BRITISH PACKET

AND

ARGENTINE NEWS.

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BUENOS AYRES.

On occasion of the arrival at Montevideo of the French corvette *Triomphante* from France *via* Rio Janeiro, the papers of the former city got up a report to the effect that she brought intelligence that the French government had approved the conduct of Baron Gros in granting a monthly subsidy of 200,000 francs to the Montevideans, and that it had come to the determination of empowering Admiral Le Prédour to settle matters in the Oriental State without any diplomatic interference. The Oriental journal, *Defensor*, flatly contradicts the first assertion, and states that, in pursuance of a resolve of the French government, the admiral, if he has not already received, will shortly receive, positive instructions to discontinue the abovementioned subsidy. As regards the other announcement the *Defensor* admits that no other diplomatic agent is to be sent out, and that the Admiral is to be authorised to terminate the question, but not in the sense insinuated by its Montevideo contemporaries. "We have already stated," says the same paper, "that Admiral Le Prédour will cause the subsidy assigned by M. Gros to cease. We will add that the other objects of his commission will be to induce the so-called legionaries to lay down their arms —to obtain guarantees for them—to provide for some time for the maintenance of those who comply—to announce to the intrusive government in Montevideo the necessity of its coming to an arrangement with, or submitting to, the legal authority of H. E. President Oribe—and ultimately to withdraw with his squadron."

ENGLAND.

QUEEN'S SPEECH ON THE PROROGATION OF PARLIAMENT.

My Lords and Gentlemen,

I am happy to be able to release you from the duties of a laborious and protracted session.

The Act for the Prevention of Crime and Outrage in Ireland, which received my assent at the commencement of the session, was attended by the most beneficial effects. The open display of arms intended for criminal purposes was checked; the course of justice was no longer interrupted; and several atrocious murderers, who had spread terror through the country, were apprehended, tried, and convicted.

The distress in Ireland, consequent upon successive failures in the production of food, has been mitigated by the application of the law for the relief of the poor, and by the amount of charitable contributions raised in other parts of the United Kingdom.

On the other hand, organized confederacies took advantage of the existing pressure to excite my suffering subjects to rebellion. Hopes of plunder and confiscation were held out to tempt the distressed, while the most visionary prospects were exhibited to the ambitious. In this conjuncture I applied to your loyalty and wisdom for increased powers; and, strengthened by your prompt concurrence, my Government was enabled to defeat in a few days machinations which had been prepared during many months. The energy and decision shown by the Lord-Lieutenant of Ireland in this emergency deserve my warmest approbation.

In the midst of these difficulties you have continued your labours for the improvement of the laws; the Act for Facilitating the Sale of Encumbered Estates will, I trust, gradually remove an evil of great magnitude in the social state of Ireland.

The system of perpetual entails of land established in Scotland produced very serious evils both to heirs of entail and to the community, and I have had great satisfaction in seeing it amended upon principles which have long been found to operate beneficially in this part of the United Kingdom.

I have given my cordial assent to the measures which have in view the improvement of the public health, and I entertain an earnest hope that a foundation has been laid for continual advances in this beneficent work.

Gentlemen of the House of Commons,

I have to thank you for the readiness with which you have granted the supplies necessary for the public service.

I shall avail myself of every opportunity which the exigencies of the state may allow for enforcing economy.

My Lords and Gentlemen,

I have renewed in a formal manner my diplomatic relations with the Government of France. The good understanding between the two countries has continued without the slightest interruption.

Events of deep importance have disturbed the internal tranquillity of many of the states of Europe, both in the north and in the south. These events have led to hostilities between neighbouring countries.

I am employing my good offices, in concert with other friendly Powers, to bring to an amicable settlement these differences; and I trust that our efforts may be successful.

I am rejoiced to think that an increasing sense of the value of peace encourages the hope that the nations of Europe may continue in the enjoyment of its blessings. Amidst these convulsions I have had the satisfaction of being able to preserve peace for my own dominions, and to maintain our domestic tranquillity. The strength of our institutions has been tried, and has not been found wanting. I have studied to preserve the people committed to my charge in the enjoyment of that temperate freedom which they so justly value. My people, on their side, feel too sensibly the advantages of order and security to allow the promoters of pillage and confusion any chance of success in their wicked designs.

I acknowledge with grateful feelings the many marks of loyalty and attachment which I have received from all classes of my people. It is my earnest hope that by cultivating respect to the law, and obedience to the precepts of religion, the liberties of this nation may, by the blessing of Almighty God, be perpetuated.

Then the LORD CHANCELLOR, by Her Majesty's command, said—

My Lords and Gentlemen,

It is Her Majesty's Royal will and pleasure that this Parliament be prorogued to Thursday, the 2d day of November next, to be then here holden; and this Parliament is accordingly prorogued to Thursday, the 2d of November next.

IRELAND

An unexpected movement took place in the southern districts of Ireland.

On the night of the 12th September the people in Waterford rose. The rebels began by intercepting the mails, which they subsequently allowed to proceed. They also attempted to set fire to the Granney bridge on the river Suir for the purpose of preventing the marching of troops. They had an encounter with the police at Portlaw, and it is stated that the latter were beaten and obliged to retire, leaving two killed on the field of action. The news of this advantage produced an electric effect; great numbers of the peasantry were preparing to take part in the movement. At Ballyline the drums were already beating to arms in order to march upon Carrick-on-Suir, when the arrival of troops obliged the rebels to abandon the project. The letters from Cork confirm this news. It is added that the insurgents had actually set fire to the Waterford and Granney bridges.

—A letter from Dublin of the 16th of September says that this fresh outbreak was greatly exaggerated by the papers; that it was prompted by hunger, and that the object was to attack the castles of the aristocracy. One of the first threatened was that of the Marquis of Waterford at Curraghmore, but the attack was not attempted in consequence of the timely precautions taken by the Marquis, who had fortified himself with 8 pieces of artillery.

THE ITALIAN QUESTION.

It is difficult to calculate correctly the state in which things are as regards the Italian question. Amidst the thousand conjectures that are formed we will give our readers all that we think can throw some light on this great problem of the moment.

The *Presse*, which, from its private connections, has a semi-official character, publishes the following article which presents the state of things under a serious aspect.

"A difference has just arisen between the imperial cabinet of Austria on the one hand and France and England on the other, in regard to the non-fulfilment of certain clauses of the armistice entered into at Milan on the 9th of August. According to the 2nd and 4th articles of that convention, the city of Venice was comprised amongst the number of places which should be delivered up to the Austrians three days after the ratification of the armistice by the King of Sardinia. The armistice being ratified on the 10th, Venice should have been evacuated at farthest on the 13th of August.

"It would be useless to state here the many steps taken by Marshal Radetzky in order to obtain from Charles Albert that the Sardinian squadron and troops stationed at Venice should comply with the stipulations of the armistice. At the request of Mr. Abercromby, the British Minister at Turin, Charles Albert finally gave Marshal Radetzky a letter patent ordering Admiral Albini and General Della Mamora to evacuate Venice.

"An unforeseen difficulty then appeared. At the same time that the Austrian government received on the 7th September from Admiral Albini the official assurance that all the squadron and troops would evacuate the city, an officer under a flag of truce arrived at Triest sent by the same Admiral to declare that the Sardinian squadron could not abandon the waters of Venice, save after receiving from the Austrian government the formal promise that the Austrian troops would commit no act of hostiltity against that city.

"The declaration of the Sardinian admiral coincides with the protest of the representatives of France and England at Vienna in the event of Austria ordering hostilities to be continued after the departure of the Sardinian squadron. In a verbal note dated 7th September and addressed collectively by Lord Ponsonby and M. Lacour to Baron Wessemberg, the Austrian minister of foreign affairs, those representatives declared that from the simple fact of Austria's having accepted the Anglo-French mediation, Austria had tacitly deprived herself of the right to re-commence hostilities against Venice, the special end of the mediation being to put an end to the war by the employment of conciliatory means.

"The reply of the Austrian cabinet was not long of being given. If we are correctly informed it is resumed in the following words: "The notification of the armistice of Milan was a *fait accompli* at the period when Charles Albert and the court of Austria accepted the Anglo-French mediation. Consequently, the acceptance of the mediation cannot, in law, have a retroactive effect on the stipulations of the armistice. The imperial government admits the basis of the *status quo* as the basis of the negotiation with the mediating powers; but it can admit no other *status quo* than that stipulated by the armistice, and the consequences of this act must be to place the belligerent parties in the territorial situation they occupied at the beginning of the war.

"This premised, Austria considers herself authorized to impose on Venice the stipulations of the Armistice, stipulations from which Charles Albert has already derived great advantages, particulary so by the delivery of the park of artillery and the free passage of his troops.

"For these reasons Austria protests against the difficulties which the mediating powers wish to oppose to the execution of the Milan armistice, and reserves to itself, in what relates to Venice all its liberty of action, since the acceptance of the Anglo-French mediation can no wise destroy prior rights resulting from said armistice."

"The counter-protest of Austria appears so much the more serious from the facts that the Milan armistice expires on the 21st inst. and that Charles Albert and Radetzky prepare themselves for a renewal of hostilities with renewed vigour, if, after that date, Prince Schwartzemberg, delegated *ad hoc* by the commander-in-chief of the Austrian army, should not stipulate with the Sardinian government the prolongation of the armistice.

"In this state of things the French government invited the English government to join it for the purpose of hastening the negotiations. But in consequence of the prorogation of parliament the British ministers are feasting and Lord Palmerston rests in his magnificent seat of Broadland after the fatigues of a tempestuous session. Notwithstanding, informed of the wishes of the French government, he promised to come to London on the 18th in order to come to an understanding with M. de Beaumont in regard to the means to be adopted to cause the great difficulties to disappear which the Anglo, French mediation immediately met with in the beginning."

—Questions were put in the national assembly of Vienna in regard to Italy. The Austrian ministry officially declared that it had accepted purely and simply the principle of mediation without any ulterior engagement. It also gave it to be understood that, in its opinion, Lombardy should be constituted into an independent Kingdom under the sovereignty of Austria.

—The *Messager* states that a cabinet courier would leave Paris on the 16th for the head quarters of the King Charles Albert, to notify him of the resolution taken by the French government to disband the army of the Alps, if H. S. M, by a non-renewal of the armistice, should refuse the consequences of the mediation which he has accepted.

(*Jornal do Commercio.*)

London, September 8.

The policy pursued by the Government of the United States with regard to territorial aggrandizement is particularly deserving of attention. Prussia, in her vital struggles through the middle of the last century, was not more desperately bent upon consolidation and enlargement than is America at present, and a state which still retains in its original possessions sufficient unoccupied land to maintain double the amount of its population is impressing into its service all the expedients of annexation, conquest, and purchase, with as much determination and energy as if it were actually gasping in those extremities of political existence which necessitated the seizure of Silesia and almost palliated the first partition of Poland. This policy may be, perhaps, to some extent, the manifestation of that high national purpose occasionally proclaimed by American statesmen, of reducing the uttermost parts of the continent under their rule upon the faith and sanction of scriptural donations; or it may be simply the natural developement of ambition and activity in a thriving, uncontrolled, and unquiet people. But with either or both of these motives we have no doubt there is compounded, on the part of forecasting statesmen, a strong desire to multiply and extend as far as possible those outlets for discontent and restlessness which are the very lungs of the American body politic, and to postpone to the remotest practicable period that moment when the rushing stream of expansive population must at length be checked, and with a sudden and terrible recoil. What emigration is, or ought to be, to Great Britain, migration is to the United States. Their colonies are in their western provinces. All opinions concur in stating that the facilities afforded by the wilderness of the far-west to the spirit of adventure or change have proved the salvation of the Government, and have been the chief means of preserving intact for seventy years a constitution of which, by the side of more recent incarnations of democracy, seems to wear not a few of the features of a steady and consolidated monarchy.

The efforts of the American Government to perpetuate the existence and secure the free action of this political safety-valve have been commensurate, in success not less than in spirit, with the necessities of the case. Taken with the previously vacant territories of the United States proper, we may say that the annexation of Texas, the acquisitions from Mexico, and the awards in Oregon, have placed at the disposal of the authorities at Washington a tract of land at least twice as spacious as the whole presently inhabited portion of their possessions. In fact, taking the whole breadth of the continent from the Atlantic to the Pacific, between the 50th and 30th parallels, as representing the present dominions of the United States of America, it would be substantially correct to say that the whole space west of the Missouri, or in other words, two-thirds of the entire territory, is yet untenanted, and lies in reserve for the caprices

or necessities of generations to come. It is particularly instructive to observe with what summary and business-like promptitude every acre of this accumulated property is secured in the Government stores, and stamped, as it were, with the national mark, for the undetermined purposes of the nation. Already that coast, to the capabilities of which we seem to pay such little heed, has been brought within call of Washington, and the ports of the Pacific will be kept well in hand by a Cabinet sitting on the shores of the opposite ocean. A line of mail steamers is forthwith to run between New York and New Orleans; at New Orleans it will join a second line from that port to Chagres, on the Isthmus of Panama; from the Isthmus a third line of steamers will traverse the Pacific to and from the Columbia River. The ink of the treaties is scarcely dry, and yet in January next the direct and regular communication between New York and Oregon will be such as, at this time last year, had not been established between London and Ascension. The Americans want no sharesmen in their operations. The terms of the convention left certain possessory rights to the Hudson's Bay Company within the frontier assigned to the United States. These rights the States are anxious to purchase immediately, and it is probable that the President, without waiting for the re-assembling of Congress, will negotiate during the recess, at no illiberal valuation, his bargain for the whole of these possessions. How much of the price paid for Louisiana or California would the Government of Washington give for an island which seems to have gone begging for twelve months in London? There is this peculiar interest attached to these transactions on the American continent,—that we there see in actual operation the course of those events of which in our own world we can only read. We may look at the North America of 1848 as at the Northern Europe of a thousand years before, and may watch with our own eyes the territorial settlement of a continent. There are the Spaniards of the Isthmus, the rival Saxons in the centre, the Slavonians in the north-western angle, and a powerful element of Celts interspersed. We may imagine a new race of Franks establishing itself in a Transatlantic Gaul, a new colony of Slaves struggling up to a new Pomerania, or a new swarm of Huns settling upon a new Danube. We have civilized instead of barbarous races to deal with, and therein consists the whole difference. With this variation we may fix our speculative eyes upon a continent of which the distribution and occupation is as uncertain and fortuitous as that of Europe in the days of Charlemagne. There may be one empire or two, of one or two races, or there may be kingdoms or republics innumerable. Nobody can yet calculate the members of the American family when the partition and tenancy of the continent shall be at length complete.

The interest felt in such a prospect as this is not diminished by the consideration of the extent to which our own national credit is involved Over half of this vast territory we have at least manorial rights, and it is indeed fitting that the institutions of the company to which we delegate so important a tenancy should be introduced to general notice. It should not be overlooked that our remaining portion in these possessions is mainly deficient in those very advantages which we have recently proposed to bargain away. The immense tract of British North America has on the Pacific but a very inadequate proportion of seaboard. The Russian territories straggle half-way down our western coast from the north, and south of the Columbia River all will soon be subject to American rule. Vancouver's Island is not only the most promising harbour and position in these parts, but it is literally nearly one half of the western seabord of our whole dominion. And yet this is the settlement on which we set so little store!—*Times.*

PROGRESS OF THE CHOLERA.

We are in possession of advices from Trebizonde to the 6th, Constantinople to the 5th, and Smyrna to the 7th of August, by which we find, that at the former city, although the greater part of its inhabitants had fled to the surrounding villages, the daily deaths numbered from seventy to eighty. Among these is noticed the wife of an American missionary. So great was the panic, that even street-porters were not to be found to transport merchandize to the Marina for embarkation, and, consequently, the Peninsular and Oriental Company's steamer Erin, as well as the Liverpool and Levant Company's screw-steamer the Osmanli, have necessarily had to meet with delay in getting loaded. Both vessels continue running, notwithstanding the cholera. At Constantinople, the disease after having been so many months stationary, had in some degree increased, and the daily deaths were from fifty to sixty, not merely confined to the lower orders, for several persons of distinction among the Ottomans had fallen victims to it. At Smyrna, for such a population, the attacks (about fifty *per diem*) are very few, but the mortality is fifty per cent. on the attacks. At Odessa it is on the decline; but some of the neighbouring villages have suffered most awfully, the deaths amounting to one-fifth of the population. In the Tartar villages of the Crimea, the disease is also very virulent. At Chisme there have been 300 deaths in 1000 attacks, the population being 10.000. At Angora the deaths were 30 per diem. Akiolou, Toultcha, Varna, Choumla, Adrianople, Sivas, Salonica, Angora, Kutaja, Enos, and Aleppo, are all more or less suffering from the scourge.

In Egypt the disease first manifested itself in Bolacco and in Old Cairo, and about the same time it attacked and made sad havoc among a caravan of black slaves at the fair of Tanta, which fair was accordingly broken up; and such was the panic that came over the 300,000 attending the same, that what with bad food, the overpowering heat, and the heavy losses which the merchants and dealers had staring them in the face after travelling thousands of miles with their goods, that in three days the disease spread so universally that 2900 souls were carried off by it. The survivors fled to surrounding towns and villages, disseminating the pestilence in every direction; and on the 6th August, at Cairo alone, the deaths numbered 300 daily. Running through Lower Egypt, it manifested itself in Alexandria on the 22d July, in a person returning from the fair, who fell a victim to it on the same day. On the 23rd another death was reported. On the 24th, 3; 25th, 2; 26th 4; 27th, 12; 28th, 21; 29th, 31; 30th, 94; 31st, 115. August 1st, 103; 2nd, 129; 3rd, 133; 4th, 193; 5th, 250; 6th, 247; 7th, 289; 8th, 186; 9th, 146; 10th, 179; 11th, 131; 12th, 155; 13th, 246; 14th, 232. But of these were very few Europeans; and much of the mortality was confined to places where the water which the people drink is notoriously bad. Many European families have emigrated to Malta, Trieste, Leghorn, and other continental ports. His Highness Ibrahim Pacha has taken refuge on board the Egyptian admiral's ship, and seeks to avoid the scourge by tacking about at sea under close quarantine with the shore, having Mr. Zizinia, the Belgian consul (on especial favourite,) on board, to keep him company.

Letters from Odessa, of the 1st August, mention that of the 14,000 troops who crossed the Pruth, full 3000 have fallen victims to cholera.

At Malta, on the 24th of August, the state of the public health was highly satisfactory. The governor has appointed an efficient sanitary committee to watch over same and to adopt such measures as it may deem expedient for promoting cleanliness and ventilation, with the view of averting predisposing causes to disease. The Board of Health, following the example of that of the Ionian Islands, has ordered that all arrivals from Greece, owing to the cholera in Turkey, shall be subjected to a quarantine of observation of seven days.

MARINE LIST.

PORT of BUENOS AYRES

November 18.—Wind N. E.

Arrived, Italian brig Josefina, 152 tons, Antonio Vicenso, from Santos 4th inst., to Piggio, Pietranera & Co., with 10½ barrels gum, 122 bags coffee, 814 barrels sugar, 640 bags farina, 59 do. rice, 28 rolls tobacco, 5 gold doubloons.

Sailed, American brig Oregon, 205 tons, Peter Ayres, for Philadelphia, despatched by Zimmermann, Frazier & Co., with 213 bales wool, 33 do. sheep skins, 9 do. deer skins, 2 do. horse hair, 3 do. ostrich feathers, 3 do. goat skins, 2460 dry ox and cow hides, 1069 dry horse do.

Spanish brig Invencible, 219 tons, Francisco Maristany, for Havana, despatched by Zumaran, and Treserra, with 3800 quintals jerked beef, 2000 horns, 100 hides.

British brigantine Choice, 177 tons, Abraham Ogier, for Liverpool, despatched by Wilfred Latham & Co., with 107 pipes tallow, 77 boxes do., 202 barrels do., 9 quarter casks oil, 20 bales horse hair, 20 do. wool, 4522 salted ox & cow hides, 406 do. horse do., 112,300 shin bones, 5700 horns.

November 19.—Wind S, rain during the night.

Arrived, Bremen brig Mercur, 147 tons, Hinrich Gerhard Addicks, from Rio Grande 15th inst., to Becher, Preuss & Co., with 45 baskets and 10 cases champagne, 1 bale saffron, 27 boxes preserves, 2 boxes almond oil, 1 do. hats, 20 bags pepper, 8 jars ink, 1 box turpentine, 100 do. tea, 53 do. merchandize, 1 two wheel car, 37 bundles iron, 6 cauldrons, 25 boxes shirtings, 39 do. prints, 35 do. linens, 16 dozen shawls, 3 boxes camphor, 4 bales canvass, 3 do. cloth, 2 boxes stockings, 1 do. domestics, 20 do. handkerchiefs, 1 do. needles, 1 do. drip stones, 1 do. glass and crockery ware, 8 do. port wine, 1 do. paper.

Passengers—Messieurs John H. Robilliard, John D. Robilliard, Pedro Diaz, Juan Nepomuceno Paz.

Italian schooner Ninfa, 121 tons, José Barboro, from Montevideo 17th inst., in ballast, to order. Passengers—53.

British barque Melody, 252 tons, John Hooper, from Cadiz 6th September, to Hughes Brothers, with 134 lasts salt.

British brigantine Howard, 221 tons, Bowen, from Cadiz 6th September, to Wilfred Latham & Co., with 3461 bales, 323 boxes & 12 barrels merchandize, 37 barrels spirits, 4 pipes oil, 12 packages samples, 61 tons iron, 7¾ quintals do., 40 tons coal.

Sailed, British brigantine Merchant, 184 tons, John Luke, for Falmouth, despatched by Briscoe, Twyford & Co., with 5672 pipes tallow, 2 quarter casks do., 1183 boxes do, 1500 salted ox and cow hides, 39,000 shin bones.

British brig Mary Halket, 171 tons, William Thompson, for Falmouth, despatched by John Best and Brothers, with 100½ pipes tallow, 70 boxes do., 25 serons do., 4401 salted ox and cow hides, 5604 salted horse hides, 14 tons bones.

National barque Buenos Ayres, 260 tons, M. Hauschildt, for London, despatched by Becher, Preuss & Co., with 2435 dry ox and cow hides, 748 dry horse hides, 3000 salted ox and cow do., 20 bales sheep skins, 6 do. horse hair, 15 tons bones, 195 pipes tallow, 2 half pipes do. 4 quarter casks do.

Italian schooner Carmen, 121 tons, Andres Cavagnaro, for Montevideo, in ballast.

National brigantine General Rosas, 121 tons, Santiago Dasso, for Bahia Blanca and Patagonia, despatched by Maggiolo and Migoni, with 14 quarter casks and 8 half-pipes red wine, 8 do. aguardiente, 14 quarter casks aniseed, 6 do. white wine, 1 crate crockery ware, 8 pipes liquors, 14 bundles merchandise, 10 half pipes wine, 10 bags farina, 20 tercios yerba, 26 barrels sugar.

November 20.—Wind E.

Arrived, American brigantine Virgin, 111 tons, Daniel Wasgatt, from Santos 9th inst., to Vicente Casares & Sons, with 939 bags sugar, 50 bags rice, 30 do. coffee.

Spanish polacre Primera Tigra, 139 tons, Isidro Pla, from Barcelona 27th August, Malaga 10th September, Rio Janeiro 34 inst., to E. Ochoa & Co., with 125 pipes, 10 half do., 36 quarter casks red wine, 15 pipes, 10 half do. aguardiente, 6 loads earthenware, 1 box books, 1200 boxes raisins, 300 serons figs, 100 jars grapes, 100 barrels do., 40 baskets oil, 50 boxes soap, 25 bags Spanish beans, 2 bags aniseed, 200 boxes prunes, 1 arrobe saffron, 1 box lace.

November 21.—Wind N. E.

Sailed, Italian polacre Industria, 166 tons, Pedro Antonio Ferro, for Genoa, despatched by Jacinto Caprile, with 5905 dry ox and cow hides, 3072 salted do. do., 20 bales wool, 6000 horns.

Spanish brig Perico, 221 tons, Dalmacio Oliver, for Havana, despatched by Felix Buxareo, with 5125 quintals jerked beef, 100 dry hides.

Danish brig Concordia, 220 tons, Erick Bock, for Falmouth, despatched by J. J. Klick & Co., with 11,016 dry ox and cow hides, 1254 calf skins, 33 hide serons.

Spanish brig Cervantes, 203 tons, Bruno Garcia, for Bahia and Pernambuco, despatched by Freyer Brothers, with 3555 quintals jerked beef, 65 quintals onions, 1200 strings garlic, 3 boxes leeches.

November 22—Wind N., in the afternoon changed to S. E.

Arrived, Brazilian schooner Só, 122 tons, José Augusto Xavier, from Rio Janeiro 5th, Buceo 21st ult., to Trifon Lezica, with 805 rolls tobacco, 120 bags rice, 47 bales brown paper, 468 gold doubloons.

Sailed, British barque Alice Brooks, 212 tons, Jonathan Jackson, for Liverpool, despatched by Barber & Orr, with 160 pipes and 50 boxes tallow, 5006 dry ox and cow hides, 4326 salted do., 9250 horns, 69,000 shin bones.

British brig Itana, 221 tons, James Clark, for London, despatched by Briscoe, Twyford & Co., with 238 pipes, 3 barrels, 358 boxes and 134 serons tallow, 25 bales horse hair, 34 do. wool, 17,500 horns, 38½ tons bones, 2650 salted ox and cow hides, 500 dry do., 1 barrel flour, 6 do. biscuit.

Spanish barque San Narciso, 261 tons, José Domenech, for Havana, despatched by Santamaria, Llambi & Cambaceres, with 5,600 quintals jerked beef, 75 dry hides.

November 23.—Wind S. E., fresh.

Arrived, American barque Hermitage, 317 tons, J. Forest, from Baltimore 2d September, to Zimmermann, Frazier & Co., with 2790 barrels and 150 half barrels flour, 100 barrels sugar, 50 boxes sperm candles, 30 hogsheads hams, 326 hams, 100 pieces of canvass, 4 boxes straw hats, 2 do. silk do., 1 box clothing, 130 kegs biscuit, 11 boxes chairs, 50 bales domestics, 100 kegs lard, 9 hogsheads tobacco.

Sailed, Brazilian brigantine of war Olinda, 10 guns, Lieut. Candido José Ferreira, for Montevideo. Passengers—Dr. Miguel Valencia, and Señor Roque del Sar.

British barque Leopard, 300 tons, George Shire, for London, despatched by Nicholson, Green & Co., with 252½ pipes tallow, 652 salted ox and cow hides, 1400 dry do. do., 116 bales horse hair, 2 half bales do., 28 bales wool, 97 bags do., 12 bales sheep skins, 45,000 bones.

Passengers.—Messieurs Henry Soden and James Miller.

November 24.—Wind E.

Arrived, Spanish brig Eduardo, 171 tons, José Costas, from Barcelona 17th September, Gibraltar 15th October, to Felipe Senillosa, with 220 pipes red wine, 21 do. aguardiente, 660 jars do., 60 bags almonds, 800 jars oil, 25 boxes, 2 barrels tunny fish, 40 bales brown paper, 36 boxes books and writing materials, 38,000 Havana segars, 2 boxes gloves, 83 do. cottons, 1 do. shoes, 1 do. sugar, 1 do. leeches.

Sailed, H. B. M. brigantine packet Kestrel, 3 guns, Lieut Henry Baker, for Montevideo and Rio Janeiro with the mail for England.

Passengers.—Miss Hamilton and servant, Messieurs Frederick De Lisle, Alfonso Rivoits, George Hall, Adolfo Blas, Edmund Scott, Ladislao Eguia, Saverio Chavarria, José Miguel Brabo, Charles H. Kuhr, Leopoldo Dudemaine.

Vessels on the berth at Liverpool for Buenos Ayres on the 7th September, besides those mentioned in our number of last week—

Barque Blonde, Wm. Carrey, 241 tons.
Brig Eliza Robson, Taylor, 286 »
Brig Fortuna, Ritchie, ... 225 »

Havana, 27th July, 1848.

The cargo of jerked beef per brig Condor, mentioned before, fetched 10 rls.: the balance of that per Concepcion was disposed of at 9⅞ rls. to be discharged and paid for immediately. The Federico and Sarah Abigail are retailing.

Later arrivals are the following—

Spanish brig Juana y Matilde, from Barcelona, 2500 quintals, sold at 8 rls.

Spanish brig Ulisses, from do. 1603 qls. sold at 8 rls.

British brig Hazard, from Rio de Janeiro, 4380 qls., retailing.

American brig Cara, from Rio Grande, 3150 qls., for sale.

Spanish brig Recurso, from Buenos Ayres, 5800 qls., for sale.

American brig Leveret, from do. 2912 qls., for sale.

Spanish brig Ninfa, from do. 2000 qls., for sale.

And at Matanzas—

Spanish polacre Teresita, from Rio de Janeiro. 2840 qls., sold at 10½ rls.

Spanish polacre Mensagero, from Rio Grande, sold at 9⅞ rls.

Spanish brig Juanito, from Rio Grande, sold at 9½ rls.

The Cara's cargo is to be taken out and paid for in 30 days.

The dull state of the market for all articles and general scarcity of money are the causes of these low prices, without, moreover, any hope of improvement so long as the same state of things continues, to which may be added a probability of the blockade of Buenos Ayres being raised.

The stock on shipboard and in store on the 13th July, amounted about to 30,000 qls.

Arrived since—

British brig Wannan, from Rio Grande, 4000 quintals.

Portuguese brig Amazones, from Buenos Ayres, 3800 qls.

At the above date all beef in first hands had been sold at 10 rls., with the exception of the cargo per British brig Wannan, from Rio Grande, for which 9 rls. was taken. The terms of payment and discharge were then not yet quite settled.

Merchant Vessels from sea in the Port of Buenos Ayres on the evening of 24th inst.

National	2	536	tons
British	34	8,112	»
American	10	2,335	»
Danish	5	1,281	»
French	11	2,689	»
Hamburg	4	993	»
Spanish	13	2,551	»
Brazilian	12	2,214	»
Italian	10	1,770	»
Prussian	1	211	»
Bremen	6	1,268	»
Belgian	1	250	»
Hanoverian	2	396	»
Swedish	1	396	»
Dutch	1	200	»
Montevideo	1	120	»
Norwegian	2	476	»
Peruvian	1	277	»
Chilian	1	313	»
Lubeck	1	250	»
Neapolitan	1	284	»
	120	26,916	

LAST DATES.

Antwerp	31 August.
Baltimore	31 »
Barcelona	22 August.
Boston	31 August.
Bremen	29 August.
Cadiz	1 August.
Genoa	28 July.
Hamburg	31 August.
Havre	2 September.
Havana	7 June.
Lisbon	30 August.
Liverpool	8 September.
London	8 »
Malaga	30 August.
Marseilles	1 September.
Montevideo	17 November.
New York	2 September.
Paris	3 »
Philadelphia	31 August
Rio Grande	22 October.
Rio Janeiro	1 November
Trieste	
Valparaiso	

THERMOMETER in the Mirador of the Commercial Rooms—

Saturday	65
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MERCHANT VESSELS

FROM SEA IN THE PORT OF BUENOS AYRES ON THURSDAY LAST

For arrivals and sailings of Friday see Marine List.

Date of Arrival.	Vessels and Captains Names.	Tons.	Consignees.	Destinations, &c
	NATIONAL.			
Sept. 2	Barque Anna, J. Wessels	260	Zimmermann, Frazier & Co	Antwerp.
October 6	Brig Emma, Elliot Morton	270	Santa Maria, Llambi & Cambaceres	
	BRITISH			
Sept. 27	Barque Graham, William Soutter	356	De Lisle, Brothers & Co.	London.
" 27	Brigantine Philip Dean, George Dean	187	Stanley, Black & Co.	England.
" 28	Barque Minstrel Richard Kelly	286	Hughes Brothers	Plymouth.
October 4	Barque Queen, William Pain	253	Thomas Armstrong	Liverpool.
" 5	Brig Flint, F Graham	30[illegible]	John Best & Brothers	Falmouth for orders.
" 6	Barque Albert Edward, W. Downward	32[illegible]	J. C Thompson	London.
" 9	Barque Anne Jenkins, Edward Lewis	253	José Gregorio Lezama	Falmouth for orders.
" 12	Brig Birkby, Thomas Nicolls	32[illegible]	Thomas Armstrong	England.
" 13	Brig Adam Smith, David Gourley	220	Nicholson, Green & Co.	Liverpool.
" 13	Barque Gartshirrie, Francis Ritchie	252	Juan Bautista Peña	London.
" 15	Barque Orion, Hamilton Houston	332	Nicholson, Green & Co.	London.
" 16	Brig James Ray, John Couche	234	John Galt Smith and Co	Liverpool.
" 17	Barque Achilles, Philip Langlois	232	De Lisle, Brothers and Co.	Antwerp.
" 18	Brig Alciope, William Bennet	199	Louis Winter	Liverpool.
" 19	Brig Ayrshire Lass, Gavin Bryan	15[illegible]	Edmund Mackinlay and Co.	Falmouth.
" 20	Brig Attila, Robert Pearce	174	John Best & Brothers	Liverpool.
" 20	Brig Susan, Robert Law	183	Chapeaurouge and Co.	Liverpool.
" 21	Schooner Commodore, Josiah Pratt	147	Thomas Duguid and Co.	Falmouth.
" 22	Brig Gauntlet, John Pressly	206	John Best & Brothers	Liverpool.
" 22	Barque Ann Dingwall, Glenville Brown	26[illegible]	Otte, Rosenthal & Co.	Falmouth for orders
" 22	Brig Elizabeth, John Le Brun	220	De Lisle, Brothers & Co.	Hamburg.
" 31	Brig Arab, J. Hossack	207	Bayley Brothers	London.
Novem 4	Brig Eliza, James Wylie	253	Edmund Mackinlay & Co.	Falmouth.
" 4	Barque Mary Worrall, James Gardner	253	Rennie, Macfarlane and Co.	Liverpool.
" 4	Brig Mary Ann, Matthew Soppit	23[illegible]	De Lisle Brothers and Co.	Falmouth for orders
" 5	Barque Pathfinder John Meldrum	32[illegible]	Thomas Armstrong	Liverpool.
" 5	Brig Harriet, Gibbs	17[illegible]	Plowes, Atkinson and Co.	London.
" 11	Brigantine Ottoman, William Sewel	19[illegible]	Plowes, Atkinson & Co.	Falmouth.
" 11	Barque Monarch, Perceval	337	Turner & Co.	Liverpool.
" 12	Barque Templar, Richard Marshall	285	To order.	
" 12	Brig Jessie Mitchell, William M'Call	191	John Best & Brothers.	
" 17	Schooner Enterprise, John Rosewall	74	Edmund Mackinlay & Co.	
" 19	Barque Melody, John Hooper	252	Hughes, Brothers.	
" 19	Barque Howard, Bowen	221	Wilfred Latham & Co.	
	AMERICAN.			
October 1	Barque Imogene, William Benedict	179	Zimmermann, Frazier & Co.	Marañon.
" 5	Barque Muskingum Richard Crocket	248	Zimmermann, Frazier & Co.	Falmouth for orders.
" 9	Barque Mason Barney, Francis Scott	241	O J. Hayes and Co.	New York.
" 16	Barque Quincy. Orcy King	216	Zimmermann, Frazier & Co.	Boston.
" 17	Barque Margaret Hugg, William Lytton	327	Jacob Farravicini	Philadelphia.
" 21	Brig Consort, Thomas Lyle	225	Zimmermann, Frazier & Co	Boston.
Novem. 6	Barque Barrington, R. G. Auchincloss	275	Zimmermann, Frazier & Co.	Brazil.
" 12	Brigantine Overmann, H. Damieson	200	Diego Calvo & Sons.	
" 20	Brigantine Virgin, Daniel Wasgatt	111	Vicente Casares and Sons.	
" 22	Barque Hermitage, J Forest	317	Zimmermann, Frazier & Co.	
	DANISH			
Sept. 23	Ship Skiold, Claussen	368	Becher, Preuss & Co	Rio Janeiro.
Oct. 6	Barque Orion, H. Mathiessen	235	Zimmermann, Frazier and Co.	Bahia & Pernambuco
" 14	Brigantine Estevan, E. Frantzen	146	Nelson Hartwig	
" 16	Barque Cybele, Christian Backmann	250	José Gregorio Lezama	Cape de Verds
Nov. 1	Ship Androklus, W. J. Schmidt	282	Charles G. Horne	Valparaiso.
	FRENCH.			
July 31	Barque Joinville, George M. Noe	205		Marseilles.
August 17	Barque Alfred, Martin	219	E. Ochoa & Co.	Havre.
Sept. 3	Barque Anna, Lecomte	247	E. Ochoa & Co	Havre.
" 3	Barque Printemps, Touchet	22[illegible]	B. Herand	Cette.
" 30	Barque Louise, Pierre J. Durand	258	Louis Winter	Havre.
October 8	Ship Leon, Bonnet	359	Thomas Rousse	Bordeaux.
" 10	Ship Rio, Desouzac	224	Mosca, Dunoyer & Vanni	Havre.
" 25	Barque Australie, Courtan	210	Thomas Rousse	
Novem. 5	Barque Diane, Fogay	240	Thomas Rousse	Antwerp.
" 6	Ship Paraná, Victor Garbe	256	E. Ochoa and Co.	Havre.
" 11	Brig Finette, Oliver	251	B. Herand	Cette.
	HAMBURG.			
Sept. 28	Barque Der 27 May, F. F. Hennert	357	Felix Buxareo	Boston.
October 6	Barque Amphitrite, Johan J. Arends	216	José Gregorio Lezama	Bahia.
Nov. 2	Brig Alcyon, John J. Sinn	140	José Gregorio Lezama	Antwerp.
" 4	Ship Independence, Peter Schacht	280	Alexo Arocena	
	SPANISH.			
August 1	Barque Joven Mariana, Bartolomè Segui	253	Zumaran and Treserra	Cadiz & Barcelona
October 6	Brig Julio, Felipe Costa	203	Felipe Senillosa	Havana.
" 18	Brig Ana, Joaquin Roig	236	Zumaran and Treserra	Do.
" 21	Brig Viagero, Juan Curell	200	E. Ochoa & Co.	Do.
" 23	Polacre Esmeralda, José Millet	161	Llavallol and Sons	Marseilles.
" 23	Polacre Trinitaria, José Mataro	250	Zumaran and Treserra	Havana.
" 31	Brig Cuaquero, Juan Alsina	256	E. Ochoa and Co.	Coruña.
Novem. 4	Brig Fomento, Ventura Bertran	110	E. Ochoa & Co	
" 4	Polacre Activa, José Carreras	135	Zumaran and Treserra	
" 4	Brig Copernico, Pedro Costa	178	Felix Buxareo.	
" 5	Barque Urania, Francis Maristany	260	Enrique Ochoa & Co	Havana.
" 20	Polacre Primera Tigra, Isidro Plá	139	E. Ochoa & Co.	
" 24	Brig Eduardo, José Costas	171	Felipe Senillosa.	
	BRAZILIAN.			
Sept. 6	Brig Luisa, Manuel dos Santos Ornella	305	Felix Buxareo	Rio Janeiro.
October 16	Brig Dos Amigos, Nicolas Repetto	131	José Coelho Meyrelles	
" 19	Brig Encantador, Antonio J. S. Pereyra	191	José Coelho Meyrelles	
" 21	Brig Inca, José Bernardino Viera	227	Manuel Acevedo Ramos	Brazil.
Nov. 1	Brigantine Libia, Antonio Sousa Picao	156	Juan Geronimo Martinez	
" 4	Brig Setta, Juan Francisco Alves	204	Antonio José Alves Pinto	
" 7	Polacre Condor, Juan A. Diaz	187	To order	
" 7	Brig Saudade do Santos, Antonio F. Belem	260	Manuel Acevedo Ramos	
" 9	Brig Naiade, Antonio Marquez	176	José Coelho Meyrelles	
" 11	Brigantine San José, Joaquin Fernandez	121	José Gregorio Lezama	
" 12	Brig Maria Rosa. Francisco C. Carvalho	126	Antonio Marquez Mendoza	
" 22	Schooner So, José Augusto Xavier	122	Trifon Lezica & Co.	
	ITALIAN.			
Sept. 5	Brig Hydra, Antola	139	Jacinto Caprile	
" 11	Brig Annibale, A. Giordano	216	Llavallol & Sons	Genoa
October 3	Brig Expresso, Agustin Ferraro	242	Vicente Gianella	Genoa.
" 5	Brig Graciosa Fanny, Louis Tiscormia	202	Llavallol and Sons	Genoa.
" 7	Polacre Revoca, Juan Bautista San Miguel	180	Pietranera, Piaggio and Co.	
" 9	Brig Rivadense, Angel Groce	146	Narciso Martinez and Sons	Rio Grande
" 12	Brig Apollo, Juan Lavarello	210	Jacinto Caprile	Genoa.
Novem 6	Polacre Italia, Estevan Chiaparo	127	Diego Calvo and Sons	
" 11	Polacre Margherita, Ambrosio Vaccaro	159		
" 18	Brig Josefina, Antonio Vicente	152	Pietranera, Piaggio and Co	
	PRUSSIAN.			
October 4	Brig Grafin von Bismark, Frederick Kell	211	Bunge, Hutz & Co	Havana
	NORWEGIAN.			
October 21,	Barque Freia, Peter E. Brechan	249	Vicente Casares & Sons.	
Novemb. 11	Barque Celeritas, Hans Stang	227	Zimmermann, Frazier & Co.	
	BREMEN.			
Sept. 23	Schooner Hermann Daniel, A. Hollman	16[illegible]	Zimmermann, Frazier & Co.	Havana.
October 22,	Ship Hudson, Hermann Hohorst	387	Becher, Preuss and Co.	New York.
Nov. 2	Barque Louis, Knudt Jensen	23[illegible]	To order	
Novem. 4	Brigantine Henriette, F. Haesloop	171	Zimmermann, Frazier & Co.	New York.
" 5	Brig Louisa Caesar, M. Wenke	171	Zimmermann, Frazier & Co.	Havana.
" 17	Brig Mercur, Hinrich G. Addicks	147	Becher, Preuss & Co.	
	BELGIAN.			
October 3	Barque Louise, S. Lams	250	José Gregorio Lezama	Antwerp.
	NEAPOLITAN.			
Novem. 11	Polacre Vesuvio, Antonio Scarpate	284	To order	
	HANOVERIAN.			
October 3	Brig Express, S. Christoffers	170	Becher, Preuss and Co.	Antwerp.
Novem. 7	Barque Matador, H. Balner	22[illegible]	Freyer, Brothers	Falmouth for orders
	SWEDISH.			
Novem. 6	Ship Prins Carl, John Tarras	396	Louis Chapeaurouge & Co.	Valparaiso
	DUTCH.			
October 22,	Galliot Anna Augusta, Haye Peters	200	J. J. Klick & Co.	Hamburg.
	MONTEVIDEO.			
October 12	Brigantine Hidra, John Williams	120	Llavallol and Sons.	
	PERUVIAN.			
Sept. 26	Brig Aurora, Robert Marshall	277	Bunge, Hutz & Co.	Valparaiso and Callao
	CHILIAN.			
Sept. 30,	Barque Moro Quintano, Andres Dodero	313	Louis Winter	Marseilles and Genoa
	LUBECK.			
Novem. 4	Barque Jurgen Hinrich, H. H. Groth	250	Chapeaurouge and Co.	

FOREIGN VESSEL OF WAR IN PORT

BRITISH—Steam sloop Alecto, Commander Vincent A. Massingberd.

Advertisements.

THE English, French, and Spanish languages taught by a new method, apply with a letter directed E. U. at calle de Maypú No. 177

Public Bath,

Calle de la Piedad, No. 134.

This Etablishment continues to be open with the same attention to cleanliness and punctuality in the attendance as hitherto.

For Sale,

At No. 154 Peru Street, a few beams of Urunday of 4 to 4½ yards long, and viraró rafters, some window sashes, a small quantity of Genoese lime, and a cooking apparatus, all at very reduced prices.

PORT & SHERRY WINE

Of superior quality, in boxes of 3 dozen.

Apply to Bayley Brothers.

Best Havana Cigars,

Wholesale and retail, at H. Jonas's, Watchmaker, No. 60, Calle Santa Rosa, fronting the College Church; also the best Paraguay and paper cigars, and French and Brazilian snuff, just received at moderate prices.

TO EPICURES AND OTHERS, LOVERS OF A TREAT.

The undersigned has received a parcel of selected hams, cured in a very superior manner, —the flavour is most delicious, and may without any hesitation be declared the richest of any hams ever imported into South America. He recommends all the English residents of Buenos Ayres and others who are lovers of this article, not to lose this opportunity of gratifying their palate, and above all as he is enabled to sell them at a price moderate beyond any thing ever known here.

At the wholesale and retail Provision Warehouse of *James A. Newnham,* Calle de Mayo, No. 66.

Just Received,

A FEW BOXES of very superior Orange Pekoe Tea, of which so great a scarcity has existed for several months past. Those who appreciate the merits of a Tea generally admitted by connoisseurs as the most approved and richest flavoured would do well to make an early application at

J. A. Newnham's store,
Calle Mayo No. 66.

Notice.

Mr. JAMES COWES begs to inform his friends and the public in general that he has recently taken the Coffee House lately carried on by Mr. John Trillia, situate on the Barraca Road, a short distance beyond the chapel of Santa Lucia, where he intends to carry on the same business, and hopes by strict attention to merit a share of their patronage.

He wishes to advise all his friends, &c., that he is supplied with an excellent assortment of wines, spirits and liquors of the best kind. also English and Scotch ales and porter, which he will sell at moderate prices.

He also provides breakfasts & dinners for parties who may please to favour him, giving a short notice before required, and offers to serve all with the greatest cleanliness and promptitude as well as comfort.

Nov. 24, 1848.

A respectable middle aged woman fully competent to undertake the care of ladies during their confinement, and of children, is desirous of obtaining employment.

Enquire at 59 Calle de Mayo.

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 Tai oring 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 kerseymeres, 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.

FOR NEW YORK,

The well-known, coppered and copper fastened American barque ***Mason Barney,*** 241 tons register, Francis Scott, master, having part of her cargo engaged will meet with immediate dispatch. For balance of freight or passage, having excellent accommodations, apply to the consignees—

O. J. HAYES & Co.,
No. 7 Calle Reconquista.

For Boston,

The fast sailing, first-class American brig

"*Consort,*"

225 tons, Capt. Thomas Lyle,

Is now loading, and has disengaged room for one hundred bales or equivalent in dry hides.

Consignees—
Messrs. Zimmermann, Frazier & Co.

For New York,

The very superior first class Bremen ship

"*Hudson,*"

387 tons, Capt. Hermann Hohorst,

Has three-fourths of her cargo engaged and going on board. Consignees—
Messrs. Becher, Preuss & Co.

For Antwerp,

The fine first-class Argentine barque

"*Anna,*"

260 tons, Capt. J. Wessels,

Is nearly loaded, and has only room for 1500 to 2000 dry hides. Consignees—
Messrs. Zimmermann, Frazier & Co.

For Hamburg,

The superior A.1. British brig

"*Elizabeth,*"

220 tons, Capt. John Le Brun,

Has only room for 1000 to 1500 dry hides, and a few tons of salted hides or tallow.

Consignees—
Messrs. De Lisle, Brothers & Co.

For London,

The well-known A. 1. British brig

"*ARAB,*"

207 tons, Capt. J. Hossack,

Is now loading, and has disengaged room for about 50 tons of wet hides or tallow and a few tons of light freight. Consignees—
Messrs. Bayley Brothers.

For Liverpool,

The regular trader A. 1. British brig

"*Alciope,*"

199 tons, Capt. Bennet,

Has only disengaged room for 1000 salted ox hides, and which can be received immediately.

Consignee—Louis Winter, Esq.

For Liverpool,

The first-rate, fast-sailing A. 1. British barque

"*Mary Worrall,*"

253 tons, Capt. James Gardner,

Has three-fourths of her cargo engaged and going on board. Consignees—
Rennie, Macfarlane & Co.

For Rio de Janeiro.

The very fine Danish ship

"*SKIOLD,*"

368 tons, Capt. Claussen,

Will be ready for sea in the course of 15 days, and has superior accommodations for passengers.

Consignees—Messrs Becher Preus & Co.

All the above vessels have got good accomodations for passengers and for terms of passage and rates of freight, please apply to their respective Consignees, or to—

JOHN HIGINBOTHOM,
Licensed Ship Broker,
Calle Reconquista, No. 53.

FOR LONDON,

The fast-sailing A.1. British-built barque

"*Gartshirrie,*"

of 252 tons,

FRANCIS RITCHIE, Master.

Will have quick despatch, and has still room for a few tons of dry freight.

For terms of freight, or passage (her accommodations being excellent) apply to the Consignee Sr. Don Juan Bautista Peña, or to

CHARLES R. HORNE,
Licensed Ship Broker,
Calle la Reconquista, No. 55.

Nov. 2, 1848.

English Letter Paper,

Both blue and yellow wove, also English foolscap ruled and plain, all of superior quality, for sale at J. Steadman's, stationer, No. 46, Calle Santa Rosa, fronting the College Church.

¡ Libreria de la Merced !

Calle de la Merced, No. 31½, near the Teatro Argentino.

JAMES MILLER respectfully informs the public that he has opened the above concern, where a general assortment of Stationary and a few School Books will be found, and that the various branches of Book Binding will be executed with dispatch and neatness.

Bonnet Boards,

Of a light and superior quality, for sale, at J. Miller's, Calle de la Merced, No. 31½, a few doors above the Argentine Theatre.

☞ A large stock of Indelible Ink of a superior quality, cheap.

School Books.

For sale at Greenwood & Co's., No.33 Calle Julio, formerly Alameda, grammars, arithmetics spellers, &c. Likewise Sale's Spanish and English.

Havana Cigars

Of superior quality. For sale at No. 89½ Calle la Merced.