

the not distant future it will not unlikely rank second only to Buenos Ayres. From the river one can see the "estancias" as the vast farms are called; in herds of thousands and flocks of tens of thousands, the "estanciero" counts his stock; not by acres is the estate measured—not even by miles—but by square leagues.

Three hundred miles of river travel puts us in front of a great city—a city which has before it a great future. Rosario is young but she has done wonders in her short life. In the thirty-six years prior to 1890, she multiplied her commerce by eight, and her population by eighteen; with 80,000 inhabitants her per capita trade, judged by the tons of shipping entered, was five times greater than London, more than twice that of New York even, and equalled only by Liverpool. While this last-mentioned city has spent more than any other community in the world in making facilities for commerce, Rosario has had to spend practically nothing; the river bank in front of the city is some sixty feet high above the river, and steep too, the great ocean leviathans—some of them 6000 tons burthen—moor alongside and there discharge and receive cargo. As the voyager looks up and down the river the red-bottomed iron merchantmen seem to line the bank for miles—the "thin red line" broken here and there by a Canadian or Yankee barque with an occasional Norwegian or Dago wooden sailer. Rosario is perhaps unique in many ways, certainly in the combination of circumstances favourable to a great commerce; situated in the heart of a prairie of great extent and exhaustless fertility, with an ocean and river trade that is simply immense, with railroads running north, south and west, and with natural facilities for handling produce nowhere else so real. In some cases the farm produce often glides into the hold of the ship which conveys it to the foreign consumer from the very field on which it grew. No wharfs being needed, the ship simply drops anchor, puts the helm so as to sheer the vessel towards the bank to which she is moored by means of lines run to chains secured in the stiff clay wall. On the "Barranca" two posts are fixed, say three feet apart, to these wire ropes are attached and run to the ship hatches