

The Express

THE RIVER PLATE DAILY MAIL

VOL. III.

(MELVILLE HORA—Proprietor)

MONTEVIDEO, WEDNESDAY, JULY 24, 1889.

(CHARLES GUNNEY—Editor)

No. 403.

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(No. 1875)

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All business communications to the Proprietor of this paper should be addressed to the Editor. No anonymous communications will be attended to, nor manuscript returned.

The Express.

MONTEVIDEO, JULY 24, 1889.

BIG GUNS.

Admiral Scott brings three distinct charges against the big guns of the British Navy.

No classes them under three heads; the design he says is bad, the construction is bad, and the guns are too long. First, with regard to design. It is perfectly true that in changing from muzzle-loaders with quick-burning powder to breech-loaders with slow-burning powder we have had to feel our way, and the pressure for production of guns was so great that the earlier designs did not in all cases receive the full experimental trial which is desirable. The effect of muzzle pressures was undervalued, and the result is shown in the failure of the 43 ton guns, which have now been strengthened.

But granting this, we reply to Admiral Scott's three complaints. Firstly, he says the breech is too weak. Out of thousands of rounds fired by guns in proof we have never yet had one failure in the breech. We may therefore dismiss this count without more ado. Secondly, the muzzles are too long. This is a question open to discussion, and opinion is divided upon it. It was fully discussed ten years ago, and it was then decided that the increase of power which is gained by length of muzzle was, in the whole, worth the price that is paid for it. To return now to shorter muzzles would be simply to ignore the results of ten years' experience.

Foreign nations who followed our lead in lengthening the muzzles are so far from regretting the step that the French, the Italians and the Russians are increasing the length still further. Krupp also has lately made guns of 45 calibres in length. Thirdly, as to the method in which the rifling twist is imparted to the shot. Admiral Scott objects that the head of the shot being left loose strikes the inner surface of the bore to the injury of the steel tube. Guns are invariably examined after proof firing, and periodically during their life, and no marks of such injury have been found. In the matter of construction, Krupp began with solid guns and found himself obliged to come to the English system of building up guns by the shrinking on of hoops. At the present time France, Germany, Italy, and Russia shrink as we do. The two accidents which are quoted in support of an opposite view are those which occurred on board the Collingwood and Active, and opinion is still much divided as to whether these were not due to faulty material. At any rate, the guns have, as we have said above, been strengthened.

Finally, as to size, it is difficult to answer seriously a disputant who proposes to go back to 30-ton guns. There has been for many years in every country a struggle between ship's armour and the guns which have to attack it. Does Admiral Scott honestly propose that the guns, which can be increased in power to almost any extent, should simply give up the struggle to justify his crochets? The physical nature of things is against the possibility of a small gun performing as much work as big one, just as the same may be said with regard to a small and a big engine of any kind. You may possibly improve your small engine or gun so as to bring it to a level with an old-type big one, but then you can apply the same improvements to some new type big gun or engine, and the man or the country who

does this is first in the race. We might as well go into action with pea-shooters as try to face an Italian ironclad of the newest type with 30-ton guns.

All ships carry also an armament of light guns to serve on occasions when light guns can be more profitably used, but for the final smashing of the present armour big guns are indispensable. Admiral Scott lays some stress on the shock to the ship from which the gun is fired. I would only ask him to consider if this shock, absorbed as it is by having to move the immense mass of the gun and carriage, and modified by all the scientific apparatus, designed expressly for reducing the suddenness of the recoil, is so great, what must be the shock to the enemy's ship which is struck with the same living force concentrated on the small space that the shot touches. If Admiral Scott had been present at the Italian experiment, when the heaviest targets in the world were absolutely demolished by the projectiles from the 110-ton guns, he would be better able to understand the force with which he is prepared so lightly to dispense.

It would be a great mistake to drop criticism, provided that it be intelligent and based upon real acquaintance with the facts. The public has the fullest right to know what is being done with its money, and to take care as best it can that it gets value for it. But criticism such as Admiral Scott's is simply misleading. It does not in any way conduce to the efficient defence of the country; and, in so far as it produces any effect at all, it tends, by dividing and confusing public opinion, to tie the hands of responsible persons, and to cause the public money to be filtered away in useless and extravagant half-measures.

To try to check progress in guns is to place yourself in the attitude of those worthy persons who cling to Brown Bess, and were miserable at the thought of adopting breech-loading rifled small-arms. The technical capacity and manufacturing power of England placed her far the first in the race at the beginning of the introduction of rifled ordnance. A policy of "letting and be thankful," followed, and threw us back behind Italy, France, and Germany. We are paying for it now in rather hurried adoption of new types and in difficulties of manufacture. What we want is plenty of experiment of a crucial nature before adopting patterns—slow and steady progress such as will place us and keep us once more in advance of all other powers. Those persons who in the name of criticism would try to stop progress altogether are very unsafe guides.

PERUVIAN GUANO.

Another stage was reached in the long litigation of Dreyfus Brothers v. Peruvian Guano Company, an action which was commenced in 1883 before Vice-Chancellor Bacon. It related to the cargoes of eleven ships loaded with guano which were despatched by the Peruvian Government, at a time when Señor Pirola was dictator, to the defendant company; but a dispute having arisen with them, their destination was changed, and the bills of lading were sent to Messrs. Dreyfus, the eminent French financiers. A very large sum was due to them from the Government, and the proceeds of the cargoes were to be applied in reduction of it. The alteration, however, naturally led to difficulty. On the arrival of the ships the company got possession of them, and claimed to retain them, and Messrs. Dreyfus commenced the present proceedings.

In 1881 a receiver was appointed, and partly by him and partly by the company the cargoes were sold, and the proceeds ultimately paid into court. These amounted to over 200,000l., and in 1885 Vice-Chancellor Bacon gave judgment in favour of the plaintiffs. That was affirmed by the Court of Appeal in 1886, and by the House of Lords in the following year. The proceedings on Saturday related to the subsidiary question of the damages suffered by Messrs. Dreyfus through the improper detention of the ships by the defendant company, and on the other side there was a large claim by the company for disbursements in respect of freight and landing charges. The damages for detention were alleged to arise from the diminished prices obtained at the sales compared with what the plaintiffs themselves could have realised, and from the loss of interest upon the whole amount of the proceeds.

Both these items, amounting together to 34,000l., were allowed by the Judge, who held that no difference was caused by the fact that the Court had taken the cargoes out of the control of the company and entrusted them to the receiver. Although the claim made by the company was a bona fide one, yet, as it had failed, the plaintiffs were entitled to be put in just the same position as though the ships had never been withheld from them at all. Upon the question of the disbursements, which amounted to 44,000l., the company, on the other hand, were successful, it appearing upon a prolonged examination of the accounts between them and the Peruvian Government, that this sum had not been already allowed by the Government, as the plaintiffs had alleged.

THE GREAT SHOW AT WINDSOR.

To-day June 23, the Royal Agricultural Society celebrates the fifty-first anniversary of its existence by a show of unparalleled magnitude and importance. With entire appropriateness, this great exhibi-

tion of all that pertains to the farming industry is held at Royal Windsor. Not only have the Queen and the Prince of Wales been active patrons and promoters of the society's endeavours, but the whole Royal Family has always taken a lively interest in its welfare. At the Mansion House banquet, last night, the Lord Mayor instituted a comparison, very much to the disadvantage of England, between what has been done in this country to advance scientific agriculture and the achievements of Germany and Italy in the same field. He affirmed that the United Kingdom possesses only one agricultural college to every 18 in Italy and every 40 in Germany. But the Duke of Richmond and Gordon—the farmer's friend, as the Prince of Wales has rightly dubbed him—asked the pertinent question as to whether Englishmen are not better agriculturists than Germans or Italians.

The reason for the multiplicity of colleges among these peoples is that they found themselves altogether behind in farming knowledge and so started these institutions in the hope of making up the lost ground. There is not the same need in this country, thanks largely to the Royal Agricultural Society and kindred associations, it has steadily advanced both in the theory and practice of farming. It is not any lack of professional knowledge which makes the times so hard for the British farmer. He is still capable of raising the heaviest crops and of breeding the finest animals in the world. Where the pinch comes is in the unrestricted competition with virgin soils, where the agriculturist can, for a time, dispense with artificial fertilisation. Even against this cruel rivalry our farmers might have contrived to hold their own but for the cheapening and quickening of transport. The substitution of steam for sailing power on the ocean brought the ends of the earth into such close commercial touch with England that wheat raised in the interior of Hindostan or in the Far West of America, can be put on our market at a price underselling the lowest remunerative rate for indigenous produce.

For this unfortunate state of things the Royal Agricultural Society is no more responsible than for the spots on the sun. Even if the whole land were bristling with the Lord Mayor's pet institutions, economic causes would be as adverse to the British farmer as they are at present. On the other hand, the society can justly claim credit for having done a great deal to ameliorate the unfavourable conditions which render the farmer's calling so hazardous. The forty-nine annual exhibitions, which have preceded the great Jubilee Show that opens to-day enabled our agriculturists to see for themselves what are the most profitable strains for breeding purposes. Early maturity is of as much importance as size; a combination of the two qualities has been the ideal at which the society has consistently aimed for many years. And with brilliant success, in this department of professional knowledge, the English agriculturist has nothing to learn from any nation under the sun. Nor has the society been backward in facilitating the substitution of mechanical for manual labour.

There are some who twit the British cultivator with being behind his American rival in this detail. The criticism is foolish, as ignoring the question of the price of labour. Here the article is cheap in the States very dear; consequently, while it pays the American agriculturist to invest capital in all manner of machinery, his British competitor finds that there are still many parts of his business where manual labour comes cheaper than mechanical. So, too, in the matter of fruit-growing, that new departure in which Mr. Gladstone still sees salvation for the agricultural industry. Perhaps something more might be done in this field, but our climatic conditions are too uncertain to admit of fruit-growing ever becoming more than a subordinate branch, like market gardening. Dairy farming and poultry farming come into the same category. In some localities they can be profitably resorted to, and it is satisfactory to know that those useful supplements are coming in to more general vogue among farmers' wives. But at the best, they can only be aids; British agriculture must stand, as it has ever done, on its success in tillage and breeding.

Another achievement on which the Royal Society may pride itself in its jubilee year is its crusade against those insect pests which work such enormous mischief in the fields. The reports of Miss Ormerod are of high practical value many a farmer has been indebted to them for the rescue of his crops from impending ruin. Just at present the insect plagues are particularly rife. Through some unexplained cause, every species appears to have multiplied exceedingly, while some not hitherto known have made their unwelcome appearance. We may hope, however, that the scientific knowledge and the remedial precautions which baffled the Colorado beetle and other dangerous pests, will prove equal to the occasion. In any case, the Royal Society of Agriculture cannot be blamed for any lack of vigilance. Throughout its illustrious career it has taken close note of small things as well as of great, and it can boast, too, that it has done all this without a farthing of aid from the State. Those, therefore, who visit the greatest agricultural show that has ever taken place—and who will not—should remember that what they see is merely a sample of the society's manifold labours for the improvement of English agriculture.

AUCTIONS
MUÑOS Y JORGE
 Casas
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TODO A PLAZOS
 POR ORDEN Y CUENTA DEL
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 En corazon de la ciudad
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 Y sin retirar un solo lote, como se acostumbra en los remates de este Banco al siguiente:
 Dos barracas en la calle Ovea Parí.
 Una casa esquina de Justicia y Nicaragua ocupada por un almacén,
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¡ATENCIÓN!
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TODO SERÁ SACRIFICADO
 No retiraremos un solo lote de este escepcional remate, sin ejemplo en Montevideo.
 Vender terrenos a plazos es ya muy general; pero lo que nadie ha hecho es vender casas a pagar en.

50 MENSUALIDADES
 A \$24

¡En cuatro años y dos meses!
 Nada mas cómodo puede ofrecerse al que desee ser propietario que el remate que anunciamos, y que viene a demostrar una vez mas las liberales condiciones en que se facilita la adquisicion de terrenos y casas a todo el mundo, por el Banco Constructor Oriental, a cuyas ventas deben ya muchos la base de su fortuna.

UNA CASA
Dos barracas

Diez solares
 Todo esto será vendido inflectiblemente el domingo 14 del corriente Julio, empezando la venta a las 2 de la tarde. Prepararemos un gran festival para celebrar ese acontecimiento el primero en su género en la República.

A las 1 1/2 de la tarde partirán de la Plaza Constitución frente a la Catedral 10 wagones del trenvia Oriental que conducirán gratis al reungto a todos los que quieran asistir.

AUNQUE NO COMPREN
Aunque vayan a pasear

Todos pueden subir a los trenes. Los wagones harán una pequeña parada en la calle Florida y San José y otra en Ejido para recibir a los que allí quieran esperar.

Recomendamos a los artesanos, a los pequeños y grandes capitalistas y a todo el que quiera ser propietario que escepcional remate, con facilidades de pago.

Nunca vistas
 Comprar hoy lotes de tierra, mucho mas cuando se ofrecen en tan liberales condiciones, es asegurar los dias de la vejez y la fortuna de los hijos.

Nadie olvide esto
NADIE FALTE AL REMATE
 Vayan, vean y compren

El que no quiera comprar, el que no desee ser propietario, será al que no piense en el porvenir de sus hijos y en el suyo propio, pero puede garantirse que cuando haya terminado de pagar lo que ofrecemos en venta, habrá quintuplicado su valor, pues en esa localidad se progresa de un modo rapidísimo.
 Esto no es palabrerío vano, pues basta dar un paseo por aquel paraje para convencerse de la realidad de lo que decimos.

Esperamos a todo el que quiera ser propietario en el mismo paraje donde están situados los terrenos, casas y barracas que ofrecemos en venta a pagar en

¡14 años y 2 meses!
 Nadie olvide que los 10 wagones del trenvia Oriental partirán a las 1 1/2 de la tarde de la Plaza Constitución, haciendo paradas en la esquina Florida y San José y en Ejido, para conducir gratis a todo el que quiera concurrir a este grandioso remate.

Los planos de los solares se publicarán en los carteles de costumbre. Por mas datos ver a los rematadores en el escritorio Plaza Independencia número 33.

National Bank
 Arrangements for the shares in Europe
 The Directors of the National Bank desire that it should be known to the Public that they have arranged through their Agency in London for the payment of the coupons on their shares in Europe. Every share leaving this country must be registered in a book kept for the purpose at the Central Office, one month before the date of the payment of the coupon. They must also be registered in another book kept at the London Agency in which the holders or their powers of attorney should register their signatures and all transfer of title.
 The payments in London will be made at the rate of 4 shillings and 2 pence per gold dollar, free of commission, one month after day fixed for payment in Montevideo.
 14 January 1889.
 246-1714p. (Signed)—The Secretary

Penadés y Rodriguez
GRAN NOVEDAD
 Para la presente estacion
No mas refrescos comunes
 Véanse los siguientes:
 Soda Limon,
 Soda Grosella,
 Soda Naranja,
 Soda Menta,
 Soda Goma,
 Grog Ginger,
 Ginger Ale.

Nota.—La Ginger Ale y Grog Ginger se recomiendan como digestivos y la Soda Menta como tónico-digestivo a la vez.
Probar para convencerse
 297-m20.

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DE FRANCISCO GARGALLO
 101 — 18 de Julio — 101
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101 — 18 de Julio — 101
 299-m20.

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EN LA VILLA DEL CERRO
 POR
MONGRELL Y C.

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 Perdices en escabeche.
 Polornas, becasinas y toda clase de caza.
 Pescados de varios cines, en escabeche.
 Lenguas, colas y carnes conservadas, en tarros, a propósito para el abastecimiento, de buques, para viajes para mesas de hoteles y casas de familia.
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 ESCRITORIO: RINCON 55 (ALTOS)
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 This printing establishment has a complete assortment of new type, cuts, borders, etc. etc., and having the newest machinery is prepared to undertake any orders in printing ruling, perforation, numeration and book binding.
 Printing of all descriptions.
 Ruling by Machinery.
 Visiting and Funeral Cards,
 Manifests, Charter-parties
 Bill-heads, Circulars, Price-Lists,
 Posters of any size, plain or coloured
 Programmes, Menus,
 Memorandum forms of any size.
 Blank Books ruled and bound to order.
 All orders carefully and promptly executed
 Workmanship guaranteed.

Compañia Cooperativa
 DE
Lavaderos económicos a vapor
 CAPITAL: 50,000\$
 Dividido en cinco mil acciones
 OFICINA PROVISORIA
 Ituzatingó Núm. 152
 Escritorio de Rodriguez Case, Wagner y Ca.

DIRECTORIO
 Presidente Dr. D. A. M. Rodriguez.
 Vice-Presidente Carlos J. Arrde.
 Tesorero Walter Harley
 Secretario Jaime Maeso
 Vocal Dr. D. A. Palomero
 Vocal Ingeniero Andrés Llovet
 Director General Duncan L. Wagner
 Queda abierta, desde esta fecha y con arreglo a sus Estatutos, la suscripcion de acciones de esta Compañia, en la oficina provisoria calle Ituzatingó núm. 152.
 225.41.

Rz. Caso, Wagner y Ca.
 COMISIONISTAS
 Calle Ituzatingó No. 152
 TELEFONO DE MONTEVIDEO
 Antes "La Uruguaya" No. 1056
 103-014-1p 309.20n-3p.

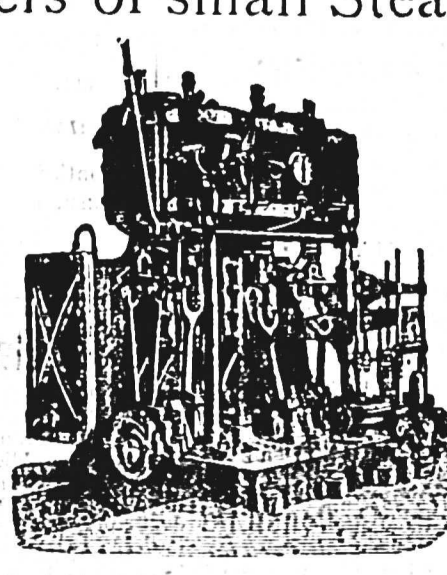
Guinness's Extra Stout
 "Four Horses' Heads" Registered Label.
 In cases of 7 dozen pints, also in small cases of 3 dozen do.
Finest Souchong Tea
 "IN TE VIVO"
 In 1 lb. packets.
Every packet bears the mark
 "In Te Vivo"
 and the name of the SOLE AGENTS.
MOORE & TUDOR 127 calle 25 de Agosto.
KEROSENE
C. Meridional
 "Four Horses' Heads" Trade Mark.
 There is no other Kerosene so highly refined.
 It is as white as the purest water. It gives an extraordinary brilliant light and is free from smell.
Maignen's Filters
"RAPIDE."
 Now on sale.
 173-1p.

Compañia Nacional de Alumbrado
Capital: 2,000,000
 Dividido en 20,000 acciones de 100 pesos.

DIRECTORIO INTERINO
 Presidente: Don Manuel Artagave tia
 Vice Don T. W. Howard
 Tesorero José Shaw
 Secretario Enrique Balparda
 Vocal Dr. Justino J. de Aréchaga
 Vocal Don Carlos Anavitarte
 Vocal Dr. Eduardo Brito de Pino
 Vocal Don Manuel Gurlero
 Vocal Manuel Lessa
 Vocal Federico Pau
 Vocal Pedro Piriz y Valdez
 Vocal Arturo Richard

Habiéndose unido las dos Sociedades Anónimas, La Popular Cooperativa de Gas y la Nacional de Consumidores de Gas y Luz Eléctrica y aprobados por el Gobierno los Estatutos de la nueva Compañia en la que se han refundido las mencionadas; se declara abierta la suscripcion de la primera serie de 10,000 acciones, de acuerdo con el artículo 6.º de los Estatutos.
 Estas acciones se pagarán por cuotas de diez por ciento; la primera al suscribirse y las restantes cuando lo determine el Directorio con aviso previo de treinta dias, artículo 15.
 Las acciones suscritas a la S. P. C. de Gas y a la C. N. de C. de Gas y Luz Eléctrica, serán cambiadas por las de esta Compañia si así lo desean sus poseedores.
 Los pedidos de acciones pueden hacerse en los escritorios de los siguientes señores:
 Don Pedro Piriz y Valdez calle Rincon 53
 Federico Paullier 25 de Mayo 266
 Dr. Eduardo Brito de Pino Uruguay 32
 quienes facilitarán los boletos para la suscripcion y darán a los interesados el resguardo correspondiente
 198-0-2 4-1p

EXPOSICION
DE OBJETOS DE ARTE Y DE FANTASIA PARA REGALOS
Piezas de onix, bronce, esmaltes
PORCELANAS, TERRA-COTTAS, MUEBLECITOS, ETC
BAZAR JACOB
 Calle 25 de Mayo Núm. 279.
 227-41.

JOHN HARLEY & C.
Importers of and Dealers in all
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MACHINERY, TOOLS,
ACCESSORIES, &c.
Builders of small Steamships

Sole Agents of the celebrated makers,
Alex. WILSON & Co., London,
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Glasgow.
Steamers Building.
 GENERAL LAVALLÉE, 55 feet keel with compound superficia condensing engine of the latest system.
 ALBERTO, 46 feet keel, compound engine.
 AMELIA, 32 feet keel, high pressure engine.
 Montevideo Deposit: Calle Colon 50, 52 and 54.

FERRO-CARRIL NORD-ESTE

Itinerario en vigencia desde el 1.º de Abril de 1889

SALIDAS					REGRESOS				
ESTACIONES	1	2	3	5	ESTACIONES	1	2	3	5
	a. m.	a. m.	a. m.	p. m.		a. m.	p. m.	p. m.	p. m.
Montevideo	6.50	11.12	4.35		Montevideo	—	—	—	2.10
Union	7.02	11.12	4.47		Union	—	—	—	2.53
Piedras Blancas	7.15	11.25	5.00		Montes	—	—	—	3.33
Treinta y Tres	7.24	11.33	5.09		Tapia	—	—	—	4.20
Toledo	7.42	11.47	5.27		Olmos	—	—	—	5.05
Suarez	7.54	11.59	5.40		Pando	—	—	—	5.10
Pando	8.08	12.13	5.54		Suarez	8.08	2.30	5.25	
Olmos	8.30	—	—		Toledo	8.37	2.44	5.51	
Tapia	9.18	—	—		Treinta y Tres	8.53	3.11	6.09	
Montes	10.05	—	—		Piedras Blancas	9.15	3.33	6.30	
Solis	10.45	—	—		Union	9.30	3.45	6.45	
Minas	11.30	—	—						

NOTAS— 1. La Estacion «Montevideo» ha sido trasladada a los antiguos talleres esquina de la calle Minas.
 2. En Piedras Blancas solo pararán los trenes cuando haya pasajeros.
 3. Los trenes 3, 4, 5 y 6 pararán en Ituzatingó cuando haya carrera.

Ferro-Carril Central del Uruguay

Itinerario a regir desde el 1.º de Noviembre de 1889

HASTA NUEVO AVISO

SALIDAS					REGRESOS				
ESTACIONES	1	2	3	5	ESTACIONES	1	2	3	5
	a. m.	a. m.	a. m.	p. m.		a. m.	p. m.	p. m.	p. m.
Central	6.50	7.10	10.30	4.30	Central	—	—	—	12.30
Bella Vista	6.59	7.18	10.39	4.37	Bella Vista	—	—	—	12.37
Yatay	6.16	7.25	10.46	4.43	Yatay	—	—	—	12.40
Sayago	6.28	7.32	10.58	4.49	Sayago	—	—	—	12.54
Colon	6.35	7.38	11.05	4.55	Colon	—	—	—	1.02
Independencia	6.48	7.49	11.17	5.04	Independencia	—	—	—	1.11
Las Piedras (L)	6.56	7.57	—	—	Las Piedras (L)	—	—	—	1.24
Progreso	—	8.16	11.30	5.12	Progreso	—	—	—	—
Joaquin Suarez	—	8.34	11.47	5.22	Joaquin Suarez	—	—	—	—
Canelones	—	8.49	12.27	5.46	Canelones	—	—	—	—
Santa Lucia (L)	—	9.24	—	6.10	Santa Lucia (L)	—	—	—	—
25 de Agosto (L)	—	9.34	1.10	6.20	25 de Agosto (L)	—	—	—	—
25 de Agosto S.	—	—	1.18	6.28	25 de Agosto S.	—	—	—	—
Capurro	—	—	1.33	6.43	Capurro	—	—	—	—
Rodriguez	—	—	1.53	7.30	Rodriguez	—	—	—	—
San José	—	—	2.30	7.40	San José	—	—	—	—
25 de Agosto	—	9.34	—	—	25 de Agosto	—	—	—	—
Isla Mala	—	10.29	—	—	Isla Mala	—	—	—	—
Florida (L)	—	11.5	—	—	Florida (L)	—	—	—	—
La Cruz	—	12.20	—	—	La Cruz	—	—	—	—
Sarandí	—	1.12	—	—	Sarandí	—	—	—	—
doni	—	2.3	—	—	doni	—	—	—	—
Durazno (L)	—	2.46	—	—	Durazno (L)	—	—	—	—
Yi	—	3	—	—	Yi	—	—	—	—
Molles	—	4.10	—	—	Molles	—	—	—	—
Rio Negro	—	5.10	—	—	Rio Negro	—	—	—	—

REGRESOS

ESTACIONES	2	4	6	8	10	Dias de Vuelta
	a. m.	a. m.	p. m.	p. m.	p. m.	p. m.
Rio Negro	—	—	6	—	—	—
Yi	—	—	8.10	—	—	—
Durazno (L)	—	—	8.24	—	—	—
Goni	—	—	8.32	—	—	—
Sarandí	—	—	9.10	—	—	—
La Cruz	—	—	9.58	—	—	—
Florida (L)	—	—	10.50	—	—	—
doni	—	—	11.35	—	—	—
Florida (S)	—	—	12.5	—	—	—
Isla Mala	—	—	12.40	—	—	—
25 de Agosto	—	—	1.33	—	—	—
San José	—	6.55	—	3.40	—	—
Rodriguez	—	7.32	—	4.17	—	—
Capurro	—	7.52	—	4.37	—	—
25 de Agosto L	—	8.7	—	4.52	—	—
25 de Agosto S	—	8.15	1.33	5	—	—
Santa Lucia (L)	—	8.43	—	—	—	—
Santa Lucia (S)	—	8.25	1.50	5.12	—	—
Canelones	—	8.49	2.29	5.46	—	—
Joaquin Suarez	—	8.59	2.35	6	—	—
Progreso	—	9.11	2.53	6.25	—	—
Las Piedras (L)	—	9.20	3.7	—	—	—
Colon	—	9.23	3.11	6.42	7.35	4.35
Independencia	—	9.30	3.20	6.51	7.45	4.44
Yatay	—	9.39	3.30	7.2	7.57	4.55
Sayago	—	9.44	3.36	7.9	8.04	5.2
Bella Vista	—	9.49	3.43	7.16	8.11	5.9
Union	—	9.45	3.49	7.23	8.18	5.15
Central	—	9.57	10.5	7.35	8.30	5.23

NOTA núm. — Los trenes pararán por señal en las Estaciones indicadas por una (*) en la parada del puente de San José y en Ituzatingó, y parará Paso de los Toros siempre que haya pasajeros.
 2— Los trenes números 3 y 6 pararán 30 minutos en Florida para que almuercen los pasajeros.
 3— Los trenes números 5 y 8 harán el viaje de 25 de Agosto a San José y viceversa, los Lunes y Sábados solamente.

Ferro-Carril del Norte

Itinerario desde el 1.º de Abril de 1889

HASTA NUEVO AVISO

SALIDAS				
ESTACIONES Y PUNTOS DE PARADA	1	2	3	5
	A. M.	A. M.	A. M.	P. M.
Central	6.30	10.30	4.30	
Miguelote	6.44	10.44	4.44	
Fynn	6.49	10.49	4.49	
Noceti	6.52	10.52	4.52	
Perez	7	11	5	