

BRITISH PACKET

AND

ARGENTINE NEWS.

(No. 1160.)

BUENOS AYRES, SATURDAY, NOVEMBER 18, 1848.

[Established in 1826.]

BUENOS AYRES.

We have news from England, via New York and Rio Janeiro, to the 17th of September.

On the 5th Parliament was prorogued, immediately after which the Queen set out for Scotland, and Lord John Russell for Ireland.

The apprehensions that had been entertained in regard to the corn crop in England had been dispelled, and in Ireland the hope was cherished that the potato distemper would not prove so destructive as had been anticipated.

A popular tumult broke out in Waterford on the night of the 12th of September, but was quelled without any difficulty.

France remained tranquil, thanks to the continuance of the state of siege and to the check in which General Cavaignac held the turbulent press. The discussion of the project of constitution had not advanced beyond the preamble.

The Danish and Italian questions remained still unsettled, each threatening to kindle a general war.

The Assembly at Frankfort had refused to ratify an armistice concluded at Malmo on the 26th of August, and the imperial ministry had in consequence resigned. As a renewal of hostilities had not immediately followed, a hope had been indulged that the matter would be reconsidered, but a proposition to that effect had been overruled in the committee on foreign affairs by a majority of 2.

Austria had reluctantly accepted the mediation of England and France, but without contracting any ulterior obligation. The negotiation in its initiatory steps was attended with serious difficulties, from the non-execution of the Milan armistice as regards Venice, which place was still occupied by Sardinian forces. No progress had been made up to the 14th of September, and as the armistice expired on the 21st, it seemed probable that hostilities would be resumed.

The Neapolitan expedition against Sicily had been carried into effect, and Messina, the second city in the Island, had fallen after five days' desperate resistance.

In the capital of Austria as well as in the Saxon city of Chemnitz serious disturbances had taken place, in which the workmen were the chief actors.

We have Cape of Good Hope journals to the 15th of September.

The Boers were completely defeated at Boom Plat, and the Queen's army re-established throughout the country. The insurgents had 49 killed and 150 wounded in the engagement, and the royal troops 18 killed and 91 wounded. [Journal do Comercio.]

Pigeon Newspaper Agents.

The Philadelphia journals reveal to us a new combination in consequence of which they obtained the steamer *Britannia's* news two hours sooner than the most enterprising and best served journals of New York. It appears that some pigeons had been sent to Halifax and were put on board the *Britannia*. About 80 miles distance, more or less, from Boston, they were set at liberty, carrying round their necks a synopsis of the European news; and arrived several hours before the steamer. This news being immediately conveyed to Philadelphia by the electric telegraph was there published in supplementary sheets at one in the afternoon, whist we scarcely got it at 3. It is hard to say in future where this struggle will end— [Courier des Etats Unis.]

Magna est veritas, et prevalebit.

Petition of a numerous body of French merchants and manufacturers to the National Assembly, soliciting the withdrawal of the intervention in the affairs of the River Plate.

Citizen Representatives,

The undersigned merchants, of whom the greater part have resided in Buenos Ayres and Montevideo, and manufacturers who have for many years seen the important outlet of the Argentine Provinces closed to French produce, address the National Assembly in order to represent to it the immense injury which the blockade of Buenos Ayres causes to the export trade and consequently to manufactures. We trust that the petition which we address to you will be taken into consideration, particularly at a time when the efforts of Government aim at opening to French manufactures the greatest possible outlets.

Under the fallen government numerous petitions were addressed to the Chambers and to Ministers beseeching them to put a period to a state of things so disastrous to our commerce.

Nothing could put an end to the tergiversations of the government; and this question far from being cleared up or progressing towards a solution has only become more and more confused.

It was in 1838, for motives but of trivial importance, that this intervention was entered into, which has become as impolitic as it is ruinous to our commerce. The treaty of 1840 interrupted for a moment the hostilities which were shortly after renewed by the present blockade. During these ten years the question has had numerous phases and unexpected events have often changed the position of things. Situated at about three thousand leagues distance, it was difficult for government to render itself an exact account of the changes which these events ought to make it introduce in its policy; it is to this cause doubtless that the rebuffs met with by the numerous agents appointed to settle this unfortunate affair, and the differences in opinion expressed in the Chambers should be ascribed.

In this position, many amongst us having quitted the country but a short time since, or keeping up an active correspondence which affords them exact information, we take the liberty to lay here before the Assembly some of the motives which justify our prayer.

1st.—The end of the French intervention in La Plata is, we should believe, to protect the interests of our fellow-countrymen inhabiting both sides of the river, either at Buenos Ayres or Montevideo, and not to afford the exclusive protection of France to those of Montevideo, as a report presented to the National Assembly on the 12th of July, 1848, on the subject of a private reclamation, would lead to suppose.

For the purpose, doubtless, of causing this opinion to prevail, the report has presented a comparative statement of the imports and of the French population at Montevideo and at Buenos Ayres.

In this statement, in which the balance is made to incline in favour of Montevideo, it is said that in 1830 the amount of French imports to La Plata scarcely reached 10 or 12 millions, and that it has subsequently risen to 40 millions.

In pointing out this increase the report has omitted to mention the causes which have made Montevideo profit by it almost exclusively; we are willing to believe that it is owing to want of correct data, for more ample information would have shown that this increase arose solely from the blockade of Buenos Ayres. In effect, the greater part of the goods which arrived at Montevideo during that prosperous period, were sold for the consumption of Buenos Ayres and the Argentine Provinces, to speculators who smuggled them to that place by small coasting craft. Without the blockade those goods would have proceeded to Buenos Ayres direct and would not have taken the devious route of Montevideo. So true is this that after Rosas has issued a decree which closes the ports of the Argentine Republic to goods coming from Montevideo, this city, limited solely to her own consumption, is filled with goods which find no outlet.

The same report represents the French population in Montevideo as much more considerable than that of Buenos Ayres.

During the first blockade, say from 1838 to 1840, and in consequence thereof, the number of Frenchmen established in the Republic of Uruguay had actually reached a good round

number; this population was chiefly composed of Basque emigrants scattered through the country. After this period Oribe's army invaded the Republic of Uruguay and it now occupies it all, save the city of Montevideo, which it besieges by land pretty rigorously. A part of the French population established in the country has had to emigrate to the Argentine Provinces; another portion is already placed under Oribe's domination; there cannot be therefore a question, save in regard to Frenchmen shut up in the city of Montevideo who are represented all armed and fighting for the Oriental cause and in whose behalf the maintenance of the intervention is demanded. It is important now to re-establish facts which have been often perverted by persons interested in the question. A moment of enthusiasm has led, unfortunately, too large a number of our fellow-countrymen to take part in a struggle to which they should have remained strangers; the greater part have in the meantime become tired or have turned from their error, and at the present moment, there are scarcely a few hundreds who keep their arms as a resource; the rest long for the moment when peace, by putting an end to the horrid state of a besieged city, shall enable them to resume the pursuit of their avocations.

As regards Buenos Ayres, the importance of which it has been attempted to diminish, a glance at the map will suffice to show that a city, serving as port and depot for all the Argentine Provinces, and where Paraguay and Bolivia besides come to supply themselves, has certainly much greater commercial importance than Montevideo, the consumption whereof, in ordinary times, is almost confined to the territory of its own province.

We will restrict ourselves to adding besides, that previous to the commencement of the war Montevideo reckoned scarcely twelve or fifteen thousand inhabitants, whilst the population of Buenos Ayres reached eighty thousand.

2d. All who have a knowledge of Rosas' character, his great energy, his influence over the inhabitants, his power, strengthened still further by all the faults committed by our agents, those, we say, are aware that a blockade is an insufficient means of bringing the government of Buenos Ayres to an accommodation. This fact, advanced a long time since has been twice confirmed by experience: the blockade on the other hand injures French interests in Buenos Ayres, and that too, without any profit to those at Montevideo, because it has not produced, nor will it produce, if this course be persisted in, any other result than that of maintaining a war which will ruin Montevideo still more than Buenos Ayres. It is objected in favour of this blockade that French interests would be placed at the mercy of Rosas by Oribe's entry into Montevideo. To this we reply, that French interests equally important are in Buenos Ayres at Rosas' mercy, and that they have not had to suffer, save from the effects of the disastrous blockade imposed by France; thus, there is nothing to justify this fear which persons interested in the question would wish to be entertained in regard to the fate of the French residents established at Montevideo, in the case of a change of government. We do not wish to say that some persons at the seat of war have not had to suffer the inevitable consequences of invasion, but we do not think that private reclamations can have the preference over the general interests of merchants of Buenos Ayres and Montevideo, and of manufacturers and shippers of Paris, Lyons, Bordeaux, Marseilles, Havre, Cette, &c., &c., who demand even now the raising of the blockade of the port of Buenos Ayres and the opening of the important market of the Argentine Provinces.

France has already uselessly made great sacrifices in La Plata to uphold its intervention, without attaining any other end than rendering us there each day more unpopular; to arrive at a result different from that which has been up to the present obtained, it would be necessary to recur to the sending of considerable forces and to an expedition ruinous for the Republic. Add to this that as the immense extent of territory would allow Rosas to retreat, the necessity of an indefinite occupation would undoubtedly follow. Commentaries are not necessary to show the embarrassments and expenses of such a war at three thousand leagues from France.

3d. The present government of Montevideo being in a state of complete destitution, the French agents, in order to create resources for

it, have made use of an expedient but little favourable to commerce, as will be seen. It consists in tacitly authorising a contraband trade to their blockade between Montevideo and Buenos Ayres, of which the following is the result. The goods arriving from Europe at Montevideo, and which are destined for Buenos Ayres, are obliged to pay the import duties as if they were to be consumed at Montevideo. These goods, laden in lighters which convey them to Buenos Ayres, are, after this increase of charges, obliged to pay new import duties as if coming direct from Europe. Thus the losses caused by the blockade are supported by commerce, and that to the profit, on the one hand, of numerous lightermen and contraband speculators, and, on the other, of a company composed the greater part of foreigners, which advances sums to the government of Montevideo on the custom house revenue which it subsequently turns to its own account. The profits of this company are very considerable and induce the belief that there are many persons at Montevideo interested in the duration of this state of things.

Without resources thus created the government of Montevideo would not have been able to sustain itself up to this day. In order to put an end to all this, Rosas has just issued a decree debarring ingress in the Argentine Provinces to all goods coming from Montevideo; this evidently proves the little fear which the blockade inspires Rosas with since he himself contributes to render it more rigorous.

4.—The question of the navigation of the rivers Paraná and Uruguay is still pointed at as interesting to our future commercial relations in La Plata. It is also with the map in hand that this question must be examined and in presence of this document one is obliged to ask what interest has France to demand for her flag the navigation of rivers not accessible to vessels from sea, the tortuosities whereof, and the numerous islands and banks render the navigation so difficult to small craft that the route overland is much often preferred.

With what right, on the other hand, would France pretend to obtain the free navigation of secondary rivers which penetrate to the heart of the Republic? The river Plate is open to all flags as far as the mouth of its tributaries, the navigation whereof it would appear to us exorbitant to demand.

These are the principal facts to which we call the attention of the National Assembly: we beseech it to take into consideration that the blockade of Buenos Ayres and the Montevideo war deprive France of a market of 60 millions a year, that important capitals pertaining to manufactures and commerce have been for many years past converted into produce of the country without its being possible for them to leave Buenos Ayres, that masses of goods are at Montevideo unsold from the want of an outlet, and that all these incalculable losses are the result of the disastrous intervention in the affairs of La Plata.

The Republic is not answerable for the faults of the fallen government; thus there never was a more fitting opportunity to change the line of policy and get out of an inexcusable question which could not but create great embarrassments for the future.

By persisting the Republic would be inevitably led to make enormous sacrifices to sustain its honour imprudently compromised.

It behoves the Ministers of the Republic not to follow in the steps of their predecessors and to enlighten themselves on the true position of things; it is necessary that the experience of the past should benefit the future. The example of England on the other hand is there, and may serve as a reply to the greater part of the objections which may be made to our position.

It is with confidence that we rely on the solicitude of the National Assembly for the better solution of a question which interests French commerce in a most lively manner.

We have the honor to be with the deepest respect,

Citizen Representatives,
Your most obedient servants.

Paris, 20th August, 1848.

ALLAMAND & HERBERTS—RICOT & BLANCS—AVRIAL, ROGEE—L. DECHAPPEL—BOURNE & COMPAGNIE—MITHANS VILLARAS & COMPAGNIE—SERRES & COMPAGNIE—SARGENTON & REY—L. REYNAUD & COMPAGNIE—EN. LEGRAND—L. MURIEL—MR. PATTO—THIBAUT—S. DEFOUR—DREVET COUSIN—ARLES DUPONCE—FOURNIER fils et FONTEAIGNE, &c.

G. LAPON, Directeur de l'Union des Ports... BLANCHET, Directeur du Comptoir Parisien... PUGIER, Directeur du Démonteur... LEGER, Secrétaire des Assurances Particuliers... POULAIN, Directeur de La Vigie... DELAVAY, Directeur de La Compagnie... CUVILLIER, Directeur de La Molaïne, Comp. d'Assurances Maritimes.

MONOD — HUSSON — MARTIN — DECOURTIVE, Courtiers d'Assurances. GROSOMER ROMAN — HARTMAN — FIB — DOLEFS MIEZ — JOFFRE — BRESCHER — GUILLEBERT — E. MORISSET — COMP. — BROCCHELI — COMP. — GRIFFITH — COMP. — E. LAFRE — M. LEON AINE — NAUSCHULM — BERGHE — HENNING — R. LAISSONNIER — CHENIERE — P. MENJERS LEFEBRE — COMP. — L. VAYELLE — COMP. — GRIFFITH — ATCLER — GEBRON — COMP. — CH. ROBERT — RICHE — MOND-JOLIVARD — CHERREAU — BLANCH STEINBACH — MANTZ — J. LEFEBRE — COMP. — TILLET — TILLET FRERE — FABRICANTS de Toiles et Mousselines Blanches et Nouveautés en Impression.

PATUILLON S. SEYDOUX SIEBER — DI'BOIS — HUYFVETEM — DAVID FRERE — BERNVOILLE LAISSONNIER, at CHENET, Fabricants de Merinos. P. BACOT et fils — BERTEHE CHESNON et Comp. — LEON DUCHEUX — HOTTES, soies et fils. CHERMOISEL — P. LÉZÉ, Co. Phot. Fabricants de Déjeûs de Dragées — OGERAL (Maître du Conseil général des Manufactures) — TROUVE CUYVELL et Comp. — FAULIER FRERE, Fabricants de Toiles tannées. Morisettes, etc. — L. ANDRE — P. BLUYET — COMP. — H. MAUNY HAUFIN et Comp. — MOREL et MARBOUYT — DESCLAUX FRERE, Fabricants de Porcelaines et Cristaux — DE TAVENNAIR et Comp. — JANDY et BRANDAY — F. HAME JEUNE — J. HAMAID et Comp. — H. GAVOY — P. DREYFOUS — J. FURNIER fils et POTREMOULI — VIGNAT, FRERE — BASTARD — HERR — WALTER, FRERE, Fabricants de Toiles de Soieries, Rubans, etc. — AUGUSTE GODARD et BONTENS — DESNOYELLES FRERE — O. L'HARISTAT et GUYNET — PAMARD et PETIT DESMARES, Fabricants de Batistes — VANDIER CLERG — MARGERIE — MADIER FRERE — J. RIOTTO — F. CAPITAN — LACROIX — MENET — S. LAFAYE KOPAC — J. HONORET EITSC — BERTOU, Fabricants de Toiles de Soieries. P. J. HAMA JEUNE — J. P. SUTTON et DUCAN, Fabricants de DUMAS et GERMAIN — BERTRAND — BAILLARGAT — A. LEFEBRE — H. HERR — COMP. — L. LAURENT — J. HAMA JEUNE — PERILLÉ — WITTEBSHEM, Fabricants de Nouveautés, Blancs, etc. — DELON et GILLET — BARNEL — NATHAN HERSHEIM, Fabricants de Chapellerie — MONTANARI PUYER — SICHÉ — J. A. V. FABRICANTS de Parfumeries — MIROY FRERE, JOURNEUX AINE — WAGNER — BACH et BOULLIER — DEBOIS, Fabricants de Bonneterie — CHARISSOT — GUYNET — J. HAMA JEUNE — BONNAT, Fabricants de Châles — VEYRAT — MARNET et GASPARD — GUERLEPPE — JESSON — MALEHOT, Fabricants d'Orfèvrerie, Bijoux, etc. — J. HAMA JEUNE — COMP. — THIBAUT — TRAVESIER — SCHWEICHER — COMP. — Fabricants de Chaplans pour Dames — GROSSMANN et WAGNER — LAPRAY — GERRES — BARBOUDIN, Fabricants de Broderies, Corsets, etc. — RAULOT — J. HAMA JEUNE — FAUCHER — MACHETEAT — DELAHOUE, Fabricants de Chaussures, Portefeuilles, etc. — SORMANT — BRUNEAU, Fabricants de Nouveautés — LAMORGAN — Y. — DIPIRE, Fabricants de Brevetés — BERTHOT — GIRON et MITAIN, Fabricants de Lunettes — CHARRIERE — JARRY FRERE, Fabricants d'Instruments de Chirurgie et d'Ophtalmologie — BOURET et MOREL, Libraires spécialisés — BALNY JEUNE, Fabricants de Mubles et la Cane, etc. — C. BRESSON — DESGOND, Père et fils, Coiffeurs et Lineur pour l'épuration — TERRIER — SCHRIER — BAIL — CHEVREUIL — J. FASSAL — POIRIER — LAVALDRE — A. GOURDIN — MOUCHE fils aîné — THILLAN — ROUSSEVILLE — THÉRON — DORLEANS et LEGRIN — FLEURY — LA LOUETTE — J. HAMA JEUNE — FABRICANTS de Paris, Balances, Palettes, Canons, Parapluies, Tabatières, etc. — CHEVALLIER APPERT, Fabricants de Canons, Altimètres — MENIER et Comp., Produits Chimiques pour l'Exportation.

LYON le 20 Août 1848. HENRY GODHARD — PONSIN PHILIPPE — VIBERT et CASTEL, YALLIODE — J. — DOTTRES, CLAUDE et FABRE — MAZIERI RICHARDS et Comp. — J. VIGNON et Comp. — DELFRET — PROGET — RICHARD — VOLLKMANN et Comp. — F. S. MAYOR — A. DENOYER et Comp., Commissionnaires en Soieries et Exportateurs. JOLY et CHEZAT fils — ANTOINE RABOUCHE et fils — F. POTTIN SAMPAY — COMP. — J. CHEVREUIL — J. GOMER — F. TARDY — COMP. — BERTRAND GAYET et DUMONTAL — BIRAND FRERE — PAIN fils et PERRETT — BLANCHON FRERE — BÉRENGER — LAMOURIN — A. C. DERVET fils et Comp. — P. VÉLAY et BARCE — MARTEY — DELACROIX — CHIFFARD, fils et neveu — PAUL EYMARD et Comp. — GORRAT — J. HAMA JEUNE — J. PERILLON FRERE — LOREN ROYBET et MAQUIN — J. — PERILLON ROCHE et Comp. — Victor FOURNEL — GROSNIER et LAFOND — BENAZOZI — PURPAN et Comp. — NATHRIER et Comp. — A. BERTRAND — BLACHE MOLLIERE et Comp. — MURILLON et Comp. — ANDRÉ CHAVENT et Comp. — MARTIN GIRAUD GAUTHIER et FORNAS — PERRON — J. HAMA JEUNE — DESVERVAUX, Trésorier — PERRIOLAD — ANDRÉ GAUDA et Comp. — BILLET — REVERSONY et GIBEL — GRANGE SCHULTZ FRERE et Comp. — GAUTIER FRERE — J. HAMA JEUNE — J. BONNET et Comp. — J. BELLAN et Comp. — J. FASSAL et Comp. — ROUGIER et BONNET neveu — AUGUSTE ROUSSET et NACHURY — ROBERT AINE et Comp. — BÉRIE OUFURIER FRERE et Comp. — BÉRIE — CHAZOTIER JEUNE et Comp. — J. M. LAPEIRE et Comp. — H. VERZIER et Comp. — DERNONAT FRERE et GROS — THÉVENET — SAFFIN BROUX — A. BON — GILMARTIN — ASSAL — ROLLET — CHARLES RICARD et Comp. — GODEMARD et VEYNIER — MONNET MAGNIN et FEYAT — FLORET et BOUSSAT — DESGAULTIER THEBAUD et DE CHAYANNE; ASSOLTE RY et GONON — HÉBERTY — GALTIER — GALTIER — RAPOU PERRIN et PEALAT — DROGUE SAUVEREY et BINOUX — BONNANDEY — ANTOINE MONNET et GIRON — F. BOURGAIN — DELAHOUE — A. C. DERVET — GIRAUD et BERGER — LOUIS PERRIER et CLERG — MORGANE PORTY et Comp. — GUNIBET et Comp. — SERVANT DEVIEN — Et Comp. — MOREL et CHATELIN — FRÈRES BALLEDEKER — BOURGAIN — CONNELLINE JEUNE — MARC PENCINGE — LYON et SOLAR — MERLE FRERE et LENOIX — A. TROCCON; LOTS — E. K. RELAND et Comp. — A. D. MOND — F. SANDRING; SILVA OLIVEIRA et Comp. — CHENIERE ROBERT — DUBREUIL — F. CAFARELLI — MICHAUD et BOCAUD — DUBOYS et COSTE — BOIRIVANT JEUNE — LOUIS GINDRE — JOSEPH BONNETON — E. BAYARD — BLANG — BERNARD MORISOT et BONARDI — MARIN MOREL — J. — B. MOREL — HÉRIQUET et SILVENTY — F. BILLIARD — A. BOIRIVANT AINE; J. VALANROT AINE — GREGOIRE GIRAUD — E. PIAGET et HIPPOLYTE BOXY — SOURRY FRERE — MARTIN et LAMY; M. FAVRE et GUTTARD; CLAUDE GIRAUD et Comp., fabricants de Soieries. LOUIS GIÉLAN — J. MANTILLER et Comp. — CHAZOTIER, fils et Comp. — PERRET et DRIVET, GANDOLIERE — CIRLOT et TRACHON — MONTALON et BOZONNET, ALPHONSE et SARLAN ARNAL D et Comp. — S. BEBEYRE — LOUIS JARRIN et TROTTON — GRILLÉT AINE et Comp., fabricants de Châles.

A. HIRSCH — DIRILLA — J. MEYER FRERE, fabricants de Dentelles, Tulle et Broderies.

ENGLISH WRITERS ON AMERICA.

Pari, Feb. 16, 1849. If a war ever breaks out between England and America, it will not be on account of any insuperable necessity of war, but for some trifling difficulty which may serve as a pretext for giving vent to a long-smothered hatred. If any body could succeed in making the people of England and the United States really feel kindly towards each other, he would have little to fear from petty boundary questions. There is no disguising the fact that there prevails in our country a feeling of the insupportable insolence of England and Englishmen, which will make the flame of war, whenever it is kindled, burn like a furnace. Is this feeling just? Partly, no doubt, there is a foundation for it, but certainly it is carried much too far. To think soberly, it does seem a little too much to make a whole nation of men and women responsible for the petulance of a few travelling scribblers, many of whom, while they serve to irritate us, are utterly without character in their own country. Among the higher order of writers we ought to make some allowance for the shock which they cannot help feeling when, after being waited on, and almost worshipped at home, they first come in contact with the free and independent manner of our countrymen. Besides, what private wrongs they have we know not. They are sometimes received with an excess of attention which they do not deserve, and afterwards, if they express themselves about us rather freely, with a coldness which they do not deserve either. This treatment is not calculated to conciliate affection or command respect. And when, as is sometimes the case, they are allowed beyond the sea with reproaches, they cannot well suppress some feeling of irritation. Miss Martineau, before she came to America, was an enthusiast in regard to our institutions. A highly cultivated lady in Dub in told me that she saw her just before she left England and expressed a fear, that as her expectations were so excited, she might be disappointed. "I certainly think," said Miss Martineau, "that the American constitution is only less perfect than the solar system." And yet this lady, because she finds some evil mingled with the vast and undiminished good, is set down as a calumniator of our country. Certainly, if we cannot take in good part the remarks of our friends, and suffer an occasional suggestion from those who really love our people and institutions, we are hard to please. But the important question is, What is the honest feeling of the people of England towards their philopoe on the other side of the water? Not, what does Captain Marryatt say about America?—but how do the people of Yorkshire and Devonshire, of Wales, and Scotland, and Ireland, feel towards the young empire which is rising out of the West? Do they sympathize in the ill-natured attacks of coarse editors and reviewers? It is a difficult matter to speak for a whole people, but so far as my humble experience goes, in living three months among them, I say, No. The last summer I visited all parts of the United Kingdom, and met with kindness everywhere. The experience of others may be very different. I only give mine. But I found the name of American, instead of provoking sneers or ebullitions of bitterness, was a title to respect, and an introduction to kindness and hospitality. The English are seen to the best advantage in their homes. Their outside manners are cold and repulsive, but not more so—nor so much so—to us as to their own countrymen. Nor, besides, is it always the best specimens of a people that one sees along the great lines of travel, on railways, and steamboats, and in hotels. But go to the country, and there you will find the same simple manners, the same fireside piety, which have made our Massachusetts what she is. For these things I love England. Her pride, her insolence and oppression often excite our indignation, as they excite that of the rest of the world. But with all the crimes of her government, and the arrogance of her government, and the arrogance of a portion of her people, when the affectionate mothers and brothers, and sisters, that kneel round her heart-stones, I feel that, after all, this is the nation with which we have the strongest affinity, and which we ought to love and respect most. I account, then, for our long alienation only by saying that family quarrels are always the most bitter. I think the press of England is assuming towards us a moderate and respectful tone. In a recent number of the London Times occurs the following passage, in an article on opinions in America about England. It is headed, "America upon England." The moral is interesting as coming from the leading organ of British opinion: "If the rest of the world is admitted to decide, there is, after all, a very strong family likeness between Brother Jonathan and John Bull. We are both fond of money and fond of power; we both claim imperial attributes without very much caring whether our pretensions are entirely palatable to the rest of the world. We both consider ourselves fully entitled to elbow our way through the great crowd of nations, wherever an opening, or a yielding set of ribs, may happily be found. We both moralize very abstractedly, except when some particular interest suggests the necessity of practical views. We both spread our sails to prosperity as if we had the secret of its continuance. Once a year, at least, we both 'take stock,' and get up a satia-

factory account of our... W... been... to presume on a trifling... of wealth or of power, to make a... of the future without looking before we leap, or counting the cost. Yankees and Britishers are much the same for all this. We laugh at them, and they laugh at us. Both, however, will do well to bear in mind this odious family resemblance. Monkeys are disgusting only because they are too like the human kind. Whatever the Anglo-Saxons and Anglo-Americans find to reprove in one another, it may do them good to remember that there is something very like it in themselves." This is good philosophy. I wish all our countrymen would act on it, and when other nations laugh at us, take a harmless revenge by laughing at them. I am sure if anything in our country appears as ludicrous to others as many things which I have seen in England and France do to me, foreigners must often laugh inwardly, even though politeness restrains the appearance of it. The truth is, every nation has its peculiar customs as well as its peculiar climate. To expect all to be alike is as absurd as to require that all should grow the same trees, or live on the same fruits. It is reason enough for our peculiarities to say that we are not Englishmen, or Frenchmen, but Americans. Let foreigners come and look at us as much as they please. When they are really men of large minds, like De Tocqueville and Lord Morpeth, I believe they will carry away a feeling of respect and affection for our nation, and astonishment at its growing power. But let every man behold and judge for himself. I have found Americans here very plainspoken about England, and we must give them the same liberty of speech which we take without asking. Especially let us not betray irritability, and alienate our best friends in Europe, by taking offence at criticisms which are well meant, and often just, and if kindly taken, might do us good. Yours truly, H. M. F. (N. Y. Observer.)

ARRIVED AT RIO JANEIRO FROM RIO JANEIRO 30th ult., in ballast, to order. American brigantine Overman, 200 tons, H. Danieson, from Rio Janeiro 30th ult., to Diego Calvo and Sons, with 133 bags sugar, 53 barrels do., 20 pipes aguardiente, 245 barrels biscuit, 421 bars iron, 560 pine boards, 100 bags farina, 100 do. rice, 105 do. walnuts, 23 boxes iron, 50 bags coffee, 2 boxes preserves, 10 pipes gin, 1400 kgs powder, 51 bundles matting, 70 rolls tobacco, 4 boxes merchandise, 2 bales hats, 15 boxes paper, 17 bales do., 232 boxes tea, 1 bale cloth. Brazilian brig Maria Rosa, 126 tons, Francisco de Costa Carvalho, from Parangá 31st ult., to Antonio Marquez Mendez, with 241 tercios 710 half tercios yerba, 33 dozen hand-spice handles. British brig Jessie Mitchell, 191 tons, Wm. M'Call, from Liverpool 23d August, to John Best and Brothers, with 251 bales merchandise, 192 boxes tea, 150 boxes tin, 50 kegs nails, 1 box samples, 100 bundles iron hoops, 193 tons coal. Sailed, Hamburg barque Antoinette, 216 tons, C. F. Nemens, for Boston, despatched by Bunge, Hatfield and Co., with 16,041 dry ox and cow hides, 104 bales wool. Spanish brig Delicia, 150 tons, Felipe Julia, for Havana, despatched by Felix Buxareo, with 3,505 quintals jerked beef.

ARRIVED AT RIO JANEIRO FROM RIO JANEIRO 30th ult., in ballast, to order. Italian palcos Vescovo, 284 tons, Antonio Scarpaite, from Rio Janeiro 29th ult., to order, with 10 barrels arrow root, 10 boxes white paper, 6 do. cognie water, 150 burrels sugar, 6 pianofortes, 24 boxes merchandise, 100 kgs biscuit, 20 boxes soap, 15 pipes and 9 half pipes red wine, 1417 pipes boards. French brig Finette, 351 tons, Oliver, from Cape 30th August, to Barthelme Herard, with 419 pipes 50 half pipes and 40 quarter casks red wine, 240 boxes unscated do. Sailed, Brazilian zamaca Rio Negro, 121 tons, Antonio José Lemus, for Rio Janeiro, despatched by Juan Gerromino Martinez, with 1600 quintals jerked beef, 120 dry ox and cow hides.

ARRIVED AT RIO JANEIRO FROM RIO JANEIRO 30th ult., in ballast, to order. American brigantine Overman, 200 tons, H. Danieson, from Rio Janeiro 30th ult., to Diego Calvo and Sons, with 133 bags sugar, 53 barrels do., 20 pipes aguardiente, 245 barrels biscuit, 421 bars iron, 560 pine boards, 100 bags farina, 100 do. rice, 105 do. walnuts, 23 boxes iron, 50 bags coffee, 2 boxes preserves, 10 pipes gin, 1400 kgs powder, 51 bundles matting, 70 rolls tobacco, 4 boxes merchandise, 2 bales hats, 15 boxes paper, 17 bales do., 232 boxes tea, 1 bale cloth. Brazilian brig Maria Rosa, 126 tons, Francisco de Costa Carvalho, from Parangá 31st ult., to Antonio Marquez Mendez, with 241 tercios 710 half tercios yerba, 33 dozen hand-spice handles. British brig Jessie Mitchell, 191 tons, Wm. M'Call, from Liverpool 23d August, to John Best and Brothers, with 251 bales merchandise, 192 boxes tea, 150 boxes tin, 50 kegs nails, 1 box samples, 100 bundles iron hoops, 193 tons coal. Sailed, Hamburg barque Antoinette, 216 tons, C. F. Nemens, for Boston, despatched by Bunge, Hatfield and Co., with 16,041 dry ox and cow hides, 104 bales wool. Spanish brig Delicia, 150 tons, Felipe Julia, for Havana, despatched by Felix Buxareo, with 3,505 quintals jerked beef.

ARRIVED AT RIO JANEIRO FROM RIO JANEIRO 30th ult., in ballast, to order. Spanish brigantine Otonnara, 198 tons, William Sewall, from Rio Janeiro 1st inst., in ballast, to order. Italian palcos Vescovo, 284 tons, Antonio Scarpaite, from Rio Janeiro 29th ult., to order, with 10 barrels arrow root, 10 boxes white paper, 6 do. cognie water, 150 burrels sugar, 6 pianofortes, 24 boxes merchandise, 100 kgs biscuit, 20 boxes soap, 15 pipes and 9 half pipes red wine, 1417 pipes boards. French brig Finette, 351 tons, Oliver, from Cape 30th August, to Barthelme Herard, with 419 pipes 50 half pipes and 40 quarter casks red wine, 240 boxes unscated do. Sailed, Brazilian zamaca Rio Negro, 121 tons, Antonio José Lemus, for Rio Janeiro, despatched by Juan Gerromino Martinez, with 1600 quintals jerked beef, 120 dry ox and cow hides.

ARRIVED AT RIO JANEIRO FROM RIO JANEIRO 30th ult., in ballast, to order. American brigantine Overman, 200 tons, H. Danieson, from Rio Janeiro 30th ult., to Diego Calvo and Sons, with 133 bags sugar, 53 barrels do., 20 pipes aguardiente, 245 barrels biscuit, 421 bars iron, 560 pine boards, 100 bags farina, 100 do. rice, 105 do. walnuts, 23 boxes iron, 50 bags coffee, 2 boxes preserves, 10 pipes gin, 1400 kgs powder, 51 bundles matting, 70 rolls tobacco, 4 boxes merchandise, 2 bales hats, 15 boxes paper, 17 bales do., 232 boxes tea, 1 bale cloth. Brazilian brig Maria Rosa, 126 tons, Francisco de Costa Carvalho, from Parangá 31st ult., to Antonio Marquez Mendez, with 241 tercios 710 half tercios yerba, 33 dozen hand-spice handles. British brig Jessie Mitchell, 191 tons, Wm. M'Call, from Liverpool 23d August, to John Best and Brothers, with 251 bales merchandise, 192 boxes tea, 150 boxes tin, 50 kegs nails, 1 box samples, 100 bundles iron hoops, 193 tons coal. Sailed, Hamburg barque Antoinette, 216 tons, C. F. Nemens, for Boston, despatched by Bunge, Hatfield and Co., with 16,041 dry ox and cow hides, 104 bales wool. Spanish brig Delicia, 150 tons, Felipe Julia, for Havana, despatched by Felix Buxareo, with 3,505 quintals jerked beef.

ARRIVED AT RIO JANEIRO FROM RIO JANEIRO 30th ult., in ballast, to order. Spanish brigantine Otonnara, 198 tons, William Sewall, from Rio Janeiro 1st inst., in ballast, to order. Italian palcos Vescovo, 284 tons, Antonio Scarpaite, from Rio Janeiro 29th ult., to order, with 10 barrels arrow root, 10 boxes white paper, 6 do. cognie water, 150 burrels sugar, 6 pianofortes, 24 boxes merchandise, 100 kgs biscuit, 20 boxes soap, 15 pipes and 9 half pipes red wine, 1417 pipes boards. French brig Finette, 351 tons, Oliver, from Cape 30th August, to Barthelme Herard, with 419 pipes 50 half pipes and 40 quarter casks red wine, 240 boxes unscated do. Sailed, Brazilian zamaca Rio Negro, 121 tons, Antonio José Lemus, for Rio Janeiro, despatched by Juan Gerromino Martinez, with 1600 quintals jerked beef, 120 dry ox and cow hides.

ARRIVED AT RIO JANEIRO FROM RIO JANEIRO 30th ult., in ballast, to order. American brigantine Overman, 200 tons, H. Danieson, from Rio Janeiro 30th ult., to Diego Calvo and Sons, with 133 bags sugar, 53 barrels do., 20 pipes aguardiente, 245 barrels biscuit, 421 bars iron, 560 pine boards, 100 bags farina, 100 do. rice, 105 do. walnuts, 23 boxes iron, 50 bags coffee, 2 boxes preserves, 10 pipes gin, 1400 kgs powder, 51 bundles matting, 70 rolls tobacco, 4 boxes merchandise, 2 bales hats, 15 boxes paper, 17 bales do., 232 boxes tea, 1 bale cloth. Brazilian brig Maria Rosa, 126 tons, Francisco de Costa Carvalho, from Parangá 31st ult., to Antonio Marquez Mendez, with 241 tercios 710 half tercios yerba, 33 dozen hand-spice handles. British brig Jessie Mitchell, 191 tons, Wm. M'Call, from Liverpool 23d August, to John Best and Brothers, with 251 bales merchandise, 192 boxes tea, 150 boxes tin, 50 kegs nails, 1 box samples, 100 bundles iron hoops, 193 tons coal. Sailed, Hamburg barque Antoinette, 216 tons, C. F. Nemens, for Boston, despatched by Bunge, Hatfield and Co., with 16,041 dry ox and cow hides, 104 bales wool. Spanish brig Delicia, 150 tons, Felipe Julia, for Havana, despatched by Felix Buxareo, with 3,505 quintals jerked beef.

MARINE LIST. PORT OF BUENOS AYRES.

ARRIVED AT RIO JANEIRO FROM RIO JANEIRO 30th ult., in ballast, to order. American brigantine Overman, 200 tons, H. Danieson, from Rio Janeiro 30th ult., to Diego Calvo and Sons, with 133 bags sugar, 53 barrels do., 20 pipes aguardiente, 245 barrels biscuit, 421 bars iron, 560 pine boards, 100 bags farina, 100 do. rice, 105 do. walnuts, 23 boxes iron, 50 bags coffee, 2 boxes preserves, 10 pipes gin, 1400 kgs powder, 51 bundles matting, 70 rolls tobacco, 4 boxes merchandise, 2 bales hats, 15 boxes paper, 17 bales do., 232 boxes tea, 1 bale cloth. Brazilian brig Maria Rosa, 126 tons, Francisco de Costa Carvalho, from Parangá 31st ult., to Antonio Marquez Mendez, with 241 tercios 710 half tercios yerba, 33 dozen hand-spice handles. British brig Jessie Mitchell, 191 tons, Wm. M'Call, from Liverpool 23d August, to John Best and Brothers, with 251 bales merchandise, 192 boxes tea, 150 boxes tin, 50 kegs nails, 1 box samples, 100 bundles iron hoops, 193 tons coal. Sailed, Hamburg barque Antoinette, 216 tons, C. F. Nemens, for Boston, despatched by Bunge, Hatfield and Co., with 16,041 dry ox and cow hides, 104 bales wool. Spanish brig Delicia, 150 tons, Felipe Julia, for Havana, despatched by Felix Buxareo, with 3,505 quintals jerked beef.

ARRIVED AT RIO JANEIRO FROM RIO JANEIRO 30th ult., in ballast, to order. Italian palcos Vescovo, 284 tons, Antonio Scarpaite, from Rio Janeiro 29th ult., to order, with 10 barrels arrow root, 10 boxes white paper, 6 do. cognie water, 150 burrels sugar, 6 pianofortes, 24 boxes merchandise, 100 kgs biscuit, 20 boxes soap, 15 pipes and 9 half pipes red wine, 1417 pipes boards. French brig Finette, 351 tons, Oliver, from Cape 30th August, to Barthelme Herard, with 419 pipes 50 half pipes and 40 quarter casks red wine, 240 boxes unscated do. Sailed, Brazilian zamaca Rio Negro, 121 tons, Antonio José Lemus, for Rio Janeiro, despatched by Juan Gerromino Martinez, with 1600 quintals jerked beef, 120 dry ox and cow hides.

ARRIVED AT RIO JANEIRO FROM RIO JANEIRO 30th ult., in ballast, to order. American brigantine Overman, 200 tons, H. Danieson, from Rio Janeiro 30th ult., to Diego Calvo and Sons, with 133 bags sugar, 53 barrels do., 20 pipes aguardiente, 245 barrels biscuit, 421 bars iron, 560 pine boards, 100 bags farina, 100 do. rice, 105 do. walnuts, 23 boxes iron, 50 bags coffee, 2 boxes preserves, 10 pipes gin, 1400 kgs powder, 51 bundles matting, 70 rolls tobacco, 4 boxes merchandise, 2 bales hats, 15 boxes paper, 17 bales do., 232 boxes tea, 1 bale cloth. Brazilian brig Maria Rosa, 126 tons, Francisco de Costa Carvalho, from Parangá 31st ult., to Antonio Marquez Mendez, with 241 tercios 710 half tercios yerba, 33 dozen hand-spice handles. British brig Jessie Mitchell, 191 tons, Wm. M'Call, from Liverpool 23d August, to John Best and Brothers, with 251 bales merchandise, 192 boxes tea, 150 boxes tin, 50 kegs nails, 1 box samples, 100 bundles iron hoops, 193 tons coal. Sailed, Hamburg barque Antoinette, 216 tons, C. F. Nemens, for Boston, despatched by Bunge, Hatfield and Co., with 16,041 dry ox and cow hides, 104 bales wool. Spanish brig Delicia, 150 tons, Felipe Julia, for Havana, despatched by Felix Buxareo, with 3,505 quintals jerked beef.

ARRIVED AT RIO JANEIRO FROM RIO JANEIRO 30th ult., in ballast, to order. Spanish brigantine Otonnara, 198 tons, William Sewall, from Rio Janeiro 1st inst., in ballast, to order. Italian palcos Vescovo, 284 tons, Antonio Scarpaite, from Rio Janeiro 29th ult., to order, with 10 barrels arrow root, 10 boxes white paper, 6 do. cognie water, 150 burrels sugar, 6 pianofortes, 24 boxes merchandise, 100 kgs biscuit, 20 boxes soap, 15 pipes and 9 half pipes red wine, 1417 pipes boards. French brig Finette, 351 tons, Oliver, from Cape 30th August, to Barthelme Herard, with 419 pipes 50 half pipes and 40 quarter casks red wine, 240 boxes unscated do. Sailed, Brazilian zamaca Rio Negro, 121 tons, Antonio José Lemus, for Rio Janeiro, despatched by Juan Gerromino Martinez, with 1600 quintals jerked beef, 120 dry ox and cow hides.

ARRIVED AT RIO JANEIRO FROM RIO JANEIRO 30th ult., in ballast, to order. American brigantine Overman, 200 tons, H. Danieson, from Rio Janeiro 30th ult., to Diego Calvo and Sons, with 133 bags sugar, 53 barrels do., 20 pipes aguardiente, 245 barrels biscuit, 421 bars iron, 560 pine boards, 100 bags farina, 100 do. rice, 105 do. walnuts, 23 boxes iron, 50 bags coffee, 2 boxes preserves, 10 pipes gin, 1400 kgs powder, 51 bundles matting, 70 rolls tobacco, 4 boxes merchandise, 2 bales hats, 15 boxes paper, 17 bales do., 232 boxes tea, 1 bale cloth. Brazilian brig Maria Rosa, 126 tons, Francisco de Costa Carvalho, from Parangá 31st ult., to Antonio Marquez Mendez, with 241 tercios 710 half tercios yerba, 33 dozen hand-spice handles. British brig Jessie Mitchell, 191 tons, Wm. M'Call, from Liverpool 23d August, to John Best and Brothers, with 251 bales merchandise, 192 boxes tea, 150 boxes tin, 50 kegs nails, 1 box samples, 100 bundles iron hoops, 193 tons coal. Sailed, Hamburg barque Antoinette, 216 tons, C. F. Nemens, for Boston, despatched by Bunge, Hatfield and Co., with 16,041 dry ox and cow hides, 104 bales wool. Spanish brig Delicia, 150 tons, Felipe Julia, for Havana, despatched by Felix Buxareo, with 3,505 quintals jerked beef.

ARRIVED AT RIO JANEIRO FROM RIO JANEIRO 30th ult., in ballast, to order. American brigantine Overman, 200 tons, H. Danieson, from Rio Janeiro 30th ult., to Diego Calvo and Sons, with 133 bags sugar, 53 barrels do., 20 pipes aguardiente, 245 barrels biscuit, 421 bars iron, 560 pine boards, 100 bags farina, 100 do. rice, 105 do. walnuts, 23 boxes iron, 50 bags coffee, 2 boxes preserves, 10 pipes gin, 1400 kgs powder, 51 bundles matting, 70 rolls tobacco, 4 boxes merchandise, 2 bales hats, 15 boxes paper, 17 bales do., 232 boxes tea, 1 bale cloth. Brazilian brig Maria Rosa, 126 tons, Francisco de Costa Carvalho, from Parangá 31st ult., to Antonio Marquez Mendez, with 241 tercios 710 half tercios yerba, 33 dozen hand-spice handles. British brig Jessie Mitchell, 191 tons, Wm. M'Call, from Liverpool 23d August, to John Best and Brothers, with 251 bales merchandise, 192 boxes tea, 150 boxes tin, 50 kegs nails, 1 box samples, 100 bundles iron hoops, 193 tons coal. Sailed, Hamburg barque Antoinette, 216 tons, C. F. Nemens, for Boston, despatched by Bunge, Hatfield and Co., with 16,041 dry ox and cow hides, 104 bales wool. Spanish brig Delicia, 150 tons, Felipe Julia, for Havana, despatched by Felix Buxareo, with 3,505 quintals jerked beef.

ARRIVED AT RIO JANEIRO FROM RIO JANEIRO 30th ult., in ballast, to order. Spanish brigantine Otonnara, 198 tons, William Sewall, from Rio Janeiro 1st inst., in ballast, to order. Italian palcos Vescovo, 284 tons, Antonio Scarpaite, from Rio Janeiro 29th ult., to order, with 10 barrels arrow root, 10 boxes white paper, 6 do. cognie water, 150 burrels sugar, 6 pianofortes, 24 boxes merchandise, 100 kgs biscuit, 20 boxes soap, 15 pipes and 9 half pipes red wine, 1417 pipes boards. French brig Finette, 351 tons, Oliver, from Cape 30th August, to Barthelme Herard, with 419 pipes 50 half pipes and 40 quarter casks red wine, 240 boxes unscated do. Sailed, Brazilian zamaca Rio Negro, 121 tons, Antonio José Lemus, for Rio Janeiro, despatched by Juan Gerromino Martinez, with 1600 quintals jerked beef, 120 dry ox and cow hides.

ARRIVED AT RIO JANEIRO FROM RIO JANEIRO 30th ult., in ballast, to order. American brigantine Overman, 200 tons, H. Danieson, from Rio Janeiro 30th ult., to Diego Calvo and Sons, with 133 bags sugar, 53 barrels do., 20 pipes aguardiente, 245 barrels biscuit, 421 bars iron, 560 pine boards, 100 bags farina, 100 do. rice, 105 do. walnuts, 23 boxes iron, 50 bags coffee, 2 boxes preserves, 10 pipes gin, 1400 kgs powder, 51 bundles matting, 70 rolls tobacco, 4 boxes merchandise, 2 bales hats, 15 boxes paper, 17 bales do., 232 boxes tea, 1 bale cloth. Brazilian brig Maria Rosa, 126 tons, Francisco de Costa Carvalho, from Parangá 31st ult., to Antonio Marquez Mendez, with 241 tercios 710 half tercios yerba, 33 dozen hand-spice handles. British brig Jessie Mitchell, 191 tons, Wm. M'Call, from Liverpool 23d August, to John Best and Brothers, with 251 bales merchandise, 192 boxes tea, 150 boxes tin, 50 kegs nails, 1 box samples, 100 bundles iron hoops, 193 tons coal. Sailed, Hamburg barque Antoinette, 216 tons, C. F. Nemens, for Boston, despatched by Bunge, Hatfield and Co., with 16,041 dry ox and cow hides, 104 bales wool. Spanish brig Delicia, 150 tons, Felipe Julia, for Havana, despatched by Felix Buxareo, with 3,505 quintals jerked beef.

ARRIVED AT RIO JANEIRO FROM RIO JANEIRO 30th ult., in ballast, to order. Italian palcos Vescovo, 284 tons, Antonio Scarpaite, from Rio Janeiro 29th ult., to order, with 10 barrels arrow root, 10 boxes white paper, 6 do. cognie water, 150 burrels sugar, 6 pianofortes, 24 boxes merchandise, 100 kgs biscuit, 20 boxes soap, 15 pipes and 9 half pipes red wine, 1417 pipes boards. French brig Finette, 351 tons, Oliver, from Cape 30th August, to Barthelme Herard, with 419 pipes 50 half pipes and 40 quarter casks red wine, 240 boxes unscated do. Sailed, Brazilian zamaca Rio Negro, 121 tons, Antonio José Lemus, for Rio Janeiro, despatched by Juan Gerromino Martinez, with 1600 quintals jerked beef, 120 dry ox and cow hides.

ARRIVED AT RIO JANEIRO FROM RIO JANEIRO 30th ult., in ballast, to order. American brigantine Overman, 200 tons, H. Danieson, from Rio Janeiro 30th ult., to Diego Calvo and Sons, with 133 bags sugar, 53 barrels do., 20 pipes aguardiente, 245 barrels biscuit, 421 bars iron, 560 pine boards, 100 bags farina, 100 do. rice, 105 do. walnuts, 23 boxes iron, 50 bags coffee, 2 boxes preserves, 10 pipes gin, 1400 kgs powder, 51 bundles matting, 70 rolls tobacco, 4 boxes merchandise, 2 bales hats, 15 boxes paper, 17 bales do., 232 boxes tea, 1 bale cloth. Brazilian brig Maria Rosa, 126 tons, Francisco de Costa Carvalho, from Parangá 31st ult., to Antonio Marquez Mendez, with 241 tercios 710 half tercios yerba, 33 dozen hand-spice handles. British brig Jessie Mitchell, 191 tons, Wm. M'Call, from Liverpool 23d August, to John Best and Brothers, with 251 bales merchandise, 192 boxes tea, 150 boxes tin, 50 kegs nails, 1 box samples, 100 bundles iron hoops, 193 tons coal. Sailed, Hamburg barque Antoinette, 216 tons, C. F. Nemens, for Boston, despatched by Bunge, Hatfield and Co., with 16,041 dry ox and cow hides, 104 bales wool. Spanish brig Delicia, 150 tons, Felipe Julia, for Havana, despatched by Felix Buxareo, with 3,505 quintals jerked beef.

To the Public.

J. A. MAYER and Monsieur MATTHEW CRABOS have the honor to inform their friends and customers that they have formed a partnership in the Tailoring business at the well-known shop "Calle La Merced," [formerly Cangallo] No. 50, nearly opposite the Argentine Theatre, where they hope by a strict attention to business, very moderate prices, a new and complete assortment of first-rate cloths, fancy kerseys, merinos, silks, velvets, &c., to continue to receive a share of public patronage. Orders are executed with neatness and to the latest fashion on the shortest notice.

Hydraulic Press.

A small one for sale, fit for baling packages for the interior, or pressing oil out of seeds, for tallow, &c. &c., a first-rate article. To be seen at Calle Lima, No. 93.

