BRITISH PACKET

AND

ARGENTINE NEWS.

(No. 1163.) BUENOS AYRES, SATURDAY, DECEMBER 9, 1848. [*Established in* 1826.]

BUENOS AYRES.

To-morrow elections are to be held in the different parishes of this city and in the several country districts for the choice of 26 deputies to serve in the next legislature, in lieu of 24 whose term has expired and of 2 deceased.

The Police has given notice that it is prepared to receive tenders for the conveyance of stone to this city to continue the paving of the streets.

Notice has also been given by the same department that it has been furnished with funds by government for the purchase of waste lands in the suburbs of the city, and that it is ready to treat with parties wishing to sell.

A splendid new clock is being put up at the Cabildo. Meanwhile that of San Francisco is to be regarded as the town clock.

We deem it proper to warn our readers that the utmost term allowed for the payment of the *Contribucion Directa* expires on the 24th inst.

M. F. Calamet, late Vice-Consul of France at Maldonado, who, in consequence of the Anglo-French intervention was under the necessity of removing to Montevideo, has lately returned to the former town and obtained liberty to reside there in his private capacity; he having memorialized President Oribe, setting forth his desire "to live under the guarantees of the laws and authorities of the country in which he has resided for nearly 30 years, and under the protection which H. E. has uniformly extended to foreigners."

From the 26th of August, when the French vessel blockading the Buceo was withdrawn, to the 24th ult., 112 merchant vessels of different nations, entered that port, viz.—48 Oriental, 32 Argentine, 4 American, 11 Brazilian, 4 Spanish, 1 Hamburg, 11 Sardinian, 1 French—the aggregate tonnage being 6753.

Notwithstanding that the French agents would fain make it appear that they are disposed to favour commerce, by the virtual removal of the blockade of the Oriental coast, they concontinue to connive in a most unaccountable manner at the piratical depredations of their protegés, the armed foreign banditti in Montevideo, which materially interfere with it, both in this river and the Uruguay. Among the late captures was the Oriental schooner *Joven Sebastian*, loaded with firewood, which was detained in Montevideo until the sum of 583 dollars was paid as a ransom.

It is reported that fresh disturbances have taken place in Bolivia. The Minister of war, General Belzú, is represented as having deposed his colleagues in the cabinet, and left the capital with the intention of proceeding to Oruro to place himself at the head of the troops there. President Velazco, it is stated, had quitted Chuquisaca and gone to Potosí for the purpose of assuming the command of the forces in that quarter.

The French Revolution of 1848 has been fruitful in phenomena; but no phenomenon has been more striking than the fate of M. Lamartine. His movement and his brilliancy were those of a meteor. His obscuration has been as sudden as startling. For two months he was the star of promise and hope that gleamed with solitary lustre athwart the darkened sky of France. Every other actor in the melodrama of its politics was viewed by some party or another with suspicion, jealousy or dislike. The rich hated Louis Blanc, the *bourgeoisie* dreaded Ledru Rollin. Foreigners looked with mixed fear and distrust on men who were pledged to principles subversive of civil order, if not hostile to international concord. But Lamartine conciliated all classes and all opinions. His tone of refinement delighted the high-born and the well-to-do. His eloquent liberalism charmed the disciples of liberty and equality; his apparent moderation disarmed the sullenness of foreign nations, while the dash of chivalry and the opportune courage he displayed won for him the admiration of his own. Throughout Europe there was not for two months such another man as Lamartine in fame, fortune, and popularity. But all these precious and glorious attributes were short lived. In less than another month a change came, and what a change! To any man it must have been a bitter reverse,—to a Frenchman almost death. It was not that he incurred obloquy, or persecution, or imprisonment. Far worse,—he fell into obscurity. He became of no note, of no esteem, of no influence. The man in whose train the mob of Paris had shouted, by whose words their passions had been lulled or their enthusiasm roused, the man to whom foreign deputations had paid homage and foreign statesmen offered flattery, became the subject for a schoolboy's moralizings and a cynic's snarl. He sank by one sudden plunge from the pedestal of the great to the shelf of the equivocal. He exchanged fame for something which to a Frenchman was worse than infamy. Is it strange that he should resent this stroke of fortune and this sample of ingratitude! He has accordingly penned a justification of himself against charges which his own ingenuity has framed. For, where there was no specific accusation, it was necessary to invent one; where there was no accusation, there could be no defence; and where there was no defence, there could be no revenge on the ungrateful silence or the reproachful neglect of his countrymen. In this production it is needless to say there is much eloquence, more fancy, and some justice. The main and irresistible reply to it consists in the very fact that there should have been any reason for writing it. Why is not M. Lamartine what he was four months ago? Great as his powers may be, both as an orator and a poet, they will be infinitely greater than the world ever believed them to be, if they restore him to his former place.

M. Lamartine opens the pleadings in a case in which he himself is defendant. He first makes his charges, then refutes them. This is convenient. In anybody's hands it is an expedient manœuvre; how much more so in one who has studied the science of effect so successfully as the historian of the Girondists! The chief objection to it is, that the artifice is transparent. Many topics of inculpation will be selected expressly for the facilities of exculpation which they offer. For instance, who but an ingenious advocate would have fabricated for his opponents such a count as this, with which M. Lamartine introduces his case, viz., that he "was ardent in his ambition, but weak in the "exercise of power?" Ardent in his ambition! What a topic for a Frenchman to harangue Frenchmen on! What Frenchman is not ardent in ambition! What Frenchman does not sympathize with the ardent, the ambitious, and the aspiring! M. Lamartine knows his countrymen well, and has selected his "points" with judgment. "And feeble in the exercise of power!" This, too, is a gratuitous assumption; but it exhibits the rhetorician's art. It creates for him an opportunity of describing the second as he described the first Revolution; of painting the second Assembly as he had painted the first Convention; of recalling to the mind's eye the march of himself and his colleagues to the Hotel de Ville, "at the head of a column of the people, "borne along under a canopy of sabres, pikes, "and bayonets, into the halls stained with blood, "and encumbered with the dead and wounded, "to a small table at which the Government was "organized," by the same vivid colouring which has stamped upon all memories the flight to Varennes and the taking of the Bastile. It allows—nay, compels—the hand that contrasted the Girondins with the Montagnards to contrast the two Republics—"the Republic of your wishes, and that which you would not have,—the "one violent, sweeping, dictatorial, and terrorist "in language, in gesture, and in colour; the "other moderate, pacific, legal, constitutional, "and unanimous;" and to remind Paris how he and his colleagues had "twenty times during the first 72 hours" of the young Republic been "taken up, dragged, carried to the doors "and windows, on to the head of the staircase, "into the courts and the square, to address men "of another epoch, who so fallaciously interpreted the will of the people;" and to pronounce over again those memorable words,—"The red "flag, citizens, which you present to us has never "been anywhere except round the Champ de "Mars, trailed in the blood of the people; the "flag which we wish to preserve to the Republic has made the tour of the world with our "bravery, our glory, and our liberties." No; M. Lamartine was never accused of weakness as a member of the Provisional Government. All people and nations remember the indefatigable orator who was perpetually addressing vast, heterogeneous, and alien assemblies; the intrepid Minister who was daily facing danger and death; the discreet correspondent with foreign states, who persisted in repudiating a policy of aggression and interference. Not only may we say on these points "*Quis incusavit?*" but also, "*Quis non laudavit?*" The defence was superfluous, because the censure was imaginary; but the strategy adopted is as old as the lessons of Tully and Quintilian.

So, also, when he asumes that he is charged with having "compromised the safety of the Re-"public by not at once throwing our forces over "the Rhine and Alps," he is, not unconsciously, resuscitating a powerful sympathy in the bosoms of all foreign statesmen and the wisest of French patriots. What would now have been the prospects of Europe had she been plunged into a second revolutionary war? What would have been the inevitable doom of France had she wantonly provoked it? To M. Lamartine great credit and many thanks are due for his manly and courageous devotion to the cause of peace. But who has made this a ground of censure, and a stumbling-block of offence? When he appeals to his principles, he is not defending, but eulogizing himself. It is wounded vanity, not assailed innocence, that speaks.

But what shall we say when a man of M. Lamartine's social and political position condescends to enter into a minute detail of his pecuniary affairs in order to meet the imputations of malversation, corruption and public robbery? What shall we say of the country where such insinuations against public men are lightly made and easily believed? What shall we say of the morals and purity of a people whose statesman, so lately the god of its idolatry, is accused of having turned a desperate revolution to his own good account, and of having eked out his own fortunes from the misfortunes of his country? But what shall be said of the man who, thus assailed, deems it requisite to publish the state of his liabilities and assets, his leases, releases, acquittances, and even the transactions with his publisher? "I blush," he says, "to expose "all these particulars; but the people have a "right over the reputation of their representa-"tives." Indeed! This is a new doctrine. We admit that the people have a right to be satisfied of the integrity of the people's servants; but to poke into their banker's books and peer into their publisher's accounts is a prerogative which fraternity does not demand and liberty ought hardly to allow. M. Lamartine ought to have blushed at the idea, not over the act, of this strange communication He ought to have resisted the temptation of parading both his honesty and his poverty.

M. Lamartine's real sin is not Communism. It is not treachery. It is not love of war. It is not peculation. It is not weakness during the time of the Provisional Government. On all these points he defends himself largely; and they are all superfluous. His real sin was weakness in the executive Government. He connected himself with Ledru Rollin, a man of uncongenial sentiments and more than equivocal character. He connived at his political and his personal misdeeds. He allowed Louis Blanc to play his own game at the Luxembourg, and Caussidière and Sobrier to prepare the arms and organise the soldiers of revolt out of the funds of his Government and at the head-quarters of his police. He did not take a decided and decisive line at a crisis which required the most marked decision of character and action. He played fast and loose with men who he acknowledges "were capable of serving or ruining" the Republic. He who showed no fear amid the pikes and sabres of the February mobs exhibited a weakness, an irresolution, and an ambiguity, in the months of March and April, which he does not explain and cannot justify. That his own integrity remained unsullied through the glittering temptations of a revolution which had surprised him into power, and placed unexpected greatness in his hands, we are willing to believe; but that other considerations unworthy of a statesman and a patriot operated very strongly upon his mind, and embarrassed his resolution, appears but too evident from the report of the committee of inquiry to which this pamphlet is intended as an evasive reply.—*Times.*

From the American Papers.

Henry Clay and the Presidency.

Cincinnati, Sept. 23, 1848.

In the Cincinnati Chronicle, we have another letter from Henry Clay in reference to the Presidency.

Certain members of the whig party of Cincinnati, it seems, had addressed Mr. Clay, inviting him to assume an "independent position" with regard to the present canvass for the Presidency, and assuring him of the earnest support of numerous friends. In answer to this Mr. Clay says, in substance:—

"My name, gentlemen, was submitted by my consent to the consideration of the National Whig Convention, which met in Philadelphia, but which did not think proper to place me in nomination as a candidate for the Presidency. I have quietly submitted to the decision of that body, and cannot consent to any further consideration of my name in connection with the office of President of the United States; and accordingly I have refrained from giving, and must continue to decline giving, the slightest encouragement or countenance to any such use of it." [Signed] H. CLAY.

THE NAVY AT AUCTION.—Our proposition to sell our sailing navy and substitute an efficient Steam Mail Marine, though startling to some weak heads of the nation, old grannies of the press, and gouty commodores, has nevertheless met with favor at Washington, where the "collected wisdom" begin to appreciate the wants and interests of the country. The first batch, consisting of the bomb brigs Vesuvius and Ætna, the schooners Tampico, Bonita, and the steamer Spitfire, a vessel worthless to the Navy, are already advertised to be sold at auction, at Norfolk, on the 11th of October. Orders have also been received at the Brooklyn Navy Yard to sell off another batch. Many of these vessels will make valuable merchantmen, and will command, we trust, a good price; at any rate let them be sold, but the whole sailing navy be sold if possible, and a steam marine be forthwith created; vessels that will serve the three-fold purpose of a mail, commercial, and war navy, at once a source of incalculable wealth, and a sure bulwark of the nation on the seas.

VANCOUVER'S ISLAND has been or is about to be given up to the Hudson's Bay Company by the British Government. One of the reasons given for this by Lord Grey is, in order to prevent the Island from becoming peopled by squatters from the Union, who would before long bring it under the power of the latter. The government it appears has reserved the right of taking back the island, after a lapse of 11 years, for a reasonable compensation.

SOMETHING LIKE A CIVIL WAR has commenced in the Island of Jamaica. The negroes refused to pay their taxes, the police were sent to compel them, a fight ensued, and troops were despatched to the scene, but their services were not required. Further disturbances being anticipated, the detachment of troops lately sent to Honduras have been ordered to return to Jamaica

CURIOUS APPLICATIONS for employment are sometimes made to our Missionary boards. One of these came to our knowledge yesterday.

John Bamber was born in London, of respectable parents, but falling among dissolute companions, he engaged in their practices, and being convicted of passing counterfeit coin, he was sentenced to be transported to Botany Bay for 14 years. At the time of his conviction he had a young and interesting wife, but he never saw her again. After being two years at Botany Bay he made his escape and got to New Zealand, where he joined the natives, adopted their manners and married two wives.

The New Zealanders are Cannibals and Bamber often saw them eating human flesh, but except on two occasions his civilized habits prevented his relishing this food. At last, growing weary of savageism, he abandoned his dusky spouses and escaped on board a whale ship, which, being in want of hands, took him to London. Leaving London he came to this city, and for a number of years sailed from this port. Here he married another wife and was doing well, but being detected in stealing a barrel of flour he was sent for six months to Blackwell's Island, and on getting out was almost immediately caught breaking open the cellar of the store corner of Catherine street and East Broadway and sentenced to several years imprisonment at Sing Sing.

During the time he was at Sing Sing he committed to memory one hundred and forty-seven chapters in the Bible, and on his release he applied to the Foreign Missionary Society, earnestly requesting that they would send him out as a Missionary to the Sandwich Island. Notwithstanding the claims he presented, the Society was fit to postpone his appointment, and poor Bamber, who is 55 years of age, now belongs to one of the Savannah vessels. He sometimes considers the Missionary Board a "lazy set of swabs" but still hopes they will ere long consent to send him out to enlighten and christianize the heathen.— [*Sun.*]

CHINESE DAINTIES.—A certain Mandarin, Hi-ha-, a well known epicure, gave an entertainment in the year 1839 to the master of an American vessel at Canton, who had ingratiated himself highly with the former, and to show his great regard for him the Mandarin had provided the choicest delicacies to be had in that part of the world. As ideas differ upon this point we will enumerate a few of these. Sheeps eyes roasted with a sauce of chopped peacocks feet, large green lizards boiled with their eggs, stuffed white mice, which were so carefully prepared, that the foreign guest was under the necessity of skinning them as a preparatory act, broiled snakes, and last not least a species of tart about 6 inches long, stuffed, not with almonds or raisins, but with baked earth worms? The Chinese appeared to enjoy these peculiar dishes very highly, although the guest was somewhat "taken aback" by appearance.

NINETY PERSONS were killed and ninety-nine injured, by railroad accidents in Great Britain and Ireland, during the six months ending June 30th. The total number of persons travelling by railroad in the same period was 26,330,492, The proportion of persons killed was one in 292,5 1 passengers, and of the wounded one in 265,964.

THE RISE OF PROPERTY IN CINCINNATI is almost unprecedented. Barr's Farm, which cost $ 3.50 per acre in 1811, or $355 50 in all, is now worth an average of $30 per foot, or nine millions, three hundred and four thousand dollars, without reference to the buildings thereon.

LATER FROM YUCATAN.—Further advices from Yucatan up to the 2d of September, have been received at the Sun Office, via New Orleans. The dysentery still continues its ravages in the city of Campeachy. Upwards of one thousand persons have fallen victims to the disease, seven hundred of whom were children between the ages of 7 and 15 years. On the 30th ult, the Spanish vessels of war Nervion and Cherraca arrived at Campeachy; the latter was to sail for Sisal on the 1st of September, with $14,000, sent by the Mexican government to Yucatan.

Skirmishes are continually taking place between the Indian and government troops, in which the latter are invariably successful. The letters confirm the accounts which we translated from the Havana papers a fews days since, of the defeat of 12,000 Indians, at Tekak, by less than one thousand soldiers. As the Indians are being driven into the wilderness, the country is resuming its tranquillity.

New Orleans, [via Memphis], Sept. 19.

At Tampico on the 6th, a meeting of the principal inhabitants was held in relation to the project of the Republic Sierra Madre, which was strongly denounced. They resolved to organize for the purpose of resisting invaders

Herrera has issued orders providing for the transportation of Mexican citizens who may reside in the country ceded to the United States.

UNITED STATES NAVY—It comprises 78 vessels, of all descriptions, of which 11 are ships-of-the-line, 17 frigates, 22 sloops-of-war, 11 steamers, 5 schooners, 7 store vessels, 4 brigs and 1 razee, carrying a total of 3,174 guns. Of these, 258 guns are employed in the Pacific, 77 in the Mediterranean, 131 by home squadron, 76 on the coast of Africa, 74 on the coast of Brazil, 46 in the East Indies, 6 in the survey, and 1 in the lake service; while 10 vessels are on the stocks, rating 610 guns; 15 in ordinary, rating 590 guns; and 5 others preparing for sea, rating 18 guns.

BRIEF HISTORY OF THE NAVY.—The new work lately published by authority, and compiled from the records of the Navy department, thus briefly sums up the 'casualties' among naval officers since the United States have had a navy.

Died	994
Killed in action	52
Killed in duels	21
Killed by accidents	7
Drowned	67
Loss at sea	87
Murdered	6
Resigned	1635
Dismissed	402
Cashiered	51
Discharged under peace establishment	277
Discharged	106
Last appearance or unknown	545
Deserted	3
In service	1505
	5758

It is gratifying to know that in so long a period, only three desertions have occurred among nearly six thousand officers, a proof of the high character of our naval service.

THE YELLOW FEVER had not apparently diminished at New Orleans on the 12th inst. On that day there were 29 interments of yellow fever patients, and ten deaths at the Charity Hospital.

MARINE LIST.

PORT of BUENOS AYRES

December 2.—Wind E., rain during the night.

Arrived, Bremen ship Westphalia, 440 tons, H. Wessels, from New York 26th September, to Zimmermann, Frazier & Co., with 222,263 feet pine lumber, 30 barrels rosin, 32 boxes furniture, 6 bundles matting.

American brig Imogene, 186 tons, William H. Clark, from New York 2d September, to Zimmermann, Frazier & Co., with 100,000 feet pine lumber, 30 spars, 50 kegs nails, 100 dozen brooms, 400 gross matches, 1 pipe gin, 190 kegs crackers, 250 reams brown paper.

British barque Clio, 217 tons, Phillip St. Croix, from Cadiz 25th September, Pernambuco 6th November, to Nicholson, Green & Co., with 1785 fanegas salt, 24 pipes aguardiente, 40 barrels wine, 33 bags garbanzos, 11 bags aniseed, 10 boxes almond oil, 50 boxes tobacco, 56 bales brown paper.

December 3.—Wind S., in the afternoon changed to S. E.

Arrived, American barque Edward Koppisch, 250 tons, Edwin Upton, from Salom 8th October, to Daniel Gowland & Co., with 200 bales and 20 boxes merchandize, 49 bundles candlewick, 200 boxes starch, 100 kegs nails, 150 bundles cordage, 100 bundles oakum, 10 boxes palm leaf hats, 218 do tea, 10 bags coffee, 251 bundles cassia, 31 pieces canvas, 1 barrel and 1 bag twine, 29,000 feet pine lumber, 28 dozen wooden buckets, 6 boxes stoves, 6 barrels dried apples, 8 boxes tobacco, 3 boxes matches, 158,000 shingles.

Sailed, Brazilian brig Encantador, 191 tons, Antonio J. Santos Pereyra, for Brazil, despatched by José Coelho Meyrelles, with 3033 quintals jerked beef.

Italian brig Annibale, 216 tons, A. Giordano, for Genoa, despatched by Llavallol & Sons, with 11,596 dry ox and cow hides, 2088 salted do., 260 quintals iron, 1010 empty bags, 9 bags maiz.

Bremen brig Mercur, 147 tons, Hinrich G. Addicks, for Cape de Verds, despatched by Becher, Preuss & Co., in ballast.

December 4.—Wind S.W.

Sailed, Spanish brig Julio, 203 tons, Felipe Costa, for Havana, despatched by Felipe Senillosa, with 4286 quintals jerked beef, 100 dry ox and cow hides.

Italian schooner Ninfa, 121 tons, José Barboro, for Montevideo, in ballast.

December 5.—Wind S W., in the afternoon changed to S.

Arrived, Brazilian polacre Repentina, 213 tons, José Antonio de Souza, from Bahia 13th ult., Buceo 3d inst., to Antonio Romaguera, with 212 pipes, 7 half do. and 93 barrels red wine, 177 bags arrow root, 100 do. cocoa, 123 barrels sugar, 8 boxes snuff, 2000 cocoa nuts, 2 boxes merchandize, 5 do. preserves, 4 barrels do, 48 tin cases refined sugar, 3 barrels caña, 30 boxes cigars, 2 do. cloves.

National schooner Brillante, Ambrosio Ordano, from the Buceo 4th inst., to Manuel Lopez, with 20 pipes tallow, 1300 ox and cow hides.

Sailed, Italian brig Rivadense, 156 tons, Angelo Groce, for Rio Grande, despatched by Narciso Martinez & Sons, with 977 bags maiz, 22 hogsheads tobacco, 20 barrels salt beef, 182 brooms, 30 boxes soap, 16 half pipes wine, 25 bales paper, 155 boxes dried peaches, 800 jars oil, 1 box cigars, 3 bales goat skins, 7 boxes books, 25 rolls cordage, 8 tercios yerba, 300 boxes raisins, 2 bundles hemp.

Italian polacre Italia, 127 tons, Estevan Chiapparo, for Rio Janeiro, despatched by Diego Calvo & Sons, with 3084 ox and cow hides, 496 arrobas dried beef.

December 6.—Wind N. W., rain during the night.

No arrivals or sailings.

December 7.—Wind N. N. W., in the afternoon changed to S. W.

Arrived, Bremen barque Johanna, 469 tons, Diedrich Jachens, from Salt Island 7th October, Rio Janeiro 20th November, with 179 moyes salt, to Zimmermann, Frazier & Co.

Bremen brig Mentor, 160 tons, B. Losekamp, from Salt Island 20th September, Bahia 11th ult, with 256 moyes salt, to Zimmermann, Frazier & Co.

British barque Martha Shallcross, 313 tons, John Coaker, from St. Ubes 11th October, to Carlisle, Smith & Co., with 490 moyes salt.

Sailed, Italian three masted schooner of war Fama, Lieut. Alexander Wright, for Montevideo.

French barque Rio, 224 tons, Desouzac, for Havre, despatched by Mosca, Dunoyer and Vanni, with 10,903 dry ox and cow hides, 3,865 horns, 52 half pipes, 5 barrels and 403 boxes tallow, 17 bales horse hair, 13 do. wool.

Italian brig Graciosa Fanny, 202 tons, P. L. Tiscornia, for Genoa, despatched by Lavallol & Sons, with 2417 salted ox and cow hides, 764 dry do., 4134 horns.

Brazilian brig Inca, 227 tons, José Bernardino de Araujo, for Pernambuco, despatched by Manuel A. Ramos, with 150 ox and cow hides, 3494 quintals jerked beef.

December 8.—Wind S. E., fresh.

Arrived, American barque Rothschild, 261 tons, H. Barber, from Boston 8th October, to Daniel Gowland & Co., with 219 boxes and 190 bales merchandize, 2400 kegs of powder, 80 pieces assorted cordage, 7000 feet pine lumber, 50 boxes tea, 124 pieces of oak, 190 do. of ash, 210 bundles twine, 200 barrels rum, 100 bags pepper, 180 kegs nails, 302 pieces matting, 9017 feet oak planks, 20 knee timbers.

Spanish polacre Pronta, 175 tons, Ramon Ros, from Cadiz 18th October, Buceo 4th inst, to E. Ochoa & Co., with 118 pipes aguardiente, 500 fanegas salt, 59 bales brown paper, 16 boxes merchandize.

Spanish brig Mercedes, 187 tons, José Cabruja, from Barcelona 9th September, Malaga 30th, Rio Janeiro 15th ult., Rio Grande 2d inst., to Santamaria, Llambi & Cambaceres, with 134 pipes, 82 half pipes red wine, 25 pipes aguardiente, 40 casks cognac brandy, 1130 jars oil, 10 boxes preserves, 4 bales cork stoppers, 736 boxes, 87 half boxes and 80 quarter do. raisins, 50 barrels grapes.

Spanish brig Antonio, from Havana.

Swedish barque Prins Carl, 370 tons, F. J. Karten, from Hernosand, (Sweden) 4th, Elsineur 14th September, to order, with 475 pieces red pine, 100 dozen joists, 25 dozen boards, 22 spars, 238 beams, 402 boards, 456 bars iron, 12 barrels tar.

Brazilian brig Don Affonso.

Sailed, French barque Alfred. 219 tons, Martin, for Havre, despatched by B. Herand, with 11,179 dry ox and cow hides, 858 salted do., 34 bales wool, 14 do. horse hair, 95 horse hides, 6 bales slunk calf skins, 7000 horns, 153 boxes melted tallow.

Hamburg ship Independence, 280 tons, Peter Schact, despatched by Charles R. Horne, for the Cape of Good Hope, in ballast.

Bremen schooner Hermann Daniel, 160 tons, A. Hollman, for Pernambuco, despatched by Zimmermann, Frazier & Co., with 3926 quintals jerked beef.

The American barque "Edward Koppisch," Edward Upton, master, which arrived here on the 3d inst., has made the round voyage hence to Salem and back in the remarkably short period of 135 days.

Merchant Vessels from sea in the Port of Buenos Ayres on the evening of 7th inst.

National	3	654 tons
British	36	8,540 »
American	15	3,577 »
Danish	4	907 »
French	10	2,465 »
Hamburg	3	735 »
Spanish	13	2,678 »
Brazilian	11	2,069 »
Italian	7	1,230 »
Bremen	8	1,897 »
Belgian	1	250 »
Hanoverian	2	396 »
Swedish	2	646 »
Dutch	1	200 »
Montevideo	1	123 »
Norwegian	2	476 »
Peruvian	1	277 »
Chilian	1	313 »
Lubeck	1	250 »
Neapolitan	1	281 »
	123	27.964

THERMOMETER in the Mirador of the Commercial Rooms—

Saturday	80
Sunday	72
Monday	76
Tuesday	76
Wednesday	75
Thursday	75
Friday	75

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	21 September.
London	20 »
Malaga	30 August.
Marseilles	1 September.
Montevideo	1 December.
New York	8 October.
Paris	3 September.
Philadelphia	31 August
Rio Grande	22 October.
Rio Janeiro	14 November
Trieste	
Valparaiso	

FOREIGN VESSEL OF WAR IN PORT

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

Advertisements.

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 a Port in the British Channel and the Continent.

Passengers only.

The fine fast sailing A.1. British barque

Ann Dingwall,

G Brown, Master, has most excellent accommodations for passengers, and will be despatched the latter end of this month.

For particulars apply to Capt. Brown, or to the Consignees—

Otte Rosenthal & Co.,
Calle de la Piedad, No. 43.

For Liverpool,

The very fine fast-sailing A 1. British brig

"Antilla,"

280 tons register, Capt. Pearce,

Has three fourths of her cargo engaged and going on board, and can still accommodate from two to three thousand salted hides—For rate of freight please apply to the Consignees

Messrs. John Best and Brothers,
or to John Higinbothom,
Licensed Ship Broker,
Calle Reconquista, No. 53.

For London,

The regular trader A. 1. British brig

"Jessie Mitchell,"

191 tons register, Capt. McCall,

Has only disengaged room for 1000 salted hides. For rate of freight please apply to the Consignees Messrs. John Best & Brothers, or to

John Higinbothom,
Licensed Ship Broker,
Calle Reconquista, No. 53.

For Liverpool,

The fast-sailing A. 1. British barque

"Pathfinder,"

320 tons, Capt. Meldrum,

Has disengaged room for bales and dry hides, which can be received on board immediately—For rates of freight please apply to the Consignee Thomas Armstrong, Esq., or to

John Higinbothom,
Licensed Ship Broker,
Calle Reconquista, No. 53

For New York,

Passengers only,

The fine fast-sailing first class Bremen barque

"Louise,"

248 tons, Capt. Jenkins,

Having all her cargo engaged and shipping will have quick despatch—For rates of passage please to apply to the Consignees, or to

John Higinbothom,
Licensed Ship Broker,
Calle Reconquista, No. 53.

For Boston,

The well-known first-class American brig

"Consort,"

225 tons, Capt. Lyle,

Has only room for 1500 dry hides or equivalent in bales. Please apply to the Consignees

Messrs. Zimmermann, Frazier & Co.,
or to John Higinbothom,
Licensed Ship Broker,
Calle Reconquista, No. 53.

For Antwerp,

The A. 1. fast sailing British barque

"Achilles,"

232 tons, Capt. Langlois,

Has only disengaged room for 1000 dry hides, which can be received on board immediately—Please apply to the Consignees—

Messrs. De Lisle, Brothers & Co.,
or to John Higinbothom,
Licensed Ship Broker,
Calle Reconquista, No. 53.

For Hamburg,

Passengers...

The well-known A. 1 Italy,

Anna Agosta Dutch galliot

200 tons, Capt. Haye Pe...

Will sail for the above port in all th... and has first-rate accommodations for ...south, gers—For rates of passage please apply to ... Consignees Messrs. J. J. Klick & Co., or to

John Higinbothom,
Licensed Ship Broker,
Calle Reconquista, No. 53.

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.

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.

Charles R. Horne,

Sworn Ship Broker,

Has Removed his office from No. 57½ "Calle Mayo" to No. 55 "Calle la Reconquista," (formerly Calle de la Paz) first street door on the left side of the street from "Calle la Merced" towards the Plaza de la Victoria.

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.

J. C. has on hand 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.

Nov. 24, 1848.

The Business hitherto conducted in this city under the firm of Charles T. Getting will from the 1st of January proximo be continued, in this, under the firm of Getting, Miller & Co. and in London under that of Miller, Getting & Co.

Buenos Ayres, 6th Dec. 1848.

WANTED.

A steward for an English family one who understands his business and can give good references as to conduct, abilities &c.; apply at No. 15 calle Maypú.

For Sale,

An Estancia, situated 20 leagues South East from Town, suited for keeping sheep—The same has got ditched mounts and large comfortable houses, which have been kept up in the best possible state. There may be sold also cows horses and a fine breed of sheep, with an extensive lot of land.

Please apply for particulars at Calle de Mayo No. 59, where any information about the person authorised to sell it may be given.

NOTICE

IS hereby given that neither the Captain or the Consignees of the British brig "FLINT" will be responsible for any debt contracted by the crew of said vessel.

Buenos Ayres, October 17, 1848.

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.

Notice.

No debt contracted by the crews of the American barque "Quincy" and brig "Consort" will be paid by either the Captains or Consignees.

WANTED,

For a Shop in town a boy about fourteen years of age. Apply at No. 97 Calle San Francisco (formerly Restaurador Rosas.)

To Let,

Rooms for single gentlemen, at No. 70 Calle la Reconquista.

To Let,

Several good Rooms in the altos, No. 39 Calle de la Victoria.

FOR SALE,

A complete and modern Soda Water Apparatus, with a double glass fountain, counter, shelving, and every other article necessary to open a soda water establishment. For further particulars apply at 69, Calle La Merced, formerly Cangallo.

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.

COOK.

Wanted a Cook, who can produce certificates of capacity, cleanliness and sobriety. None other need apply.

Calle la Reconquista, (formerly Paz) No. 55

Furnished Rooms to Let, apply at No. 110 Calle Mayo.

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	
Dec. 1	Schooner Suerte Argentina, José Avenente	124	To order	
	BRITISH			
Sept. 28	Barque Minstrel, Richard Kelly	280	Hughes Brothers	Plymouth.
October 5	Brig Flint, F. Graham	306	John Best & Brothers	Falmouth for orders.
" 6	Barque Albert Edward, W. Downward	327	J. C. Thompson	London.
" 9	Barque Anne Jenkins, Edward Lewis	253	José Gregorio Lezama	Falmouth for orders.
" 12	Brig Birkby, Thomas Nicolis	323	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, Phillip Langlois	232	De Lisle, Brothers and Co	Antwerp.
" 18	Brig Alciope, William Bennet	199	Louis Winter	Liverpool.
" 19	Brig Ayrshire Lass, Gavin Bryan	157	Edmund Mackinlay and Co	Falmouth.
" 20	Brig Antilla, 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	267	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	238	De Lisle Brothers and Co	Falmouth for orders
" 5	Barque Pathfinder, John Meldrum	325	Thomas Armstrong	Liverpool.
" 5	Brig Harriet, Gibbs	173	Plowes, Atkinson and Co	London.
" 11	Brigantine Ottoman, William Sewel	198	Plowes, Atkinson & Co	Falmouth.
" 11	Barque Monarch, Perceval	337	Turner & Co	Liverpool.
" 12	Barque Templar, Richard Marshall	285	To order	Falmouth for orders
" 12	Brig Jessie Mitchell, William M'Call	191	John Best & Brothers	
" 17	Schooner Enterprise, John Rosewall	74	Bates, Stokes & Co	Not allowed entry.
" 19	Barque Melody, John Hooper	252	Hughes, Brothers	Plymouth
" 19	Barque Howard, Bowen	221	Wilfred Latham & Co	Liverpool.
" 26	Barque Chapman, David Guthrie	281	John Best & Brothers	
" 28	Brigantine Henry Curwen, Thomas Vickers	151	Bates, Stokes & Co	
" 29	Brig Hibbert, W. Bruce	259	To order	
Decem. 2	Barque Clio, Philip St. Croix	217	Nicholson, Green & Co	
" 7	Barque Martha Shallcross, John Coaker	313	Charles Smith and Co	
	AMERICAN.			
October 1	Barque Imogene, William Benedict	179	Zimmermann, Frazier & Co	Maranham.
" 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, Oricy 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	273	Zimmermann, Frazier & Co	Marseilles.
" 12	Brigantine Overmann, H. Dameson	200	Diego Calvo & Sons	
" 20	Brigantine Virgin, Daniel Wasgatt	111	Vicente Casares and Sons	Rio Janeiro.
" 22	Barque Hermitage, J Forest	317	Zimmermann, Frazier & Co	Baltimore.
" 28	Barque Rio Grande, F. J. Thomas	298	Zimmermann, Frazier & Co	Antwerp
" 29	Barque Jacob S. Wain, G. Howland	264	Zimmermann, Frazier & Co	
" 29	Barque Walter, Richard Rankin	342	Zimmermann, Frazier & Co	
Decem. 2	Brig Imogene, William H. Clark	186	Do.	
" 3	Barque Edward Koppisch, Edwin Upton	250	Daniel Gowland and Co	Salem.
	DANISH			
Oct. 6	Barque Orion, H. Mathiessen	235	Zimmermann, Frazier and Co	Bahia & Pernambuco
" 14	Brigantine Estevan, E. Frantzen	140	Nelson Hartwig	Brazil.
" 16	Barque Cybele, Christian Backmann	250	José Gregorio Lezama	Cape de Verds.
Nov. 1	Ship Androklus, W. J. Schmidt	282	Charles R. 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. Duraud	258	Louis Winter	Havre.
October 8	Ship Leon, Bonnet	359	Thomas Rousse	Bordeaux.
" 25	Barque Australie, Courian	210	Thomas Rousse	
Novem. 5	Barque Diane, Logay	240	Thomas Rousse	Antwerp.
" 6	Ship Paraná, Victor Garbe	256	E. Ochoa and Co	Havre.
" 11	Brig Finette, Oliver	251	B. Herand	Cette.
	HAMBURG.			
Nov. 2	Brig Alcyon, John J. Sinn	140	José Gregorio Lezama	Antwerp.
" 4	Ship Independence, Peter Schacht	280	Alexo Arocena	
" 26	Barque Capella, Peter H. Decker	315	Louis Winter	
	SPANISH.			
October 18	Brig Ana, Joaquin Roig	236	Zumaran and Treserra	Havana.
" 21	Brig Viagero, Juan Curell	200	E. Ochoa & Co	Do.
" 23	Polacre Esmeralda, José Millet	164	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	
" 26	Polacre Vicenta, Federico Oliver	151	E. Ochoa & Co	Havana
Dec. 1	Barque Ceres, Miguel Capo	428	Felix Buxareo	
	BRAZILIAN.			
Sept. 6	Brig Luisa, Manuel dos Santos Ornella	305	Felix Buxareo	Rio Janeiro.
Nov. 1	Brigantine Libia, Antonio Sousa Picao	156	Juan Geronimo Martinez	Rio Janeiro.
" 7	Polacre Condor, Juan A. Diaz	187	To order	Do.
" 7	Brig Saudade do Santos, Antonio F. Belem	260	Manuel Acevedo Ramos	
" 9	Brig Natado, Antonio Marquez	176	José Coelho Meyrelles	Do.
" 11	Brigantine San José, Joaquin Fernandez	121	José Gregorio Lezama	
" 26	Brig Pereira, Alexandro A. Pereira	166	Manuel Acevedo Ramos	
" 27	Schooner Bella Juvita, Joaquin Fernandez	122	Carlos Huergo Maria	
" 28	Brig Aurora, Juan José Martinez	187	Manuel Acevedo Ramos	
" 30	Brigantine Teresa, J. B. M. Freitas	176	Zumaran and Treserra	
Decem. 5	Polacre Repentina, José Antonio de Souza	213	Antonio Romaguera	
	ITALIAN.			
Sept. 5	Brig Hydra, Antola	139	Jacinto Caprile	
October 3	Brig Expresso, Agustin Ferraro	242	Vicente Gianella	Genoa.
" 7	Polacre Revoca, Juan Bautista San Miguel	180	Pietranera, Piaggio and Co	
" 12	Brig Apollo, Juan Lavarello	210	Jacinto Caprile	Genoa.
Novem 11	Polacre Margherita, Ambrosio Vaccaro	159		
" 18	Brig Josefina, Antonio Vicente	152	Pietranera, Piaggio and Co	
" 29	Polacre Daniele, B. Denegri	148	Piaggio, Pietranera & Co	
	NORWEGIAN.			
October 24	Barque Freia, Peter E. Brechan	249	Vicente Casares & Sons	
Novemb. 11	Barque Celeritas, Hans Stang	227	Zimmermann, Frazier & Co	Hamburg.
	BREMEN.			
Sept. 23	Schooner Hermann Daniel, A. Hollman	160	Zimmermann, Frazier & Co	Rio Janeiro.
October 22	Ship Hudson, Hermann Hohorst	387	Becher, Preuss and Co	New York.
Nov. 2	Barque Louis, Knudt Jensen	232	To order	New York.
Novem. 4	Brigantine Henriette, F. Haesloop	171	Zimmermann, Frazier & Co	New-York
" 5	Brig Louisa Caesar, M. Wenke	171	Zimmermann, Frazier & Co	Havana.
Decem. 2	Ship Westphalia, H. Wessels	440	Zimmermann, Frazier & Co	
" 7	Barque Johanna, Diedrich Jachens	469	Do.	
" 7	Brig Mentor, B. Losekamp	160	Do.	
	BELGIAN.			
October 3	Barque Louise, S. Lams	250	José Gregorio Lezama	Antwerp.
	NEAPOLITAN.			
Novem. 11	Polacre Vesuvio, Antonio Scarpate	284	Pietranera, Piaggio and Co	Genoa.
	HANOVERIAN.			
October 3	Brig Express, S. Christoffers	170	Becher, Preuss and Co	Antwerp.
Novem. 7	Barque Matador, H. Ballier	226	Freyer, Brothers	Falmouth for orders
	SWEDISH.			
Novem. 6	Ship Prins Carl, John Tarras	396	Louis Chapeaurouge & Co	Valparaiso
" 28	Brigantine Experiment, Johan J. Almgren	250	Freyer Brothers	
	DUTCH.			
October 22	Galliot Anna Augusta, Haye Peters	200	J. J. Klick & Co	Hamburg.
	ORIENTAL.			
November 28	Brigantine Bella Mercedes, P. Muratore	123	José Gregorio Lezama	
	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	Falmouth for orders

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.

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 CHABOS 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 Cangalo] No. 56, 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.

To Carpenters,

In the calle of Buen Orden No. 44 will be found mahogany of ½ inch, 1¼, 2, 2½, 2½, 3, 4½, and Scantling of 5 inches.

WANTED,

A man servant, Calle la Defensa, No. 124.

TWO or three gentlemen can be accommodated with board and furnished lodgings at No. 6 Calle de la Piedad.

WHOLESALE PRICES CURRENT.

IMPORTS.

	Dols. rs.		Dols. rs.
ALE and Porter—Duty, 54 per cent.			
London .....per doz.	—	á	72
French and German, none.....	50	á	60
ANCHOVIES—Duty 28 p. cent.			
Per kegs.....	—	á	40
BEES WAX—Duty 19 p. cent.			
White, cera in.....	12	á	14
CANDLES—Duty, 19 per cent.			
Sperm .....per lb.	8	á	9
Stearine.....	no demand.		
CASSIA—Duty, 28 p. cent. p. lb	—	á	5
CARDS, Playing—Duty, 19 per cent.			
Spanish, fine .....doz.	—	à	30
» ordinary.....doz.	14	á	16
German.....per gross	150	á	200
Genoese	—	á	—
CANDLEWICK—Duty 28 per cent.			
American.....arroba	—	á	*140*
English.....	—	á	150
CHEESE—Duty 39 per cent.			
Dutch, round, of about 3 lbs., each, if sound.....	—	á	13
Do. cream, ...per lb.	—	á	4
English	—	á	6
CHUNO.....	—	á	60
CIDER—Duty. 39 per cent.	none.		
CLOVES—Duty, 28 per cent.	none.		
COALS—Duty, 5 per cent.			
Coarse ..... per ton on board	—	à	160
Blacksmith ..... do.	—	á	270
COCOA—Duty, 5 per cent.			
Brazil.....	none.		
Guayaquil	none.		
COD FISH—Duty, 28 per cent.			
Per drum of 100 lbs.....	—	á	160
COFFEE—Duty, 28 per cent.			
Havana.....quintal..	—	à	125
Brazil .....do.....	—	á	125
DEMIJOHNS—Empty, assorted, of 3, 4 and 5 gallons—Duty, 19 p. cent. each	—	á	9
DOMESTICS—Duty, 29 per cent.			
American brown shirting, 27 inches.....per yard	18 rls.		
» Appleton do. 30 in. »	none.		
» India Head do. 30 » »	none.		
» Appleton do. 33 » »	none.		
» Do. sheetings 36 » »	none.		
» Brown drills..30 » »	none.		
» Tickings & Stripes32 »	—	á	2 6
Scotch Hessians	—	á	2 1
FARIÑA—Duty, 28 per cent.	13	á	14
FLOUR—Prohibited—Price on board for re-exportation per barrel 6$ Spanish.			
FRUITS—Duty, 28 per cent.			
Almonds, hard shell, unshelled, per arrobe.....	—	á	25
Do. soft do.	—	à	40
Do. shelled .....do....	—	à	125
Apples, dried .....per lb.	—	á	2
Currants	5	á	6
Figs, Malaga .....per mat	—	á	30
Hazel nuts.....	—	á	25
Prunes.....	none.		
Raisins, Malaga.....arroba	—	á	40
Walnuts .....do..	—	á	45

	Dols. rs.		Dols. rs.
FIRECRACKERS, India—Duty 19 p. cent.			
Per gross.....	—	á	14
GLASS, Window—Duty 19 per cent.			
Box.....	—	à	120
Do. German, assorted....dozen	15	á	16
HAMS—Duty, 28 per cent.			
English, superior.....	—	á	3
American.....	—	á	2
Westphalia	—	á	3
HONEY—Duty, 28 per cent.			
Per gallon.....	—	á	12
IRON—Duty, 5 per cent.			
English, per quintal.....	70	á	130
» hoop do.	140	à	180
Swedish	none.		
LARD—Duty, 28 p. cent., p. lb.	none.		
LEAD—Duty, 19 per cent.			
Pig, per quintal.....	—	á	150
Sheet do.	200	á	220
LEATHER—Duty, 19 per cent.			
Calf skins,.....per doz.	—	á	550
Morocco, coloured.....do....	—	á	600
Patent leather.....	—	á	660
Sheep skin linings do.....	—	á	125
Do. do. Morocco.....	—	á	400
LUMBER—Duty, 5 per cent.			
American pine boards and plank, on shore.....per foot..	6	à	6½rs.
Baltic pine 28$ silver per mil on board feet on board.			
Pitch pine, 34$ silver per mil on board			
Swedish pine 25 á 28$ do. per do.			
MANDIOCA.....	—	á	54
MATS—Spanish, duty 19 p. cent per doz.....	—	á	120
MATTING—Duty, 19 per cent.			
Spanish, per piece	—	á	180
India, per yard. 4, 5, 6½.....	12	á	13
MOLASSES—Duty, 28 per cent.			
Per gallon.....	—	á	8
NAVAL STORES.—Duty: cordage, pitch, rosin and tar 12 per cent.; canvass and duck 19 per cent.			
Canvass—American, per yard	—	á	4
» English, No. 1 to 6 piece	—	á	200
» German.....	—	á	—
» Russian, best quality,	250	á	260
» Do. 2nd do...	170	á	180
Cordage—coir, per quintal.....	—	á	180
» Manilla do.	—	á	300
» Russian do.	—	á	240
Duck—English	—	á	110
» German	120	á	130
» Russian	140	á	150
Pitch—American.....barrel..	—	á	50
» Swedish	none.		
Rosin.....	—	á	50
Tar—American	—	á	120
» Swedish	—	à	220
OILS—*Duty, 28 per cent.*			
Olive—Spanish, in casks, p. arr.	—	á	50
» » *in jars of ½ arroba each*....	—	á	24
» Genoese, in casks	—	á	55
» » refined in bottles	60	á	65
» French	—	á	85
OLIVES—Duty 28 per cent.			
Seville, in jars..... .....each	—	á	6
Malaga ..... kog	—	á	45
PAINTS—Duty, 19 per cent.			
Linseed oil, in casks, per arroba	—	á	16
» in tins or jars p. gal.	—	á	17
Turpentine in tins, per gal on..	—	á	20
White lead dry.	—	á	—
Paints in oil, assorted colours, lb.	1½	á	2
PAPER—Duty, 19 per cent.			
Spanish, florete..... ....ream	—	á	40
» ½ do.	—	á	36
» linen for segars.....	—	á	40
Genoese, florete	—	á	35
» ½ do.	—	á	30
Wrapping, large size, Genoese	—	à	31
» medium.....	—	á	21
» small	—	á	17
Letter paper.....	—	á	35
PEAS—Duty, 28 per cent.			
Spanish, (garbanzos).....	45	á	50
PEPPER—Duty, 28 per cent.			
Black .....per arroba	—	à	55
Chile, red..... do.	—	á	100
Spanish, red..... do.	—	á	80
Do. sweet	—	á	80
RICE—Duty, 12 per cent.			
Carolina..... ....per arroba	—	á	31
Brazil.....do ...	—	á	28
Piedmont.....do...	—	á	30
SALT—Duty, 1 dol. per fanega			
Cadiz & St. Ubes on board do.	13 (silver)		
Cape de Verd			
Table, fine ..... arrobe	—	á	12
SALTPETRE—Duty, 5 per cent.			
SOAP—Duty, 19 per cent.			
Spanish .....per arrobe	—	á	30
Marseilles.....do.....	—	á	30
American, yellow.....do.....	—	á	27
English.....do....	—	à	27
SPIRITS—Duty, 39 per cent.			
Brandy, Spanish, 34 á 35 deg.	—	á2600	
» French	—	á2400	
» Aniseed 28 deg.....	—	á2250	
» from the Baltic 34 á 35	—	á 2300	
Gin, German, in pipes, 20 deg.	—	á1650	
» in cases and baskets of 1 dozen jars.....	—	à	52
» in demijohns of 1 gallon...	—	à	15
» in do. of 3 gallons..	—	à	44

	Dols. rs.		Dols. rs.
Rum, New England, 140 gals.	—	á1800	
» Havana, (caña) 20 deg. 128 gallons.....	—	á1700	
» Rio Janeiro do. do. ..	—	á1720	
STARCH, Wheat—Duty, 28 per cent.			
Per arrobe	—	á	65
SUGAR—Duty, 28 per cent.			
Loaf .....per arrobe	—	á	52
Crushed, refined.....do....	—	á	52
Havana, white.....do....	—	á	34
» brown .....do....	33	á	37
Rio Janeiro, white campos do.ne	32	á	33
» brown.....do....	—	á	28
» dark brown.....do....	—	á	28
Pernambuco, white .....do....	37	á	38
» brown .....do....	32	á	33
Santos, white.... old 34, new	—	à	37
» brown .....do....	32	á	33
Reconcavo.....	none.		
TEA—Duty, 28 per cent.			
Gunpowder and Imperial, per lb.	—	á	17
Hyson .....do..	—	á	6
Pouchong, superior.....do..	8	á	10
Do. inferior... .....do..	3	á	4
Orange Pekoe .....do..	—	à	15
TOBACCO—Duty, 39 per cent.			
Bahia, leaf.....per arrobe	—	á	40
Brazil, black superior...do....	—	á	110
Cavendish, 1st quality...do....	—	á	86
Do. inferior .....do....	—	á	55
Maryland, leaf.....quintal	—	à	200
Cigars, Hamburg	100	á	360
» Havana	300	á	500
» Regalia	—	á1000	
TWINE—Duty, 19 per cent.			
English..... ....per quintal	—	á	500
India .....do....	—	á	300
Spanish. .....do....	—	á	500
VERMICELLI—Duty, 54 per cent.			
Genoese, assorted....per arrobe	—	à	55
Spanish do. .....do....	—	á	55
VINEGAR—Duty, 39 per cent.			
French, refined.....per pipe	—	á1000	
Spanish .....do...	—	á1000	
WINES—Duty, 39 per cent.			
Port .....per pipe	—	á4000	
» bottles.....per dozen	—	á 200	
Lisbon, or Figueira, red.....	—	á 750	
» superior	—	à1200	
» white.....	—	á1350	
Marseilles	—	à 660	
Malaga, sweet and dry.....	—	á1250	
Catalonia	—	á 715	
Cette	—	à 660	
Sicilian	—	á 660	
Santerne, per case, 12 bottles	—	á 80	
Bordeaux, 1st quality, per cask	—	á 450	
» 2nd »	—	á 400	
» Fagon	—	á 300	
» superior in bottles ..	—	á 110	
» 2nd quality.....	—	á 65	
Champaign, superior, dozen....	200	á 300	
Muscatel.....	55	á 60	
YERBA Parnaguá, best	34	à 35	
ZINCK—Duty, 5 per cent.			

EXPORTS.

FEATHERS.			
Ostrich, long black.....lb..	10	á	11
» *white*.....do..	17	á	18
HAIR.			
Horse, short.....arroba	48	á	53
» mixed.. ..do..	60	á	68
» long 18 to 24 in...do..	110	á	125
HIDE Cuttings.....quintal	16	á	18
HIDES.			
Matadero or saladero, fleshed, 27 to 28 lbs.....pesada..	48	á	53
Matadero, country, 25 to 29 lbs.	44	á	50
For Spain.....	42	á	45
» North America	48	á	44
Of all stake.....	42	á	46
Salted ox..	45	á	50
» cow.....	35	á	36
Horse, salted.....	29	á	30
» dry	18	á	20
HORNS.			
Ox.....thousand	750	á	800
Cow.....do...	250	á	300
JERKED Beef.....quintal	—	á	40

	Dols. rls.		Dols. rls.
SKINS. .....pesada....	42	à	45
Calf, 3 to 12 lbs.....	none		
Chinchilla.....	do.		
Goat	do.		
Nutria, washed, fine and ordinary.....dozen	32	á	33
Do. dirty.....do..	23	á	28
TALLOW.			
Matadero, raw.....arroba	25	á	26
Do. melted, 1st class, do.	38	á	40
Do. pure, 2nd class, do.	35	á	36
Grease and tallow..... do.	—	à	35
WOOL.			
Ordinary, washed.....arroba	22	á	28
Do. dirty.....do..	8	á	10
Mestiza, washed.....do..	28	á	35
Do. dirty.....do..	12	á	18
Fine, washed.....do..	40	á	60
» dirty.....do..	25	á	35

Articles of Home Consumption, the growth, produce and manufacture of the Republic.

BISCUIT, common.....arroba	—	á	25
» fine.....do..	—	á	30
BRANDY, Mendoza and San Juan.....per barrel (silver)	—	á	12
CHARCOAL load of 12½ fanegas	—	á	320
FLOUR.....arroba	24	á	28
FRUIT.			
Apples, dried.....arroba	—	á	30
Figs » Mendoza.....do..	—	á	24
Peaches » with the stones, do..	—	á	25
Do. » without.... ...do..	—	á	30
Pears » .....do..	—	á	30
Raisins, Mendoza.....do..	—	á	27
Walnuts .....do..	—	á	40
GRAIN.			
Barley.....fanega	—	á	50
Beans, native (porotos)...arroba	—	á	20
» from the interior.....	none		
Maiz .....fanega	—	á	35
Wheat, best quality .....do..	—	á	140
» 2nd » .....do..	—	á	100
» inferior .....do..	—	á	70
GLUE .....arroba	—	á	25
LIME, Cordova.....fanega	100	á	105
Do. Paraná.....do..	32	á	35
OLIVES.....arroba	—	á	35
POTATOES .....arroba	—	à	20
SOLE Leather.			
Corrientes.....	none.		
Paraguay.....each, (silver)	3½	á	4
Tucuman, ox, each .....(do)..	—	á	4 2
Do. cow » .....(do)..	—	á	3 4
TOBACCO, Paraguay, Villarica	50	á	52
TONGUES, salted.....dozen	—	á	14
VERMICELLI.....arroba	—	á	36
YERBA, Paraguay *superior*...	—	à	65

MONEY MARKET.

EXCHANGE—England, per oz.	—	á	63s.
» France, no transactions, *per oz.* nominally...franks	—	á	82½
» Montevideo, premium per cent.	—	á	2
» Rio Janeiro, do.	2½	á	3
» United States.	at par.		
STOCK—Six per cent.....	103	á	104
» Four per cent.	in proportion.		
BULLION—Spanish Doubloons	355	á	355½
» Patriot.....do....	352½	á	353
» Do. Dollars....	21¾	á	22
» Spanish do. and Patacones....	22¾	á	22¼
» Plata Macuquina..		á	20

The highest rate of Exchange upon England during the week, 63s. per oz.

The lowest, 63s. per oz.

The highest price of Doubloons during the week 356.

The lowest 352.

Premiums for shipping specie, premium per cent ..... — á 2

FREIGHTS.

Destinations.	Dry Hides.	Salted Hides.	Tallow.	Bales.	Jerked Beef.
Great Britain	£4½ per 2240 lbs.	40s. á 42s. 6d. p. 2210 lbs.	47s. 6d. p. 2240 lbs.	30s. á 35s. p. 40ft.	..... nominal.
France	90 fs. p. 900 k.	45 f. p. 1000 k.	50 fs. p 1000 k	70 fs. p. 42 ft.	In British and American vessels only.
Continent.....	£4 10s p. 2240 lbs.	....none....	....none....	....none....	
Cadiz.....	$32 p. 2000 lbs & 10 p. cent				
United States...	$15 per 2000 lbs.	....none....	....none....	$6 per 40 ft.	.....
Rio Janeiro.....	....none....	....none....	....none....	....none....	.....
Havana.....	....none....	....none....	....none....	....none....	$1 p. 100 lbs. nominal.

George Thomas, Responsible Editor.