, and the Rev. D. Bruce Nicol.

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Mrs. Brookes, Mrs. Hallett, Mrs. Rayner, Mrs. R. H. Roberts, and Messrs. B. A. Shuman, F. B. Purdy, Harry Tudor, C. H. Menzies, and E. N. Davies.

Superintendent : Mr. Alexander Law.

The Salvation Army in the River Plate.

The River Plate Branch of the Salvation Army was started in January, 1890, in Calle Buen Orden, by Colonel Thurman and Captain (now Brigadier) Wm. T. Bonnett, who were specially commissioned by General Booth and sent out to this country. As is the case with most pioneer enterprises, the first years of the work were marked by most strenuous struggling and much uphill fighting before a firm footing was established in the Republic. The greatest difficulty lay in the difference of language and the fact that the advance-guard was entirely without friends or any kind of influence except their own earnestness and perseverance. Yet, undaunted by difficulties and obstacles, these peaceful crusaders of a later day went about their mission in such a way that, at the present time, there are thirty-one Corps and Outposts in the River Plate Republics, besides seven Social Branches and the Buenos Aires Night Shelter for poor men. There are seventy-eight officers and employees engaged in the work, in addition to seventy-four local officers. These latter devote their spare time working for the Army without remuneration of any kind. The Territorial Headquarters are at Calle Rivadavia 3290, Brigadier Wm. T. Bonnett being Territorial Commander and Major G. H. Souter, General Secretary. Last year's work included the providing of 78,565 beds and 164,394 meals, apart from those provided at the Industrial Home. This is situated at 3047 Calle Humberto 1º, and here 1192 days

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of temporary employment were found for the destitute, who, in addition to board and lodging, were also given a small wage until more remunerative employment could be found. The Home has only been established two years, and is making rapid progress. The principal industry is the sorting and baling of paper and chopping and bundling of wood.

The Army has acquired its own buildings at Pergamino, La Plata, Banfield, Junin, Bahía Blanca, and Concepción del Uruguay, whilst the Sailors' Homes at Ingeniero White and Ensenada are the property of the Army on fiscal grounds. In all, 4414 meetings were held last year, the attendance being 144,488 persons. There were also 470 open-air meetings (usually on Sunday afternoons), and 2974 officers took part. The principal corps are situated as follows :—

No. 1 Corps, Calle Rivadavia 3290, Buenos Aires.

No. 2 Corps, Calle Moreno 1900, Buenos Aires.

Training Home, Flores.

Sailors' Mission, Calle P. Mendoza, Boca (B.A.).

Ensenada Sailors' Home, Grand Dock.

Ingeniero White Sailors' Home, Southern Railway's
Grounds.

La Plata Corps, Calle 41, No. 320.

Junin Corps, Calle Rioja.

Pergamino Corps, Calle Alberti.

Bahía Blanca Corps, Calle Moreno.

Rosario Corps, Calle Independencia 353.

Santa Fé Corps, Calle Junin 341.

Concordia Corps, Corner of Calles Pellegrini and
Monte Caseros.

Monte Caseros Corps, Calle Rioja.

Córdoba Corps, Calle 9 de Julio 138.

Concepción del U. Corps, Calle Rioja.

Monte Video Corps, Calle Nueva York 13

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Monte Video Sailors' Home, Florida 54.

Rosario Corps, Calle Gran.

Paysandú Corps, Calle Queguay.

Salta Corps, Calle Arapay.

San Eugenio Corps, Calle F. C.

The Army's press organ, *El Cruzado*, has a circulation of 83,000.

Young Men's Christian Association of Buenos Aires.

This Branch of the Y.M.C.A. was organized May 6th, 1902, with A. Carnegie Ross, Esq., C. B., H.B.M.'s Consul, as its first President.

On opening the first premises, the list of foundation members had reached 201 names, and this number has steadily increased until, at the close of the seventh year, there are about 700 members in the Central Branch and 150 in Barracas Branch.

In 1906 an offer was received from friends of the movement in the United States to give \$100,000 U.S. gold on condition that a similar amount be raised by friends in Buenos Aires for the erection of suitable buildings.

A special Building Fund Committee was named, including leading citizens of the British, German, North American, and Argentine communities here, and a Committee of young men of the Association to co-operate with them. The result of the effort was that the amount was raised by gifts from 1300 people, thus securing the splendid conditional offer which had been made, and giving to the Association a fund equal to £40,000.

A house and lot at Avenida Montes de Oca 958 was purchased, and put in order for the Barracas Branch, at a cost of \$52,000 m/n.

A site for the central building on Paseo Colon, between

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Paseo-Recoleta, Buenos Aires.

[Photo: H. G. Olds.]

Victoria and Alsina, was purchased at a cost of \$137,000 m/n, and plans are fast taking shape for the erection of the new central building.

The Association offers special advantages to young men recently arrived in the city, as it conducts an Information Department to assist in finding decent lodgings, in securing employment, and in many other ways.

It conducts Night Classes for the study of Spanish, English, commercial subjects, &c., and has a well-stocked reading-room, a swimming-club, Sunday afternoon meetings for men, and many other features of the modern Y.M.C.A.

The annual subscription is \$20 m/n, which may be paid quarterly.

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St. Andrew's Society of the River Plate.

Wherever more than two or three Scotchmen are found together it may be generally taken for granted that there exists a St. Andrew's Society, so loyal are they to the traditions and customs of 'Auld Reekie.' Therefore, there is no cause for surprise that here in Buenos Aires, where some of our greatest business men, most famous engineers, and successful men in every trade and profession are natives of Scotland, the St. Andrew's Society of the River Plate is one of the most influential of its kind, and certainly is

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carried on in a most practical and businesslike manner. It attains its majority this year, having been founded twenty-one years ago. The main objects of the Society are to foster the national sentiment, encourage the maintenance of Scotch customs, and devote attention to deserving charitable objects. Last year alone more than 2000 dollars were distributed by the Benevolent Fund.

A golf tournament is held yearly, and a special cup is given, competitors for this being members of the Society.

St. Andrew's Day is always celebrated by a banquet, laid in some suitable hall, and other social functions include at least one concert annually, social evenings, and competitions in Scotch singing and dancing.

It had a grand total of 445 members at the last annual general meeting, the annual subscription being \$5.

The present office-bearers are :—

Chairman : Mr. Charles J. Martin, B. Mitre 476.

Hon. Secretary : Mr. John McKechnie, B. Mitre 400.

Hon. Treasurer : Mr. J. Monteith Drysdale, C.A.
Florida 77.

Members : Rev. J. W. Fleming, B.D. ; Mr. A. Carnegie Ross, C.B. ; Mr. Charles H. Roberts.

The North American Society of the River Plate.

The objects of the above Society, according to its constitution, is 'to keep alive the love of country and foster the spirit of patriotism ; to provide and maintain a place of meeting ; to properly celebrate national days of festival or thanksgiving ; and for such other purposes as will advance the interests of our country, encourage and maintain friendly relations with the country of our residence, and assist in

GUIDE TO BUENOS AIRES.

promoting closer commercial union between North America and the countries of the River Plate.'

Hitherto it has possessed no premises of its own, but at its last annual general meeting (April 1909) it was decided that premises should be acquired for occupancy in 1910. The members comprise all the most influential commercial men among the North-American community of Buenos Aires, and the Society interests itself considerably in increasing North-American commerce in the Republic.

The present Committee consists of:—

President : Mr. F. B. Purdie.

Vice-President : Mr. John C. Zimmermann.

Treasurer : Mr. Batson.

Secretary : Mr. Huntingdon.

Working Committee : Mr. F. C. Cook, Mr. E. P. Graves, Dr. Kimball, Mr. Wheatley, Dr. Webster, Mr. Odell, and Mr. Pratt.

The Buenos Aires Sailors' Home and Harbour Mission,

Habitated in the Victoria Sailors' Home.

Like many other British institutions, the Buenos Aires Sailors' Home had its origin in 'small things.' In 1885, a small group of religious men started a regular Sunday afternoon service for the seamen whose ships were lying in the Boca. A few years later, Mr. James McGowan began an agitation through the English press for something more tangible. As a result of the interest aroused, the Revs. J. W. Fleming, Pelham Ogle, and J. H. Stockton met at the home of the last-named gentleman to see what could be done. It was resolved, that as Mr. Fleming was about to leave on vacation, he should visit the Rev. E. W. Matthews, of the British and Foreign Sailors' Friendly Society of London,



Tigre Boat Club.

[Photo: H. G. Olds.]

and lay the facts before that Society. The result of this was a visit to this city by Mr. Matthews. Many of the senior business men still remember how this white-haired veteran hustled round the city pleading the cause of the sailors.

At the instigation of Mr. Matthews, a public meeting was called on Friday, June 27th, at the La France Hall. The chair was taken by H.B.M. Minister the Hon. Francis Pakenham. At that meeting the first Sailors' Home Committee was appointed, which consisted of the following gentlemen:—Mr. T. S. Boadle, Chairman; Rev. J. W. Fleming, Secretary; Don Juan Drysdale, Treasurer; Revs. Pelham Ogle, J. H. Stockton; Messrs. Ronald Bridgett, H.B.M. Consul; S. A. Christophersen, Swedish and Nor-

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wegian Consul; P. Christophersen, Danish Consul; E. L. Baker, U.S.A. Consul; C. Ferio, German Consul; L. Van Riet, Dutch Minister: C. Marriott Woodgate, and W. Higgins.

This Committee issued an appeal for funds, with the result that \$491.42 gold and \$17,200.65 paper was raised. Thus encouraged, the Committee rented premises situated in Calle Pedro Mendoza, corner of La Madrid, in the Boca, and on Monday, January 26th, 1891, opened to the seamen of the world the international, interdenominational Buenos Aires Sailors' Home. At the opening ceremony Mr. T. S. Boadle presided, the Rev. J. W. Fleming read the Committee's report, and Mr. E. E. Corder moved the adoption of the same.

The first Missionary-Manager of the Home was Mr. P. J. Walker, who served till 1893, when Mr. Fosterjohn took charge. He was followed by Mr. G. Chamberlain in 1898, who resigned in 1901, when Mr. Henry F. Fellows (who still holds the position) was appointed.

From the foundation of the work the Committee had always seen the absolute necessity of possessing their own building. In 1895 they petitioned Congress for land on which to build. Owing chiefly to the work of Rear-Admiral Howard and Señor Ricardo Pillado, the Sailors' Home Land Committee, and the earnest advocating through the press of Mr. E. T. Mulhall, the land on which the Victoria Sailors' Home now stands was granted. In the whole stretch of shipping a more suitable spot could not be found.

The year 1897 was the most fruitful on record for philanthropic work. In that year illustrious Victoria completed her sixtieth year as Queen. The Britishers of the River Plate met to discuss how that year could be perpetuated. At an adjourned meeting held at Prince George's Hall, on May 6th, the following resolution was unanimously agreed to:—'THAT AS A PERMANENT MEMO-

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RIAL OF THE AUSPICIOUS EVENT, A SAILORS' HOME FOR THE PORT OF BUENOS AIRES BE BUILT.' A Committee was appointed to carry out this resolution, consisting of the following gentlemen :—

The Hon. W. A. C. Barrington, (now Sir W. A. C. Barrington, K.C.M.G.).

Rev. J. W. Fleming, B.D.

Messrs. A. Mackintosh, J. C. Zimmermann, R. O. Watson, J. F. Roberts, T. S. Boadle.

To this number were added at different times :—

Messrs. R. Inglis Runciman, H. C. Thompson, John Russell, T. M. Mills, Wm. Mulhall, Juan Drysdale, Wm. Warden, John Dunn, Patrick Ham, Ronald Bridgett, F. Barrow, C. W. Mills, and E. A. Merry.

Although it was five years from the above date ere the Victoria Home was opened to Sailors, the Chairman, Secretary, Treasurer—Sir W. A. C. Barrington, Rev. J. W. Fleming, and Mr. R. Inglis Runciman respectively retained their position until they had the pleasure of seeing their work successfully accomplished. The building as it now stands, cost some \$80,000. It was opened by President Roca, on April 16th, 1902. Not the least interesting part of the programme being the unveiling of a magnificent portrait of Her Majesty, the late Queen Victoria, a gift from Her Majesty to the Victoria Sailors' Home, through the British and Foreign Sailors' Friend Society.

Needless to say, since the opening of the new building, the work of the B.A. Sailors' Home and Mission has increased tenfold. Concerts and Socials, which are now so popular with the Seamen, originated with the new Home. Every night since its opening, the bed-space has been taxed to the utmost. The number of Seamen who have boarded there until a berth has been procured has considerably increased. The religious side of the work has

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also benefited. To such an extent is this the case, that it is doubtful if a better attended or heartier English Service could be found in the City than the Sunday Evening Service at the Home. The Home publication, *Fore and Aft*, a readable, chatty paper of twenty pages, performs a useful mission. The annual Seamen's Picnic is a great feature. Last New Year's day no less than 1400 Seamen spent the whole day in the country. The following figures give some idea of the Work of the Home. Since the Home was founded until May 1st, 1909, some 17,000 men have entered as paying boarders; for the vast majority of these employment has been found. Since the inauguration of the present Home 48,000 free meals and 13,600 free beds have been given to aged and decent Seamen. The Home is visited by some 2000 Seaman every month. Thousands of books are collected and distributed. Yet withal the Home is still able to carry out the ideal of the present Management, that any *genuine* Seaman of any Nationality or Creed in need of a helping hand will most surely find one, at any hour of the day or night.

The address of the Sailors' Home, or to give it its official name, 'The Buenos Aires Sailors' Home and Mission,' is Calle Independencia 20, between Docks 1 and 2.

The British Hospital.

The date of the original foundation of a British Hospital in Buenos Aires is not known, but it is certain that such existed over sixty years ago, for old books and documents have come to light showing that in 1850 the patients were removed to the new Hospital premises in Calle Uruguay. No trace whatever can be found as to the locality whence such patients were removed, so it is believed that prior to 1850, the Hospital was situated in rented property. The site in Calle Uruguay, however, was found to be unsuitable, for such was the bad condition of the roads that

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in winter or after heavy rains the Hospital was quite inaccessible. This led to the building of the second British Hospital on what was then known as Britain's Quinta, in Calles Bolivar and Santa Rosa, this building being opened in 1861. Its total cost was \$852,000 of the currency then in circulation, which was of considerably less value than the present day paper dollar. One half of this sum was derived from subscriptions received from the British public in Buenos Aires and the sale of the property in Calle Uruguay; the other half was provided by the British Government, through the good offices of the then Consul, Mr. Frank Parish.

The third and present British Hospital was opened by General Roca (then President of the Republic) in 1885, and, since that date, the adjoining lands have been acquired as it became necessary. At the present the property extends over some 12,000 square metres and, together with the buildings, has cost nearly \$500,000.

There are 128 beds, the average daily number of patients being 108. The female wards can accommodate forty.

There is a private ward containing eight beds; and seven private rooms. The daily cost in the private ward is \$8 and in the rooms from \$12 to \$15.

Free admission may be obtained by application to any member of the Committee, providing the applicant be of British or American nationality, and unable to pay for medical treatment.

Subscribers have the right to send in one free patient for every hundred dollars subscribed annually.

The present Committee is:

Chairman: Mr. H. H. Loveday.

Elected Committeemen: Mr. C. H. Menzies (Treasurer),
Mr. W. E. O. Haxell (Secretary), Messrs. R. W.
Anderson, A. W. Boote, J. Percy Clarke, F. C.

(Continued on p. 86.)

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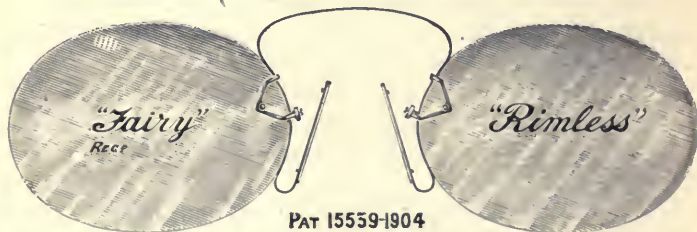


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Jockey Club, Buenos Aires.

[Photo: H. G. Olds.]

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(Continued from p. 83.)

Cook, E. E. Cordner, S. N. Drysdale, E. Duggan, R. Grant, F. Maitland Heriot, H. H. Leng, Rymer O. Watson, and A. M. Wilson.

Appointed by the Committee for the period of one year :

Mr. A. Carnegie Ross, C.B., H.B.M. Consul.

Clerical: The Rev. J. H. de Turri Croft, the Rev. J. W. Fleming, the Rev. Dr. McLaughlin and the Rev. Superior of the Passionist Fathers.

Medical: Dr. Lovat A. Mulcahy.

Visiting Staff.

Dr. J. O'Connor, Dr. E. Burr, Dr. R. Halahan (Out Patients), Dr. G. Welchli (Eye Specialist), Dr. C. M. Stetson (Dental Surgeon).

Resident Staff.

Dr. J. Wolfe Morris and Dr. R. Nothwanger.

Matron: Miss E. Heartnett.

There are thirty nurses.

The Buenos Aires Choral Union.

Most popularly known as the B.A.C.U., the local Choral Union is an institution that stands out as an example of the results that can be achieved by perseverance and energy. Founded originally in 1888 in a very modest manner, the Union more than once came near to dying of inanition, had it not been for the forceful perseverance of its officials. Only three or four years ago it seemed to take a new lease of life, and so much 'push' was shown by its staunchest supporters that, at the present time, it enjoys a reputation second to none of its kind, and even in a country where

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the prevalence of the Latin race guarantees the fact that music is well understood, here is a substantial and active confutation of the erroneous impression that the English is not a musical race.

The seasons' programmes of the last three years have included the oratorios 'Elijah,' 'The Creation,' 'St. Paul,' the 'Hymn of Praise,' and 'The Messiah.' In comic operas, theatres have been filled to witness its representations of 'The Geisha' and 'Iolanthe.'

It now embraces choral, orchestral, and dramatic sections, and most successful performances have been given of such plays as *The Jacobites*, *One Summer's Day*, *In the Soup*, *The New Boy*, *Our Boys*, *Are You a Mason?* &c.

Full particulars are obtainable at the office of the most popular of treasurers, Mr. A. Holder, Calle Bartolomé Mitre 556, Office No. 48.

At the last General Meeting the roll showed 615 members. The entrance fee is \$10.00, with an annual subscription of \$15.00.

The Committee for 1909 is:—

President : Mr. Andreas S. Wilson.

Vice-President : Mr. J. Hampden Wall.

Treasurer : Mr. A. Holder.

Secretary : Mr. D. V. Clark.

Property Master : Mr. H. Waite.

Committeemen : Messrs. W. H. H. Nicholson, Mr. J. S. Lee, Mr. F. F. Bideleux, and Mr. W. Cowlshaw.

All new arrivals with any pretensions to social or dramatic talent are warmly advised to present themselves without delay at the 'B.A.C.U.'

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The Missions to Seamen's Institute.

The Buenos Aires Branch of the Missions to Seamen's Institute has achieved great success, as such a mission deserves. Only established here in the last few years, its good work is known and appreciated to such an extent that not only do ladies and gentlemen in the city itself arrange evenings to give concerts and similar entertainments for seafaring men, but similar functions are organized by the residents of Belgrano, Hurlingham, and other outlying suburbs, the ladies and gentlemen making special trips into town to signify their appreciation of the merits of the mission and to help in practical manner the men who so thoroughly appreciate a little kindness in foreign ports. Concerts, boxing-bouts, wrestling, sing-songs, are given every Monday, Wednesday, and Friday night in St. John's Hall, placed at the disposal of the mission on these occasions by the kindness of the Rev. J. H. de Turri Croft, Vicar of St. John's. The Chaplain to the Mission is the Rev. A. P. Karney, a true and conscientious worker in the great cause, and one who is as much respected by his friends in Buenos Aires as he is loved by the rough but kind-hearted men, the propagation of whose happiness and welfare he has made his life's work.

The English Literary Society.

Founded in 1878, the above Society is one of the oldest British organizations in South America. It has some three hundred members, and possesses well-installed reading and writing-rooms, library, &c., at No. 536 Calle Cangallo. The winter sessions include debates, lectures, &c.

The Committee for 1909 is:—

President : Mr. J. Monteith Drysdale.

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Vice-President : Mr. R. Grant.

Treasurer ; Mr. A. Holder.

Librarian : Mr. A. Stuart Pennington.

House Stewards : Mr. E. Hildesheim and Mr. G. Lauder.

Irish Orphanage for Girls.

The above Orphanage is in Calle Gaon, Caballito. At the present time there are nearly two hundred inmates, superintended by Sisters of Mercy appointed by the Irish Catholic Association. It is open to orphan girls of Irish or Argentine-Irish parentage of the Catholic faith.

The Women's Exchange.

The above institution was originated here eleven years ago, and is for the purpose of enabling gentlewomen in straitened circumstances to dispose of all kinds of fancy-work, &c., without the identity of the vendor being disclosed. The lady who sends in an article for disposal states the price she wants for it, and then, with 20 per cent. added on to this figure to defray expenses of rent, staff, and other outlay incidental to the upkeep of the shop, the object is exposed for sale.

The shop is at No. 623 Calle Cangallo, where all kinds of needlework, &c., are on view, and where orders may be placed for home-made cakes, jams, sweets, &c. The Exchange is an excellent institution, excellently carried on, and is deserving of patronage.

The present Committee is :—

President : Mrs. Ackerley.

Vice-Presidents : 1st, Mrs. J. Bell ; 2nd, Mrs. Wigg.

Hon. Secretary : Mrs. A. W. Boote.

Treasurer : Mrs. Hope Gibson.

Manageress : Miss Forbes.

SPORTS AND ATHLETICS.

The athlete and sportsman is always sure of a most hearty welcome in Buenos Aires both among the British and Argentine communities. Perhaps it is no exaggeration to say that nowhere on earth has the Englishman's love for outdoor games and sports spread so quickly as it has here. There is hardly any English sport that could be mentioned that has not found its ardent devotees among the native-born Argentine. Naturally, the degree of popularity varies according to the game or sport, but the two essentially English sports—horse-racing and football—are undoubtedly prime favourites.

Argentine-bred racehorses are now brought to such a pitch of perfection that very many of them are capable of showing up well beside the majority of English-blood stock, excepting, of course, some of the famous flyers. Nor is it to be wondered at that such a stage has been reached, considering that the Argentine breeder of racers spares neither trouble nor expense to bring about the best possible results. They are keen bidders in the English market when any famous horse is being sold for stud purposes, and, as an example, only this year the two well-known horses, Cyllene and Polar Star, were added to one of the Republic's most famous studs.

Racing, although not carried on almost every day, as is the case in England during the flat-racing season, is an exceedingly popular pastime, and, as the racecourses are all within easy reach of the centre of the capital, the meetings are invariably well frequented.

The totalisator system being in vogue, bookmakers are dispensed with. Notwithstanding an entirely unsubstantiated rumour to the contrary, most of the racing is honourably conducted, and it is very seldom indeed that

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a horse's performance is inconsistent with past form displayed.

The courses at Palermo and Belgrano are both devoted to meetings held exclusively under the auspices of the Jockey Club of Buenos Aires. The Lomas Jockey Club is superintended by the officials of the Jockey Club in that suburb, and the pretty private course attached to the Hurlingham Club are the property of that Club, though the Jockey Club often donates the prizes and countenances the meetings.

Of those clubs devoted to athletics, the most important, from an English point of view, is the Belgrano Athletic Club.

Belgrano Athletic Club.

The original Belgrano A.C. was founded in 1892, and at that stage was a club for small boys. Like many other institutions organized by juveniles whose spasmodic outburst of enthusiasm usually flickers out in a very short while, the Belgrano A.C. pined away from sheer lack of any reason for living. In 1894, a dozen young athletes, cricketers and footballers founded the St. Lawrence Athletic Club for the purpose of popularising the games of cricket and football, and in 1896 took over the disused name of Belgrano A.C. playing on the old Polo field in Coghlan. About this time, the Rosario Railway Club flourished in the same neighbourhood, its promoters all being men of more mature age and wider experience than those of the Belgrano A.C., and as the latter organization was confronted with the problem of financial difficulties, the idea of amalgamating the two was mooted and put into execution in 1897. At this time the ground used was that belonging to the Rosario Railway Company in Belgrano, the President of the Club being the Manager of the Railway. From that period the Club has never looked back, year after year only adding to its

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popularity and success. It now has just on five hundred members, is the Champion Club in football and cricket, and this year beat the Cinco Esquinas Lawn Tennis Club, hitherto the best. Hockey was first started by the Belgrano A.C. last year, and in addition to the small field used for that game, the Club owns a large field for cricket and football, seven brickdust tennis courts, a grand stand, ladies' pavilion, gentlemen's pavilion, tea-stand, club-house, &c.

It became a limited liability company owning its own ground in 1906. Its present liabilities are some \$50,000, but as its properties are valued at \$200,000, it will be seen that its financial success is as great as that attained in the playing fields.

It is possessed of a very hard-working, energetic and enterprising committee, and has justly gained a great reputation for the organization of social festivities, the dance of the B.A.C. being looked forward to in the season with the liveliest anticipation.

At the time this book is being compiled (April 1909), it has been announced that owing to the round 500 total of membership being likely to be passed, a meeting will shortly be called to discuss the question of increasing entrance fees and subscriptions. The *Hon. Secretary* is Mr. G. D. Ferguson, Calle Bartolomé Mitre 544.

Hurlingham Club.

Of all the English sporting and athletic clubs in Buenos Aires, by far the most ambitious is the Hurlingham Club, with grounds and buildings in the suburb of Hurlingham on the Pacific Railway, and a train journey of thirty-six minutes from Retiro Station.

Founded in November, 1888, as a Limited Liability Company with an authorised capital of \$200,000, of which \$167,000 was subscribed: the object of the club was to encourage outdoor athletics of all kinds, particularly

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amateur jockeyship and polo. The Club started with a rough-and-ready racecourse, a polo-field, cricket and football fields, racquet and bat-fives courts, stables, &c., and achieved such immense popularity that in 1894 the Club House was built, the course amplified and laid out and additions made to the pavilions, stables and other buildings. The first race-meeting proper was held on the Club's course on May 7th, 1891, and such was the progress made in this direction, that in 1904 the Jockey Club forwarded a letter signed by the President, authorising the Hurlingham Club to hold races under the auspices of that all-powerful sporting institution.

The distance of one lap is about 1830 metres, and about ten meetings are held yearly, flat-racing and steeple-chasing both forming part of the programme. Gymkhanas, field-days, polo matches, &c., are also of frequent occurrence, whilst, since 1905, the most important cricket match of the season, North *versus* South, is played at Hurlingham.

The charge for admission to all parts of the course on race days is exceedingly moderate, and as visitors can thoroughly rely upon good company and good sport in a delightfully pretty spot, the new arrival is cordially recommended to note down the dates of the Hurlingham races on his memorandum tablet.

The first Committee, at the foundation of the Club, was composed of Messrs. John Campbell, John Drysdale, John Ravenscroft, H. Scott Robson, John Drysdale, Jun., B. W. Gardom and B. Methuen, the President being Mr. John Campbell, and the Secretary, Mr. John Ravenscroft. Most of these gentlemen are well-known figures in the social world of Buenos Aires at the present day.

The present Committee is as follows:—

President: Mr. M. G. Fortune.

Vice-President: Mr. J. N. Drysdale.

(Continued on p. 96.)

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Tigre Hotel, Tigre, Buenos Aires.

[Photo: A. W. B. & Co.]

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(Continued from p. 93.)

Secretary : Mr. A. S. Willes (Calle San Martín 333 and 121).

Treasurer : Mr. H. C. Ehlert.

Committeemen : Messrs. J. K. Cassels, B. W. Gardom and R. A. Sumner.

Syndic : Mr. V. G. G. Scroggie.

Manager : Mr. T. H. Power.

The entrance fee is \$100, with an annual subscription of \$50 for town members, and \$20 for camp members, Lady members are charged half the ordinary subscription and no entrance fee, and members of the Diplomatic Corps are also immune from the payment of entrance fee.

The residential quarters of the Club are within the grounds, and members may obtain full board and lodging from \$130 to \$190 monthly.

San Isidro Athletic Club.

The Club was founded in 1902, starting with a membership of thirty-five, and so rapidly has it made progress that some four hundred members now wear its colours. Cricket and football constitute the chief causes of its *raison d'être*, in both of which games it has shown itself well to the fore.

Within the last few seasons the San Isidro A.C. has won the Junior Football trophy three times in succession ; twice has it captured the Junior Football Championship, three times the Second Division Cricket Championship, and also gained the Hockey Championship in its first season (1908).

The entrance fee is \$5 and the subscription \$1 monthly.

Its officials are :—

President : F. R. Guppy.

Vice-President : H. Torre.

2nd Vice-President : Dr. Rafael Cullen.

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Secretary : J. O. Gil.

Treasurer : S. Kunz.

Committee : Messrs. H. J. Vernet, E. Iglesias, L. Vernet Amedeo and L. Valle.

The Club's grounds are in the pretty suburb of San Isidro, not more than five minutes' walk from the station, which is reached in about half an hour by train from Retiro Station.

GOLF.

La Compañía Terrenos de Golf en San Martín.

The above company is still known as the Buenos Aires Golf Club, although this Club has ceased to exist, having been liquidated at the end of last year. The Company was formed to carry on the Club and also to secure it on a sound financial basis, the members being shareholders in the Company itself. The links are at San Martín, a few minutes' walk from the station (Central Argentine and Rosario Railway). The course is of eighteen holes, and the Championship of the River Plate is always played here.

The entrance fee for gentlemen is \$200 in cash and one share of the face value of \$100; the subscription is \$80 yearly, payable quarterly in advance for Town Members, and \$35 for Camp Members.

The Committee consists of:—

President : Mr. Victor Negri.

Directors : Messrs. B. W. Gardom, S. Carlisle, G. H. Weyand, J. Marjoribanks, H. C. Bocquet.

Substitutes : Messrs. H. M. Bucknall, W. A. Harper, and H. H. Leng.

Syndic : Mr. J. Marjoribanks.

Hon. Secretary : Mr. G. H. Weyand.

Secretary and Treasurer : Mr. A. C. Woolmer (144 Maipú, Buenos Aires).

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Quilmes Golf Club.

Committee, 1909.

President : P. A. Grassick.

Vice-President : Dámaso del Campo.

Captain : C. H. Gavin.

Honorary Treasurer : J. Y. Stanfield.

Honorary Secretary : F. K. Cassels, Calle Sarmiento,
Quilmes, F.C.S.

Members : R. Cooper, W. Leslie, W. C. Paterson,
W. Pritchard.

Links at Bernal, accessible by Southern Railway to Bernal Station, and by electric tramway, Buenos Aires to Quilmes, which skirts the ground. A sporting nine-hole course, 2800 yards long. Entrance fee, \$50; lady and junior members, \$15 annual subscription without entrance fee.

YACHTING.

Mention has already been made of the kindly manner in which the Argentine men have taken to all kinds of outdoor sport, and the aquatic section has been by no means neglected, as witness the many rowing and yachting clubs in existence. Prominent among these and ranking first in point of importance is the

Yacht Club Argentino.

Founded as far back as 1882 by only eight yachtsmen, it now has three hundred members and is one of the most influential bodies in the Argentine world of sport. The entrance fee is \$100 and the annual subscription \$60. The headquarters and boathouses are on the further side of the South Darsena, the Secretary's office being in Calle Florida 659.

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The Club possesses twenty-five sailing yachts and forty odd motor and steam yachts, the Commodore being Dr. Benito Villanueva. It is permitted to fly the national flag as its colours, with a golden sun appearing on the white stripe.

The Committee consists of:—

Vice-Commodore : Mr. Alberto de Bary.

Secretary : Dr. Guillermo Rojo.

Treasurer : Mr. Robert D. Zimmermann.

Committee : Messrs. Aaron de Anchorena, Geo. L. S. Wood, and Dr. George Casares.

Sailing Regattas Committee :—

Messrs. C. F. Blanco, F. Mangold, and Lieut. A. Celery.

Substitutes : Messrs. E. G. Manigot, Duncan Black, and L. Argerich.

Motor Regattas Committee :—

Messrs. H. Mackinlay, P. L. Obligado, and E. F. Newbery.

Substitutes : Lieut.-Col. E. Vega, Mr. E. Schünemann, and Mr. B. E. Hueyo.

Measuring Committees :—

Sailing Yachts ; Dr. Pedro Pano, Mr. E. G. Manigot, and Mr. A. Soley.

Motor Yachts : Messrs. C. Irmacher, C. J. W. Dawney, and C. H. Quirk.

Another eminently successful yacht club, which although not so powerful as the first mentioned, bids fair to achieve even greater popularity, is the

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Yacht Club Rio del Plata.

Only established last year, it started its career with the names of 150 members on the roll. The headquarters are at Canal San Fernando, an ideal spot for it, being situated right at the mouth of the Lujan River and reached by half an hour's railway journey from Retiro Station. The entrance fee is \$50 and the annual subscription \$20.

Commodore : Mr. Carlos P. Hardy.

Vice-Commodore : Mr. Evelyn Rix.

Secretary : Mr. Joe H. Gowa, Casilla de Correo 1.

For the benefit of yachtsmen who visit Montevideo, it may be here added that a very good club exists there in the shape of the

Yacht Club Uruguayo.

with headquarters in Montevideo Bay. This Club also was only started last year, and further particulars are obtainable by application to the *Secretary*, Mr. Diego S. Brown, Calle Zeballa 1, Montevideo.

Tigre Sailing Club.

The last report issued by this very favourite and important organization shows that it possesses more than two hundred members, who display an enthusiastic interest in the pastime. Only some four years old, the Club has within that short space of time attained to a very exalted position among similar societies, and there is every likelihood of its continuation along the road of success and prosperity.

In all, it owns a fleet of more than fifty craft, including 18 Motor Boats, 12 Colleens, and a number of Sloops, Cutters, Dingheys, &c.

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The entrance fee is \$100 and the six-monthly subscription \$15. Headquarters are at the Tigre, close to the station. Reached by train from Retiro.

Its officers are the following :—

Commodore : Dr. Alberto V. Lopez.

Vice-Commodore : Mr. D. H. Nye.

Treasurer : A. N. Linares.

Secretary : T. A. Owen, Office No. 1 Bolsa, Buenos Aires.

Committee : Mr. Ramón de Oliveira César, Mr. Juan S. Lea, and Dr. Alberto Hueyo.

Regattas Committee :

Sr. Remon de Oliveira César (*President*), Mr. T. A. Owen, and Mr. A. C. Williams.

ROWING.

In the delightfully pretty suburb know as Tigre, where the Lujan and Tigre Rivers join, the boating club which holds most interest for the English visitor is the

Tigre Boat Club.

A purely English institution established thirteen years ago and started on a very modest scale, it rapidly increased in popularity and importance and has been eminently successful at local regattas. At the present time its membership roll shows that it possesses 400 members. Its headquarters are at Tigre, within a few minutes' walk of the Tigre Hotel. It owns sixteen racing boats, eighty or more pleasure crafts, and half a dozen canoes. The boathouse is commodious and very well equipped; lockers,

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dressing-rooms, &c., all being well fitted. The entrance fee is fixed at \$100 with a subscription of \$25 every six months.

President: Mr. W. E. O. Haxell.

Vice-President: Mr. H. W. Krabbe.

Secretary: Mr. M. A. Tranmar, Calle Reconquista 420,
Buenos Aires.

HOSPITAL SERVICE (*Asistencia Pública*).

Of all the modern and up-to-date institutions of which Buenos Aires can boast, not one among them all does her as much credit as her splendid hospital system, or rather, that part of it known here as the *Asistencia Pública*. No capital in Europe can pride itself on a more perfect system for giving first aid in all emergencies, be it accident, fever, or a sudden attack of any illness whatever. The Central Department is at Calle Esmeralda 22, and here a most efficient staff of doctors, students, and attendants is on duty at all hours of the night and day.

No 'letters of recommendation' are necessary; no 'proof of poverty' or any other absurd conditions are imposed. It is sufficient that a case requires treatment, and that the *Asistencia Pública* is called on to give the required aid. No payment is taken, even from the richest in the land, for any first services rendered. Of course, those who are in a position to retain the services of a professional man are requested to do so after the first aid is given, but where the patient is in a position that prevents him engaging the services of private practitioners, treatment is meted out as long as is necessary.

In cases of accident, communication is at once made to headquarters, either by telephonic communication or by means of a series of police-calls whistled from one beat to another, and either motor or horse-ambulances are sent to the scene of

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[Photo: E. C. Moody.]

Rocking Stone, Tandil.

Reached by train from Plaza Constitución, Great Southern Railway.

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the mishap immediately. These ambulances are always kept in readiness, horses harnessed, and every possible equipment inside the vehicle. Bandages, instruments, chloroform and other medicaments are all in the ambulance cart, and not a moment is lost before it is on the spot where its services are required. When a case of fever occurs, ambulances of a different type are dispatched: the case is taken to the proper quarters, where it is decided whether isolation is essential or not, and if isolation is considered necessary, the patient is removed until all traces of infection have disappeared.

When summoned by telephone, inquiries are made from headquarters as to whether the case is one of urgency, whether it is accident or illness, and, if an accident, whether the injuries are caused by a fall, burn, assault or other cause, different surgeons being sent to attend the case according to its nature. A more practical, useful, and impartial institution it would be impossible to imagine, and, to their credit be it said, every resident in Buenos Aires quickly learns to understand the good work done by the *Asistencia Pública*. Their vans and ambulances are all fitted with a peculiar toned gong, every vehicle except those belonging to the Fire Brigade making way before the sound of the well-known bell.

After receiving first aid at the *Asistencia Pública*, the more serious cases are sent to the various hospitals in the city, and thus, in the case of accidents, there is never the cry of 'no room' as is often the case in other great cities. At every fire of any importance, *Asistencia Pública* ambulances are seen waiting just behind the fire engines. When news of a railway accident comes to hand, they are at once sent to the terminal station of the line whereon the accident took place; and, in fact, everywhere they are wanted these fast-travelling, rubber-tyred, and neatly painted vehicles emblazoned with the green cross, seem to be in waiting. The efficient and unostentatious

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manner in which the officials of this wonderful institution go about their errand of mercy would be a good example to follow all over the world.

HOTELS.

A few of the most comfortable hotels, where English and American visitors will be placed at their ease, are:—

The Palace Hotel, corner of Calle Cangallo and 25 de Mayo.

The Grand Hotel, corner of Calle Florida and Rivadavia.

The Royal Hotel, corner of Calle Esmeralda and Corrientes.

The Chester Hotel, Avenida de Mayo 586.

The Albion Hotel, Avenida de Mayo 1163.

The Garden Hotel, Calle Callao 950.

The Londres Hotel, Plaza Mayo, corner of Defensa.

Plaza Hotel, Florida and Charcas.

The Phoenix Hotel, Calle San Martín 780.

The Metropole Hotel, Avenida de Mayo 1207.

The Splendid Hotel, Avenida de Mayo 1100.

The Castilla Hotel, Avenida de Mayo 1120.

Caviezel's Hotel, corner of Avenida de Mayo and Calle Tacuari.

The Provence Hotel, Cangallo 319.

RESTAURANTS.

Besides the many city restaurants mainly frequented by business men in town, there are quite a number where good meals may be obtained both in the daytime and evening, and amongst those that may be recommended are:—

The Brunswick, Bartolomé Mitre 369, 387.

The Royal Keller, corner of Esmeralda and Corrientes.

The Bier Convent, corner of Maipú and Cuyo.

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Charpentier's, Calle Florida 251.

The Sportsman, Calle Florida.

Blas Mango, Calle Florida.

Aue's Keller, Bartolomé Mitre.

THE SUBURBS.

Naturally enough, the visitor to Buenos Aires, as to any other city, wants to see as much as he can of it with the smallest possible inconvenience, and for this reason, no doubt, would like to be informed as to a few drives he might take with advantage. Truth to tell, however, the pleasantest drive in the city is to drive out of it. Paradoxical as this statement may seem, it is none the less true, and the reason is not far to seek. The narrowness of the city thoroughfares makes driving through the metropolis an extremely slow and tedious business, and, therefore, as broad roads unhampered by excessive vehicular traffic are only to be found outside the centre of the town, it is literally true that the best drive in the city is out of it. A delightful couple of hours may be spent by taking an open victoria along the stately Avenida de Mayo and thence *via* Calle Callao, Avenida Quintana, and Avenida General Alvear to Palermo, going along the beautiful avenue of palms in Palermo Park (see illustrations, pages 109 and 135) as far as the railway. A pause for refreshments can be made at the Pabellon de Los Lagos, a well-appointed café situated in most picturesque surroundings on the banks of a lake or lagoon (as its name implies), and where a good orchestra is in attendance throughout the summer months.

To those more deeply interested in tangible proof of the city's progress and prosperity than the natural beauties of its outlying districts, a drive from the North Darsena right along as far as the South Dock and the Riachuelo may give some idea of the vast extent of the wharves and warehouses. Such a drive undoubtedly would have many points

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of interest, but few, if any, of beauty, more especially as the warehouses prevent the carriage skirting the water-side most of the way.

The drive out to Belgrano, one of the most fashionable and populous of Buenos Aires suburbs, conveys a very fair idea of the vast extent of the metropolis, but, once beyond Palermo and the racecourse, there is very little to see until Belgrano itself is reached, where the scenery, in parts, is pretty.

Such a thing as a 'country-drive,' as known in England, is not possible here owing to the state of the roads, which, once the confines of the city and the immediate suburbs are passed, are in a somewhat primitive condition: very rough and uneven, inches thick in dust in summer and almost impassable by reason of the mud in winter. Bullock waggons and great carts, drawn by powerful teams of horses and mules, of course make use of them for the purpose of bringing market produce into the city, but the roads are not such as would induce the owner of a light dog-cart to drive along them for pleasure.

The principal suburbs are Belgrano, Flores, Banfield, Floresta, Quilmes, Lomas, San Martín, Adrogué, Temperley, and San Isidro.

Belgrano is about eight miles from town, and is splendidly served by both train and tram services. There are two stations, the one formerly belonging to the Central Argentine Railway and the one owned by the Rosario Railway. Since these two companies united forces some two years ago the stations, naturally, have become the joint property of the amalgamated concern. Facing the Central station at Belgrano is the Barranca, a prettily laid-out and terraced open space much frequented by the residents of the suburb, and where a police band occasionally gives selections. The electric tramcar service from the city to Belgrano continues night and day, and is one of the best-served routes on the whole system.

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As a residential quarter, Belgrano is in great favour by reason of its healthy position and the facilities which it possesses for a quick journey to and from the city. The trains take from twelve to sixteen minutes to cover the distance and the tramcars from forty minutes to an hour, according to the route taken. Rents have risen in proportion to the increasing demand for house accommodation, with the result that in the best parts of the suburb not even a small five-roomed house is obtainable at less than about \$150 per month. There is a very large proportion of foreign residents in Belgrano, these being principally English and German. Socially, there is no reason to complain of any lack of enjoyment, for in addition to a constant series of private social functions held during the season, other gatherings of a public or semi-private nature are very frequently organized, and result in dances, concerts, &c., taking place in one or other of the two Italian Halls which the suburb boasts (generally in that situated in the Calle Moldes), and concerts are always given for various purposes in the Parish Room of St. Saviour's Church. In addition to the Belgrano Athletic Club, full particulars of which will be found elsewhere in this book, there is a Ladies' Mandoline Club and a Literary and Debating Society, which meets twice a month in the Parish Room. Those residing in Belgrano who wish to do some 'shopping' but have not the necessary time to go into town, will find some very good shops of almost all kinds in Belgrano's main street, Calle Cabildo.

Lomas.

Some of the most popular residential suburbs surrounding Buenos Aires are those on the Southern Railway, chief among them being Lomas, a progressive and go ahead little township reached by train from Plaza Constitución Station in from eighteen to twenty-five minutes; its princi-



Palermo Park, Buenos Aires.

Photo: H. G. Olds.

pal thoroughfare, Avenida Meeks, shows some beautiful houses, many prominent Argentine families having their homes there. It possesses both an Athletic and a Golf Club, the former having carried off the Junior League Football cup for two years.

It possesses a very fine hall for dances, concerts, and similar entertainments, this building being known as the Barker Memorial Hall, erected on land next to the railway station, in memory of a former chairman of the Southern Railway.

In Lomas Plaza a band plays every Thursday.

Banfield.

Quite close to Lomas and not quite so far away from the city is the pretty little suburb of Banfield, very popular with

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English-speaking people. Rents are by no means inflated, and the place is picturesque and healthy. The Gascon Lawn Tennis Club flourishes here, their courts being quite near the station. Both Banfield and Lomas are accessible by tramcar, Car No. 102 making the journey out to the latter in about an hour and a quarter from the Plaza Colon. The train journey to Banfield is twenty-five minutes by ordinary, and fifteen by express.

Flores and Floresta.

Both these suburbs lie in the west of the city, trams and trains both running to them. Rents rule far cheaper than in most others of the city's suburbs, and the cost of living is by no means high. They are both very healthy, but the scenery of Floresta cannot be enthusiastically praised, being for the most part flat and uninteresting. Flores, on the other hand, although flat, has a very attractive appearance, on account of its grove-like streets and its great number of palatial mansions, which always attract attention.

Quilmes.

This suburb is one of the prettiest, and unlike most others, possesses the distinction of being, to a certain extent, hilly. It is very up-to-date and progressive in all things, and contains a large proportion of English residents. These latter have formed a very successful Musical and Dramatic Society, which during the season gives a number of entertainments in the Quilmes Municipal Hall. There is also a Quilmes Athletic Club and a Tennis Club in addition to the Golf Club, particulars of which will be found elsewhere in this book. Quilmes may also be described as the educational suburb, for, besides St. George's College, with its splendid grounds, and Quilmes High School for Girls, there are St. Katharine's Boarding School for Girls and Mr. J. N.



Entrance to Government House.

[Photo: H. G. Olds.]

Broughton's Day School for Boys. The residents of Quilmes also enjoy the possession of a fine beach by the river, from which good bathing and boating are to be had. The suburb is reached in about half an hour by train from Casa Armarilla Station (Southern Railway). The Protestant Association of Quilmes is composed as follows:—

President : Mr. R. N. Clark.

Vice-President : Mr. James Dey.

Hon. Treasurer : Mr. R. Norris Clark.

Hon. Secretary : Mr. H. J. Marrs, Calle Rivadavia
519, Quilmes.

Members : Messrs. E. Clarke, P. A. Grassick, A. A. Macbeth, A. Mackill, and A. Paterson.

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MISCELLANEOUS.

Baths.

Considering its modernity in other respects, Buenos Aires is singularly poor in bathing institutions, there are, in fact, only three public baths in the whole city and these are of the ablutionary variety, none of them being swimming-baths. They are at Calle Córdoba 2222, Calle Caseros 768, and Calle French 2459. The only swimming-bath in the city is that of F. Souritz and is in Calle Balcarce 270. Very fair Turkish baths are those at Calle Suipacha 80.

Markets.

There are more than forty markets in the city, differing very little from each other except in size. Nearly all 'shopping' is done by the housewife at the nearest market, such establishments as butcher's shops, greengrocers, poulterers, fruit-shops and fishmongers' shops being unknown except here. The custom of 'haggling' and 'bating down' is universal, and so the average tradesman is generally a model of impudent independence, far different in his demeanour towards his customers and in his desire to please than his English or American confrère.

Open Spaces.

The municipal records show more than eighty parks, open spaces, and plazas, the most worthy of a visit among the last-named being Plazas Alvear, San Martín, Libertad, and Lavalle, all of them being pretty and containing a number of statues and monuments. Plazas Constitución and Once, besides being tastefully laid out, are important by reason of the great stations to which they are the approaches.

Libraries.

A good English circulating library is to be found at Mitchell's Bookstore, Cangallo 580.

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PLACES TO VISIT.

Before leaving the Argentine, all those visitors who have any time to spare should undoubtedly pay a visit to the beautiful Córdoba Hills.

Córdoba itself is a small town. The most interesting buildings are the Cabildo and Cathedral in the principal Plaza, and the Observatory, at a height of over 100 feet above the city to the S.W. Leaving there, a few hours' journey brings the traveller to the beginning of the Sierra de Córdoba (see illustration, page 165). Entering a picturesque mountain gorge with a beautiful clear stream, in which the trout may almost be seen disporting themselves, the railway gradually rises, both sides being covered with timber. After several miles of this the gorge suddenly ceases, the train then running along the side of a mountain lake two miles in length and about a mile across. To the left of the traveller open country is to be seen, while to the right rises the Sierra de Córdoba range, averaging about 3000 feet in height. The traveller may assuage the pangs of hunger at Cosquin, where there is a railway tavern. There is also (a little further on the line), at Capo de Monte, a small hotel, where a few days may be enjoyably passed.

Another trip, only requiring a few hours all told, is to the town of La Plata (Southern Railway). Originally intended to become the capital, it has Parliament Houses, and a proper town is laid out, but the Argentine leaders failing to patronise it, it is practically deserted. One special feature about it is its beautiful park in which is a fine plantation of oak trees, these kings of the forest being rarely met with here. There is also a very handsome museum, most picturesquely situated, where a pleasant hour can be passed.

A visit to the Entre Rios Country should not be missed, the Falls of Iguazú (see page 155) in the Province of Misiones more than repaying the traveller. The falls are situated at the junction of three Republics—Brazil, Paraguay, and

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Argentina—and are the mightiest in the world, far surpassing in area and volume of water the better-known cascades of Niagara, and within about a fortnight's journey of Buenos Aires. The way lies by one of the Mihanovich steamers past Martin Garcia and Rosario to La Paz, then on through many winding channels to Corrientes; or by the Entre Rios Railway to Concordia and on to Monte Caseros, whence the North-East Argentine Railway takes one to Corrientes, the point of embarkation on the River steamer. Last year the Entre Rios Railway inaugurated a service of trains carrying ferry-boats across the river from Zarate over to Ibicuy, so that when desired the journey can be considerably shortened.

Still another journey that will well repay the traveller is to Mendoza, the great vineyard of Argentina. Here there are thousand of acres of beautiful, regularly laid out, and smartly kept vineyards, which are irrigated by the trenches between the rows, planted about six feet apart. Mendoza itself is built with low houses, as a slight preventative against the terrible damage done by earthquakes, which are always to be dreaded here.

Visitors desirous of crossing over to Montevideo should make early application to the offices of Messrs. Mihanovich, at the corner of Calle Cangallo and 25 de Mayo, so as to ensure securing a well-situated berth. The River Steamers leave twice daily from the South Darsena Dock.

When the stir and bustle of town life brings desire for a few days' peace and quiet not too far removed from the city itself, no better plan can be adopted than to book passage for Colonia, a pretty little spot in the neighbouring republic of Uruguay and about three hours' journey by steamer. Living is cheap there, and in addition to some very pretty drives, there is good bathing and boating. All particulars are obtainable at Mihanovich's office.

The only Argentine sea-bathing resort is Mar del Plata, which is situated on the coast of the Atlantic, at about

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250 miles from the City of Buenos Aires. The number of visitors becomes more numerous every year. This is due to the many attractions, such as Golf, Horse-racing, Pigeon-shooting, Roulette, &c.

The train service (Southern Railway) is capital, there being express trains every evening during the season.

There are many splendid hotels. At the Bristol, which is the largest, balls and concerts are very often given.

Amongst the places of interest is the Lighthouse at Morgotes. The light is a flash at intervals of a minute, which can be seen from a ship twenty-one miles away.

Another place well worth visiting is Tandil. Not that the town itself is interesting, but its surroundings. For instance, at $3\frac{1}{2}$ miles away we have the Tandil Rocking-stone (see illustration, page 103), which has the shape of an irregular cone, with a diameter of 16 feet and a height of $12\frac{1}{2}$ feet. This rock is so wonderfully balanced on the edge of a slope that with the slightest touch it will rock backwards and forwards. Tandil, which is 245 miles from Buenos Aires, is reached by the Southern Railway. The journey takes about six hours.

TO BRITISHERS!

SHOULD you desire to Exchange, Buy or Sell the gold or paper money of any country in the world, wend your way to the firm with the highest credentials, the CASA VACCARO, FLORIDA 156, where your needs will be satisfied promptly and at the best rates current.

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A SHORT HISTORY OF BUENOS AIRES FROM 1806.

Although, as has been elsewhere stated, Buenos was founded in 1535, and was established as a city in the year 1580, her history does not assume much importance, until as late as 1806, when the invasion of the English took place.

The beginning of this enterprise was an unauthorised one, the chiefs being Sir Home Popham and General Beresford, and when the news of the seizure of Buenos Aires reached England, the former was recalled to undergo court-martial. This, however, did not deter the English Government from sending out a body of troops under General Auchmuty, with Admiral Sir C. Stirling, who superseded Sir Home Popham

Landing at Monte Video on January 18th, 1806, these troops engaged in a fierce fight against six thousand Spaniards, who were ultimately defeated, and, with a loss of five hundred and sixty killed and wounded, the English took the city on February 2nd. At the same time, Brigadier-General Crawford had been dispatched with four thousand two hundred men to conquer Chili. It seems to have been the English idea that the Spaniards were so weary of their own badly managed home government, that they would welcome a change of masters, and that the appearance of English troops in any one of their huge colonies would be the signal for them to desert in a body to England.

That this idea was an erroneous one was proved beyond a doubt when they were met in full battle array by the Spaniards, who had unanimously placed themselves under the control of the clever Frenchman, Linières. Cassell, in his history, very truthfully remarks: 'Had the English Government only wished to liberate the Spanish South American Colonists, and to seek their recompense in the trade that would naturally have sprung up with them, they had only

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to support Miranda and other Spanish Revolutionists to have succeeded, and to have won the honour of being benefactors to oppressed nations. But no such liberal ideas animated them, and they were soon taught their folly in the exasperation of the colonies which they thought of winning so facilyly.'

The news of the recapture of Buenos Aires reached London in time for orders to overtake Crawford at the Cape. He was ordered to abandon the voyage to Chili and reinforce our army at Buenos Aires as speedily as possible. Had they only left Crawford and Auchmuty in supreme command, the history of Buenos Aires might have read very differently. The home Government, seemingly quite incapable of recognising genius and military ability in men who had only attained the rank of Brigadier, must need give the chief command to General Whitelocke, who seems to have had nothing to recommend him from a military point of view, save the title of 'General.'

This title, by the way, was gained without much trouble, as General Whitelocke was a favourite both with the King and his court, which does not say much for their judgment as, when given a grand opportunity for distinguishing himself at St. Domingo some years before, he had shown the white feather, and should undoubtedly have been cashiered without hésitation. But this *General* was appointed to take command at Buenos Aires!

Arriving at Montevideo towards the end of May, and mustering a force of twelve thousand men, all in good condition, instead of providing himself with boats or rafts to cross the Ria Chuelo and take Buenos Aires by a brilliant and sudden assault, or even ascertaining that the bridge over which General Beresford had passed the previous June had been destroyed, he wandered up-country looking for a ford, and sent Major-General Gore with the light troops to seek one in another place. Gore soon found one, only two miles above where the bridge had been, but Whitelocke,

GUIDE TO BUENOS AIRES.

evidently thirsting for adventure, did not wait to hear the result of the Major-General's search, but led his men northward through bogs and thickets to the great detriment of their health and spirits, and did not join forces with Gore until July 3rd.

Then all hope of taking the place with a rush was futile, for all this time the Spaniards, mustering between fifteen and twenty thousand men, had been arming and placing their city in a state of defence. Besides the military, the whole male population had taken up arms, and were posted at the windows and on the flat roofs of the houses, while the streets were barricaded, and batteries of cannon placed to sweep them with grape-shot.

Yet, such was the foolhardy incompetence of this most ungeneral-like General, that he issued orders on the 5th July to take the place by storm! He furthermore commanded that the three divisions under Generals Auchmuty, Lumley, and Crawford were to dash forward with unloaded muskets, trusting entirely to the bayonet, to certain buildings whence they could direct an attack of shot and shell on the Spaniards. General Auchmuty took thirty-two cannon, a great quantity of ammunition, and six hundred prisoners, making himself master of the great Bull-ring, while other regiments of his division succeeded in gaining possession of the church and convent of Santa Catalina and of the Residencia, a commanding post. Brigadier-General Lumley was not so fortunate. He headed two regiments, the 36th and the 88th, who advanced under a most murderous fire from the grape-shot in the narrow streets and musketry fire from windows and house-tops, with the result that the latter regiment was compelled to yield, while what was left of the former managed to join the 5th, and to reach Sir Samuel Auchmuty at the Bull-ring, dispersing a body of eight hundred Spaniards and taking two guns on their way.

General Crawford secured the Dominican convent and assailed the enemy from the top of the building, but was

GUIDE TO BUENOS AIRES.

soon compelled by showers of grape and musket shells to abandon this position. He had lost a great number of men, Major Trotter, one of his best officers was killed, and Colonel Parke, commanding the left division of the brigade, was compelled to surrender. Perceiving that firing had ceased, and receiving no information from Whitelocke, who, it subsequently transpired had kept himself in safety *outside* the place, Crawford inferred that the assault had failed and capitulated at 4 p.m. Linières duly informed Whitelocke of the surrender of part of Lumley's division and the whole of Crawford's, advising him to capitulate as otherwise he could not be answerable for the lives of the prisoners, so great was the animosity of the people against the English for having tried to annex Buenos Aires for themselves instead of only aiding them to free themselves from the Spanish yoke. The treaty was therefore signed on July 8th by Rear-Admiral Murray, General Whitelocke, and Linières, under the following conditions :

‘That all prisoners now made and also those taken with General Beresford the year before should be returned, that General Whitelock's army, with its stores, equipage and arms, should be conveyed across the La Plata to Montevideo, his troops to be supplied with provisions, and that at the end of two months the English were to surrender Montevideo and retire from the country.

Thus ended the attack of England on Buenos Aires, a culmination which has not often happened in the former's history. At any rate General Whitelocke was not to escape this time, as on the 28th January, 1807, he was court-martialled at Chelsea Hospital, and deservedly condemned to be cashiered as wholly unfit and unworthy to serve his King and country in any military capacity whatever.

There is no doubt that the victory over the English was the death-blow to the Spanish supremacy in the River Plate, for the Buenos Aireans now realised their own strength.

As a step in the right direction, Linières was deposed on

GUIDE TO BUENOS AIRES.

January 1st, 1809, and from thence, until the establishment of the Republic on May 25th, 1810, risings and battles occurred, too numerous to specify here. Although the independence was not formally declared till 1816, still the inhabitants behaved as though it had been.

The title given to the new form of Government was 'The United Provinces of the River Plate.'

The first Argentine flag was flown by General Belgrano in 1812. It was originated by French in 1810 by an accident. Wanting to distinguish his followers from the rest, he went to a shop and bought several pieces of ribbon, some pale blue, some white, and made of them favours which he distributed among his followers. The National Anthem was first heard in the year 1813. The General Assembly took place in Buenos Aires, when, among other measures, the Tribunal of the Inquisition was abolished and the titles of nobility also; the arms of Spain were ordered to be taken down from public buildings, and the money was altered.

But even then the inhabitants could not agree as to the form of Government they required, and revolutions were always taking place.

In 1831 General Rosas succeeded in establishing the Federal form of government. This General, proving to be a tyrant in every sense of the word, reigned until 1852, when a revolution occurred in which he was defeated and had to flee from the country. In the next year (1853) a Congress at Santa Fé having sanctioned the 'National Constitution' on the Federal system, at which the province of Buenos Aires did not take part, caused a civil war.

The Province of Buenos Aires still remained independent, although peace was declared and signed in 1865.

During the period from 1874 until 1880, the clearing of the plains of the Province of Buenos Aires of the Indians, who were such great and seemingly insurmountable obstacles to the development of agricultural industries, took place,

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Then, in 1880, General Roca being President, the city of Buenos Aires was declared the Federal Capital of the Republic. The last serious revolution took place in 1890, after which the then President, Don Miguel Juarez Celman, resigned. Since then there have been three new Presidents, the fourth, General Roca, being re-elected in 1898, and having held sway ever since until the late President Quintana was elected. He, dying in 1906, the present President, Dr. Figuer Alcorta was chosen by the people. There is probably no other country in the world that has developed as rapidly and improved as marvellously as the Argentine ; there is certainly no other city that has risen in so few years to the height that has this one of Buenos Aires.



ENGLISH NEWSPAPERS

PUBLISHED IN BUENOS AIRES.

The Daily Standard.—Subscriptions : Single copies, 10 cents ; City per month, \$2.50 paper ; Camp per year, \$30.00 paper ; Uruguay B.O. per month, \$1.50 U. Gold ; ditto per year, \$13.00 U. Gold. European and American countries per year, £4.

The Weekly Standard.—Composed of Sunday's and Thursday's papers and Mail Supplement, which appears every Thursday. Camp or City per year, \$10.00 paper ; European and American countries per year, £2.

PACKET EDITION (MAIL SUPPLEMENT).—Single copies, 10 cents ; European and American countries per year, £1 5s.

Present owners : Messrs. M. G. and E. T. Mulhall.

Editor : John L. Mulhall.

Sub-Editor : E. Graham Dewey.

GUIDE TO BUENOS AIRES.

The Buenos Aires Herald.—Offices: Calle Corrientes 672. Subscription Rates (payable in advance). *Daily edition* (Town or Camp)—Interior: Per annum, post free, \$15.00 m/l; per six months, post free, \$8.50 m/l; per three months, post free, \$4.50 m/l; per month, post free, \$1.50 m/l. South American Republics: Per annum, \$15.00 m/l; foreign postage, \$18.50 m/l; total, \$33.50 m/l. Other countries in the Exterior: Per annum, post free (£3 2s. 8d.), \$16.00 gold.

Weekly edition (Town or Camp)—Interior: Yearly subscription, post free, \$11.50; half-yearly, \$7.50; three months, \$4.50. Exterior: Yearly subscription, post free, \$16.00 m/l; half-yearly, \$9.00 m/l; three months, \$5.00 m/l.

Proprietor and Director: Mr. Thomas Bell.

The Review of the River Plate.—Offices: Calle Bartolomé Mitre 475. Price 30 cents per copy; or, by subscription, \$16.00 yearly (Argentina) or £1 15s. (abroad).

A weekly journal of general news, railway, banking, shipping, insurance, finance, produce, statistics, and sport.

Present owners: Danvers, Anderson & Co.

Edited by Ernest Danvers.

The Southern Cross.—Offices: Calle Chacabuco 178; Works: Calle Bartolomé Mitre 3885. Issued weekly, price 20 cents per copy; or, by subscription, \$10.00 yearly for Argentina and £1 for abroad.

Devoted to the advancement of Catholicism and the policy of independence for the Irish people.

Proprietor: Mr. William Bulfin.

Editor: Mr. Gerald Foley.

The Times of Argentina.—Offices: Calle 25 de Mayo 268. Founded 1893. Price 20 cents per copy.

A weekly paper, mainly devoted to information con-

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cerning shipping, railways, insurance, finance, commerce, and statistics.

Proprietor: Mr. J. J. Rugeroni.

Assistant Editor: Mr. J. J. Rugeroni, jun.

The Hiberno-Argentine Review. — Offices and Works: Calle Cuyo 2002. Published weekly, price 20 cents per copy; \$8.00 per annum.

Founded in 1906 by a group of prominent Irish and Irish-Argentine ladies and gentlemen to uphold and promote Irish-Argentine unity, and to foster Catholic traditions.

Managing Director: Mr. Edward Finn.

The Illustrated Review. — Offices: Calle 25 de Mayo 268. An illustrated fortnightly publication, treating mainly of sports, theatres, and social items. Founded 1896. Formerly called *The Week* (Rosario). Price 50 cents per copy or \$10.00 per annum.

Owned and edited by Mr. Ernest Stanford Rugeroni.



BRITISH EMIGRANTS.

It cannot be too clearly pointed out that this country is not one for emigrants in speculative search of employment, the labour element being almost exclusively composed of Italians, who thrive and save on exceedingly small wages, and find their environment more or less similar to that to which they have been accustomed, whereas to the British labourer everything seems topsy-turvy and different. Again, the use of the Spanish language is a very great difficulty to English labourers. The class of British emigrant to which this country is suited is the one who has money to take up

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(Late of Plaza Victoria.)



Gaucha Dwelling, Argentine Camp.

[Photo: A. W. B. & C.]

a holding and work it. With the rapid development and opening up of the country which is in progress, this class of person is not only able to make a good living for himself and family, but also has the prospect of his lands rising in value as development takes place, and, with the extension of the railways, vast tracts of land have been opened up and are now purchasable. Intending settlers should, however, take two or three years in learning the special conditions of farming, and make full inquiry as to the rainfall, depth of the ground-water, nature of the soil and subsoil, before purchasing land. On these points information is obtainable at the Argentine Government Departments, the Meteorological Office in particular having a remarkably well-organized service.

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Governesses, tutors, clerks, &c., are strongly advised not to go to the Republic unless they have situations to go to, and have contracts duly drawn up and legalised by Argentine Consuls before starting.

All persons should bear in mind that Spanish is the language of the country, and to be able to talk and write in that tongue is essential to success. Living is extremely expensive in the Capital, and is unduly augmented by provincial or municipal taxes and charges of all kinds. In fact, all commodities, such as English persons are accustomed to think almost necessities, owing to the cheapness of all classes of provisions and clothing in England, are dearer in the Argentine Republic.

Children of British Settlers.

All children born in the Argentine Republic are regarded as Argentine citizens, and are liable to the burdens thereby entailed.

Military Service.

By an Act of 1901, military service was made obligatory upon all Argentine citizens, except such as are physically unfit, or an only son of a widowed mother.

Class of Emigrant desired.

The great demand is for the immigrant with some knowledge and capital, whose aim is to purchase uncultivated land, to build himself a house, plough the land and rear a family. Throughout the Republic there is land to be purchased at a low figure with but little preparation needed for farming, cattle-raising, &c. Up to now this class of immigrant has been rare, as those who have arrived generally prefer to stay in the capital, in spite of inducements offered to them to go into the interior of the country.

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Wages in Dollars.

In late years the wages given in dollars in the pamphlets of emigration agents in Europe have misled those intending to emigrate, being high in paper dollars but in reality low in gold. The emigrant should, before emigrating, always ascertain the gold value of wages in a country where paper is the current and legal medium of exchange, as its value is liable to fluctuation.

Drawbacks to British Emigrants.

Englishmen have to compete not merely with the native Argentines, but with a continuous and steady Italian immigration, and in less settled provinces with the native races, which tends further to reduce wages. Moreover, while the emigrant who goes to any English Colony knows that if he himself is exposed to hardships, the position of his children will be almost certainly improved by his exertions, the settler in the Argentine Republic has no such expectation. The political and social conditions around him are such as he can neither have part in nor understand. His ignorance of Spanish or any Latin language is a most serious disadvantage. Education, though nominally free, compulsory, and unsectarian, varies very greatly in the different localities, and in the more remote districts there is little or none. There is always the risk that under the new influences of climate and surroundings, the character may deteriorate.

Advantages.

For those, however, who have seriously considered the disadvantages of the Argentine, and are prepared to face them, who have some capital and the requisite energy and training to learn Spanish, and throw themselves into new methods of agriculture, this country has possibilities.

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Advice to Intending Colonists.

It is impossible in England to advise upon the merits of particular 'colonies.' The number of them is so great and the expediency of settling in any depends so much on the honesty and good faith of the proprietors that it is far better in all cases to make a careful examination on the spot before deciding on any purchase. If the intending colonist be willing to work for a year or six months in a district as an ordinary labourer in order to make a careful study of its agricultural capacities he will then be able to buy without much risk of buying inferior land. He must, however, be prepared to face agricultural conditions quite new to him, and to compete as a novice with southern races on ground with which they are familiar.

Summary.

From the above account it will be gathered that the Argentine Republic possesses no attractions to the ordinary British emigrant, who possesses neither any capital or skill in some special trade which may be wanted.

British Representatives.

The British Consuls and Vice-Consuls in the Argentine Republic are as follows, and may be applied to for information :—

- Buenos Aires : Consul and Vice-Consul.
- Bahia Blanca (Buenos Aires Province) : Vice-Consul.
- Campana (Buenos Aires Province) : Vice-Consul.
- Gallegos (South Patagonia) : Consular Agent.
- La Plate (Buenos Aires Province) : Vice-Consul.
- Rosario (Santa Fé Province) : Consul and Vice Consul.
- Santa Fé (Santa Fé Province) : Vice-Consul.
- Concordia (Entre Rios Province) : Vice-Consul.

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Parana (Entre Rios Province) : Vice-Consul.
 Córdoba (Córdoba Province) : Vice-Consul.
 Villa Constitución : Vice-Consul.
 Port Madryn : Vice-Consul.

RAILWAYS.

Central Argentine Railway Company, Limited.

(Ferro Carril Central Argentino).

The above Company is formed of the Central Argentine Railway and the ex-Buenos Aires and Rosario Railway, the Argentine National Congress having sanctioned the amalgamation under the title of the Central Argentine Railway.

Capital raised by Shares and Stock.

Consolidated Ordinary Stock	...	...	£21,446,950
Consolidated Preference Stock	...	...	4,304,390
Deferred Stock	...	...	811,800
Preference Shares, £10 each	...	...	332,090
Total	...	...	£26,895,230

Obligations.

4 per cent. Rosario Debenture Stock	...	...	£5,500,000
6 " Central " "	...	...	442,305
4 " " " "	...	...	733,432
3½ " " " "	...	...	1,117,207
4½ " Western Annuity	...	...	2,017,500
Total	...	...	£9,810,444

The London Offices are at 3A Coleman Street, E.C., the present Board being composed of the following:—

Directors.

J. White Todd, *Chairman.* Peter Riddoch.
 Charles Darbyshire. Jason Rigby, M.I.C.E.
 Colonel F. J. G. Murray. J. Wilson Theobald.
 Campbell F. Ogilvie.

BUENOS AIRES

PALACE



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Consulting Engineers.

Sir Douglas Fox & Partners. Livesey, Son & Henderson.

Auditors.

Welton, Jones & Co. Deloitte, Plender, Griffiths & Co.
F. Fighiera, *Secretary*.

The Offices in Buenos Aires are in the 'Central Argentine Buildings,' at the corner of Bartolomé Mitre and 25 de Mayo.

Local Committee and Representatives in the Argentine Republic.

Dr. José A. Frias, *President*. H. H. Loveday.
Samuel Hale Pearson. Carlos Maschwitz.
G. P. Newell, *Secretary*.

Officers.

H. H. Loveday, *General Manager*.
H. G. Cabrett, *General Superintendent of the Line*.
J. A. Meelbom, *Chief Accountant*.
R. N. Mackenzie, *Traffic Manager*.
M. J. Elordi, *Chief of Movement*.
Cabino R. Cueli, *Commercial Superintendent*.
H. Pearse, *Chief Mechanical Engineer*.
G. E. Morton, *Traction Superintendent*.
T. G. Russell, *Stores Superintendent*.
A. McClelland, *Telegraph Superintendent*.

The total length of line worked is 2363 miles of 5 ft. 6 in. gauge, and 29 miles of 2 ft. 6 in. gauge (the Malaguëño Section), and the new law provides for the construction of the following new extensions and branches

GUIDE TO BUENOS AIRES.

From Cruz to Córdoba, and from a point near Rio Cuarto on the Andine Railway, in a northerly direction, to join up with the line Cruz to Córdoba	Kms. 443
From Las Rosas to Villa del Rosario	218
From a point on the preceding line to Costa Sacate	190
From Morteros to a point near Hersilia	70
From Sastre to a point near Maria Juana	13
From Galves to Larrechea	22
Total approximate kilometres (about 600 miles)	<u>956</u>

The Company is given power to double the line between Villa Ballester and Rosario, and to lay down two more lines between San Martín and Retiro terminus, and, to allow of the latter doubling of the tracks, the Company is authorised to widen the steel viaduct running through Palermo Park, with which the line from Belgrano East Station will be connected, and the old line from Palermo to Retiro will then be taken up.

A large terminal station will be constructed at Retiro (Avenida Maipú and Paseo de Julio) to take the place of the two existing stations.

In Rosario, an important city and port 189 miles from Buenos Aires, a high-level viaduct to join up the Central Station with the East Station is in course of construction.

The Central Argentine Railway system serves the provinces of Buenos Aires (North), Sante Fé, Córdoba, Santiago del Estero, and Tucuman, and, in combination with the Central Northern Government Railway, the provinces of Salta and Jujuy and Republic of Bolivia. The total number of stations opened to the public service is 300. The Company owns large grain elevators in the Buenos Aires Docks, and at the Ports of Villa Constitución and Rosario has every facility for the shipment of produce and grain in large quantities.

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The Great Southern Railway

(*Ferro Carril del Sud*)

Was registered on October 8th, 1862.

Capital.

4 per cent. Debenture Stock... ..	£12,000,000
4½ per cent. Saladillo Branch Debenture Stock (not negotiable)	1,032,930
4½ per cent. B. A. Western Railway Annuity Account (Brandzen Branch)	242,600
5 per cent. Preference Stock... ..	6,000,000
Ordinary Stock	15,000,000
4 per cent. Extension Shares, 1910	6,000,000
4 per cent. Extension Shares, 1912	2,500,000
	£42,775,530

The London Offices are at River Plate House, Finsbury Circus, London, E.C., the present Board being composed of—

Directors.

Jason Rigby, <i>Chairman.</i>	Col. Sir C. B. Euan Smith,
Henry Bell.	K.C.B.
A. E. Bowen.	David A. Shennan.
Woodbine Parish.	David Simson.

H. C. Allen, *London Manager and Secretary.*

The mileage of the Southern Railway's system is, single line 2964, through line 2740, serving 277 stations, the principal of which are Plaza Constitución, Lomas, Las Flores, Azul, B. Blanca, La Plata, Mar del Plata, Pringles, C. Suarez, Pigue.

The terminal station is situated at Plaza Constitución, and the Local Board, with offices at Calle Cangallo 564, is constituted as follows:—

G. White, M.I.C.E., <i>Chairman.</i>	Dr. N. R. Fresco.
J. Percy Clarke, <i>General Manager.</i>	Sr. F. D. Guerrico.

CENTRAL ARGENTINE RAILWAY.

THIS Railway, comprising 2390 miles of line, including branch lines, runs through the Provinces of Buenos Aires, Santa Fé, Córdoba, Santiago, and Tucumán, serving *en route* the parts of Campana, San Nicolás, Villa Constitución, Rosario, and Santa Fé, which, with all intermediate stations, are served with a convenient train service, mostly night and day. The day trains are provided with dining-cars, and the night trains with commodious sleeping-cars.

Through trains are run in combination with other Railways to the Western Provinces of San Luis, Mendoza, and San Juan, and the Northern Provinces of Salta, Catamarca, Jujuy, and the Republic of Bolivia, as far as La Guaiaca.



LOCAL RESORTS.

The most popular resort near the City of Buenos Aires is considered to be the Suburb of Tigre, which is known as the 'Henley Porteña.' It is situated on the South bank of the Rio Lujan, 18 miles distant from the City of Buenos Aires terminal station. Tigre is served by two branch lines, and is headquarters of several rowing, yachting, and sailing clubs, which hold regattas during the year. It is a favourite resort for holiday-makers, and, with the intermediate suburbs, offers exceptional advantages for residents, the localities being both healthy and picturesque, beside being provided with a splendid fast-train service.

GOLF LINKS exist at Palermo (Golf Station), 4 miles from the City, and at San Andree (St. Andrew's), 11 miles from City, the latter being an 18-hole course.

The Administration is at the corner of Calles Bartolomé Mitre and 25 de Mayo, in Buenos Aires, where all information can be obtained with regard to passenger fares, freights, etc.

BUENOS AIRES, 1909.



Palermo Park, Buenos Aires.

[Photo: H. G. Olds,

The Buenos Aires and Pacific Railway.

(*Ferro Carril Buenos Aires al Pacífico*)

Was registered in the year 1882, and has at present capital as follows :—

Debentures	...	...	...	£10,250,000
Preference Shares	...	...	...	2,200,000
Ordinary Shares	...	...	...	10,000,000

Offices in Buenos Aires.

Ticket and Enquiry Office, Calle 25 de Mayo 279.

Administration, Calle 25 de Mayo 291.

Traffic Department, Calle 25 de Mayo 277.

Engineer's Department, Calle 25 de Mayo 277.

Accountant's Department, Calle Florida 777.

GUIDE TO BUENOS AIRES.

Offices in London.

Dashwood House, 9 New Broad Street, E.C.

Board of Directors.

Lord St. Davids (*Chairman*). Hon. Arthur Stanley, M.P.
T. Penn Gaskell, M.I.C.E. F. O. Smithers (*Managing*
C. E. Gunther. *Director*).
Edward Norman. W. R. Cronan (*Secretary*).
General Manager, J. A. Goudge, Calle 25 de Mayo 291.

The mileage of the Pacific Railway system is 2648 miles, serving 305 stations, the terminal station being at Buenos Aires and the most important being Palermo, Mercedes, Chacabuco, Junin, Labulaye, Villa Mercedes, Mendoza, Bahía Blanca, and San Juan. From November to May this Company run the famous 'Transcontinental Rapid' Express to Chili, crossing the Continent *viâ* the Andes to Santiago in thirty-eight hours. The well-known baths and natural bridge at Puente del Inca, visited by all English travellers, are also on this line.

The Local Board is constituted as follows: Dr. Emilio Lamarca (*President*), J. A. Goudge, Raul Zavalía. Offices, Alsina 557, Buenos Aires.

The Buenos Aires Western Railway

(Ferro Carril Oeste de Buenos Aires)

Was registered in the year 1890, with a capital of £6,900,000, divided as follows:—

1,000,000 Deferred Shares of £10 each	
representing 	£1,000,000
250,000 Ordinary Shares of £10 each	
representing 	2,500,000
340,000 Guaranteed Shares of £10 each	
representing 	3,400,000
Total ...	<u>£6,900,000</u>

GUIDE TO BUENOS AIRES.

The London Offices are at River Plate House, Finsbury Circus, London, E.C. The present Board being composed of

Directors.

Henry Bell (<i>Chairman</i>).	David Simson, M. I. C. E.
A. E. Bowen.	J. White Todd.
Woodbine Parish.	F. Eustace Faithfull (<i>Sec.</i>).

The mileage of the Western Railway's system is actually 1305 miles, serving 138 stations, the principal of which are Haedo, Tablada, Lujan, Mercedes, Chivilcoy, Bragado, Trenque Lanquen, Villegas, Lincoln, America, &c.

The terminal station is at Once, and the local Board, with offices at Cangallo No. 564, is constituted as follows:—

Local Representative, S. Brian, M.I.C.E.

Manager, Alejandro F. Lértora. *Secretary*, W. C. Beeston.

Córdoba Central Railway Company, Limited.

(Incorporated 11th August, 1887).

Share Capital. Authorised £1,600,000. Issued £1,160,000 as follows:—

First Preference Stock £720,000.

Second Preference Stock £120,000.

Ordinary Stock ... £320,000.

Debenture Capital. Authorised £7,750,000. Issued £6,983,989, as follows:—

5 per cent. Debenture Stock Original Line authorised and issued £400,000.

4 per cent. Consolidated Debenture Stock (Central Northern Section), Authorised £3,000,000. Issued £2,600,000.

GUIDE TO BUENOS AIRES.

5 per cent. Second Debenture Stock (Central Northern Section) authorised £1,200,000. Issued £600,000.

Income Debenture Stock (Central Northern Section) authorised £3,150,000. Issued £3,083,989.

The London offices are at Dashwood House, 9 New Broad Street, London, E.C. *Secretary*: N. Strzelecki. The present members of the Board are:—

Directors :

E. L. Weigall, <i>Chairman</i> .	G. W. Houghton,
Colonel G. E. Church.	<i>Managing Director</i> .
Walter Henty.	E. B. T. Studd.
Philip Norman.	Jacques Van Raalte.

Mileage.—Original Line (Metre Gauge) 128½ miles.
Central Northern Section (Metre Gauge) 643½ miles.—
Total, 772 miles.

The original line serving San Francisco and all intermediate stations to Córdoba, and Central Northern Section serving Córdoba and all intermediate stations northward to Tucuman, including a branch line from La Madrid.

Local Board.—Dr. Benito Villanueva, Dr. M. Padilla, D. M. Munro.

D. M. Munro, *Manager*.

Solicitors, London: Messrs. Ashurst, Morris, Crisp & Co.



Plaza Constitución.
Showing the old Southern Railway Station.

[Photo: A. W. B. & C.]

The Entre Rios Railway Co., Ltd.,
(Ferro Carril de Entre Rios) was registered in the year
 1891, and its capital stands as follows:—

Description.	Authorised.	Issued.	Balance to be Issued.
	£	£	£
Four per cent. Debenture Stock	1,200,000	1,200,000	*—
Five per cent. Debentures ...	250,000	250,000	*—
Five per cent. First Preference Stock... ..	1,693,260	1,649,550	43,710
Four per cent. Second Prefer- ence Stock	734,049	734,049	—
Ordinary Stock	1,583,140	1,559,585	23,555
Totals	£5,460,449	£5,393,184	£67,265

* Debentures or Debenture Stock can be issued up to half the amount of the capital of the Company for the time being issued, but the 4 per cent. Debenture Stock is limited to one-third of the Capital.

GUIDE TO BUENOS AIRES.

The London offices are River Plate House, Finsbury Circus, E.C., the present Board being composed of:—

Directors :

J. Rigby, M.I.C.E., *Chairman.* Woodbine Parish.
Lord Farrer. Hon. R. C. Parsons.
Col. F. G. Oldham.

W. H. Williams, *General Secretary.*

The mileage of the Entre Rios Railway system is 656, serving 66 stations, the principal of which are:—Zarate, Paraná, Concordia, Uruguay, Gualeguaychú, Gualeguay, Victoria, Nogoya, Basavilbaso, Villaguay and Ibicuy.

The terminal station is situated at Federico Lacroze* (Buenos Aires), and the Local Board, with offices at Calle Cangallo 564, is constituted as follows:—

Dr. Norberto Fresco, F. C. H. Chevallier Boutell, Henry Darbyshire and Follett Holt.

The Buenos Aires Midland Railway

was registered in the year 1906, the concession being granted in 1904 by the Provincial Government from Avellaneda to Carhué, a distance of 530 kilometres. The construction of the line commenced on June 8th, 1906, and the rails now reach to about the 150th kilometre, the remaining portion of the line is now under construction. The gauge is one metre. The line is open between Puente Alsina, Fiorito, La Noria and Matanzas to San Sebastian, 130 kilometres.

* This is a station belonging to the Buenos Aires Central Railway, over whose line the railway has running powers into Buenos Aires.

GUIDE TO BUENOS AIRES.

The capital is £1,500,000, divided as follows :—

Non-cumulative Preference Shares ... £1,000,000.

Ordinary Shares 500,000.

£1,000,000 of 4% Debenture Stock has also been issued.

The present Board consists of :—

Directors :

Frank Henderson, *Chairman.* F. Eustace Faithfull.

H. C. Allen. William Higgins.

The local Committee consists of Messrs. F. J. Wythes, J. Percy Clarke, and A. F. Lertora.

The General Manager is Mr. Wilson Jacobs, with offices in Calle 25 de Mayo 33.

The London offices are in River Plate House, Finsbury Circus, E.C.



SCHOOLS.

St. George's College, Quilmes.

This College was founded in 1898 by the Chaplain of St. Saviour's Belgrano (Rev. A. O. Tisdall), and the Chaplain of All Saints', Quilmes (Rev. J. T. Stevenson), supported by thirteen gentlemen who joined them as founders. When the College started on October 1st, 1898, there were six boys. At the end of three years, this number had risen to fifty, and at the present time there are nearly a hundred pupils. The College was formed into a Limited Liability Company in 1907.

The object of St. George's College is to provide the

GUIDE TO BUENOS AIRES.

sons of English-speaking people, residing in the Argentine and neighbouring Republics, with a thorough education on the lines of an English Public School. Boarders only are admitted.

The School buildings are situated on the high ground a mile and a quarter from the River Plate and the grounds surrounding and adjoining the College are eighteen acres in extent, including gardens, playing fields, tennis courts, meadows, &c.

The School dues are \$400 (paper) per term. \$750 per term for two brothers. \$1050 per term for three brothers.

The Head Master is the Rev. Canon J. T. Stevenson.

Address, St. George's College, Quilmes F.C.S., Argentina.

English High School.

The English High School, Melran and Pampa, Belgrano, is a college for both day scholars and boarders of both sexes. It has been established nearly thirty years and has a branch at Alvarez 2465, near corner of Santa Fé. The accommodation has been extended lately by erection of a new house built expressly for a boys' school, with all most recently contrived conveniences. A new swimming bath has been constructed.

The Staff is a very efficient one, and includes Mr. A. Watson Hutton, M.A., Edinburgh; Mr. J. Laidlaw, L.A., Edinburgh; Mr. A. A. Mack, B.A., Cambridge; Mrs. J. B. Joyce, 1st Math., London Univ., and other certificated English teachers, seven of whom are ladies.

Among the instructors in special branches are Prof. L. Farina (Spanish, French, and Italian), Prof. G. Troiani (piano), Miss Watson Hutton, Gold Medallist, George Watson's College (Girls), Edinburgh, 1906 (piano), Prof. E. Galvani (violin), Prof. E. Coppini (drawing, &c.), and others.

GUIDE TO BUENOS AIRES.

Quilmes High School for Girls.

Boarding and Day School for Girls, where a good general education is obtainable. School examinations are held every term, and pupils are also prepared for the Cambridge Local Examinations, and in music for the Conservatorio de Gaos.

Great interest is taken in all kinds of sport and athletics suitable for the girls, especially Tennis and Hockey. The school buildings and grounds are situated in one of the highest parts of the pretty southern suburb of Quilmes, and so much progress has been made by this educational establishment lately, that only this year it has been found necessary to acquire the adjacent building for the accommodation of boarders.

Principal: Miss Ross, Certif. 2nd, Univ. in Arts, Royal Univ. Ireland; Registered Teacher (Column B.) Board of Education, England; late Assistant Mistress at Highfield, Hendon, London, England; High School, Florence; St. Katharine's School, Quilmes, &c.

Fees are moderate and strictly inclusive.

Prospectuses, references, &c., may be had on application to the Principal, Calle Paz, corner of Rivadavia, Quilmes, I.F.C.S.

St. Andrew's Scotch School.

CALLE ITUZAINGÓ, 530-552.

The above school is one of the oldest in the country, having been established for seventy years. The Head Master is Mr. William P. Hardie, Edinburgh University; and Head Mistress, Miss Jane Donald, Aberdeen Training College.

Fees: \$6 to \$20 (paper) per month according to age of the pupil, and the course of studies undertaken. Further information can be obtained from the Headmaster, or the Hon. Treasurer, J. Monteith Drysdale, 77 Calle Florida, Buenos Aires.

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St. Andrew's Academy.

PATRICIOS 19, CORNER MARTIN GARCIA, BUENOS AIRES.

Staff.

I.—*The Principal*: L. Christie, L.A., F.E.I.S., Prizeman in Education, Edinburgh University.

II.—*Spanish Master*: Sr. Sanchez Moreno, de la Universidad de Madrid.

III.—*Lady Superintendent*: Mrs. Neath.

IV.—T. J. R. Hindmarsh, B.A., Scholar and Prizeman, University of Durhan.

V.—Miss Laura Ruffle, Edinburgh University.

All the above are experienced, trained, and Government-certificated teachers.

VI.—Miss Ada Mathews.

VII.—Miss Blodwen Williams.

Curriculum.

I.—Distinct courses in English and Spanish, providing a thorough grounding in spelling, grammar, and arithmetic.

II.—Commercial subjects: Writing, shorthand, book-keeping, typewriting; French and geography.

III.—Accomplishments: Singing, needlework, music, drawing, and painting.

IV.—Athletics: Football, cricket, drill, and gymnastics.

Fees.

From \$10 to \$20 per month.

Oxford Junior Examination Class, \$20 per month.

St. Katharine's School, Quilmes, F.C.S.

FOUNDED, 1903,

FOR THE DAUGHTERS OF ENGLISH - SPEAKING PEOPLE.

Boarders only are admitted.



Camp Coach (La Galera), Argentina.

[Photo: A. W. B. & C.]

Visitor : The Bishop of the Falkland Islands.

Warden : Canon Stevenson.

Head Mistress : Miss E. E. Warrell, Cambridge Historical Tripos, 1st class; late of the Dulwich High School, and Sydenham Secondary School, England, and also of Havergal College, Winnipeg, Canada.

The school-buildings are most advantageously situated on the edge of the high land overlooking the River Plate in a well-wooded quinta (country house), consisting of about three squares of land, producing fruit and vegetables, containing two gravel tennis-courts, a croquet-lawn, and a large playing field for cricket and hockey.

Queen Victoria College, San Fernando, F.C.C.A.

Head Master : A. Stuart Pennington, Lond. Univ., to whom please apply for terms.

Lomas Academy.

Lomas Academy was founded in the year 1891 by Messrs. R. L. Goodfellow and W. Wyatt Hayward. A good commercial education is given, and boys can be prepared for English Public Schools if required. The present Principal, Mr. R. W. Rudd, has been in charge for ten years, and has about 150 boys under his charge. Examinations are held at the end of each year under the supervision of the College of Preceptors, London.

All pupils in attendance are members of the Lomas Athletic Club. The school is divided into three sections, and fees charged are : Preparatory, \$10 per month : Lower School, \$15 ; Upper School, \$20.

Girton House.

347 GENERAL HORNOS, BUENOS AIRES.

Principals : Mrs. Edgar Ivens and Mrs. Maberly-Hassal, supported by efficient staff.

English classes, advanced and elementary, for girls only.

Candidates will be prepared for the Oxford or Cambridge examinations if desired.

Extra subjects : Music, French, Painting, Elocution.

Alexandra College.

DAY SCHOOL FOR GIRLS. CRAMER 1791 (BELGRANO).

Principal : Mrs. F. C. Lee, Trained and Certified Teacher, C. of S. Normal School and C. of S. Training College, Aberdeen ; Ex-Head Mistress Foveran School, Aberdeen, and St. Andrew's Scotch School, Buenos Aires ; certificated in Science, Drawing, Cooking, and Physical Training.

Staff :

Madame Perthuy : French Literature and Conversation.
Mrs. Thekla Baun : Piano and Theory.

GUIDE TO BUENOS AIRES.

Mrs. J. MacKinnell: Drawing and Painting.

Half-boarders and a few boarders admitted. Terms on application to the Principal, Cramer 1791.

Kingsbury Academy.

DAY AND BOARDING SCHOOL FOR GIRLS, BANFIELD
WEST, F.C.S.

Principal: M. Junor Kingsbury.

The above school occupies a spacious, airy house, with large garden. Calle Acevedo 1548, one square from Banfield station. The Academy offers thorough English and Spanish education, and has a complete staff of competent teachers.

Pupils are prepared for Oxford Local.

Outside pupils are admitted to classes in Language, Elocution, Music, Drawing, Painting, and Needlework.

For terms apply to Principal.

St. Lucy's English School.

Principal: Lawrence Dillon, 1138 Av. Montes de Oca, 1150.

Victoria College,

CALLE VIDAL 2228, BELGRANO, F.C.C.A.

Principal: Miss Violet Callis.

Scotch School,

SANTO DOMINGO 862, BARRACAS AL NORTE,
BUENOS AIRES.

Head Master: John J. Campbell.

Liceo Rivadavia.

BOARDING AND DAY SCHOOL OF THE METHODIST
CHURCH.

GUIDE TO BUENOS AIRES.

Twenty-first Year.

A School for the careful education of girls and young women. Tuition in English and Spanish, music and languages, at moderate prices. Uniformly successful in Government examinations.

Address Direction, Cochabamba 2012, Buenos Aires.

The Argentine Evangelical Schools and Institutes.

(FREE.)

Superintendent:

William C. Morris, Calle Uriarte 2572, Buenos Aires.

SUMMARY.

This work was commenced in June, 1898, with 18 poor boys. During ten years 25,028 boys and girls have passed through the Schools and Institutes. Of these 22,300 have received school-books, &c., free. 23,600 have received boots and clothes twice a year. 8841 have received medical assistance and medicine. 5947 have been assisted during convalescence. 4638 poor families, related to the school children, have been helped in various ways. Employment has been obtained for 1089 boys and girls who have left the Schools. (This number does not include the apprentices from the Trades Institute, nor the graduates from the School of Telegraphy, for whom employment has been obtained. 94 apprentices from the Trades Institute have been employed, after having completed a preparatory course of instruction. 147 members of the School of Telegraphy have passed satisfactory examinations, and for these employment has been obtained, chiefly on the railways.

168 policemen have attended the Night Classes specially organized for them. Employment has been obtained for

GUIDE TO BUENOS AIRES.

776 members of the families of school children (parents, or older brothers or sisters). 72 prisoners have been helped during their imprisonment, and assisted to employment when their term had expired.

This work comprises 8 Day Schools, 3 Night Schools, 1 Trades Institute, 1 School of Telegraphy, 1 School Band, 4 Sunday Schools, 1 School Museum, 1 Teachers' Library.

5300 children are now connected with these Institutions.

The character of the work is educational, philanthropical, Christian, Evangelical, and National.

The origin of the children represents 13 different nationalities.

The work has the warm approval of the National School Board, the Municipal authorities, and the National Congress and Government.

Much more generous help is needed for this large and growing work, which has come to be a social factor of real importance in the life and development of this marvellously growing country.

All contributions and communications should be addressed to the Superintendent, William C. Morris.

The Children's Home,

CALLE GUANACACHA, AND ARCOS, BELGRANO.

Committee.

President: Mrs. Boote.

Vice-President: Mrs. Carnegie Ross.

Hon. Secretary: Mrs. L'Estrange Wallace.

Hon. Treasurer: Mrs. Cutts.

Mrs. Campbell Getty, Mrs. Knight, Mrs. Morrison, Mrs. Roberts, Mrs. Rymer Watson, Miss Dawney.

Suplentes: Mrs. Baines, Mrs. G. Bell, Mrs. Hope Gibson.

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The Home is for the children of British or American parentage. It is intended primarily for those whose mothers are compelled to work for their maintenance. It also receives motherless children and orphans.

Children are admitted between the ages of three and nine years.

Fees are charged according to the means of the parents. A few special cases may be taken free.

Young Women's Christian Association,

CALLE DEFENSA 437, BUENOS AIRES.

For young women of all nationalities and creeds. Board and room, \$2.50 per day, or \$50 to \$80 per month. Lunch and tea-room; register for governesses and nurses; directory of boarding houses; traveller's aid; savings bank; circulating library; educational classes and clubs; Bible classes and Gospel meetings; social evenings and entertainments.

Board of Management: Madame Vovet, Mrs. A. V. Boote, Mrs. H. W. Botting, Mrs. E. E. Cordner, Mrs. Jas. Colquhoun, Mrs. C. W. Drees, Miss R. V. Dawney, Mrs. C. J. Ewald, Mrs. Robert Fraser, Mrs. Freed Fletcher, Mrs. Wm. Field, Mrs. Alex. Grant, Mrs. J. J. Kyle, Miss Maude MacLean, Mrs. H. Macluske, Mrs. H. B. Owen, Mrs. E. G. Pilgrim, Mrs. E. Rocelci-Lanoir, Mrs. B. A. Shuman, Mrs. A. Tuddenham, Mrs. Von Steiger.

President: Mrs. C. W. Dreea.

Treasurer: Mrs. H. Macluske.

General Secretary: Miss E. Jean Batty, Mrs. Runci-man.



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VISITORS' DIRECTORY.

- H.B.M. Minister*: Mr. Walter Beaupré Townley, Calle Santa Fé 1206. Office hours, 10 a.m. to 1 p.m.
- H.B.M. Consul*: Mr. A. Carnegie Ross, C.B., Reconquista 334.
- American Minister*: Mr. Charles Hitchcock Sherrill, Calle Charcas 634. Office hours, 10.30 a.m. to 12.30 p.m.
- American Consul-General*: Mr. Richard M. Bartleman, Suipacha 612.
- German Envoy Extraordinary and Minister Plenipotentiary*: Julius Waldthausen, Esmeralda 873.
- The League of the Empire*: Calle Cangallo 666.
- British Hospital*: Perdriel Corner of Caseros.
- Woman's Exchange*: Cangallo 623.
- American Church*: Corrientes 718.
- Scotch Church, St. Andrew's*: Calle Belgrano 575.
- St. John's Anglican Church*: Calle 25 de Mayo 280.
- Irish Orphanage*: Boulevard Gaona Corner of Bella Vista.
- Salvation Army*: Rivadavia 3290.
- Passionist Fathers*: Corner of Urquiza and Estados Unidos.
- Young Men's Christian Association*: Moreno 452.
- Young Women's Christian Association*: Defensa 487.
- St. Andrew's Society of the River Plate*: President, Rev. J. W. Fleming, B.D., Scotch Church, Perú 352; Hon. Sec., J. E. Stewart, M.I.C.E., Avenue de Mayo 651.
- Christ Church (Anglican)*: Calle Uspallata 657, Montes de Oca.
- Baptist Church*: Lima 1552, Plaza Constitución.
- Christian Science Reading Rooms*: Santa Fé 1680.
- English Literary Society*: Calle Cangallo 536.
- For Post Cards of the City, late English Papers, Circulating Library*: Mitchell's, Cangallo, 1 door from Calle Florida.

ARGENTINE WORDS AND PHRASES With Phonetic Pronunciation.



In the few words and phrases given in the following pages to assist the new arrival in a Spanish-speaking country to make himself understood, the pronunciation is given, as nearly as is possible, in English spelling. At the same time, it is as well to bear in mind a few general rules for further guidance.

The consonant 'j,' the pronunciation of which is given as 'h' in the English spelling, is pronounced somewhat gutturally, although not so hard as the German 'ch'. Thus, 'joven' (young) should be pronounced something between the German spelling 'choven' and the English spelling 'hoven'.

The double 'l' (ll) is given its proper Spanish pronunciation 'l'ye' in the guide, but, as a matter of fact, here in Argentina it is pronounced as a soft 'j' as in the French word 'je'. Thus, 'lleve' (carry) is given as 'l'yay'-veh,' which is its authentic pronunciation, but in Argentina it is pronounced as 'jay'-veh,' the 'j' being extremely soft.

Except when otherwise indicated by an accent, stress should always be laid on the penultimate syllable. This rule, however, does not apply to verbs in the infinitive mood, ending in 'ar,' 'er' or 'ir'. Thus, 'camino' (subs.) (a road) is pronounced 'Kah-mee-no,' the accent being on the last syllable but one, whereas 'caminar' (verb) (to walk) is pronounced 'Kah-mee-nár,' the accent in this case being on the last syllable.

In Argentina 'y' is very often pronounced as a soft 'j'.

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'S' and 'z' are invariably pronounced hard, like the English double 's' (ss).

When writing in the interrogative mood in Spanish, the note of interrogation proceeds and follows the query, the preceding note being inverted.

In conversation, the pronouns of the first person singular and plural and second person singular and plural are seldom called into use, being understood by the termination of the verb. Thus, 'I know' is 'Yo se' but, in conversation, if wishing to say 'I do not know,' 'No se' will suffice, the pronoun 'yo' being understood. Equally, 'Do you not know?' would be '¿No sabe?' the pronoun 'Usted' being likewise understood.

The consonant 'g' before 'e' or 'i' is pronounced as an aspirate and slightly guttural.

Cardinal Numbers.

English.	Argentine.	Pronunciation.
One,	<i>Uno,</i>	oó-no.
Two,	<i>Dos,</i>	dos.
Three,	<i>Tres,</i>	trehss.
Four,	<i>Quatro,</i>	kwah'-troh.
Five,	<i>Cinco,</i>	sing'-ko.
Six,	<i>Seis,</i>	seh'-iss.
Seven,	<i>Siete,</i>	se-eh'-the.
Eight,	<i>Ocho,</i>	oh'-cho.
Nine,	<i>Nueve,</i>	noo-eh'-veh.
Ten,	<i>Diez,</i>	dee-es'.
Eleven,	<i>Once,</i>	ohn'-se.
Twelve,	<i>Doce,</i>	doh'-seh.
Thirteen,	<i>Trece,</i>	treh'-seh.
Fourteen,	<i>Catorce,</i>	kah-tohr'-seh.
Fifteen,	<i>Quince,</i>	keen'-seh.
Sixteen,	<i>Diez y seis,</i>	de-ess e seh-iss.

Buenos Aires & Pacific Railway.

ACROSS THE CONTINENT

Through the
Province of BUENOS AIRES.

SANTA FÉ

SAN JUAN

CÓRDOBA

MENDOZA

PAMPA CENTRAL

SAN LUIS

To VALPARAISO in 38 Hours.



DISTRICTS to see and Invest Money in:—

ALFALFA lands in South of San Luis, Córdoba, and down to the Pampa Central.

WHEAT lands near Bahia Blanca, and in South of Sante Fé and Córdoba.

MAIZE lands from Buenos Aires out to Isabel and Germania.

CATTLE Camps in the far West.

VINEYARD and **FRUIT** lands in the Cuyo Provinces.

City Office ; Calle 25 de Mayo, 281, Buenos Aires.



Alto Parana, Argentine Republic.
Showing part of Falls of Iguazú.

[Photo: A. W. B. & C.]

English.

Seventeen,
Eighteen,
Nineteen,
Twenty,
Twenty-one,
Twenty-five,
Thirty,
Thirty-one,
Forty,
Fifty,
Sixty,
Seventy,

Argentine.

Diez y siete,
Diez y ocho,
Diez y nueve,
Veinte,
Veinte y uno,
Veinte y cinco,
Treinta,
Treinta y uno,
Cuarenta,
Cincuenta,
Sesenta,
Setenta,

Pronunciation.

de-ess e se-ch'-teh.
de-ess e oh-cho.
de-ess oe no-eh'-veh.
veh-in'-teh.
veh-in'-teh e oó-no.
veh-in'-teh e sing-ko.
treh-in'-tah.
treh-in'-tah e oo'-no.
kwahr-en'-tah.
sing-kwen'-tah.
seh-sent'-ah.
seh-ten'-tah.

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English.	Argentine.	Pronunciation.
Eighty,	<i>Ochenta,</i>	oh-chen'-tah.
Ninety,	<i>Noventa,</i>	no-ven'-tah.
Hundred,	<i>Cien,</i>	see-en.
Two hundred,	<i>Doscientos,</i>	dos-see-en'-tos.
Three hundred,	<i>Trescientos,</i>	tres-see-en'-tos.
Four hundred,	<i>Cuatrocientos,</i>	kwah'-tro-see-en'-tos.
Five hundred,	<i>Quinientos,</i>	kee-ne-en'-tos.
Six hundred,	<i>Seiscientos,</i>	seh'-is-se-en'-tos.
Seven hundred,	<i>Setecientos,</i>	seh'-teh-see-en'-tos.
Eight hundred,	<i>Ochocientos,</i>	o'-cho-sec-en'-tos.
Nine hundred,	<i>Novcientos,</i>	no'-veh-see-en'-tos.
Thousand,	<i>Mil,</i>	mill.
Million,	<i>Millón,</i>	Mill-yohn'.

Ordinal Numbers.

The first,	<i>El primero,</i>	el pree-mair'-o.
The second,	<i>El segundo,</i>	el seh-goon'-do.
The third,	<i>El tercero,</i>	el tair-sair'-o.
The fourth,	<i>El cuarto,</i>	el koo-ar'-to.
The fifth,	<i>El quinto,</i>	el kin'-to.
The sixth,	<i>El sexto,</i>	el sex'-to.
The seventh,	<i>El séptimo,</i>	el sep'-tee-mo.
The eighth,	<i>El octavo,</i>	el ok-tah'-vo.
The ninth,	<i>El noveno,</i>	el no-veh'-no.
The tenth,	<i>El decimo,</i>	el dai'-see-mo.
The eleventh,	<i>El undécimo,</i>	el oon-dai'-see-mo.
The twelfth,	<i>El duodécimo,</i>	el doo-o-dai'-see-mo.
The thirteenth,	<i>El decimotercio,</i>	el dai'-see-mo-tair'- see-o.
The fourteenth,	<i>El decimocuarto,</i>	dai'-see-mo-koo-ar'-to.
The fifteenth,	<i>El decimoquinto,</i>	dai'-see-mo-kin'-to.
The sixteenth,	<i>El decimosexto,</i>	dai'-see-mo-sex'-to.
The seventeenth,	<i>El decimoséptimo,</i>	dai'-see-mo - sép - tec- mo).

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English.	Argentine.	Pronunciation.
The eighteenth,	<i>El decimoctavo,</i>	daí' - see - mo - ok - tah' - vo.
The nineteenth,	<i>El decimonono,</i>	daí' - see - mo - nó - no.
The twentieth,	<i>El vigesimo,</i>	vee - jay' - see - mo.
The twenty-first,	<i>El vigesimoprimeró,</i>	vee - jay' - see - mo - pree - mair' - o.
The thirtieth,	<i>El trigésimo</i>	tree - jay' - see - mo.
The fortieth,	<i>El cuadragésimo,</i>	koo - ah - drah - hay' - see - mo.
The fiftieth,	<i>El quincuagésimo,</i>	kin - koo - ah - hay' - see - mo.
The sixtieth,	<i>El sexagésimo,</i>	sex - ah - hay' - see - mo.
The seventieth,	<i>El septuagésimo,</i>	sep - too - ah - hay' - see - mo).
The eightieth,	<i>El octogésimo,</i>	ok - to - hay' - see - mo.
The ninetieth,	<i>El nonagésimo,</i>	no - nah - hay' - see - mo.
The hundredth,	<i>El centésimo,</i>	sen - tay' - see - mo.
The thousandth,	<i>El milésimo,</i>	meel - ai' - see - mo.
The last,	<i>El último,</i>	ool' - te - mo.

The Custom House (*La Aduana*) La ah - doo - ah - na.

Here is my luggage,	<i>Aquí está mi equipaje,</i>	Ah - kee' ess - tah' mee eh - kee - pah - heh.
I have nothing to declare,	<i>No tengo nada que declarar,</i>	No tengo nah - dah keh deh - clah - rar.
How much is the duty?	<i>¿Cuanto es el derecho?</i>	Kwahn - to ess el deh - reh - cho.

A cab (*Un coche*) Oon koh - cheh.

Call a cab for me,	<i>Llamame un coche,</i>	L'yah - mah - me oon koh - cheh).
Drive me to the Avenida,	<i>Llevame a la Avenida,</i>	L'yeh - vah - me ah lah Ah - veh - nee - dah.

English.	Argentine.	Pronunciation.
How much have I to pay?	<i>¿ Cuanto tengo que pagar ?</i>	Kwhan-toh ten-goh keh pah-gahr.
How long will it take to get there?	<i>¿ Cuanto tiempo empleamos para llegar ?</i>	Kwhan-toh tee-em-po em-play-ah-mosspah-rah l'yeh-gar.
Show us the sights of the town,	<i>Enseñenos lo principal de la ciudad,</i>	En-sain-yeh-nos lo prin-ci-pahl deh lah see-oo-dahd.
Where are you going?	<i>¿ Donde va ?</i>	Don-deh vah.
Stop here,	<i>Pare aquí,</i>	Pah-reh ah-kée.
Straight on,	<i>Sigue derecho,</i>	See-geh deh-reh-cho.
How far is it?	<i>¿ Que distancia es ?</i>	Keh dis-tahn-see-a ess.
What time shall we arrive?	<i>¿ A que hora llegamos ?</i>	Ah-keh oh-rah l'yeh-gah-moss.
I want to go to the—	<i>Quiero ir al—</i>	Kee-air-oh eer al.

The Hotel, *El Hotel* (El oh-tehl).

Could you let me have a bed for the night?	<i>¿ Podría Ud. alojarme por esta noche ?</i>	Po-dree-ah oos-tesd ah-lo-har-meh pores-tah no-che.
Let me see the room,	<i>Déjeme ver el cuarto,</i>	Dai'-heh-meh vair el koo-ar-toh.
Take our luggage upstairs,	<i>Lleve nuestro equipaje, arriba,</i>	l'yeh-veh noo-es'-troh eh-kee-pa-heh ah-ree-bah.
Where is the lift?	<i>¿ Donde está el ascensor ?</i>	Don-deh es-tah' el ahs-cen-sor.
Put these in my room,	<i>Ponga estos en mi pieza,</i>	Pon-gah ess-tohs en mee pee-ess-ah.
I want,	<i>Quiero,</i>	Kee-air-oh.
It does not matter,	<i>No importa,</i>	No im-port-a



Sunday Outing, Argentine Camp.

[Photo: A. W. B. & C.]

English.	Argentine.	Pronunciation.
What is the name of?	<i>¿ Como se llama ?</i>	Koh-mo seh l'yah-mah.
Why not?	<i>¿ Porque no ?</i>	Por-keh no.
Where can I?	<i>¿ Donde puedo ?</i>	Don-deh poo-eh-doh.
Can you tell me?	<i>¿ Puede Vd. decirme ?</i>	Poo-ai-deh oos-teh deh-seer-me).

Where is the **Restaurant** ? *¿ Donde está el restaurant ?*
 (Don-deh ess-tah' el rehs-ta-oo-rahñ).

Waiter,	<i>Mozo,</i>	Moh-so.
Waiter ! give me the bill of fare,	<i>Mozo ! déme la lista de los platos,</i>	Moh-soh deh-meh lah lees-tah deh los plah-tohs.

GUIDE TO BUENOS AIRES.

English.	Argentine.	Pronunciation.
What have you ready?	<i>¿Que tiene Vd. listo?</i>	Keh tee-ain-eh oos-tay lees-toh.
How long will it take?	<i>¿Cuanto tiempo tomará eso?</i>	Coo-an-to tee-em-poh toh-mah-ra' eh-soh.
Give me something else,	<i>Déme otra cosa,</i>	Deh-meh o-trah co-sah.
I want a cup of coffee with milk,	<i>Quiero una tasa de café con leche,</i>	Kee-eh-roh oo-nah tass-ah deh kah-feh' con leh-tcheh.
How much is it?	<i>¿Cuanto es?</i>	Coo-an-to ess.
Keep the change,	<i>Guárdese el cambio,</i>	Goo-ar'-deh-seh el cahm-bee-oh.
Bring me,	<i>Traigamé,</i>	Tra-ee-gah-meh'.
A plate,	<i>Un plato,</i>	Oon plah-to.
The wine list,	<i>La lista de vinos,</i>	Lah lees-tah de veen-nohs.
A table,	<i>Una mesa,</i>	Oon-ah meh-sah.
Ice,	<i>Hielo,</i>	Ee-ai-loh.
Ice-cream,	<i>Helado,</i>	Eh-lah-do.
A bottle,	<i>Una botella,</i>	Oon-ah bo-tel-yah.
A glass,	<i>Un vaso,</i>	Oon vah-so.
A knife,	<i>Un cuchillo,</i>	Oon koo-chee-yoh.
A fork,	<i>Un tenedor,</i>	Oon teh-neh-dohr.
A spoon,	<i>Una cuchara,</i>	Oon - ah koo - tcha - rah.
Bread,	<i>Pan,</i>	Pahn.
Butter,	<i>Manteca,</i>	Man-teh-kah.
Beer,	<i>Cerveza,</i>	Sehr-veh-sah.
Water,	<i>Agua,</i>	Ah-gwah.
Soup,	<i>Sopa,</i>	Soh-pah.
Fish,	<i>Pescado,</i>	Pehs-kah-doh.
Beefsteak,	<i>Bife,</i>	Bee-feh.
Mutton,	<i>Carnero,</i>	Kahr-neh-roh.

GUIDE TO BUENOS AIRES.

English.	Argentine.	Pronunciation.
Veal,	<i>Ternera,</i>	Tehr-neh-rah.
Lamb,	<i>Cordero,</i>	Kor-deh-roh.
Pork,	<i>Cerdo,</i>	Sair-doh.
Ham,	<i>Jamón,</i>	Hah-mohn'.
Chicken,	<i>Pollo,</i>	Poh-lyoh.
Turkey,	<i>Pavo,</i>	Pah-voh.
Duck,	<i>Pato,</i>	Pah-toh.
Eggs,	<i>Huevos,</i>	Weh-vohs.
Cheese,	<i>Queso,</i>	Keh-soh.
Pastry,	<i>Pasteles,</i>	Pah-steh-lehs.
Dessert,	<i>Postre,</i>	Pohs-treh.
Pepper,	<i>Pimiento,</i>	Pim-e-en-toh.
Salt,	<i>Sal,</i>	Sahl.
Oil,	<i>Aceite,</i>	Ah-seh-ee-teh.
Vinegar,	<i>Vinagre,</i>	Vee-nah-greh.
Mustard,	<i>Mostaza,</i>	Moss-tah-sah.
Sauce,	<i>Salsa,</i>	Sahl-sah.
Fruit,	<i>Fruta,</i>	Froo-tah.
Chop,	<i>Costilla,</i>	Kohs-tee-lyah.
Potatoes,	<i>Papas,</i>	Pah-pahs.
Cabbage,	<i>Repollo,</i>	Reh-poh-lyo.
Cauliflower,	<i>Coliflor,</i>	Kohl-eh-flohr.
Salad,	<i>Ensalada,</i>	En-sah-lah-da.
Omelette,	<i>Tortilla,</i>	Tor-tee-lyah
Apple,	<i>Manzana,</i>	Mahn-sah-nah.
Pears,	<i>Peras,</i>	Peh-rahs.
Grapes,	<i>Uvas,</i>	Oo-vahs.
Pine-apple,	<i>Anana,</i>	Ah-nah-nah.
Oranges,	<i>Naranjas,</i>	Nah-rahn-khas.
Cigar,	<i>Cigarro,</i>	See-gah-roh.
Cigarette,	<i>Cigarillo,</i>	See-gah-ree-lyoh.
Nothing more,	<i>Nada más,</i>	Nah-dah mass.
The bill,	<i>La cuenta,</i>	La koo-en-tah.

GUIDE TO BUENOS AIRES.

English.	Argentine.	Pronunciation.
This is not correct,	<i>Esto no está bien,</i>	Ess-toh no ess-tah' bee-en.
There is a mistake,	<i>Hay una equivocación</i>	Eye oon-ah eh-kee-voh-kah-sec-ohn.

Times and Seasons, *El tiempo y las estaciones*

(El tee-em-poh ee las ehss-tah-see-oh-ness).

January,	<i>Enero,</i>	Eh-neh-roh.
February,	<i>Febrero,</i>	Feb-reh-roh.
March,	<i>Marzo,</i>	Mahr-soh.
April,	<i>Abril,</i>	Ah-breel.
May,	<i>Mayo,</i>	Mah-yoh.
June,	<i>Junio,</i>	Hoon-yoh.
July,	<i>Julio,</i>	Hool-yoh.
August,	<i>Agosto,</i>	Ah-gohs-toh.
September,	<i>Setiembre,</i>	Seh-tee-em-breh.
October,	<i>Octubre,</i>	Ok-too-breh.
November,	<i>Noviembre,</i>	No-vee-em-breh.
December,	<i>Diciembre,</i>	Dee-see-em-breh.
The year,	<i>El año,</i>	El ahn-yo.
The month,	<i>El mes,</i>	El mess.
The day,	<i>El día,</i>	El dee-ah.
The night,	<i>La noche,</i>	La no-chay.
The hour,	<i>La hora,</i>	Lah oh-rah.
The minute,	<i>El minuto,</i>	El mee-noo-toh.
The second,	<i>El segundo,</i>	El seh-goondoh.
A moment,	<i>Un momento,</i>	Oon moh-men-toh.
Sunday,	<i>Domingo,</i>	Doh-meen-goh.
Monday,	<i>Lunes,</i>	Loo-nehss.
Tuesday,	<i>Martes,</i>	Mahr-tehss.
Wednesday,	<i>Miércoles,</i>	Mee-er'-koh-less.
Thursday,	<i>Jueves,</i>	Whey-veess.
Friday,	<i>Viernes,</i>	Vee-er-ness.

GUIDE TO BUENOS AIRES.

English.	Argentine.	Pronunciation.
Spring,	<i>Primavera,</i>	Pree-mah-veh-rah.
Summer,	<i>Verano,</i>	Veh-rah-noh.
Autumn,	<i>Otono,</i>	Oh-tohn-yoh.
Winter,	<i>Invierno,</i>	In-vee-er-noh.
Saturday,	<i>Sábado,</i>	Sah'-bah-doh.
The week,	<i>La semana,</i>	La seh-mah-nah.
Half an hour,	<i>Media hora,</i>	Meh-de-ah oh-rah.
Three hours and a half,	<i>Tres horas y media</i>	Tress oh-rahs ee meh- dee-ah.
One hour ago,	<i>Hace una hora,</i>	Ah-seh oo-nah oh-rah.
A century,	<i>Un siglo,</i>	Oon see-gloh.
To-morrow,	<i>Mañana,</i>	Mahn-yah-nah.
This morning,	<i>Esta mañana,</i>	Ess-tah mahn-yah-nah.
This afternoon,	<i>Esta tarde,</i>	Ess-tah tahr-deh.
The day before yesterday,	<i>Antes de ayer,</i>	Ahn-tess deh ah-yare.
At midnight,	<i>A media noche,</i>	Ah meh-de-ah no- cheh.
Rain,	<i>Lluvia,</i>	Lwoo-vee-ah.
The sun,	<i>El sol,</i>	El sohl.
The moon,	<i>La luna,</i>	La loon-ah.
The stars,	<i>Las estrellas,</i>	Lahs ess-treh-lyas.
The sky,	<i>El cielo,</i>	El sec-eh-loh.
Sunrise,	<i>El amanecer,</i>	El ah-mah-neh-sair.
Last week,	<i>La semana pasada,</i>	Lah sem-mahn-na pah- sah-da.
Yesterday morning,	<i>Ayer por la mañana,</i>	Ah-yair por lah mahn- yah-nah.
Yesterday afternoon,	<i>Ayer por la tarde</i>	Ah-yairpor lah tar-deh.
Yesterday evening,	<i>Anoche,</i>	Ah-no-cheh.
Last night,	<i>Anoche,</i>	Ah-no-cheh.
Sunset,	<i>Anoecer,</i>	Ah-no cheh-sehr.
To-morrow morning,	<i>Mañana por la ma- ñana,</i>	Mahn-yah-nah por la mahn-yah-nah.

Córdoba Central and Córdoba and Rosario Railways

*Direct Route between Buenos Aires
and the Northern Provinces.*

CÓRDOBA MOUNTAINS, SUMMER RESORTS.

Special return tickets at reduced rates are issued from Rosario, F.C.C. y R., during the season, commencing on the 1st of November until 31st of March, available to return until the 30th of April, to—

**Jesus Maria, Sarmiento, La Calera, Santa Maria,
Cosquin, La Falda, Huerta Grande, La Cumbre,
San Esteban, and Capilla del Monte.**



ROSARIO DE LA FRONTERA WINTER RESORT.

Trains for Rosario de la Frontera Thermal Baths are equipped with splendid saloon, sleeping, restaurant, and buffet cars.

The catering for the latter being done direct by the Railway Company, only articles of food and refreshments of the very best quality are supplied to passengers. Special return tickets at reduced fares are issued from Córdoba and Rosario (F. C. C. & R.) during the season.

BOOKING OF MERCHANDISE AND GENERAL CARGO TO AND FROM BUENOS AIRES.

In order to secure quick transport for goods destined to San Francisco, Rafaela, Córdoba, Rioja, Catamarca, Santiago, Tucumán, Salta, and Jujuy, merchants are requested to book all consignments from 'Digue 4' Station (Buenos Aires).

For further particulars apply to the **Administration** in Córdoba

Or { **B. Mitre, 519, Buenos Aires.**
Las Heras, 622, Tucumán.
San Martin, 695, Rosario.

DUNCAN M. MUNRO, General Manager.



Sierras de Córdoba (Córdoba Hills), Argentine Republic.

[Photo: H. G. Olds]

English.	Argentine.	Pronunciation.
To-morrowafternoon,	<i>Mañana por la tarde,</i>	Mahn-yah-nah por lah tar-deh.
To-morrow evening,	<i>Mañana por la noche,</i>	Mahn-yah-nah por la no-cheh.
Last month,	<i>El mes pasado,</i>	El mehss pah-sah-doh.
Next month,	<i>El mes proximo,</i>	El mehss prox-e-moh.
The day after to-morrow	<i>Pasada mañana,</i>	Pass-ah-doh mahn-yah-nah.
What o'clock is it?	<i>¿ Que hora es ?</i>	Kay oh-rah ess.
Five minutes past eight,	<i>Las ocho y cinco,</i>	Las o-cho ee sing-ko.
Seven o'clock,	<i>Las siete,</i>	Las see-eh-teh.

GUIDE TO BUENOS AIRES.

English.	Argentine.	Pronunciation.
Half past three,	<i>Las tres y media,</i>	Las trehs ee meh-dee-ah.
At what time ?	<i>¿ A que hora ?</i>	Ah keh oh-rah.
Ten minutes to four,	<i>Las cuatro menos diez,</i>	Las kwah-troh meh-nos dee-ez.

City Buildings, Streets, etc., *Edificios, calles, etc.*

(Eh-dee-fee-see-ohs, cah-lyehs, etc).

The bank,	<i>El banco,</i>	El ban'-koh.
The street,	<i>La calle,</i>	Lah kah-lyeh.
The house,	<i>La casa,</i>	Lah kah-sah.
The bridge,	<i>El Puente,</i>	El poo-en-teh.
The cathedral,	<i>La catidral,</i>	Lah kah-teh-drahl.
The church,	<i>La iglesia,</i>	Lah ee-glay-see-eh.
The corner,	<i>La esquina,</i>	Lah ess-kee-nah.
The embassy,	<i>La embajada,</i>	La em-bah-hahda.
The Stock Exchange,	<i>La Bolsa,</i>	La bohl-sah.
The factory,	<i>La fábrica,</i>	Lah fáh-bree-kah.
The garden,	<i>El jardín,</i>	El hard-een.
The door,	<i>La puerta,</i>	La poo-er-tah.
The window,	<i>La ventana,</i>	La ven tah-nah.
The floor,	<i>El piso,</i>	El pee-soh.
The roof,	<i>El techo,</i>	El teh-choh.
The picture,	<i>El cuadro,</i>	El kwah-droh.
The hospital,	<i>El hospital,</i>	El oss-pee-tahl.
The letter-box,	<i>El buzón,</i>	El boo-sóhn.
The market,	<i>El mercado,</i>	El mehr-kah-doh.
The museum,	<i>El musco,</i>	El moo-seh-oh.
The outskirts,	<i>Los alrededores,</i>	Los ahl-reh-deh-doh-rehs.
The racecourse,	<i>El hipódromo,</i>	El e-pó-dro-moh.
The river,	<i>El río,</i>	El rée-o.

GUIDE TO BUENOS AIRES.

English.	Argentine.	Pronunciation.
The road,	<i>El camino,</i>	El kah-mee-no.
The school,	<i>La escuela,</i>	Lah ess-koo-eh-la.
The store,	<i>El almacén,</i>	El ahl-mah-sehn.
The theatre,	<i>El teatro,</i>	El teh-ah-troh.
The quay,	<i>El muelle,</i>	El moo-el-lyeh.

Correspondence, *Correspondencia* (Cor-res-pohn-den-cee-a).

Where is the post office?	? <i>Donde está el correo?</i>	Don-deh es-tah' el cor-reh-o.
I want to post a letter,	<i>Quiero poner una carta en el correo,</i>	Key-er-o poh-nair una car-ta en el cor-reh-o.
When does the post leave for England?	? <i>Cuando sale el correo para Inglaterra?</i>	Coo-ahn-do sah-leh el cor-reh-o pah-rah Ing-glat-air-rah.
Where is the nearest pillar-box?	? <i>Donde está el buzón más cerca?</i>	Don-deh es-tah' el boo-sohn' mass saír-kah.
I want to get this letter registered,	<i>Quiero certificar esta carta,</i>	Key-er-o cer-tee-fee-cahr es-tah cahr-tah.
Please weigh this letter for me,	<i>Sírvase pesar esta carta para mí,</i>	Seer-vah-seh peh-sahr es-tah cahr-tah pah-rah mee.

The Human Body, *El cuerpo humano* (El coo-er-poh u-mahn'-noh).

The arm,	<i>El brazo,</i>	El brah-soh.
The back,	<i>La espalda,</i>	La ess-pahl-dah.
The bones,	<i>Los huesos,</i>	Lohs wheh-sohs.
The beard,	<i>La barba,</i>	Lah bahr-ba.
The blood,	<i>La sangre,</i>	Lah san-greh.
The brain,	<i>El cerebro,</i>	El seh-reh-broh.
The breast,	<i>El pecho,</i>	El peh-choh.

THE BUENOS AIRES WESTERN RAILWAY, LTD.

WORKING 1305 MILES OF LINE.  A. F. LERTORA, General Manager.

THIS Railway runs through the most fertile 'camps' in the Province of Buenos Aires, and is an essentially business line, therefore does not attract the eye of the tourist, as there is practically nothing to see beyond the large tracts of land under cultivation and the pasturage for stock breeding.

The only place of interest appealing to every Catholic is the Shrine of Lujan, situated in one of the suburbs of Buenos Aires, which is regarded as the finest piece



Shrine of Lujan.

of architectural work in South America, and, as a matter of fact, compares favourably with any other building of its kind in the world, as the above picture will show. Pilgrims continually flock in thousands to this place of Worship.

As already stated, this Railway runs through the 'camps' in the Province of Buenos Aires, which are considered the best in South America; the climate is exceptionally favourable to agriculture, as neither very hot weather prevails as in the North, and not too-frequent rains as are experienced in the South of the Republic. We can safely say that there is no better investment for the British capitalist than in 'camps' in the neighbourhood of the Western Railway, as notwithstanding that the value of land is considered high to-day, there is no doubt that the 'camps' will double their value in the course of the next few years.

Further extensions of the Company's lines through the Province of San Luis and into the Province of Mendoza have been authorised by the National Government.

City Office: 552 Calle Cangallo

BUENOS AIRES, May 1909.

(where further information can be obtained).



Argentine Gaucho with Guitar.

[Photo: A. W. B. & C.]

English.	Argentine.	Pronunciation.
The cheek,	<i>La mejilla,</i>	La meh-heel-ya.
The chin,	<i>La barba,</i>	Lah bahr-bah.
The complexion,	<i>La tez,</i>	Lah tehs.
The ears,	<i>Las orejas,</i>	Las oh-reh-has
The elbow,	<i>El codo,</i>	El koh-doh.
The eye,	<i>El ojo,</i>	El oh-hoh.
The face,	<i>La cara,</i>	Lah kah-rah.
The fingers,	<i>Los dedos,</i>	Los deh-dos.
The foot,	<i>El pie,</i>	El pee-ay.
The forehead,	<i>La frente,</i>	La fren-teh.
The hair,	<i>El pelo,</i>	El peh-loh.
The hand,	<i>La mano,</i>	Lah mah-noh.
The head,	<i>La cabeza,</i>	La kah-beh-sah.

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English.	Argentine.	Pronunciation.
The heart,	<i>El corazón,</i>	El koh-rah-sohn'.
The heel,	<i>El talón,</i>	El tahl-ohn'.
The leg,	<i>La pierna,</i>	Lah pee-ehr-nah.
The lips,	<i>Los labios,</i>	Lohs lah-bee-ohs.
The liver,	<i>El hígado,</i>	El eé-gah-doh.
The lung,	<i>El pulmón,</i>	El pool-mohn'.
The moustache,	<i>El bigote,</i>	El bee-goh-teh.
The mouth,	<i>La boca,</i>	La boh-kah.
The nails,	<i>Las uñas,</i>	Lahs oon-yas.
The neck,	<i>El cuello,</i>	El koo-ehl-yoh.
The nose,	<i>La nariz,</i>	La nah-reez.
The ribs,	<i>Las costillas,</i>	Lahs kohs-teel-yas.
The shoulders,	<i>Los hombros,</i>	Lohs ohm-brohs.
The side,	<i>El costado,</i>	El kohs-tah-doh.
The skin,	<i>El cutis,</i>	El coo-tis.
The stomach,	<i>El estómago,</i>	El es-tohm'-ah-goh.
The throat,	<i>La garganta,</i>	La gahr-gahn-tah.
The tongue,	<i>La lengua,</i>	La lehn-gwah.
The tooth,	<i>El diente,</i>	El dee-en-teh.
The wrist,	<i>La muñeca,</i>	Lah moon-yeh-kah.

Adjectives, Adjetivos (Ahd-heh-tee-vohs).

Bad,	<i>Malo,</i>	Mah-loh.
Broad,	<i>Ancho,</i>	An-choh.
Cheap,	<i>Barato,</i>	Bah-rah-toh.
Clean,	<i>Limpio,</i>	Limp-ee-oh.
Cold,	<i>Frío,</i>	Free-oh.
Dark,	<i>Obscuro,</i>	Ob-skoo'-roh.
Dear (of cost),	<i>Caro,</i>	Kah-roh.
Dirty,	<i>Sucio,</i>	Soo-see-oh.
Dry,	<i>Seco,</i>	Seh-koh.
Early,	<i>Temprano,</i>	Tem-prah'-noh.
Easy,	<i>Facil,</i>	Fah-seel.



Gaicho, Argentine Republic.

[Photo: A. W. B. & C.]

English.

Equal,
False,
Fat,
Flat,
Free,
Fresh,
Full,
Gay,
Good,
Great,
Handsome,
Happy,

Argentine.

Igual,
Falsa,
Gordo,
Plano,
Libre,
Fresco,
Lleno,
Alegre,
Bueno,
Gran,
Hermoso,
Feliz,

Pronunciation.

Ee-gwahl.
Fahl-sah.
Gohr-doh.
Plah-noh.
Lee-breh.
Fress'-koh.
L'yeh-noh.
Ah-leh-greh.
Boo-eh-noh.
Grahn.
Ehr-moh-soh.
Feh-lees'.

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English.	Argentine.	Pronunciation.
Hard,	<i>Duro,</i>	Doo-roh.
Heavy,	<i>Pesado,</i>	Peh-sah-dch.
Height,	<i>Altura,</i>	Ahl-too-rah.
High,	<i>Alto,</i>	Ahl-toh.
Hollow,	<i>Hueco,</i>	Weh-koh.
Honest,	<i>Honrado,</i>	On-rah-doh.
Hungry,	<i>Ambriento,</i>	Am-bree-en-toh.
Ill,	<i>Enfermo,</i>	En-fehr-moh.
Just,	<i>Justo,</i>	Hoos-toh.
Large,	<i>Grande,</i>	Grahn-deh.
Late,	<i>Tarde,</i>	Tar-deh.
Narrow,	<i>Angosto,</i>	Ahn gohs-toh.
New,	<i>Nuevo,</i>	Noo eh-voh.
Old,	<i>Viejo,</i>	Vee-eh-hoh.
Open,	<i>Abierto,</i>	Ah-bee-ehr-toh.
Poor,	<i>Pobre,</i>	Poh-breh.
Pretty,	<i>Lindo,</i>	Leen-doh.
Public,	<i>Público,</i>	Poo'-ble-koh.
Pure,	<i>Puro,</i>	Poo-roh.
Quiet,	<i>Tranquilo,</i>	Tran-keel-oh.
Rich,	<i>Rico,</i>	Ree-koh.
Ripe,	<i>Maduro,</i>	Mah-doo-roh.
Round,	<i>Redondo,</i>	Reh-don-doh.
Sharp,	<i>Agudo,</i>	Ah-goo-doh.
Short,	<i>Corto,</i>	Kohr-toh.
Small,	<i>Pequeño,</i>	Peh-kehn-yoh.
Smooth,	<i>Liso,</i>	Lee-soh.
Soft,	<i>Blando,</i>	Blan-doh.
Sour,	<i>Agrio,</i>	Ah'-gree-oh.
Square,	<i>Cuadrado,</i>	Kwah-drah-doh.
Strange,	<i>Estraño,</i>	Ess-tran-yoh.
Strong,	<i>Fuerte,</i>	Foo-ehr-teh.
Sweet,	<i>Dulce,</i>	Dool-seh.

GUIDE TO BUENOS AIRES.

English.	Argentine.	Pronunciation.
Thick,	<i>Espeso,</i>	Ess-peh-soh.
Thin,	<i>Delgado,</i>	Dehl-gah-doh.
True,	<i>Verdadero,</i>	Vehr-dah-deh-roh.
Ugly,	<i>Feo,</i>	Feh-oh.
Useful,	<i>Util</i>	Oo-teel.
Warm,	<i>Caliente,</i>	Kah-lee-en-teh.
Weak,	<i>Debil,</i>	Deh-beel.
Well,	<i>Bueno,</i>	Boo-eh-noh.
Whole,	<i>Todo,</i>	Toh-doh.
Wide,	<i>Ancho,</i>	An-choh.
Young,	<i>Joven,</i>	Hoh-ven.

Haircutter, Peluquero (Peh-loo-kair-oh).

The barber,	<i>El barbero,</i>	El bahr-beh-roh.
Cut my hair,	<i>Corteme el cabello,</i>	Cohr-teh-meh el kah-beh-l'yoh.
Short,	<i>Corto,</i>	Kohr-toh.
Not too short,	<i>No demasiado corto,</i>	Noh de-mah-see-ah-doh kohr-toh.
I wish to be shaved,	<i>Quiero afeitarme,</i>	Kee-eh-roh ah-feh-e-tahr-meh.
Be careful,	<i>Tenga cuidado,</i>	Ten-gah quee-dah-doh
How much is it?	<i>¿ Cuanto es ?</i>	Koo-ahn-toh ess.

The weather, El tiempo (El tee-em-poh).

It is cold,	<i>Hace frío,</i>	Ah-seh free-oh.
It is warm,	<i>Hace calor,</i>	Ah-seh kah-lohr.
It is fine,	<i>Hace buen tiempo,</i>	Ah-seh boo-en tee-emp-oh.

Useful phrases, Frases utiles (Frah-zes oot'eel-ess).

So long,	<i>Hasta luego,</i>	As-tah loo-ai-go.
Until to-morrow,	<i>Hasta mañana,</i>	As-tah mahn-yah-nah.

GUIDE TO BUENOS AIRES.

English.	Argentine.	Pronunciation.
Good morning,	<i>Buenos días,</i>	Boo-eh-nos dee'-as.
Good afternoon, } Good evening, }	<i>Buenas tardes,</i>	Boo-eh-nas tar-dehs.
Good-night,	<i>Buenas noches,</i>	Booh-eh-nas no-chehs.
Good-bye,	<i>Adiós,</i>	A-dee-oss.
How do you do?	<i>¿ Como esta Vd. ?</i>	Koh-moh es-tah oos-tay.
Very well, thank you, and yourself?	<i>Muy bien, gracias, ¿ y Vd. ?</i>	Moo-e bee-en grah-see-ass ee oo-steh.
Excuse me,	<i>Perdóneme,</i>	Pair-doh'-neh-meh.
Have the goodness to,	<i>Hágame el favor de,</i>	Ah-gah-meh el fah-vor' deh.
Speak slower,	<i>Hable más despacio,</i>	Ah-bleh mass dess-pah-see-oh.
I do not understand,	<i>No comprendo,</i>	Noh kom-pren-doh.
Make haste,	<i>Apurése,</i>	Ah-poo-reh-seh.
Carry this,	<i>Lleve esto,</i>	L'yeh-veh ess-toh.
Where are you going?	<i>¿ Donde va ?</i>	Don-deh vah.
Sometimes,	<i>Algunas veces,</i>	Ahl-goo-nas vess-es.
Ready,	<i>Listo,</i>	Lees-toh.
Come here,	<i>Venga aquí,</i>	Ven-gah ak-kee'.
It seems to me,	<i>Me parece,</i>	Meh par-re-seh.
Many thanks,	<i>Muchas gracias,</i>	Moo-chas grah-see-ahs.
I am very sorry,	<i>Siento mucho,</i>	See-en-to moo-choh.
I cannot,	<i>No puedo,</i>	Noh poo-eh-doh.
Send this linen to the laundress,	<i>Mande esta ropa á la lavandera,</i>	Mahn-deh ess-tah roh-pah ah lah lah-vann-deh-rah.
Where is the bath- room?	<i>¿ Donde está el cuarto de baño ?</i>	Don-deh ess-tah' el koc-ar-toh deh ban-yoh.
I will call again to- morrow,	<i>Vendré otra vez mañana,</i>	Ven-dreh o-trah vess man-yan-ah.



'Going to Market,' Buenos Aires Province.

[Photo: A. W. B. & Co.]

English.	Argentine.	Pronunciation.
I want some matches,	<i>Necesito fósforos,</i>	Neh-seh-see-toh fohs-foh-ros.
May one smoke here?	<i>¿ Se puede fumar aquí ?</i>	Seh poo-eh-deh foo-mahr ah-kee'.
It is very dear,	<i>Es muy caro,</i>	Ess moo-e kah-roh.
Please show me several kinds,	<i>Hágame el favor de enseñarme varias clases,</i>	Ah'-gah-meh el fah-vor deh en-sehn-yar-me vah-ree-ass clah-cess.
At once,	<i>En seguida,</i>	En seh-guee'-dah.
I will return later,	<i>Volveré más tarde,</i>	Vohl-vair-ay' mass tar-deh.
I will wait,	<i>Yo esperaré,</i>	Yoh es-pair-ah-reh'.
Yes, that is all right,	<i>Si eso está bien,</i>	Cee ess-oh es-tah bee-en.

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English.	Argentine.	Pronunciation.
Have you nothing cheaper,	<i>No tiene algo más barato,</i>	Noh tee-en-eh al-goh mahs bah-rah-toh.
What is the lowest price ?	<i>¿ Cual es el último precio ?</i>	Kwahl ess el ool'-tee-mo preh-se-oh.
Wait a moment,	<i>Espere un momento,</i>	Ess-peh-reh oon moh-men-toh.
I beg your pardon,	<i>Perdone Vd.,</i>	Pehr-doh-neh oos-teh.
Yes, sir,	<i>Sí, señor,</i>	See sen-yore.
No, sir,	<i>No, señor,</i>	Noh sen-yore.
Allow me,	<i>Permitame Vd.,</i>	Pehr - mee - tah - meh oos-teh.
Will you tell me ?	<i>¿ Sirvase Vd. decirme ?</i>	Seer-vah-seh oos-teh deh-seer-meh.
It does not matter,	<i>No importa,</i>	Noh im-pohr-tah.
Come in,	<i>Entre Vd.,</i>	En-treh oos-teh.
Very well,	<i>Muy bien,</i>	Moo-e bee-en.
I am in a hurry,	<i>Estoy de prisa,</i>	Ess-toy de pree-sah.
What is this ?	<i>¿ Que es esto ?</i>	Keh ess ess'-toh.
Where is—?	<i>¿ Donde está ?</i>	Don-deh es-tah'.
Which is the way to—?	<i>¿ Cual es el camino para ?</i>	Kwahl ess el kah-mee-no pah-rah.
Please direct me to — — street,	<i>Sirvase indicarme la calle — —</i>	Seer-vah-seh' in-deeh-kar' - meh lah cal-yeh — —.

The Railway, *El ferrocarril* (El feh-roh-kahr-ril).

The station,	<i>La estación,</i>	Lah es-tah-s'yohn'.
What is the price of a ticket to La Plata ?	<i>¿ Cuanto cuesta un billete á La Plata ?</i>	Coo-an-to coo-es-tah oon bil-yeh-teh ah Lah Plah-tah).
A single ticket,	<i>Un billete de ida,</i>	Oon bil-yeh-teh deh ee-dah.
A return ticket,	<i>Un billete de ida y vuelta</i>	Oon bil-yeh-teh deh ee-dah ee voo-el-tah.

GUIDE TO BUENOS AIRES.

English.	Argentine.	Pronunciation.
When does the next train leave for Belgrano ?	<i>¿ Cuando sale el próximo tren para Belgrano ?</i>	Coo-an-doh sah-lai el prok'-see-moh - trehn pah-rah Bell-grah-no.
Where is the luggage office ?	<i>¿ Donde está la oficina de equipajes ?</i>	Don-deh es-tah' lah of-fee-cee-nah deh eh-key-pah-hehs.
Do we change carriages here ?	<i>¿ Hay cambio de coche aquí ?</i>	I-ee cahm-bee-oh deh coh-cheh ah-key'.
What station is this ?	<i>¿ Que estación es esta ?</i>	Kai es-tah-s'yohn' ess es-tah).

Adverbs, Conjunctions and Prepositions, *Adverbios, Conjunciones y Preposiciones* (Ahd-vehr-bee ohs, Con-hoon-see-oh-nes ee Preh-poh-see-see-oh-nes).

Unless,	<i>A menos que,</i>	Ah meh-nohss keh.
Until,	<i>Hasta,</i>	Ahss-tah.
Very,	<i>Muy, mucho,</i>	Moo-ee, moo-choh.
Well,	<i>Bien,</i>	Bee-en.
When,	<i>Cuando,</i>	Kwahn-doh.
Where ?	<i>¿ Donde ?</i>	Don-deh.
Why ?	<i>¿ Porque ?</i>	Pohr-keh.
With,	<i>Con,</i>	Kohn.
Without,	<i>Sin,</i>	Seen.
Here,	<i>Aquí,</i>	Ah-kee'.
There,	<i>Allí,</i>	Ahl-yee'.
Above,	<i>Arriba,</i>	Ahr-ree-vah.
Below,	<i>Abajo,</i>	Ah-bah-hoh.
On,	<i>Sobre,</i>	Soh-breh.
Before,	<i>Delante,</i>	Deh-lahn-teh.
Behind,	<i>Detras,</i>	Deh-trass.
According to,	<i>Segun,</i>	Seh-goön.
Again,	<i>Otra vez,</i>	Oh-trah vess.
Against,	<i>Contra,</i>	Kon-trah.

GUIDE TO BUENOS AIRES.

English.	Argentine.	Pronunciation.
All,	<i>Todo,</i>	Toh-doh.
Almost,	<i>Casi,</i>	Kah-see.
Already,	<i>Ya,</i>	Yah.
Also,	<i>Tambien,</i>	Tahm-bee-en.
Always,	<i>Siempre,</i>	See-em-preh.
Among,	<i>Entre,</i>	En-treh.
And,	<i>Y,</i>	Ee.
As,	<i>Como,</i>	Como.
As many,	<i>Tantos,</i>	Tahn-tohs.
As much,	<i>Tanto,</i>	Tahn-toh.
At,	<i>A, en,</i>	Ah, en.
At last,	<i>Al fin,</i>	Ahl feen.
At least,	<i>A lo menos,</i>	Ah lo meh-nohs.
Now,	<i>Ahora,</i>	Ah-owr-ah.
Because,	<i>Porque,</i>	Pohr-keh.
Better,	<i>Mejor,</i>	Meh-hore.
Between,	<i>Entre,</i>	En-treh.
Beyond,	<i>Más allá,</i>	Mas al-yah'.
But,	<i>Pero,</i>	Peh-roh.
By,	<i>Por,</i>	Pohr.
During,	<i>Mientras,</i>	Mee-en-trahs.
Early,	<i>Temprano,</i>	Tem-prah-noh.
Enough,	<i>Bastante,</i>	Bahs-tan-teh.
Far,	<i>Lejos,</i>	Leh-hos.
From,	<i>De, desde,</i>	Deh des-deh.
Here,	<i>Aquí,</i>	Ah-kee'.
How,	<i>Como,</i>	Koh-moh.
However,	<i>No obstante,</i>	Noh obstan-teh.
If,	<i>Si,</i>	See.
In future,	<i>En lo venidero,</i>	En loh veh-nee-deh-roh.
In,	<i>En, dentro,</i>	En, den-troh.
Inside,	<i>Adentro,</i>	Ah-den-troh.

GUIDE TO BUENOS AIRES.

English.	Argentine.	Pronunciation.
Late,	<i>Tarde,</i>	Tahr-deh.
Less,	<i>Menos,</i>	Meh-nohs.
Little,	<i>Poco,</i>	Poh-koh.
More,	<i>Más,</i>	Mahs.
Much,	<i>Mucho,</i>	Moo-choh.
Nearly,	<i>Casi,</i>	Cah-see.
Never,	<i>Nunca,</i>	Noon-kah.
Nothing,	<i>Nada,</i>	Nah-dah.
Nowhere,	<i>Ninguna parte,</i>	Neen-gooh-nah pahr- teh.
Of,	<i>De,</i>	Deh.
Often,	<i>A menudo,</i>	Ah meh-noo-doh.
Only,	<i>Solamente,</i>	Sol-lah-men-teh.
Opposite,	<i>En frente,</i>	En frehn-teh.
Or,	<i>O,</i>	Oh.
Out of,	<i>Fuera de,</i>	F'oo-er-ah deh.
Perhaps,	<i>Quizas,</i>	Keesz-ass.
Quick,	<i>Pronto,</i>	Pron-toh.
The same,	<i>Lo mismo,</i>	Loh-meess-moh.
Seldom,	<i>Rara vez</i>	Rah-rah vess.
Since,	<i>Desde,</i>	Dehs-deh.
Something,	<i>Algo,</i>	Ahl-goh.
Sometimes,	<i>Algunas veces,</i>	Ahl-goo-nahs vess-es.
So much,	<i>Tanto,</i>	Tahn-toh.
Therefore,	<i>Por eso,</i>	Pohr ess-oh.
To,	<i>A,</i>	Ah.
Together,	<i>Juntos,</i>	Hoon-tohs.
Too much,	<i>Demasiado,</i>	Deh-mah-see-ah-doh.
Towards,	<i>Hacia,</i>	Ah'-see-ah.

GUIDE TO BUENOS AIRES.

NOTE BY THE COMPILER.

Before writing *Finis* to the first edition of *Mitchell's Standard Guide Book to Buenos Aires* I feel it my duty to here express my sincere thanks for the courtesy shown by H. B. M. Consul, various Government Officials, the secretaries and other members of the Committees of some of the Clubs and Institutions mentioned, and many private individuals to whom I am indebted for guidance and information.

In anticipation, also, I thank readers for their tolerance by not too severely criticising where adverse criticism may be justifiable, for it should be borne in mind that the inevitable obstacles always encountered by a pioneer effort have not been absent in the present case.

Should this little work fill its unambitious mission, fresh editions, brought thoroughly up to date, will be issued yearly, and such being the case, I should feel more than grateful for any advice or suggestion that will, on future occasions, enable me to give greater satisfaction.

THE COMPILER.

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